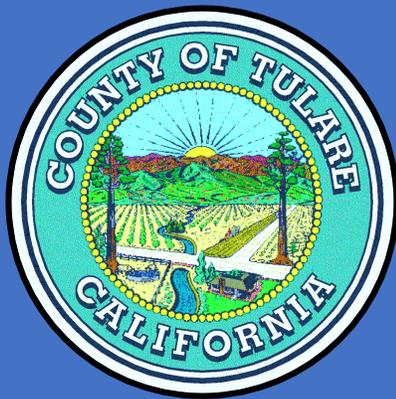


# GOSHEN COMMUNITY PLAN 2018 UPDATE

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Tulare County Resource Management Agency  
Economic Development and Planning Branch



# Goshen Community Plan Update

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# Goshen Community Plan Update

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# Goshen Community Plan 2018 Update

Adopted: June 5, 2018

Tulare County Board of Supervisors  
Resolution No. 2018-0392

Tulare County Planning Commission  
Recommendations:  
Resolution Nos. 9438, 9439, 9440, 9441, and 9442

Goshen Community Plan Update: GPA 14-001  
Zoning Ordinance District Map: PZC 15-008  
Section 18.9 Zoning Ordinance (Mixed-Use): PZC 15-009  
Section 16 Zoning Ordinance (By Right-Uses) PZC-18-002



Tulare County Resource Management Agency  
Economic Development and Planning Branch  
5961 S Mooney Boulevard  
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# Goshen Community Plan Update

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# Goshen Community Plan Update

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# Goshen Community Plan Update

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# Goshen Community Plan Update

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# Goshen Community Plan Update

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# Goshen Community Plan Update

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## EXECUTIVE SUMMARY

### INTRODUCTION

Goshen's current community plan was adopted in January of 1978 and amended by General Plan Amendments 87-07, 92-07, 98-02, 09-05. The plan is 40 years old as of 2018. The 1978 Goshen Community Plan is a collection of goals, objectives, and policies for the physical development of the community. The primary purpose of the plan was to outline community goals regarding physical development and to promote the general welfare of the community. The plan serves as a general guide for both public and private decisions affecting the community, and provides for the overall direction, density, and type of growth consistent with the needs of the community.

The community has undergone many changes since 1978, including the new Betty Drive Overpass, a pedestrian bridge over S.R. 99, new residential development, the addition of parks, and a medical clinic, among many other changes. With the construction of the new S.R. 99/Betty Drive Interchange the community will continue to change and grow. This Community Plan is focused on providing economic opportunities and to accommodate the desired growth for the community that has been addressed through over 36 Community Workshops from 2012 through 2014.

Goshen is generally square in shape and bisected in a northwest-southeasterly direction by SR 99 and the Union Pacific Railroad, which divides the community into approximately three similar sized areas. Goshen is an agricultural services and highway commercial community and is surrounded by agricultural production lands to the north, south, and west, and scattered residential, light industrial, agricultural, and vacant land to the east.

The central segment, between SR 99 and the railroad property, was built during various periods of growth over many years, as necessary to accommodate the needs of residents and the business community. This has resulted in a collection of small neighborhoods with a wide variety of structures, construction methods, and materials. Most of the residential blocks in this area consist of scattered vacant lots, deteriorating housing, and storage structures. Over a long period of time, the streets serving the houses were paved with a variety of materials and construction methods. Alleys between the residential streets are present in this section of Goshen as was typical in suburban neighborhoods constructed prior to 1950.

Most of the residential development east of the railroad was constructed throughout the late 60's through 1980's and used modern building techniques and codes. There are currently development projects along Riggins Avenue that have just started construction. This newer segment of Goshen has experienced the most growth in Tulare County over the last 10 years. Unlike other unincorporated communities in Tulare County, some of the streets with the Goshen community have been constructed according to urban standards, including curbs, gutters and sidewalks. And new housing developments including a newly approved (2016) 220-unit 20-acre Self Help Enterprises, Goshen Village East development project, a medical clinic, and a local community park were constructed at Avenue 312 and Road 72 to serve the needs of Goshen's current and future residents. The recent growth in this segment may serve as a catalyst for anticipated to attract further development.

# Goshen Community Plan Update

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## Location

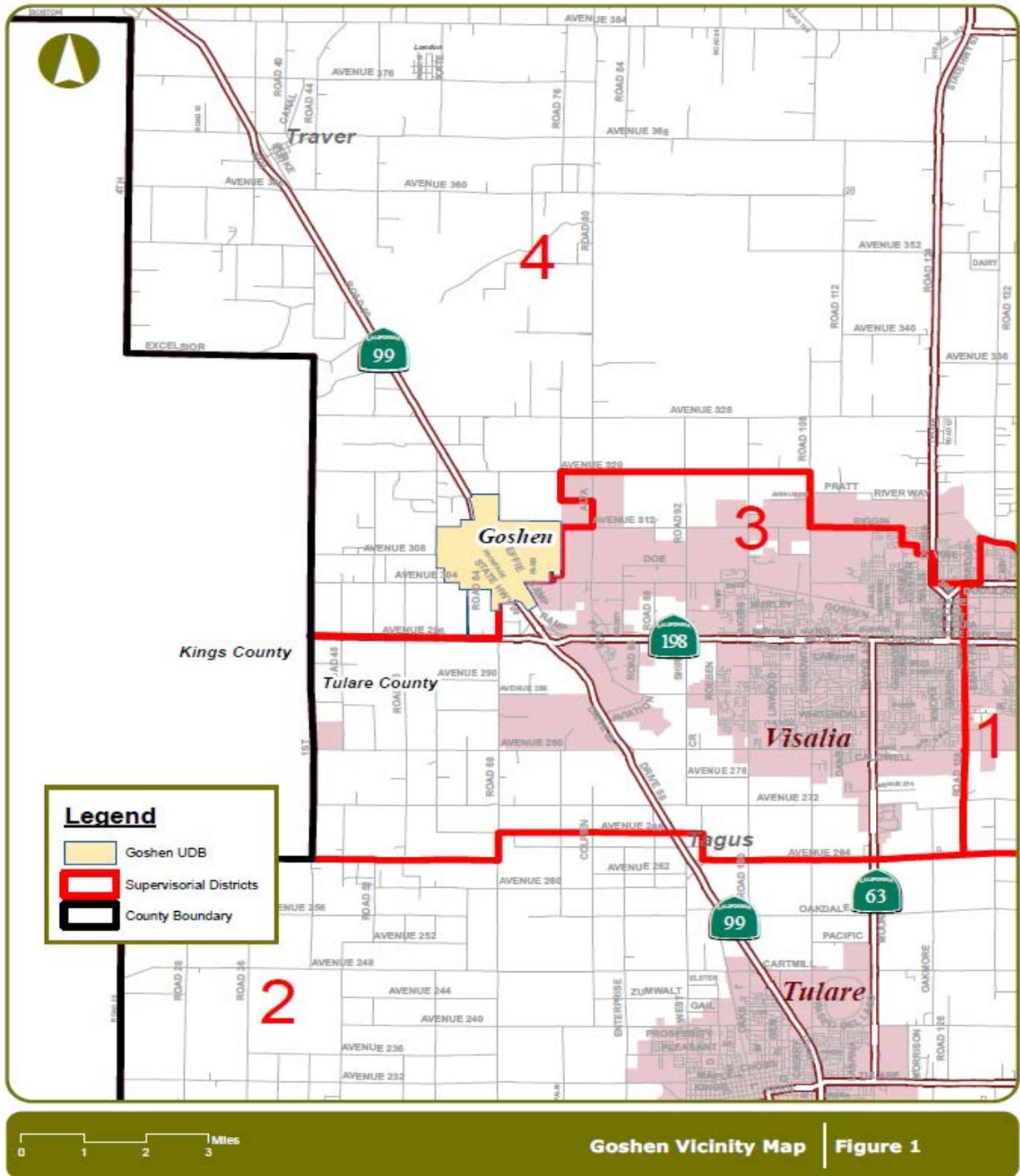
Goshen is located in Tulare County along State Route (SR) 99, adjacent to the western City Limits of Visalia (**see Figure 1**). Goshen is an unincorporated community of 3,739 persons. More generally, the Community of Goshen is located approximately 31 miles south of Fresno on SR 99 on the western edge of Tulare County (**see Figure 2**). It is located 1 ½ miles north of the Visalia Municipal Airport and portions of the community are situated within the approach and departure area of the airport. It lies one tenth of a mile north-west of the city limits of Visalia, 6 ½ miles from the downtown shopping area of Visalia, and immediately west of the Visalia industrial park area. Visalia is the County seat of Tulare County.

Sections 13, 24, & 25, Township 18 South, Range 25 East; Sections 18, 19, & 30, Township 24 South, Range 25 East; and Section 27 & 28, Township 23 South, Range 25 East MDB&M, and can be found within the Goshen Quad, United States Geological Survey 7.5-minute topographic quadrangle. Goshen is located at an elevation of 285 feet above sea level. The coordinates of Goshen are Latitude: 36° 20' 51" and Longitude: 119° 25' 12".

SR 99 and the Union Pacific Railroad parallel each other and traverse Goshen north to south. The Betty Drive interchange crosses SR 99. This roadway attracts substantial truck traffic because of the industrial uses located in this area.

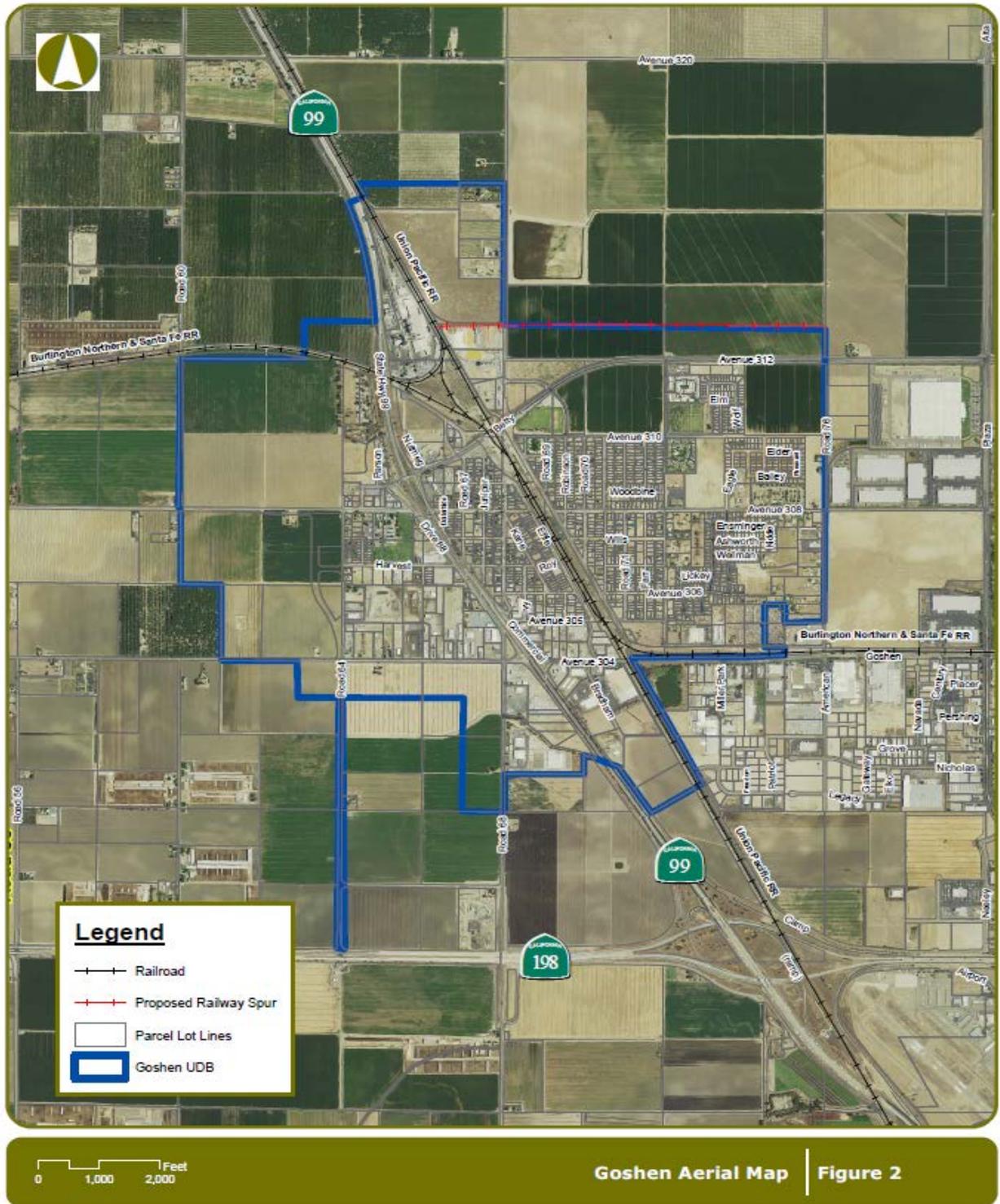
# Goshen Community Plan Update

Figure 1 - Vicinity Map



# Goshen Community Plan Update

Figure 2 - Aerial Map



# Goshen Community Plan Update

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## **HISTORICAL PERSPECTIVE**

Goshen through its history has grown into three concise sub-geographic areas from the west side of State Route (SR) 99, the central area between SR 99 and the Union Pacific Railway, and the east side between the rail and the City of Visalia (see **Figure 3 and 4**).

Goshen was founded as Goshen Junction by 1872 because of the townsite laid out by the San Joaquin Branch of the Central Pacific Railroad. In 1874, a branch line was built from Goshen to Visalia, inspiring the hope that Goshen would become a great railway center.

By 1880, several townsite lots had been sold to Goshen settlers (the first home was built for Jacob Kane), and the population increased enough to warrant construction of a post office. By 1883, Goshen Junction had become an important stop on the railroad's main line, with two small hotels and a railway passenger and freight depot. Goshen's population did not expand as hoped by the early settlers, perhaps due to the alkali visible to train passengers on the depot's ground, which unfavorably influenced potential settlers.

During the period 1884 to 1888, Goshen and other railroad towns served as shipping points for wheat growers during those “bonanza” wheat-growing years in Tulare County. Large warehouses were built to store the wheat. In 1885, Goshen's first school was constructed, and the Central Pacific changed its name to the Union Pacific (UP) Railroad. The first newspaper, the Goshen Herald, a weekly tabloid, rolled off the press in 1887. By 1888 the community had grown to include a lumber yard, stockyard, blacksmith shops, restaurants and saloons. The first Tulare County business directory listed 74 residents of Goshen Junction who were comprised of farmers, laborers, a railroad agent, saloon keepers, a wagon maker, postmaster, stage driver, blacksmith, hotel keeper and real estate dealer. The 1910 directory listed 65 persons, although it is presumed that both directories did not list all the residents and their children. Prior to 1913, the Associated Oil Company's pipeline acted as a development stimulus, resulting in the construction of several cottages to house the company's employees.

According to the Goshen Improvement Council, the 1937 population was about 50. The main residential core of the community consisted of approximately 30 homes on 24 acres. Most of homes were concentrated west of the railroad, north of Avenue 308, and east of Road 67. The remaining areas east of the railroad, north of Avenue 304, and south of Avenue 312 was undeveloped. At that time, Avenue 308 did not extend east of the railroad tracks. Two large oval tracts existed adjacent to the old borrow pit in the area bounded on the north by Avenue 308, on the east by Road 68, the south by Avenue 304 and on the west by Road 64.

According to population data available, the community grew rather rapidly during the 1940's and 1950's to reach a 1960 population figure of 1,061. Most of this growth is probably attributed to the post World War II boom, with Goshen offering agricultural opportunities and a rural atmosphere for a reasonable price. In the 1960's improvements along State Route 99 (SR 99) gave rise to highway commercial activities, as an important economic opportunity for most of the adjacent settlements with direct highway access.

A hundred years after its inception in 1972, Goshen, with a population of over 1,800, was ideally suited

# Goshen Community Plan Update

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for highway oriented commercial development because of its relationship to SR 99, and the Visalia airport. Although primarily an agriculturally related service center, Goshen's industrial base was rapidly increasing throughout the 1970's, providing new employment opportunities for residents of the community.

As traffic volumes increased along the highway, land uses were intensified surrounding the Betty Drive and Avenue 304 interchanges. Residential development began moving eastward between the highway and the railroad tracks, and even further eastward beyond the tracks. The structure of the community's growth over time has revealed three geographic, "time frame," segments based on historical economic and development conditions. Each segment provides a slightly unique structure and quality of life for its residents. Some destinations such as the elementary school, health clinic, and shops serve the larger community and require residents to travel between segments daily. This creates a cohesion amongst Goshen residents.

Today, Goshen has four major characteristics that could potentially, and uniquely amongst Tulare County Communities, meet the Community Plan's Updated Goals for Economic Development: two State Routes, a main railroad corridor, proximity to a municipal airport, and basic infrastructure (e.g. water and sewer system) in place.

# Goshen Community Plan Update

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## GOSHEN BACKGROUND REPORT

### COMMUNITY PROFILE

#### Planning Area

The Goshen Urban Development Boundary (UDB) area consists of approximately 1,232.6 acres (see **Figure 3**). It is located to the West of City of Visalia. Goshen is bisected by State Route 99.

#### Disadvantaged Community

Public Resources Code 75005. (g) states that a "[d]isadvantaged community" means a community with a median household income less than 80% of the statewide average. "Severely disadvantaged community" means a community with a median household income less than 60% of the statewide average."

In 2015, Goshen median household income was \$39,360, whereas the State of California's median household income was \$63,783. Goshen's median household income was 61.7% of the State of California's median household income; and therefore, it is considered a disadvantaged community.

#### Climate

The southern San Joaquin Valley climate is influenced by the Coast Ranges to the west, which prevent the cool, moisture-laden maritime air from reaching the valley. It is generally characterized as a Mediterranean climate (one of three similar zones in the world). The area in general has a climate that tends to be clear, sunny, warm and dry. The mean temperatures range from a low of 34° F (1.1° C) in January to a high of 100° F (37.7° C) in July. Because of the Coast Ranges, the average rainfall for the area is very low, ranging from three to thirteen inches per year (avg. rainfall is 11 inches), with 90% of the yearly precipitation between November and April. There are periods in winter when the valley floor is covered with dense wet ground fog and winds are typically light and from the north.

#### Topography

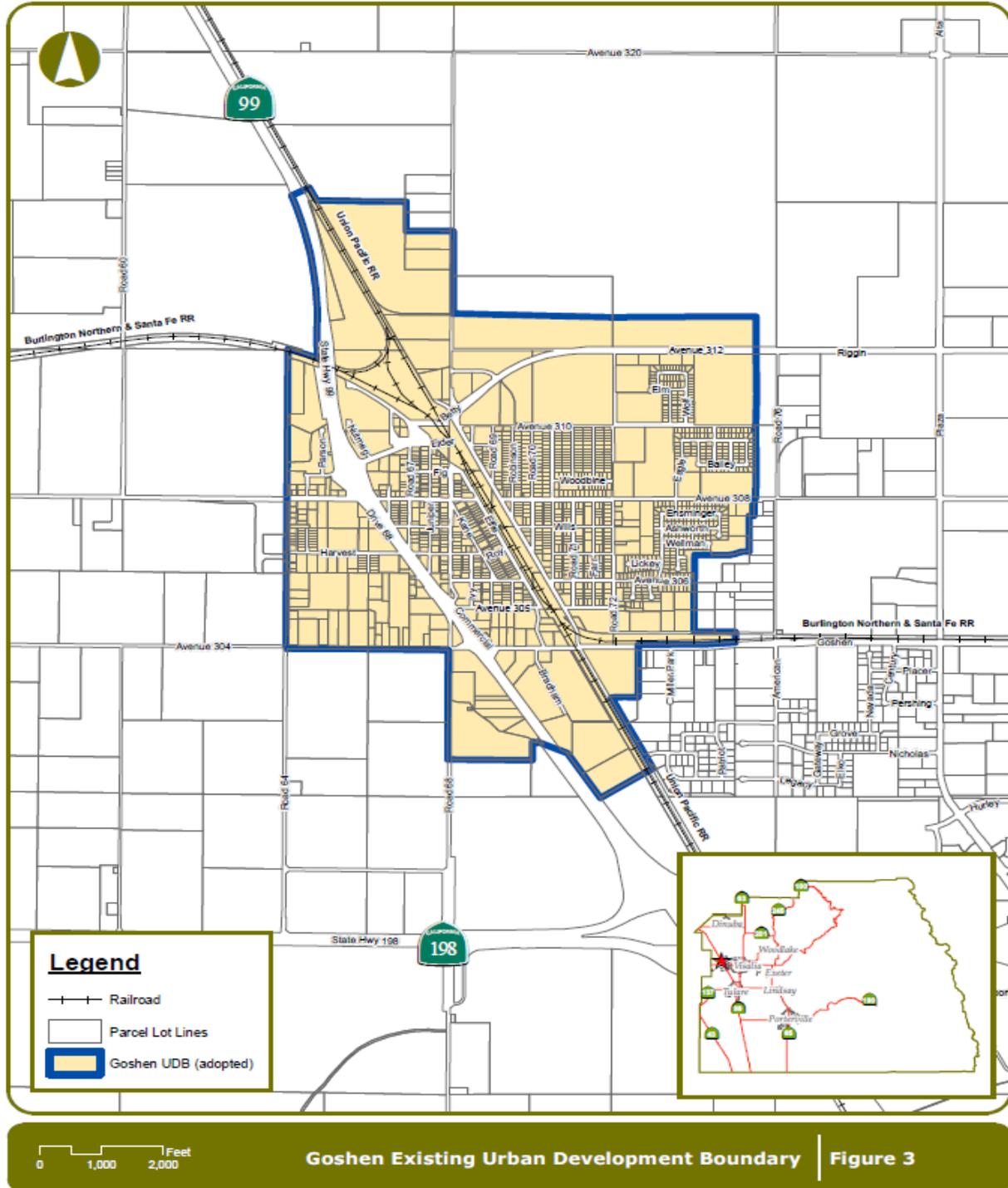
The topography is generally level with a slight slope from the northeast to the southwest. The elevation drops about seven feet across the community, a diagonal distance of not quite two miles. The average elevation for Goshen is approximately 282 feet above sea level.

#### Existing Urban Development Boundary

The existing Urban Development Boundary (UDB) contains approximately 1,232.6 acres. This update will include moving the UDB further to the west, with minor increases to the north and east. Future updates to the UDB will need to consider the Goshen Community Services District (CSD) Sphere of Influence (SOI) in order to provide for service area consistency.

# Goshen Community Plan Update

Figure 3 - Goshen Urban Development Boundary



# Goshen Community Plan Update

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## The “Goshen Ocean”

There is a parcel (APN 073-160-001, commonly known as the “Goshen Ocean” for City and County storm water detention purposes) that is in the Goshen UDB and the City of Visalia Urban Area Boundary. This parcel was placed in the Goshen UDB as part of GPA 92-007A, approved by the Tulare County Board of Supervisors in 1995. City of Visalia annexed this parcel on 4/3/2003 (recording date). The annexation title was City of Visalia Annexation 2002-01, City Facilities (LAFCO Case #1256-V-393). This parcel is being formally removed from the Community UDB through this General Plan Update, because of the previously mentioned LAFCO actions.

## Existing Land Use Plan

The community of Goshen (see **Figure 4**) is generally square in shape, is bisected in a northwest-southeasterly direction by State Route 99 (SR 99) and the Union Pacific Railroad (UP Railroad), which divides the community into approximately three similar sized areas. Goshen is an agriculturally oriented service community surrounded on the north, west and south by lands in agricultural production and on the east by scattered residential light industrial agricultural and vacant land.

The central segment, between SR 99 and the railroad property, has been built during the various periods of growth over many years, as necessary to accommodate the needs of residents and the business community. The result has been a collection of small neighborhoods with a wide variety of structures and construction methods and materials. Nearly all of the residential blocks in this area are spotted with vacant lots, deteriorating housing and storage buildings with no overriding characteristics that serve to identify the community. Over a long period of time, the streets serving the houses were paved with a variety of materials and construction methods. Alley ways between the residential streets are present in this section of Goshen as was typical in suburban neighborhoods constructed prior to 1950. The alleyways were never paved and are seldom, if ever, used for vehicle traffic, but more likely by pedestrians. Residents have reported seeing criminal activity within these alleyways as well as uneven and/or muddy walking surfaces.

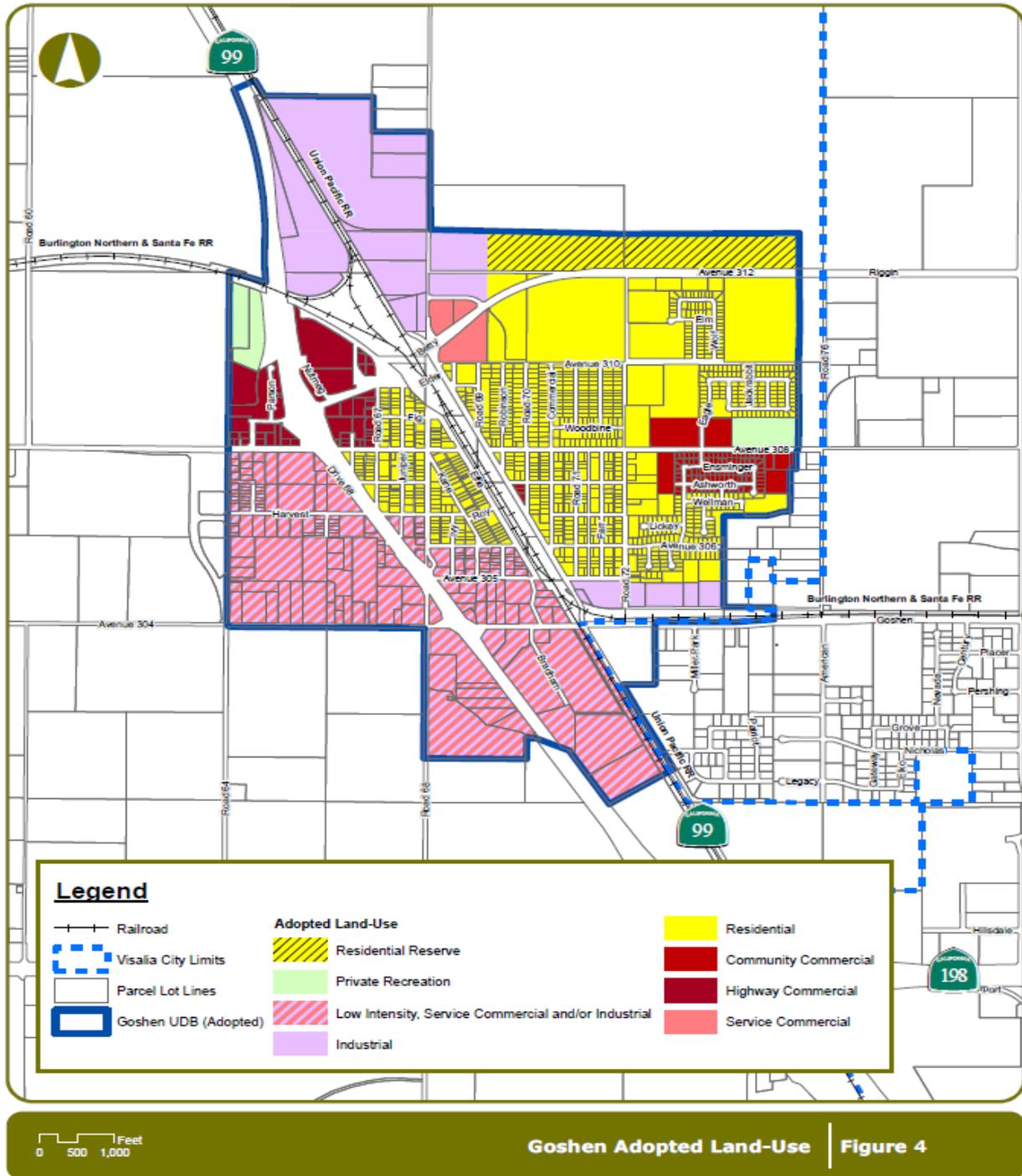
The residential developments east of the railroad property were built more recently and are significantly more standardized and most of the streets have been constructed to typical urban standards with many including curbs, gutters and sidewalks. This newer segment of Goshen has seen the most growth with recent housing developments and roadways constructed following the establishment of county building standards and codes. In addition, new housing developments, a Medical Clinic, and a local community park were constructed at Avenue 312 and Road 72 to serve the needs of Goshen’s current and future residents. In this segment may define Goshen’s future and is expected to attract additional development to build upon these recent successes.

## Urban Boundaries

The existing UDB contains approximately 1,232.6 acres. Future updates to the UDB will need to consider the Goshen Community Services District (GCSD) Sphere of Influence (SOI) to provide for service area consistency.

# Goshen Community Plan Update

Figure 4 – Adopted Land Use Map



# Goshen Community Plan Update

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## Residential

Residential land uses are located in the central portion of the community between SR 99 and the UP Railroad and in the East and Northeast in the existing Goshen Community Plan. Most of the planned residential uses are located east of the UP railroad.

No specific land use designations for multi-family development are currently included in the existing Goshen Community Plan. Instead, it has been the practice that such development will be allowed within the designated residential areas in the community, in accordance with the locational policies established by the plan and adopted multi-family residential zoning districts (near planned shopping areas or where there is access to the major street system). New multifamily residential projects have been developed recently by Self-Help Enterprises on Road 72 South of Riggins Avenue.

A designated area in the existing adopted community plan (containing approximately 130 acres) is set aside for installation of mobilehomes on individual lots in the existing Goshen Community Plan. The area is largely limited to the older townsite where infilling of vacant lots and replacement of substandard housing by mobile homes was seen as a desirable community objective. The plan states that individual-lot mobilehome development must not exceed 25% of the lots within the designated area. This requirement is a necessary control encouraged by the County Mobilehome Policy (ref. Resolution 78-1856) in order to assure that the tax "deficiencies" of mobilehomes do not have an adverse impact upon the fiscal base of the community. Mobilehomes have been encouraged in limited locations within residentially planned areas to assist in the upgrading of housing quality in the community and their demand has been replaced by new multifamily residential development

## Residential Reserve

There are several parcels that have been designated as Residential Reserve in the General Plan Land Use Map. The portion on the west side is designated R-2. With a zoning designation of AE-40, there is limited potential for industrial on large agricultural parcels. The portion on the east side of the area designated for Residential Reserve is currently zoned as AE-40. By updating the zoning designation from AE-40 to M-1, Tulare County would reduce the entitlement restrictions and allow these areas to be developed with industrial use as outlined by the General Plan. In addition, updating the Zoning Map creates consistency between the Zoning Ordinance and the General Plan. This would allow for future development to move forward with entitlement applications without the need for a zone change. By eliminating the need for a zone change, entitlements can be issued quicker and at a lower cost.

## Community Commercial

Two Community Commercial areas of approximately 31 acres are designated in the existing adopted Goshen Community Plan. One community commercial area of approximately 30 acres is located along Avenue 308, east of Road 72. The second community commercial area of approximately one acre is located east of Camp Drive, south of Harvest Avenue, and north of Avenue 306. The term, "community commercial," defines those types of commercial retail service designed to meet the daily shopping needs of the residents of the community. This community shopping area was designed, as a centralizing element in the community for new residential growth. The easterly and northeasterly

# Goshen Community Plan Update

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area of the commercial area provides an intermediate use between the planned Visalia industrial area to the east and the community residential neighborhood.

## Service Commercial

One service commercial area of 7 acres is included in the existing adopted Goshen Community Plan for the north central portion of the community, on the east side of Road 68. This area serves to separate the industrial areas west of Road 68 from the planned residential area to the east. The area is currently in agricultural production.

## Highway Commercial

Because of limited highway access, the existing adopted Goshen Community Plan allocates two areas totaling approximately 50 acres for highway commercial use to serve the needs of the highway traveler. One area of approximately 30 acres is located at Betty Drive east of SR 99. A second highway commercial area of approximately 20 acres is located west of SR 99, adjacent to the Interchange. Both areas are ideally suited to highway commercial land use because of their accessibility to the highway. Most of the area is presently vacant, except for a service station and a mobile home sales operation, which was recently established south of Betty Drive. The highway commercial area also separates residentially planned areas from the impact of the highway.

## Low Intensity Service Commercial/Industrial

As explained in the policy section of the existing adopted (1978) Goshen Community Plan, the term "low intensity" is intended to describe land uses which do not employ or attract large concentrations of people. This designation is contained within the airport impact areas of the community that are in the vicinity of the Visalia Municipal Airport. The plan identifies two distinct areas for this land use. The largest area is located west of SR 99 and south of the previous Wooden Shoe Trailer Park and contains approximately 111 acres. Most of the land is currently vacant or in some type of agricultural use, with several industrial/commercial uses scattered throughout the area. However, a number of other uses also exist including the existing Goshen Elementary School, some residential areas, and the former Goshen Community Center facility. The plan sees these uses as inappropriate for an area impacted by aircraft overflight including the approach and departure zones of an airport facility; however, since these uses exist, care should be taken to avoid establishment of incompatible uses on adjacent properties, particularly properties adjacent to the school. The second area contains approximately 40 acres and is located east of SR 99 between the Highway and the UP Railroad near Avenue 304. This area is currently largely vacant, with few scattered residences.

## Industrial

Two distinct areas are set aside for industrial use in the existing Goshen Community Plan. The larger of the two areas (containing approximately 90 acres) is in the northwestern sector of the community, near SR 99 and UP Railroad. This area is relatively isolated from residential development and contains many existing industrial concerns, with the balance of the area in agricultural production.

# Goshen Community Plan Update

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The second area (containing approximately 30 acres) is designated along Rasmussen Avenue in the Tri-Towers manufacturing area, as an extension of the Visalia industrial area. This planned industrial area contains a common boundary with residentially planned areas to the north; and thus, any new industrial development should be limited to "lighter" non-polluting types of concerns.

## Schools and Parks

A combination of Community Park and elementary school site is identified in the existing adopted Goshen Community Plan for the northeastern sector of Goshen's Urban Development Boundary. A location in this sector would move the school out of the airport impact area. The existing adopted plan recognizes that success or failure of the residential growth to the east and northeast depends to a certain degree upon the relocation of the elementary school. The timing for relocation of the school and the exact site for the new facility is undetermined and there has been no recent attempts to move the school. A community park is currently located south of the Betty Drive/Riggin Avenue and Robinson Road intersection.

## **DEMOGRAPHICS**

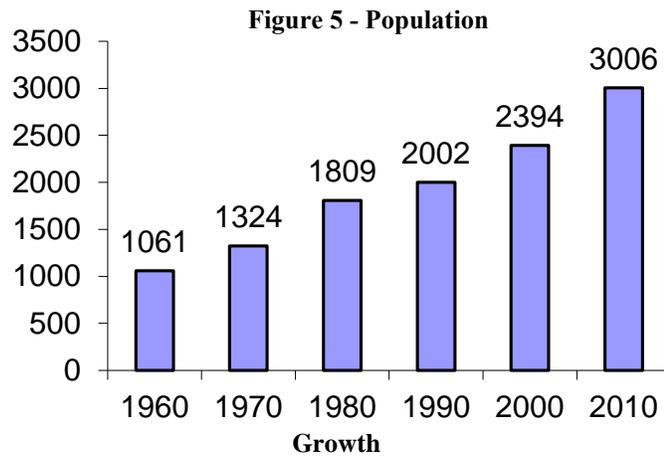
### Introduction

An important part of planning is having information that describes the characteristics of a Community's population. Collectively, these characteristics are known as "demographics" which is data typically consisting of the age, gender (i.e., male or female), income, race, employment, and other characteristics of a community. This data, and looking at historical trends of this data, allows a reasonable way to project what may occur in the future and thereby provides a guide to which issues need to be addressed in a Community plan. For example, knowing the age and percentage of a population allows proper planning for school needs for school-age children; knowing how many people may eventually live in a Community allows for proper planning to meet housing needs and the amount of land needed to provide housing for a growing population. If a population can be estimated, it is possible to project how much water and/or sewer service may be needed for a Community. The following information provides a summary of some of the more important demographic data needed to craft a plan that can realistically address the needs of a smaller community such as Goshen.

# Goshen Community Plan Update

## Historic Population Growth

The rate of population growth (see **Figure 5**) over a 6-year period, 1970 - 1976, in the unincorporated County and Goshen is 3.2% and 36.0%, respectively. Males and females show increases of 3.3% and 3.1%, respectively in the unincorporated County, while the Goshen male population increased at a rate of 37.7% and females increased by 34.4% during the same period (1970-1976). This indicates that Goshen grew at a rate roughly equivalent to ten times the growth rate for the balance of the unincorporated area. Goshen's growth may be attributable to several factors, including new jobs in nearby industrial developments, availability of moderately priced lots, low rents, and a general shift in farm employee population from rural areas to communities.



## Recent Population Growth

In 2000, Goshen's population was 2,394. The population increased to 3,006 by 2010. The male population increased from 1,182 in 2000 to 1,556 in 2010. The female population increased from 1,212 in 2000 to 1,420 in 2010. Hence, in the decade between 2000 and 2010, more males were added to the population than females (see **Table 1**).

Geography	2000			2010		
	Total Population (2000)	Male (2000)	Female (2000)	Total Population (2010)	Male (2010)	Female (2010)
California	33,871,648	16,874,892	16,996,756	37,253,956	18,517,830	18,736,126
Tulare County	368,021	184,010	184,011	442,179	221,442	220,737
Goshen CDP	2,394	1,182	1,212	3,006	1,556	1,450
Goshen Percentage	-	49.37%	50.63%	-	51.76%	48.24%

Source: California Department of Finance

# Goshen Community Plan Update

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## Projected Population

“The San Joaquin Valley faces major challenges. One concerns how to handle future growth. Population in the Valley is expected to nearly triple by 2050, from 3.6 million to 9.4 million people, the equivalent of adding 11 new towns the size of Fresno to the area. Tulare County (see **Table 2**) is expected to grow to over 1,000,000 residents by 2050, well over doubling its current population.”<sup>1</sup>

	<b>Historic Growth Rates 1990-2007</b>	<b>Projected Growth Rates 2007-2030</b>
<b>County Total</b>	1.9%	2.4%
<b>Incorporated</b>	2.8%	2.9%
<b>Unincorporated</b>	0.46%	1.3%

## Growth Rate

As noted in the 2010 Tulare County General Plan Background Report, the unincorporated areas of Tulare County have a 1.3% projected annual growth rate from 2007 to 2030. This 1.3% annual growth rate can be applied to Goshen.

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<sup>1</sup> Tulare County Regional Blueprint, page 7

# Goshen Community Plan Update

## Median Age

The median age in Goshen went up from 25.3 in 2000 to 27.1 in 2010. Goshen's median age is lower than the median age of Tulare County and of the State of California (see **Table 3**).

Geography	2000	2010
	Median age (years)	Median age (years)
California	33.3	35.2
Tulare County	29.2	29.6
Goshen CDP	25.3	27.1

Source: California Department of Finance

Goshen has a higher percentage of persons under 18 at 25.9% than Tulare County (22.3%) and the State of California (16.4%). Goshen also has a lower elderly population. Persons 55 years old and over made up 10.7% of Goshen's population. Comparatively, persons 55 years and older in Tulare County was 12.7% and in the State of California was 14.6%.

Geography	Persons Under 5 years	Persons Under 18 years	Persons Age 21+	Persons Age 55+	Persons Age 60+	Persons Age 65+
California	4.5%	16.4%	46.3%	14.6%	10.7%	7.5%
Tulare County	6.4%	22.3%	42.8%	12.7%	9.3%	6.5%
Goshen CDP	8.3%	25.9%	42.7%	10.7%	7.5%	4.9%

Source: California Department of Finance

## Ethnicity and Race

In 2000 (see **Table 5**), 63 % of the Goshen's population were white, 2.8% were African American, 2% were Native American, 1.4% were Asian, and 3.9% were two races or more. Approximately 73% were Hispanic (of any race).

In 2010 (see **Table 6**), 39 % of the Goshen's population were white, 2.5% were African American, 3% were Native American, 0.4% were Asian, and 4.8% were two races or more. Approximately 83% were Hispanic (of any race).

# Goshen Community Plan Update

Table 5 - Race & Ethnicity (2000)							
	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
<b>California</b>	33,871,648	20,170,059	10,966,556	2,263,882	333,346	3,697,513	1,607,646
<b>Tulare County</b>	368,021	213,751	186,846	5,852	5,737	12,018	16,938
<b>Goshen CDP</b>	2,394	1,508	1,751	67	49	33	93
<b>Goshen % of Total</b>	-	62.99%	73.14%	2.80%	2.05%	1.38%	3.88%

Source: California Department of Finance

In the decade between 2000 and 2010, the proportion of the White population decreased from 63% to 39%. The African American population percentage decreased from 2.8% to 2.5%. The Asian population percentage decreased from 1.3% to 0.4%. The two or more-race demographic went up from 3.9% to 4.8%. The Hispanic (of any race) went up from 73% to 82%.

Table 6 - Race & Ethnicity (2010)							
Geography	2010						
	Total Population	White	Hispanic or Latino (of any race)	Black or African American	American Indian and Alaska Native	Asian	Total Population of Two or More Races
<b>California</b>	37,253,956	21,453,934	14,013,719	2,299,072	362,801	4,861,007	1,815,384
<b>Tulare County</b>	442,179	265,618	268,065	7,196	6,993	15,176	18,424
<b>Goshen CDP</b>	3,006	1,186	2,482	76	90	11	146
<b>Goshen % of Total</b>	-	39.45%	82.57%	2.53%	2.99%	0.37%	4.86%

Source: California Department of Finance

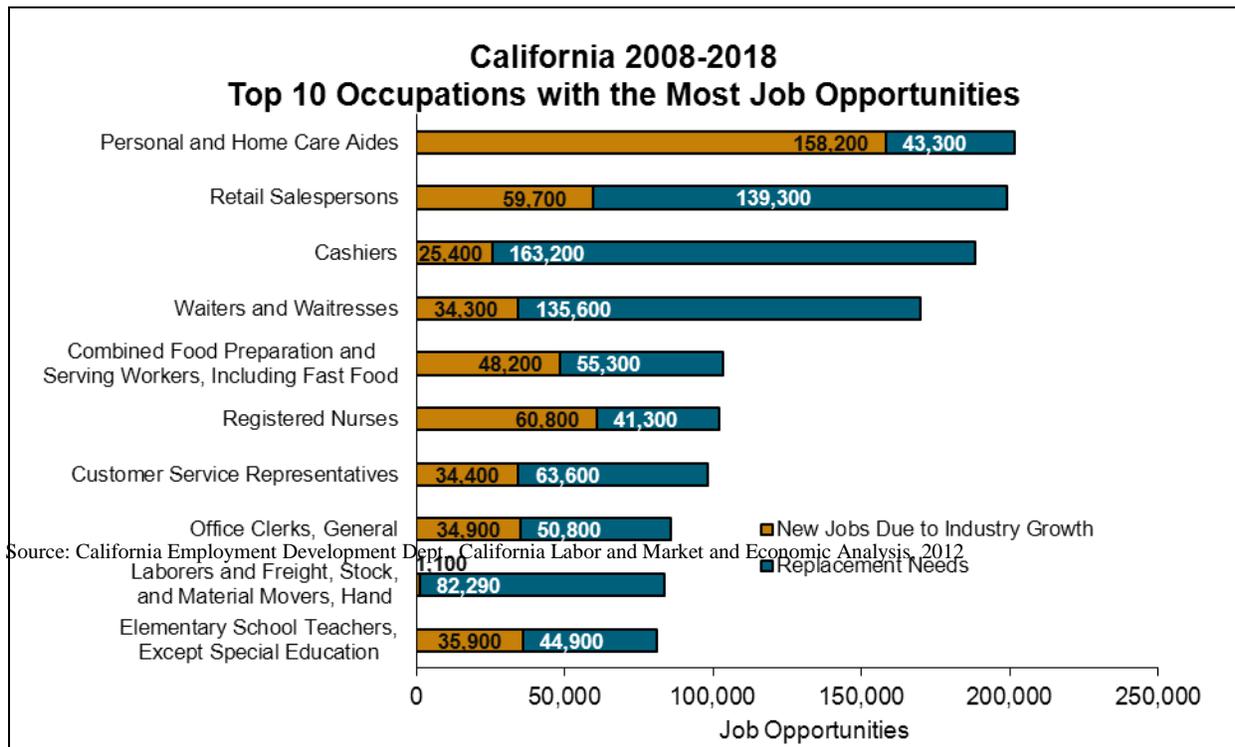
# Goshen Community Plan Update

## ECONOMIC CONDITIONS

### Employment Projections California

“By the end of the 2008-2018 projection period, total nonfarm employment in California is projected to grow to nearly 16.5 million jobs. This exceeds peak job level of just over 15.2 million jobs reached before the Great Recession, by over 1.2 million jobs. From June 2007 to June 2009, 1.1 million jobs were lost (not seasonally adjusted). Over the 2008-to-2018 projections period, nonfarm employment is expected to rebound by 1,511,100 jobs as the economy recovers from these recessionary job losses. More than 50 percent of all projected nonfarm job growth is in education services (private), health care, and social assistance, and professional and business services. The largest number of new jobs is expected in education services, health care, and social assistance, with a gain of more than 421,000 jobs.

Factors fueling the economic recovery in California include the state’s population growth and a rise in foreign imports and exports... The state’s population increased by more than 3.3 million from 2000 to 2010 and the California Department of Finance projects the population will increase by another 4.3 million from 2010 to 2020. A steady increase in foreign imports and exports has strengthened the wholesale, retail, and transportation industry sectors.”<sup>2</sup>



<sup>2</sup> California Labor and Market and Economic Analysis, 2012, page 27

# Goshen Community Plan Update

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## Tulare County's Local Economy

“Similar to the broader Central Valley area, Tulare County’s economy has been largely based on agriculture, food processing, and manufacturing, while professional services jobs have been limited. Tulare is the second most productive agricultural county in a State that itself is by far the most productive in the nation. Overall, agribusinesses produced \$5 billion in commodities in 2008 with the County considered one of the largest milk producers in the United States.

Tulare County is also a major distribution hub because of its central location in the State, 200 miles north of Los Angeles and 225 miles south of San Francisco. The county’s major employers are Tulare County government, Porterville Development Center, 2 Kaweah Delta Healthcare, and Ruiz Food Products. The top 20 employers combine for about 19,300 jobs, or 11 percent of the overall county employment. The major distributors include Jo-Ann Fabrics, VF Distribution, Wal-Mart, and Best Buy Electronics that combine for nearly 3.5 million square feet of distribution space. The county’s overall industrial market includes about 23 million square feet of building space.”<sup>3</sup>

## Goshen’s Economic Context

The Industry with the highest number of jobs in Tulare County is the Educational and Health Care Services sector with Agriculture as the second highest (**see Table 7 and 8**). However, Agriculture is the highest industrial sector, with the most jobs for communities along the Highway 99 Corridor.

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<sup>3</sup> Visalia General Plan Update: Existing Conditions Report, page 3-16

# Goshen Community Plan Update

Industry	California	Tulare County	Traver	Goshen	Tipton	Pixley	Teviston	Earlimart
Civilian employed population 16 years and over	16,890,442	170,819	409	<b>1,186</b>	751	1,120	412	2,756
Agriculture, forestry, fishing and hunting, and mining	2.4%	<b>19.3%</b>	<b>54.0%</b>	<b>15.1%</b>	<b>48.1%</b>	<b>46.6%</b>	<b>39.1%</b>	<b>53.7%</b>
Construction	5.9%	4.8%	4.2%	<b>4.0%</b>	1.2%	4.3%	2.2%	4.6%
Manufacturing	9.9%	7.7%	6.8%	<b>8.9%</b>	<b>14.1%</b>	<b>13.3%</b>	7.3%	1.4%
Wholesale trade	3.1%	4.6%	2.0%	<b>5.6%</b>	4.0%	3.3%	0.0%	1.4%
Retail trade	11.1%	11.3%	9.3%	<b>13.3%</b>	8.4%	5.5%	11.2%	6.5%
Transportation and warehousing, and utilities	4.6%	4.5%	4.2%	<b>8.3%</b>	3.3%	1.5%	14.3%	4.1%
Information	2.9%	0.8%	0.0%	<b>0.0%</b>	0.0%	0.0%	0.0%	0.0%
Finance and insurance, and real estate and rental and leasing	6.3%	3.6%	1.7%	<b>2.3%</b>	2.3%	1.6%	2.4%	0.9%
Professional, scientific, and management, and administrative and waste management services	<b>12.7%</b>	6.2%	4.9%	<b>5.7%</b>	1.1%	4.6%	<b>18.9%</b>	4.8%
Educational services, and health care and social assistance	<b>21.0%</b>	<b>20.2%</b>	<b>10.3%</b>	<b>13.7%</b>	5.3%	8.0%	1.5%	<b>14.5%</b>
Arts, entertainment, and recreation, and accommodation and food services	10.0%	6.8%	1.0%	<b>18.1%</b>	8.4%	2.3%	3.2%	2.5%
Other services, except public administration	5.4%	4.2%	0.7%	<b>4.0%</b>	1.3%	1.3%	0.0%	3.1%
Public Administration	4.6%	5.9%	1.0%	<b>0.9%</b>	2.5%	7.6%	0.0%	2.4%

2010-2014 American Community Survey 5-Year Estimates

# Goshen Community Plan Update

**Table 8 - Tulare County - Industry (counts)**

Industry	California	Tulare County	Traver	Goshen	Tipton	Pixley	Teviston	Earlimart
Civilian employed population 16 years and over	16,890,442	170,819	409	<b>1,186</b>	751	1,120	412	2,756
Agriculture, forestry, fishing and hunting, and mining	401,363	32,994	221	<b>179</b>	361	522	161	1,479
Construction	999,219	8,130	17	<b>48</b>	9	48	9	126
Manufacturing	1,668,032	13,217	28	<b>106</b>	106	149	30	39
Wholesale trade	528,990	7,868	8	<b>66</b>	30	37	0	38
Retail trade	1,880,507	19,287	38	<b>158</b>	63	62	46	180
Transportation and warehousing, and utilities	779,577	7,746	17	<b>98</b>	25	17	59	114
Information	483,148	1,358	0	<b>0</b>	0	0	0	0
Finance and insurance, and real estate and rental and leasing	1,065,252	6,192	7	<b>27</b>	17	18	10	26
Professional, scientific, and management, and administrative and waste management services	2,147,333	10,655	20	<b>68</b>	8	51	78	132
Educational services, and health care and social assistance	3,549,066	34,590	42	<b>162</b>	40	90	6	400
Arts, entertainment, and recreation, and accommodation and food services	1,697,096	11,565	4	<b>215</b>	63	26	13	70
Other services, except public administration	910,936	7,103	3	<b>48</b>	10	15	0	85
Public Administration	779,923	10,114	4	<b>11</b>	19	85	0	67

2010-2014 American Community Survey 5-Year Estimates

## Goshen Profile

“Goshen is an agriculturally-oriented service and highway commercial community that is bisected by State Highway 99 and the Southern Pacific Railroad. The community is surrounded on the north, west and south by lands in agricultural production and on the east by scattered residential light industrial agricultural and vacant land adjacent to the Visalia Industrial Park. Goshen will soon experience a significant transformation when the Highway 99 Interchange is reconstructed to connect Betty Drive with Avenue 312 on the east side, and Avenue 308 on the west side. The interchange reconstruction project will impact Goshen’s physical appearance, the available land to be developed and the ongoing circulation patterns. More specifically:

- The existing Goshen overcrossing structure will be replaced with a new Structure;
- The existing interchange ramps at the Betty Drive interchange will be realigned with new traffic signals installed;

# Goshen Community Plan Update

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- New local roads will be constructed on the west side of Route 99. The SR 99 ramps at Avenue 304 will be closed, and the existing pump station on Route 99 will be reconstructed along with a new drainage basin.
- Approximately 3,200 people live in Goshen. With more than 200 people added since 2010 the community's growth rates have consistently exceeded Tulare County's growth rates. (0.7 percent compared to 0.4 percent AGR30). Other important demographic characteristics are summarized below:
- The community's median age of 27.4 is more than three years younger than Tulare County's median age, and more than 5 years younger than Visalia's median age;

Approximately 18 percent of Goshen's adult residents have earned a college degree, which exceeds 13 percent of Tulare County's adult residents that have earned a college degree;

- Nearly one-fourth of Goshen's labor force is unemployed, far exceeding Tulare County's 16 percent unemployment rate;
- Goshen has only a 54 percent labor force participation rate, which indicates there may be a cluster of discouraged workers living in the community;
- Approximately 55 percent of Goshen's residents speak Spanish as their primary language, which exceeds the 45 percent of Tulare County's Spanish speakers, and;
- Goshen's average household income of \$65,700 is among the highest in Tulare County, and significantly higher than household incomes in the four county South San Joaquin Valley region.
- Community services prior to the Betty Drive/SR 99 interchange improvements included four grocery and convenience stores, a gas station and travel plaza, and two fast food restaurants. A post office, a vocational rehabilitation service center and a church provide public services to area residents.

Twenty-eight business establishments located within the Goshen Zip code include a nursery and tree production business, six construction firms, three manufacturers of wood containers and pallets, a metal products manufacturer, six wholesalers of electrical equipment, industrial supplies, chemicals, and other farm supplies, a tire dealer, a manufactured homes dealer, an equipment rental company, a locksmith, three long distance trucking companies, a commercial cleaning service, a package and labeling firm, and a recycling center. The local economy expanded between 2010 and 2012 by adding four new firms and 70 additional jobs.

Goshen's business establishments are small (**see Table 9**) with no firm employing 50 or more workers, and only three firms employing between 20 and 50 workers. Twenty-five business establishments generate 270 jobs. Construction, manufacturing, and transportation establishments generate 160 jobs. The remaining jobs are spread across five other business sectors.

# Goshen Community Plan Update

Industry Description	Total	1-4 Employees	5-9 Employees	10-19 Employees	20-49 Employees
Total for all sectors	26	12	8	3	3
Forestry, fishing, hunting, and Agriculture Support	1	0	1	0	0
Construction	2	0	1	1	0
Manufacturing	6	4	0	1	1
Wholesale trade	3	1	2	0	0
Retail trade	3	1	2	0	0
Transportation and warehousing	4	2	0	1	1
Finance and insurance	1	0	1	0	0
Real estate and rental and leasing	1	1	0	0	0
Management of companies and enterprises	1	1	0	0	0
Health care and social assistance	1	0	1	0	0
Accommodation and food services	3	2	0	0	1

Source: 2011 County Business Patterns, US Census

## Employment in Goshen

According to the US Census, Goshen had 26 businesses in 2011. The size of these businesses ranged from 1 to 49 employees.

## Employment Projections Tulare County

**Table 10** presents a summary of the employment projections for Goshen for 2040 which were provided by TCAG. The projected annual employment growth rate is 5%.

# Goshen Community Plan Update

**Table 10 - Employment Projections from TCAG**

<b>EMPLOYMENT IN GOSHEN 2012 TO 2040</b>				
	<b>2012</b>	<b>2040</b>	<b>Change</b>	
			<b>Number</b>	<b>Annual Growth</b>
Retail	375	1,420	1,045	4.9%
Office	30	398	368	9.7%
Service	617	3,373	2,756	6.3%
Education	62	386	324	6.7%
Government	57	620	563	8.9%
Agriculture	62	47	(15)	-1.0%
Industrial	1,315	3,611	2,296	3.7%
<b>Total</b>	<b>2,518</b>	<b>9,855</b>	<b>7,337</b>	<b>5.00%</b>

Source: Goshen Community Revitalization Study

## Unemployment in Tulare County

According to the 2030 Update of the Tulare County General Plan, Tulare County's economy has historically been driven by agriculture and has had one of the largest agricultural outputs of any county in the US. Nearly 20% of the employment in Goshen is agriculturally related according to the Tulare County Housing Element. However, due to the presence of SR 99 and the railroad through the Goshen Plan Area, it has also become a substantial packing/shipping operations point in the San Joaquin Valley (Betty Drive Interchange Studies). Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production.

According to the California Department of Finance, the 2012-2016 American Community Survey (see **Table 11**) indicated that the 2016 estimated unemployment rate in Goshen was 12.1%, while Tulare County's unemployment rate was 6.2%. The State of California's unemployment rate was 5.5%. This is significantly lower than other unincorporated communities which have historical double-digit unemployment.

<b>Table 11 - 2012-2016 American Community Survey: Unemployment</b>			
<b>Geography</b>	<b>Population</b>	<b>Total Civilian Labor Force</b>	<b>Unemployment</b>
<b>California</b>	30,565,746	19,391,320	5.5
<b>Tulare County</b>	327,552	191,401	6.2%
<b>Goshen CDP</b>	2,412	1,466	12.1%

Source: California Department of Finance

# Goshen Community Plan Update

## Income

Mean and Median (see Table 12) income in Goshen is very low compared to Tulare County and the State of California. Goshen's median household income was \$39,360, compared to \$42,789 for Tulare County and \$63,783 for the State of California. Goshen's

Geography	Median household income (dollars)	Mean household income (dollars)	Median family income (dollars)	Mean family income (dollars)	Per capita income (dollars)
California	\$63,783	\$91,149	\$72,952	\$101,373	\$31,458
Tulare County	\$42,789	\$59,859	\$45,629	\$63,575	\$18,257
Goshen CDP	\$39,360	\$46,264	\$34,795	\$37,878	\$11,947

Source: California Department of Finance

mean family income was \$ 46,264, compared to \$59,859 for Tulare County and \$91,149 for the State of California. Goshen's per capita income was also low at \$11,947 compared to \$18,257 for Tulare County and \$31,458 for the State of California.

## Poverty

According to the California Department of Finance, the 2012-2016 American Community Survey (see Table 13) indicated that 33.2% of families in Goshen lived below the poverty line. This percentage was higher for single moms, and persons under 18. Goshen had a higher level of poverty overall at 33.2% compared to

Geography	All families	Married couple families	Families with female householder, no husband present	All people	Persons under 18 years
California	11.8%	7.0%	27.3%	15.8%	21.9%
Tulare County	23.5%	15.8%	39.40%	28.3%	38.3%
Goshen CDP	33.2%	13.4%	75.4%	31.7%	37.9%

Source: California Department of Finance

Tulare County at 23.5% and the State of California at 11.8%. The highest differential was the poverty rate of families with female householder, no husband present. Goshen's poverty rate for families with female householder, no husband present was 75.4% compared to 39.40% for Tulare County and 27.3 % for the State of California.

# Goshen Community Plan Update

## HOUSING CHARACTERISTICS

### Housing Units

During the decade between 2000 and 2010 (see **Table 14**), the number of housing units in Goshen increased from 667 to 840, which represents an increase of 25.94%. This increase was higher than the percent increase in Tulare County of 18.4% and the State of California at 12%.

Geography	2000	2010	Percent Increase
	Total housing units	Total housing units	
California	12,214,549	13,680,081	12.00%
Tulare County	119,639	141,696	18.44%
Goshen CDP	667	840	25.94%

Source: California Department of Finance

### Housing Types

According to the California Department of Finance, the 2012-2016 American Community Survey (see **Table 15**) indicated that 78.68% of the housing units in Goshen were 1 unit detached and 2.8% were 1-unit attached, 2.7% was 2 units, and 2.9% was 3 or 4 unit housing types. In Tulare County 76.0% of the housing units were 1-unit detached. In California 58.1% of housing units were 1-unit detached.

Geography	Total housing units	1-unit, detached	%	1-unit, attached	%	2 units	%	3 or 4 units	%
California	13,911,737	8,076,586	58.1	962,527	6.9	345,952	2.5	776,724	6.9
Tulare County	145,661	110,770	76.0	3,515	2.4	3,878	2.7	8,026	5.5
Goshen CDP	1,041	818	78.6	29	2.8	28	2.7	30	2.9

Source: California Department of Finance

### Tenure

“Tenure is essentially a description of how a household is being occupied, that is, whether the owners or renters are living in a housing unit.”<sup>4</sup> According to the 2012-2016 American Community Survey, 51.3% of the housing units in Goshen in 2016 were owner occupied. This is lower than the 56.5% of owner-occupied housing units in Tulare County and the 54.1% of owner-occupied housing units in the State of California.<sup>5</sup> (see **Table 16**)

<sup>4</sup> *Op. Cit.*

<sup>5</sup> *Op. Cit.*

# Goshen Community Plan Update

	<b>Occupied Housing Units</b>	<b>Owner-occupied</b>	<b>%</b>	<b>Renter-occupied</b>	<b>%</b>	<b>Average household size of owner-occupied unit</b>	<b>Average household size of renter-occupied unit</b>
<b>California</b>	12,807,387	6,929,007	54.1	5,878,380	45.9	2.99	2.91
<b>Tulare County</b>	134,153	75,761	56.5	58,392	43.5	3.24	3.50
<b>Three Rivers CDP</b>	950	487	51.3	463	48.7	3.88	3.99

*Source: 2012-2016 American Community Survey 5-Year Estimates, Table DP04: Selected Housing Characteristics*

During the decade between 2000 and 2010 (see **Table 17**), the home ownership percentage in California went down by approximately 1%. In Tulare County that percentage went down by approximately 3%. In Goshen the homeownership percentage went down by approximately 8%. While the average household size went up in the State of California and Tulare County, the average household size went down in Goshen.

<b>Geography</b>	<b>2000</b>			<b>2010</b>		
	<b>Percent Ownership</b>	<b>Average household size of owner-occupied units</b>	<b>Average household size of renter-occupied units</b>	<b>Percent Ownership</b>	<b>Average household size of owner-occupied units</b>	<b>Average household size of renter-occupied units</b>
<b>California</b>	57%	2.93	2.79	56%	2.95	2.83
<b>Tulare County</b>	62%	3.18	3.43	59%	3.24	3.52
<b>Goshen CDP</b>	60%	3.91	4.08	52%	3.78	4.01

Source: California Department of Finance

## Housing Conditions

According to the 1978 Goshen Community Housing Condition Survey, approximately 14.3% of Goshen's housing units in 1978 were deteriorated and 5.3% were dilapidated. According to the 2015 Tulare County Housing Element (see **Table 18**), approximately 56% of the housing units were sound. Approximately 37% were deteriorated and 8% were dilapidated.

# Goshen Community Plan Update

Survey Area	Sound		Deteriorated						Dilapidated		Total Units
			Minor		Moderate		Substantial				
	Units	%	Units	%	Units	%	Units	%	Units	%	
<b>Goshen</b>	153	56%	29	11	57	21%	14	5%	21	8%	274

Source: Tulare County 2015 Housing Condition Survey, Tulare County 2015 Housing Element

The percentage of substandard housing in Goshen increased between 1992 and decreased in 2015. The percentage was 14% in 1992, 24% in 2003, 54% in 2009, and 36% in 2015 (see Table 19).

	1992 Survey Results	2003 Survey Results	2009 Survey Results	2015 Survey Results
<b>Goshen</b>	14%	24%	54%	36%

Source: 1992, 2003, 2009, 2015 Tulare County Housing Survey of Unincorporated Communities, 2015 Housing Element

## Age of Structures

According to the US Census, the 2012-2016 Community Survey (see Table 20) noted that 20.4% of the housing structures were built between 1990 and 1999. Approximately 22.7% of housing structures were built between 1980 and 1989. Approximately 16.5% of housing structures were built between 2010 and 2013.

Age of Structures	Number	Percentage
<b>Built 2014 or later</b>	8	0.8%
<b>Built 2010 to 2013</b>	172	16.5%
<b>Built 2000 to 2009</b>	89	8.5%
<b>Built 1990 to 1999</b>	212	20.4%
<b>Built 1980 to 1989</b>	184	17.7%
<b>Built 1970 to 1979</b>	114	11.0%
<b>Built 1960 to 1969</b>	139	13.4%
<b>Built 1950 to 1959</b>	93	8.9%
<b>Built 1940 to 1949</b>	0	0.0%
<b>Built 1939 or earlier</b>	30	2.9%
<b>Total:</b>	1,041	-

Source: US Census

## Household Size (Overcrowding)

Between 2000 and 2010 (see Table 21), the average household size went down from 3.89 to 3.78. During this decade, the average household size went up in Tulare County from 3.28 to 3.36. Also, the average household size in the State of California also went up from 2.87 to 2.90. Although Goshen's average household size went down, it was still higher than Tulare County's and the State of California's average household size.

# Goshen Community Plan Update

Table 21 - Average Household Size (2000 & 2010)		
	2000	2010
	Average Household size	Average Household size
<b>California</b>	2.87	2.90
<b>Tulare County</b>	3.28	3.36
<b>Goshen CDP</b>	3.89	3.78

Source: U.S. Census Bureau, American FactFinder, Table DP-1: Profile of General Demographic Characteristics: 2000 and Table DP-1: Profile of General Population and Housing Characteristics: 2010

## Vacancy Rate

In 2000, the vacancy rate (see Table 22) in Goshen was 11.1%, which was higher than Tulare County at 7.7% and the State of California at 5.8%. In 2010, the vacancy rate in Goshen was 8%, which is in line with Tulare County at 8% and the State of California at 8.1%.

Table 22 - Vacancy Rate (2000 & 2010)						
Geography	2000			2010		
	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)	Vacancy rate	Homeowner vacancy rate (1)	Rental vacancy rate (1)
<b>California</b>	5.8%	1.4%	10.7%	8.1%	2.1%	6.3%
<b>Tulare County</b>	7.7%	1.8%	5.8%	8.0%	2.4%	5.8%
<b>Goshen CDP</b>	11.1%	0.8%	10.1%	8.0%	2.4%	10.0%

Source: California Department of Finance

According to the US Census the State of California's rental vacancy rate decreased from 10.7% to 6.3%, the rental vacancy rate in Goshen remained around 10% between 2000 and 2010. Tulare County's rental vacancy rate remained at 5.8% during this decade.

## Regional Housing Needs Assessment (RHNA)

State housing element law assigns the responsibility for preparing the Regional Housing Needs Assessment (RHNA) for the Tulare County region to the Tulare County Association of Governments (TCAG). The RHNA is updated prior to each housing element cycle. The current RHNA, adopted on June 30, 2014, is for the fifth housing element cycle and covers a 9.75-year projection period (January 1, 2014 – September 30, 2023).

The growth projections applied in the Tulare County Housing Element Update are based upon growth projections developed by the State of California. A "Regional Housing Needs Assessment Plan" provides a general measure of each local jurisdiction's responsibility in the provision of housing to meet those needs. The TCAG was responsible for allocating the State's projections to each local jurisdiction within Tulare County including the County unincorporated area, which is reflected in the Housing Element.

# Goshen Community Plan Update

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“The Sustainable Communities and Climate Protection Act of 2008 (SB 375) was passed to support the State’s climate action goals...to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning. The bill mandates each of California’s Metropolitan Planning Organizations (MPO) prepare a *sustainable communities strategy* as part of its regional transportation plan (RTP). The SCS contains land use, housing and transportation strategies that, if implemented, would allow the region to meet its GHG reduction targets.”<sup>6</sup>

“In the past, the RHNA was undertaken independently from the RTP. SB 375 requires that the RHNA and RTP/SCS processes be undertaken together to better integrate housing, land use, and transportation planning. The law recognizes the importance of planning for housing and land use in creating sustainable communities where residents of all income levels have access to jobs, services, and housing using transit, or by walking and bicycling.”<sup>7</sup>

“In addition to the RHNA requirements, SB 375 requires that TCAG address the region’s housing needs in the SCS of the RTP, to include sections on state housing goals (Government Code Section 65080(b)(2)(B)(vi)); identify areas within the region sufficient to house all the population of the region (including all economic segments of the population) over the course of the planning period for the RTP (out to 2040 for the 2040 RTP/SCS); and identify areas within the region sufficient to meet the regional housing needs.”<sup>8</sup>

The RHNA housing results are summarized in **Figure 6**. The Tulare County RHNA Plan recommends that the County provide land use and zoning for approximately 7,081 units in the unincorporated portions of the County. The County administratively agreed to a housing share of 7,081 units (726 units per year over the 9.75-year RHNA planning period). The RTP allocates 30% of population to the County. The RHNA bases the housing needs assessment on this percentage

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<sup>6</sup> TCAG, *Final Regional Housing Needs Plan for Tulare County 2014-2023*, Page 5, <http://www.tularecog.org/wp-content/uploads/2015/07/Final-Regional-Housing-Needs-Plan-for-Tulare-County-2014-2023.pdf>

<sup>7</sup> *Ibid.*

<sup>8</sup> *Op. Cit.*

# Goshen Community Plan Update

Figure 6 - RHNA 2014-2023

Tulare County Region January 1, 2014 to September 30, 2023								
Jurisdiction	1/1/2014 Housing Unit Control Totals	2023 Housing Unit Control Totals	Estimated 9/30/2023 Housing Units		2024 Housing Unit Control Totals	Housing Units 9/30/2023 (Based on Allocation of 26,910 units)		
			Housing Units	Percent of Total		Total Housing Units	Percent of Total	Net New Housing Units 1/1/2014- 9/30/2023
Dinuba	6,223	7,106	7,186	4.05%	7,212	7,188	4.05%	965
Exeter	3,803	4,305	4,426	2.50%	4,365	4,428	2.50%	625
Farmersville	2,878	3,253	3,343	1.89%	3,298	3,344	1.89%	466
Lindsay	3,384	3,858	3,972	2.24%	3,914	3,974	2.24%	590
Porterville	17,764	20,331	20,952	11.82%	20,639	20,960	11.82%	3,196
Tulare	20,022	22,908	23,606	13.32%	23,255	23,616	13.32%	3,594
Visalia	47,380	55,411	57,379	32.37%	56,386	57,401	32.37%	10,021
Woodlake	2,187	2,486	2,558	1.44%	2,521	2,559	1.44%	372
Unincorporated County	46,774	52,477	53,834	30.37%	53,151	53,855	30.37%	7,081
<b>Total</b>	<b>150,415</b>	<b>172,134</b>	<b>177,255</b>	<b>100.00%</b>	<b>174,741</b>	<b>177,325</b>	<b>100.00%</b>	<b>26,910</b>

Sources

Columns A, B, and E: TCAG 2040 Demographic Forecast (2013)  
 Column C: Estimated using trendline growth between Columns B and E  
 Column D: Column C divided by countywide total from Column C (177,225)  
 Column F: Proportionally scaled up from Column D to 9/30/2023 countywide total (177,325)  
 Column G: Column F divided by countywide total from Column F (177,325)  
 Column H: Column A subtracted from Column F

## NATURAL AND CULTURAL RESOURCES

### Agriculture

Goshen is currently a highway-oriented service center surrounded on the north, west, and south by lands in agricultural production and by Visalia’s Industrial Park, commercial, agricultural and vacant land on the east.

366 acres of land are classified as agricultural in Goshen according to the Betty Drive Interchange Project Initial Study (IS) with Mitigated Negative Declaration (MND)/Environmental Assessment (EA) with Finding of No Significant Impact (FONSI). As agriculture continues to be converted in the area within the adopted UDB, land currently zoned agriculture within the UDB will most likely be rezoned to residential and commercial zoning districts. There are areas of Prime Farmland (see **Figure 7**) and Farmland of Statewide Importance located within and adjacent to the Goshen Plan Area. According to the Dept. of Conservation, Prime Farmland is farmland with the best combination

# Goshen Community Plan Update

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of physical and chemical features to sustain long-term agricultural production. Farmland of Statewide Importance is similar, but has minor shortcomings, such as greater slopes or a lesser ability to store soil moisture.

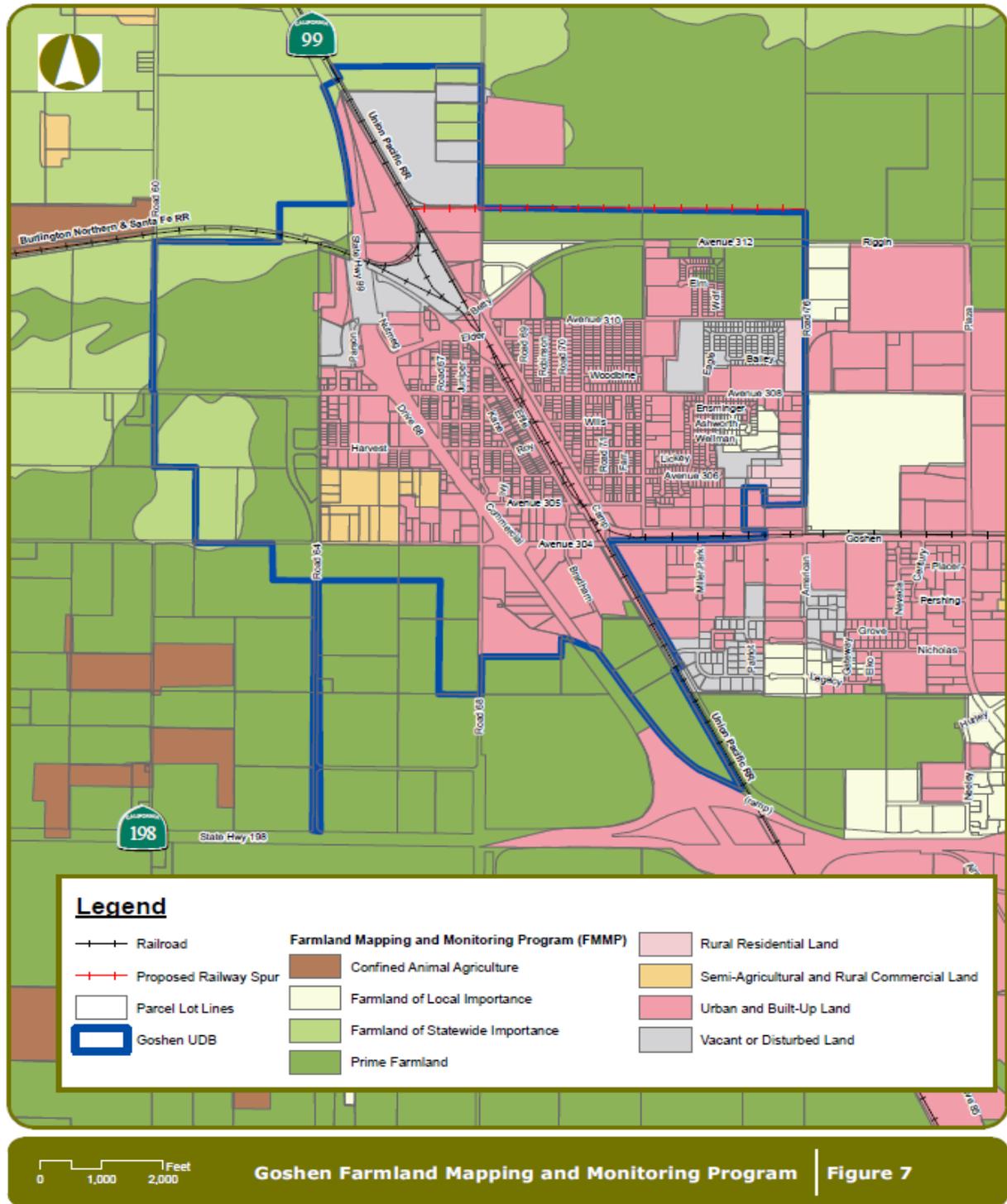
The Northeast portion of the UDB is located mostly on Prime Farmland. The Western and Southwestern portions of the UDB are also located mostly on Prime Farmland. The Urban Development boundary was developed to concentrate growth and development so that other farmland would be preserved. Conversion of prime farmland in the Goshen UDB allows farmland outside the UDB to be preserved.

Urban growth needs to move toward the North and the West as the Airport Safety Zones constrain development to the South and the City of Visalia's City Limits are located to the East. Although there is Prime Farmland located to the North and West, there is Farmland of Statewide Importance to the Northwest.

Currently, the areas to the north of Riggin Avenue that were previously in the Williamson Act are now in the non-renewal process (as of 2018). And the areas to the west of Road 64 are currently out of the Williamson Act) (**see Figure 8**).

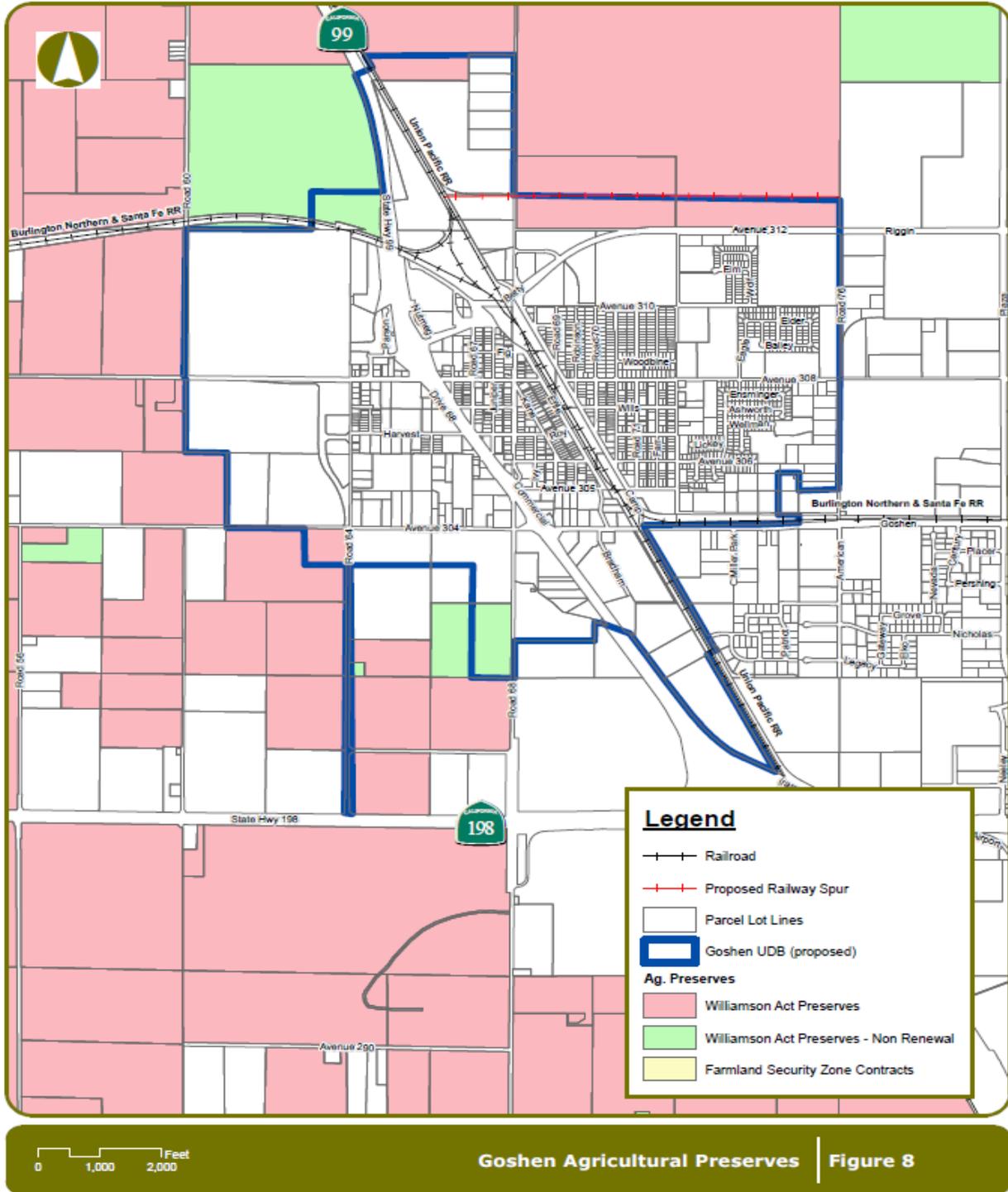
# Goshen Community Plan Update

Figure 7 FMMP Map



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Figure 8 - Williamson Act Map



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## Air Quality

The Goshen Plan Area is within the San Joaquin Valley Air Basin (SJVAB) and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is classified non-attainment/severe for the State O<sub>3</sub> 1-hour standard, non-attainment for the State O<sub>3</sub> 8-hour standard, non-attainment for the State PM<sub>10</sub> standard, non-attainment for the federal and State PM<sub>2.5</sub> standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the Tulare County General Plan, the San Joaquin Valley has some of the worst air quality in the nation. The CO and NO<sub>x</sub> emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

Executive Order S-3-05, issued by Governor Schwarzenegger in 2005, established targets for greenhouse gas (GHG) emissions for the State. The Global Warming Solutions Act of 2006 (or Assembly Bill (AB) 32) directed the California Air Resources Board (CARB) to develop and adopt statewide GHG emission limits in order to reduce emission levels to those experienced in 1990, by the year 2020. In order to achieve those targets, CARB adopted the Climate Change Scoping Plan in December 2008.

The Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, builds upon AB 32 by requiring CARB to develop regional GHG emissions reduction targets for passenger vehicles. Then each Metropolitan Planning Organization (MPO) must prepare a Sustainable Communities Strategy (SCS) to demonstrate how the region will meet its targets. The SCS will be incorporated into the Regional Transportation Plan (RTP).

The SJVAPCD provides a list of potential air quality mitigation measures that are applicable to General Plan updates and community plans:

- Adopt air quality element/general plan air quality policies/specific plan policies
- Adopt Local Air Quality Mitigation Fee Program
- Fund TCM program: transit, bicycle, pedestrian, traffic flow improvements, transportation system management, rideshare, telecommuting, video-conferencing, etc.
- Adopt air quality enhancing design guidelines/standards
- Designate pedestrian/transit oriented development areas on general plan/specific plan/planned development land use maps
- Adopt ordinance limiting wood burning appliances/fireplace installations
- Fugitive dust regulation enforcement coordinated with SJVUAPCD
- Energy efficiency incentive programs
- Local alternative fuels programs
- Coordinate location of land uses to separate odor generators and sensitive receptors

Air quality is directly related to land use; it is also related to the configuration of land, vegetation, climate, wind direction and velocity, and production of man-made impurities which change the natural

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qualities of the air. Because Goshen is located near the southern end of the Valley with prevailing winds from the northwest, it is in a vulnerable position for the accumulation of adversely modified air, particularly when a temperature inversion occurs which holds down surface air along with its pollutants. Citizens have raised concerns about air pollution from approaching and departing jet aircraft, and local companies emitting dust and odors, and agricultural activities.

## Biological Resources

Goshen is situated within a matrix of agricultural lands, industrial complexes, and residential/commercial development associated with the community of Goshen. The northern block of Goshen is bordered by agricultural fields to the north and east; agricultural fields, remnant non-native grassland, and residential areas to the south; and Highway 99 to the west. The eastern block of Goshen is bordered by ruderal grassland and residential areas to the north, ruderal grassland to the east, and residential and commercial areas to the south and west. The western block of Goshen is bordered by orchard to the north; Highway 99 and residential, commercial, and industrial areas to the east; and agricultural fields, orchard, and residential areas to the south and west.<sup>9</sup>

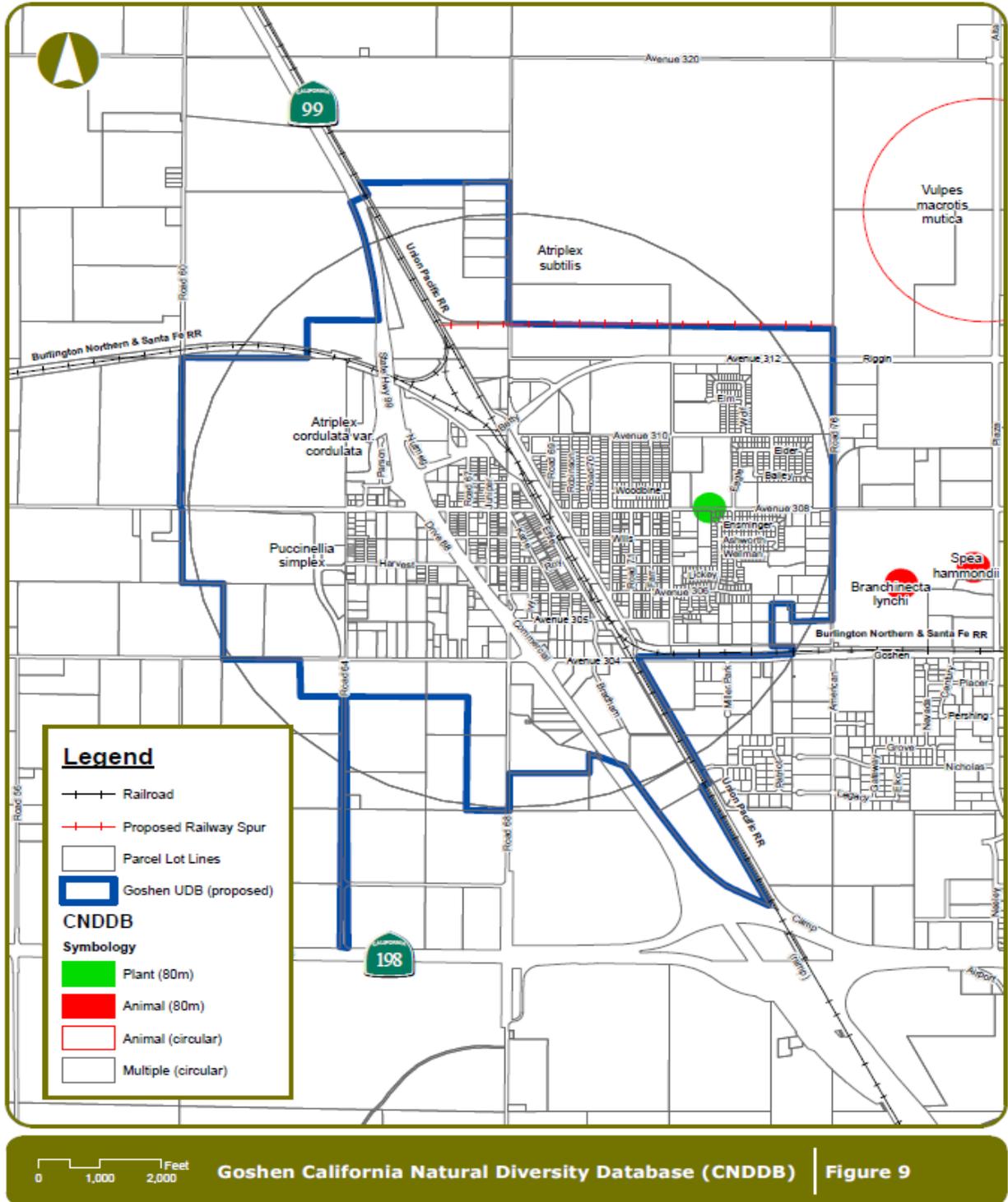
The historic range of certain endangered animals including the Swainson's hawk, San Joaquin kit fox, burrowing owl, American badger, nesting raptors and migratory birds including the white-tailed kite, loggerhead shrike, and tricolored blackbird, and colonially roosting bats found in the Goshen area. However, few if any of these species are found-in Goshen today due to the extensive, built-up character of the area, and the fact that most surrounding lands are under cultivation. According to the California National Diversity Data Base (CNDDDB), 11 Special Status plant species and 18 Special Status animal species **(see Figure 9)**

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<sup>9</sup> Goshen Community Plan Update Biological evaluation Tulare county, California prepared by Live Oak associates, Inc. August, 2014 page i

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Figure 9 - Goshen CNDDDB Map



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## Cultural Resources

The recorded history of Goshen dates back more than two centuries to when Spanish missionaries and explorers were looking for areas to settle. The native Yokut Indians had established trails in the area that were utilized by the scout Kit Carson and the soldier-explorer John C. Fremont. These trails were evolved into roads as population in the Valley grew.

Tulare County's known and recorded cultural resources were identified through historical records, such as those found in the National Register of Historic Places, the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), the California Register of Historic Resources, California Historical Landmarks, and the Tulare County Historical Society list of historic resources.

Due to the sensitivity of many prehistoric, ethnohistoric, and historic archaeological sites, locations of these resources are not available to the general public. The Information Center at California State University Bakersfield houses records associated with reported cultural resources surveys, including the records pertinent to sensitive sites, such as burial grounds, important village sites, and other buried historical resources protected under state and federal laws.

A windshield survey of the study area was completed to field check previously recorded resources and identify any structures and/or other features which may be eligible for listing in the California Register of Historic Resources. Numerous structures appear to date to the period prior to 1960, although many of these have been modified to include additions, aluminum windows, and other more modern features. Several structures, however, appear to date to the early 1900s and appear relatively unmodified. Farm structures such as windmills and tank houses are also present (Figures 4 a-c [of the Cultural Resource Assessment]). Commercial and industrial structures all appear to be relatively modern in construction. Canal features are present within the study area including the Modoc Ditch and Mill Creek Ditch.”<sup>10</sup>

## Native American Consultation

The Native American Heritage Commission (NAHC) was contacted on June 1, 2014 in order to determine whether Native American sacred sites have been identified either within or in close proximity to the study area. The request was resent on June 16, 2014. The NAHC responded in a letter dated June 30, 2014, stating that a records search of the NAHC Sacred Lands Inventory failed to indicate the presence of Native American traditional sites/places within the project study area. The NAHC notes that the absence of surface visible archaeological features does not preclude their presence below surface. The NAHC advised that when specific projects become public, that the County or appropriate jurisdiction inform the Native American contacts provided by the NAHC as to the nature of the proposed project. As part of the consultation process, the NAHC recommends that local government and project developers contact tribal governments and Native American individuals on the list provided in order to determine if the proposed action might impact any cultural places or sacred sites. If a response is not received in two weeks of notification, the NAHC

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<sup>10</sup>Op. Cit. 15

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recommends that a follow-up telephone call be made to ensure the project information has been received.

## Geology & Seismic Hazards

The southern San Joaquin Valley is a broad arid plain, essentially level underlain by about 28,000 feet of marine and continental strata with the sediments derived from areas now occupied by mountain ranges. “Seismicity varies greatly between the two major geologic provinces represented in Tulare County. The Central Valley is an area of relatively low tectonic activity bordered by mountain ranges on either side. The Sierra Nevada Mountains, partially located within Tulare County, are the result of movement of tectonic plates which resulted in the creation of the mountain range. The Coast Range on the west side of the Central Valley is also a result of these forces, and the continued uplifting of Pacific and North American tectonic plates continues to elevate these ranges. The remaining seismic hazards in Tulare County generally result from movement along faults associated with the creation of these ranges.”<sup>11</sup>

“Groundshaking is the primary seismic hazard in Tulare County because of the county’s seismic setting and its record of historical activity. Thus, emphasis focuses on the analysis of expected levels of groundshaking, which is directly related to the magnitude of a quake and the distance from a quake’s epicenter. Magnitude is a measure of the amount of energy released in an earthquake, with higher magnitudes causing increased groundshaking over longer periods of time, thereby affecting a larger area. Groundshaking intensity, which is often a more useful measure of earthquake effects than magnitude, is a qualitative measure of the effects felt by population. The valley portion of Tulare County is located on alluvial deposits, which tend to experience greater groundshaking intensities than areas located on hard rock. Therefore, structures located in the valley will tend to suffer greater damage from groundshaking than those located in the foothill and mountain areas. However, existing alluvium valleys and weathered or decomposed zones are scattered throughout the mountainous portions of the county which could also experience stronger intensities than the surrounding solid rock areas. The geologic characteristics of an area can therefore be a greater hazard than its distance to the epicenter of the quake.”<sup>12</sup>

“There are three faults within the region that have been, and will be, principal sources of potential seismic activity within Tulare County. These faults are described below:

- **San Andreas Fault.** The San Andreas Fault is located approximately 40 miles west of the Tulare County boundary. This fault has a long history of activity, and is thus the primary focus in determining seismic activity within the county. Seismic activity along the fault varies along its span from the Gulf of California to Cape Mendocino. Just west to Tulare County lies the “Central California Active Area,” where many earthquakes have originated.
- **Owens Valley Fault Group.** The Owens Valley Fault Group is a complex system containing both active and potentially active faults, located on the eastern base of the Sierra Nevada Mountains. The Group is located within Tulare and Inyo Counties and has historically been the source of seismic activity within Tulare County.

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<sup>11</sup> General Plan Background Report, page 8-5

<sup>12</sup> General Plan Background Report, page 8-7

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- **Clovis Fault.** The Clovis Fault is considered to be active within the Quaternary Period (within the past two million years), although there is no historic evidence of its activity, and is therefore classified as “potentially active.” This fault lies approximately six miles south of the Madera County boundary in Fresno County. Activity along this fault could potentially generate more seismic activity in Tulare County than the San Andreas or Owens Valley fault systems. In particular, a strong earthquake on the Fault could affect northern Tulare County. However, because of the lack of historic activity along the Clovis Fault, inadequate evidence exists for assessing maximum earthquake impacts.”<sup>13</sup>

The Tulare County General Plan states there are no known active faults in Tulare County, with the San Andreas Fault being the nearest major fault line. Tulare County rarely feels the effects of earthquakes along this fault line.

## Soils Characteristics

The Goshen area soils are typical of those found in semi-arid regions and are referred to as transported soils, indicating that they have been deposited some distance from their parent rock. The soils which characterize the Goshen area (see **Figure 10**) originated from granitic rocks of the Sierra Nevada and contain quantities of mica, quartz, feldspars and granitic sand. (Source: USDA Soils Survey Map, Visalia). The predominant soil types in the Goshen area are described as follows:

Cajon Sandy Loam - a deep permeable soil on gently sloping alluvial fans and flood plains with a Class II agricultural capability (good agricultural land). There are slight limitations for septic systems. The soil is extremely easy to till and is not sticky when wet. The major portion of the soil is free of salts but with a comparatively low organic-matter content the soil is of good quality and suitable for most crops.

Traver Fine Sandy Loam - a soil with dense or moderately dense subsoil on alluvial fans and valley plains. It is moderately affected by salt and alkali, with a Class IV agricultural capability (fairly good agricultural land). It has moderate to severe limitations for septic system. Black alkali is present in most areas. Small mounds and depressions are common over the surface. Because of its puddled condition and compact subsoil, water is absorbed very slowly. Without water, the soil is hard and dry. This grade of soil is suitable for few crops except grasses and shallow rooted crops.

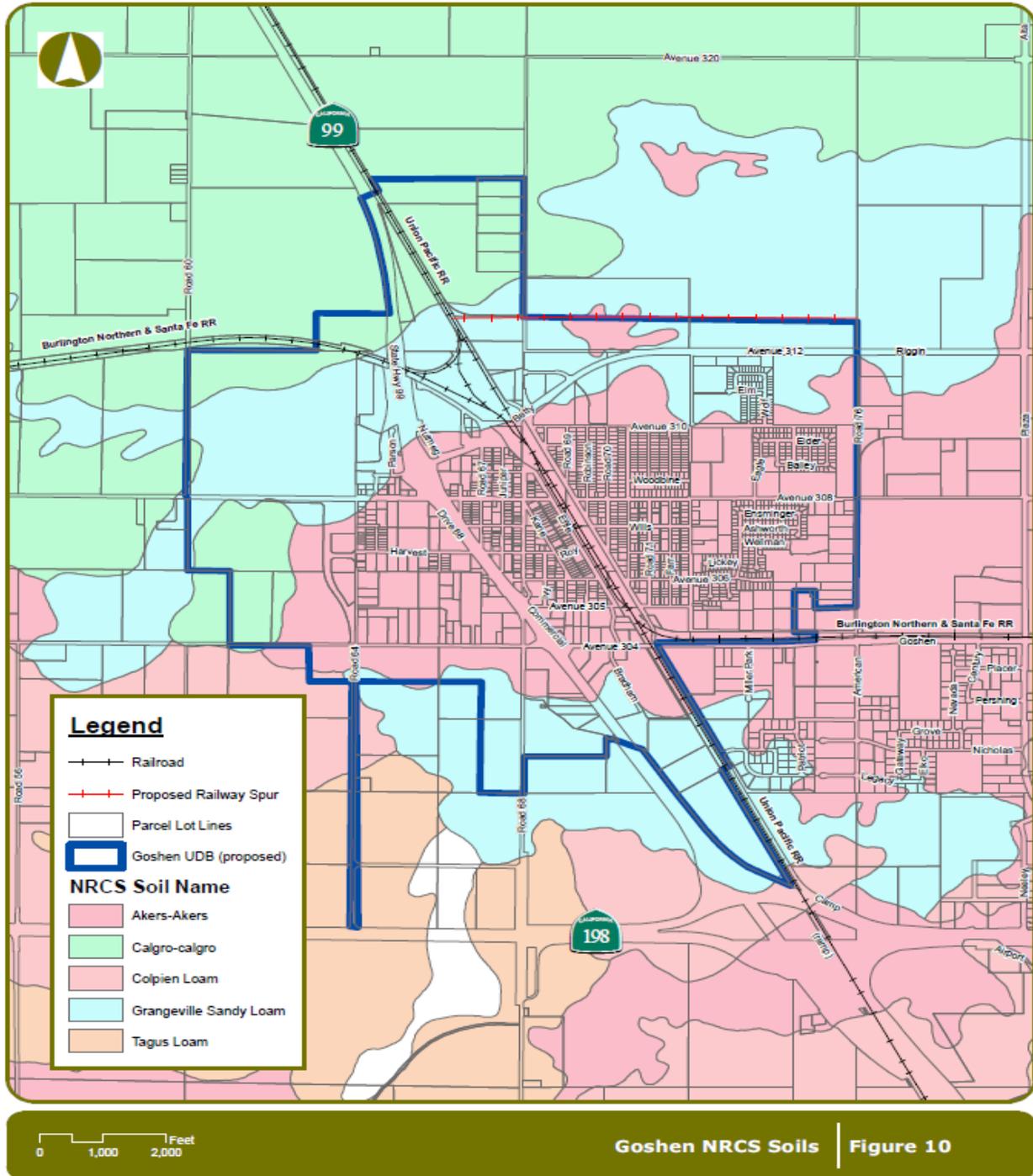
Chino Silty Clay Loam - a deep permeable soil on gently sloping alluvial fans and flood plains - free of salts and alkali - Class I agricultural capability (very good cultivable land) - moderate limitations for septic systems - has a moderately high water holding capacity for both surface and subsurface areas - slight tendency to retard absorption due to compaction characteristics.

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<sup>13</sup> General Plan Background Report, pages 8-6 and 8-7

# Goshen Community Plan Update

Figure 10 - NRCS Soils Map



# Goshen Community Plan Update

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## Greenhouse Gases

“Executive Order S-3-05 was signed by Governor Schwarzenegger on June 1, 2005. This executive order established [GHG] emission reduction targets for California. Specifically, the executive order established the following targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order additionally ordered that the Secretary of the California Environmental Protection Agency (Cal EPA) would coordinate oversight of the efforts among state agencies made to meet the targets and report to the Governor and the State Legislature biannually on progress made toward meeting the GHG emission targets. Cal EPA was also directed to report biannually on the impacts to California of global warming, including impacts to water supply, public health, and agriculture, the coastline, and forestry, and prepare and report on mitigation and adaptation plans to combat these impacts.

In response to the EO [executive order], the Secretary of Cal EPA created the Climate Action Team (CAT), composed of representatives from the Air Resources Board; Business, Transportation, & Housing; Department of Food and Agriculture; Energy Commission; California Integrated Waste Management Board (CIWMB); Resources Agency; and the Public Utilities Commission (PUC). The CAT prepared a recommended list of strategies for the state to pursue to reduce climate change emission in the state...”<sup>14</sup>

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

The Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, builds upon AB 32 by requiring CARB to develop regional GHG emissions reduction targets for passenger vehicles. Then each Metropolitan Planning Organization (MPO) must prepare a Sustainable Communities Strategy (SCS) to demonstrate how the region will meet its targets. The SCS will be incorporated into the Regional Transportation Plan (RTP).

The Air District adopted the *Climate Change Action Plan* (CCAP) in August 2008. “The CCAP directed the District Air Pollution Control Officer to develop guidance to assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific greenhouse gas (GHG) emissions on global climate change.

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<sup>14</sup> Tulare County General Plan 2030 Update RDEIR, pages 3.4-4 to 3.4-5

# Goshen Community Plan Update

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On December 17, 2009, the San Joaquin Valley Air Pollution Control District (District) adopted the guidance: Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, and the policy: District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency. The guidance and policy rely on the use of performance based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA.

“The Tulare County Climate Action Plan (CAP) (last updated in 2016), serves as a guiding document for County of Tulare (“County”) actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan’s framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation.”<sup>15</sup>

## Federal Emergency Management Agency (FEMA)

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community-Panel Number 065066, Panel No. 918 dated June 16, 2009, (**see Figure 11**) shows the majority of the Goshen footprint is within Flood Zone and subject to 100-year flood hazard (Flood Zone AE). FEMA requires development in Flood Zones AE to be constructed so that a building’s ground floor elevation is above the flood contour line existing in the flood are.

“Flooding is a natural occurrence in the Central Valley because it is a natural drainage basin for thousands of watershed acres of Sierra Nevada and Coast Range foothills and mountains. Two kinds of flooding can occur in the Central Valley: general rainfall floods occurring in the late fall and winter in the foothills and on the valley floor; and snowmelt floods occurring in the late spring and early summer. Most floods are produced by extended periods of precipitation during the winter months. Floods can also occur when large amounts of water (due to snowmelt) enter storage reservoirs, causing an increase in the amount of water that is released.”<sup>16</sup> “Flood events in the Tulare Lake region are caused by rainfall, snowmelt, and the resultant rising of normally dry lakes. Although significant progress has been made to contain floodwaters in the region, improvements to the flood control system are still needed to lessen the flood risk to life and property.”<sup>17</sup>

“Official floodplain maps are maintained by the Federal Emergency Management Agency (FEMA). “Floodplain” or “flood-prone area” means any land area susceptible to being inundated by water from any source. “Base Flood” is the flood having a one percent chance of being equaled or exceeded in any given year. “One-hundred-year flood” or “100 year flood” has the same meaning as “base flood.” “Special flood hazard area” is the land in the floodplain subject to a one percent or greater chance of flooding in any given year. “Floodway” means the channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base flood without cumulatively

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<sup>15</sup> Tulare County Climate Action Plan, page 1

<sup>16</sup> General Plan Background Report, page 8-13

<sup>17</sup> California Water Plan Update 2009, Tulare Lake, page TL-28 to TL-29

# Goshen Community Plan Update

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increasing the water surface elevation more than one (1) foot. The floodway is delineated on the Flood Boundary Floodway Map, on maps adopted by the Department of Water Resources, Central Valley Flood Protection Board when acting within its jurisdiction, and on the County Zoning Map (signified by the F-1 Primary Flood Plain Zone). The F-2 Secondary Flood Plain Combining Zone which is intended for application to those areas of the County which lie within the fringe area or setback of the flood plain and are subject to less severe inundation during flooding conditions than occur in the F-1 Zone.

FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM). These areas are designated as Zone A, AO, A1-A30, AE, A99, or AH on the FIRM. A 100-year flood is considered for purposes of land use planning and protection of property and human safety. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography, and modeling of flow during predicted rainstorms.”<sup>18</sup> Although some areas of Tulare County have experienced major flooding along its major rivers, the Goshen Plan Area has not. There are portions of Goshen, however, that are within and adjacent to the FEMA 500 and 100 year flood zones. According to the Tulare County General Plan Update, substantial flooding could occur in Tulare County if the two (2) major dams were to experience failure. The inundation area below the Terminus Dam (on Lake Kaweah) does extend to portions of Goshen.

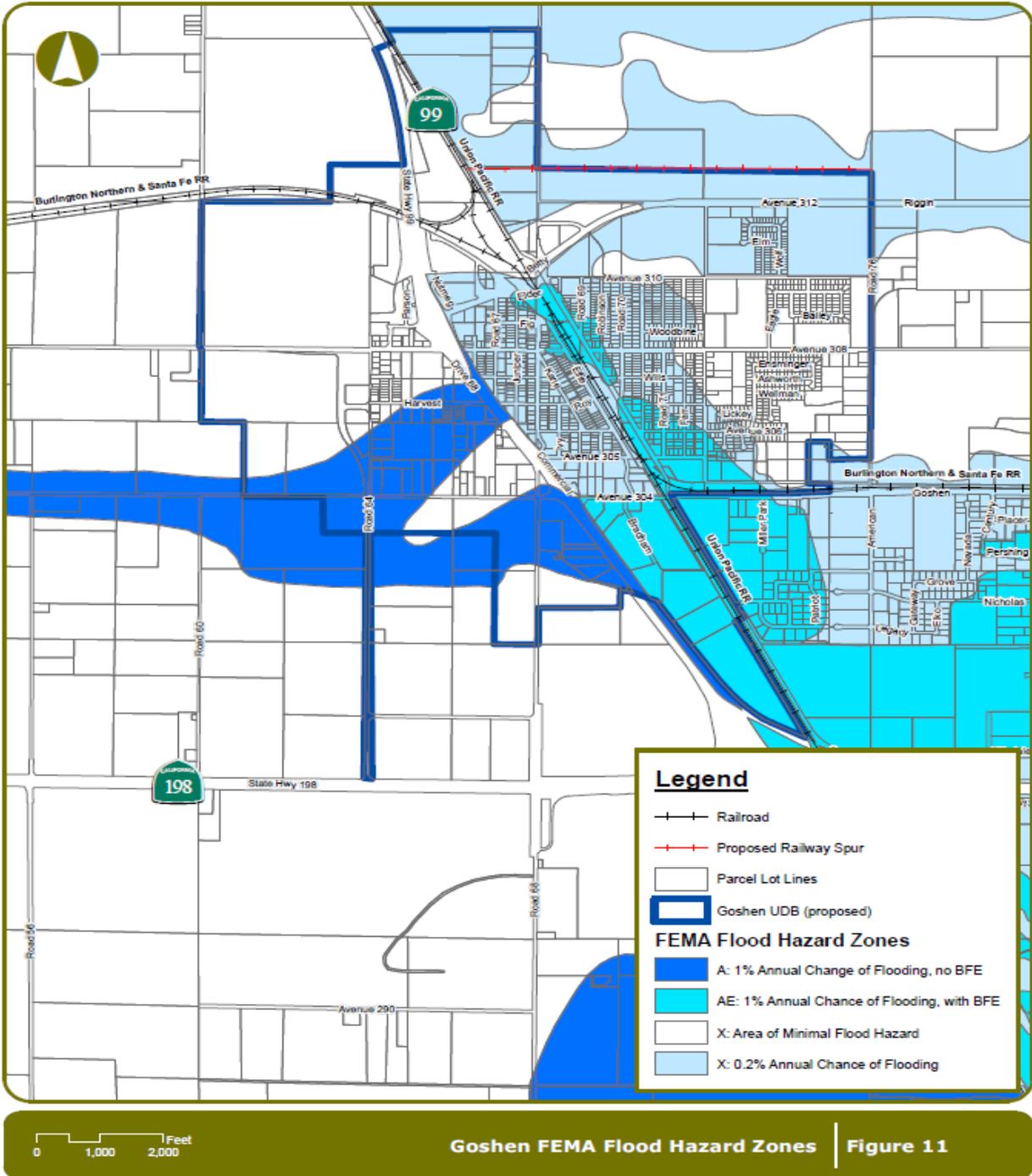
The County of Tulare has taken steps to be a part of the National Flood Insurance Program (NFIP), by actively adopting minimum regulatory standards as set forth by Federal Emergency Management Agency (FEMA). The National Flood Insurance Program (NFIP) is administered by the (FEMA) to offer flood insurance to properties located in special flood hazard areas (SFHAs). Information about the NFIP, is available at the following website: [www.fema.gov](http://www.fema.gov). As part of the county’s participation in the NFIP, individuals are eligible to obtain flood insurance. Further flood information is available at the County of Tulare Resource Management Agency at the following website: <http://tularecounty.ca.gov/rma/index.cfm/public-works/flood-hazard-information/flood-control-information/>. On June 16, 2009, Tulare County adopted the new Digital Flood Insurance Rate Maps (DFIRMs). Information is available to determine if a property is located in a SFHA by using the following FEMA Map Service Center link as follows: <https://msc.fema.gov/portal>.

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<sup>18</sup> General Plan Background Report, page 8-14

# Goshen Community Plan Update

Figure 11 – FEMA Flood Map

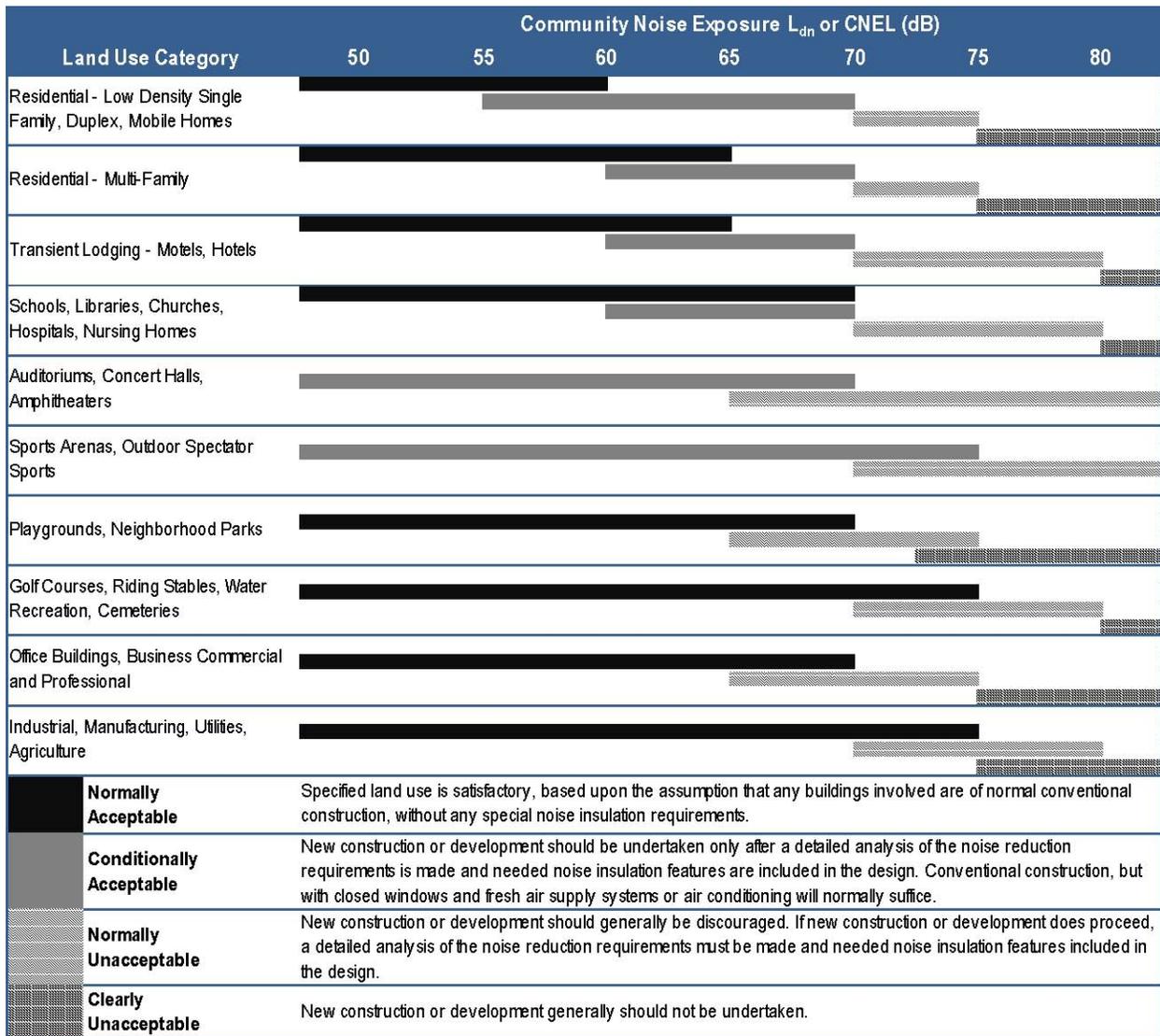


# Goshen Community Plan Update

## Noise

State of California General Plan Guidelines (California Governor’s Office of Planning and Research, 2003) identifies guidelines for the Noise Elements of city and county General Plans, including a sound level/land-use compatibility chart that categorized, by land use, outdoor Ldn ranges in up to four categories (normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable). These guidelines provide the State’s recommendations for city and county General Plan Noise Elements (see Figure 12).

**Figure 12 - Community Noise Exposure**



Source: Tulare County General Plan

# Goshen Community Plan Update

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There are a variety of sources that produce noise in the Goshen Plan Area and include traffic, railroad operations, airport operations, industrial, and agricultural operations. Traffic noise is the most dominant source of ambient noise in the County, according to the Tulare County General Plan EIR. SR 99 runs through the Goshen Plan Area and would be the largest source of traffic noise in the area due to the high volumes of traffic. Noise from SR 99 adversely impacts an area through central Goshen making properties in close proximity to the highway less desirable for new housing construction.

Operations along the Union Pacific Railroad line are another significant source of noise in Goshen. According to the Tulare County General Plan EIR, there are more than twenty (20) freight train operations per day along the Union Pacific rail line in Tulare County that may occur at any time of day or night. Noise levels are higher at at-grade crossings due to the warning horn. Railroad crossings occur at Betty Drive and West Goshen Avenue.

The 2010 Recirculated Environmental Impact Report (RDEIR) prepared for the Tulare County General Plan Update included the following information regarding freeway and railroad noise. Baseline traffic noise contours for major roads in the County were developed using Sound32 (Caltrans' computer implementation of the FHWA Traffic Noise Prediction Model). Table 3.5-3 in the RDEIR summarized the daily traffic volumes, and the predicted Ldn noise level at 100 feet from the roadway centerline is approximately 79 feet, and the distance from the roadway centerline to the 60-, 65-, and 70-dB-Ldn contours are 82 feet, 1,813 feet, and 3,907 feet respectively.

Mainline operations on the Union Pacific Railroad in Tulare County affect the community of Goshen. According to the Trainmaster's office in Fresno, there are more than 20 freight train operations per day in the Tulare County Area. Passenger trains presently do not operate on Union Pacific tracks in Tulare County. Train speeds on the mainline are generally 45-65 mph and train movements may occur at any time during the night or day. According to the Wyle methodology, the above-described type and frequency of operation results in noise exposures of 65 and 60 dB Ldn at approximately 335 and 660 feet, respectively, from the center of the tracks for present operations, and at approximately 440 and 800 feet, respectively, from the center of the tracks for estimated future operations. Noise levels in the vicinity of grade crossings are somewhat higher than this due to the use of the warning horn.

The Noise Element identifies noise-impacted areas throughout Tulare County. These areas include lands which have existing or projected noise levels exceeding 60 decibels (dBA) Ldn. This decibel figure is considered to be the maximum normally acceptable noise level for single family residential areas. The two primary noise sources are SR 99 and the Union Pacific Railroad. Together, these noise sources place a portion of the urbanized portion of Goshen within the 60 dB Ldn noise contour. Roadways and traffic noise are the dominant source of ambient noise in the County.

The Health and Safety Element of the Tulare County General Plan adopted two County wide goals regarding noise in 2012. They are: 1) Protect the citizens of Tulare County from the harmful effects of exposure to excessive noise; and 2) Protect the economic base of Tulare County by preventing the encroachment of incompatible land uses near known noise-producing industries, railroads, airports and other sources. The Tulare County General Plan 2030 models noise contours for lands adjacent

# Goshen Community Plan Update

to freeways, airports, local industries and railroads for the base year (1986) and provides projected contours for the year 2010. The noise contours were prepared in terms of either the community noise equivalent level (CNEL) or day-night average decibel level (Ldn), which is descriptive of the total noise exposure at a given location for an annual average day.

The Noise Element includes performance standards for new residential or other noise-sensitive land uses which are to be located near noise-impacted areas. The Element indicates that these uses will not be permitted unless effective design measures can be integrated into the development to mitigate the impact of noise. **Table 23** summarizes the daily traffic volumes from SR 198 to Avenue 308, Avenue 308 to Merritt Drive, Road 76 to Road 80, road 80 to Shirk Road, and Shirk to Giddings.

Table 23 - Noise Levels					
Location	ADT	From Roadway Centerline			
		Distance (feet) to 70 Ldn Contour	Distance (feet) to 65 Ldn Contour	Distance (feet) to 60 Ldn Contour	Distance (feet) to 55 Ldn Contour
SR 198 to Ave 308	50,000	386	831	1,790	3,856
Ave 308 to Merritt Drive	51,000	391	842	1,813	3,907
Road 76 - Road 80	6,980	40	86	185	399
Road 80 – Shirk	8,130	44	95	205	442
Shirk – Giddings	9,400	0	0	0	0

Source: 2010 General Plan Background Report

## Visalia Airport Safety Zones

The Visalia Municipal Airport which is classified as a “general transport” facility. According to the Tulare County General Plan Update, there are six (6) Fixed Base Operators (FBOs) and 142 based aircraft. Residents of Goshen may experience some noise related to aircraft operations from this airport, although it is not considered to be extreme.

The Visalia Airport has a range of safety zones. There are three Safety Zones (2, 4, and 6) and an Airport Influence area (see **Figure 13**) are located within the Goshen Urban Development Boundary. Zones 2, 4, and 6 prohibit Schools and Multifamily Residential uses.

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***Safety Zone 2, Inner Approach/Departure Zone*** – The Inner Approach/ Departure Zone is a rectangular area located along the extended runway centerline immediately beyond the RPZ. Aircraft over fly this area at altitudes between 200 and 400 feet above the runway elevation. Caltrans research indicates that 8 to 22 percent of near-runway accidents occur in this zone.

***Safety Zone 4, Outer Approach/Departure Zone*** – The Outer Approach/Departure Zone is a rectangular area, which lies immediately beyond the Inner approach/Departure Zones along the extended runway centerline. Particularly applicable for runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common. Approaching and departing aircraft are usually at less than traffic pattern altitude.

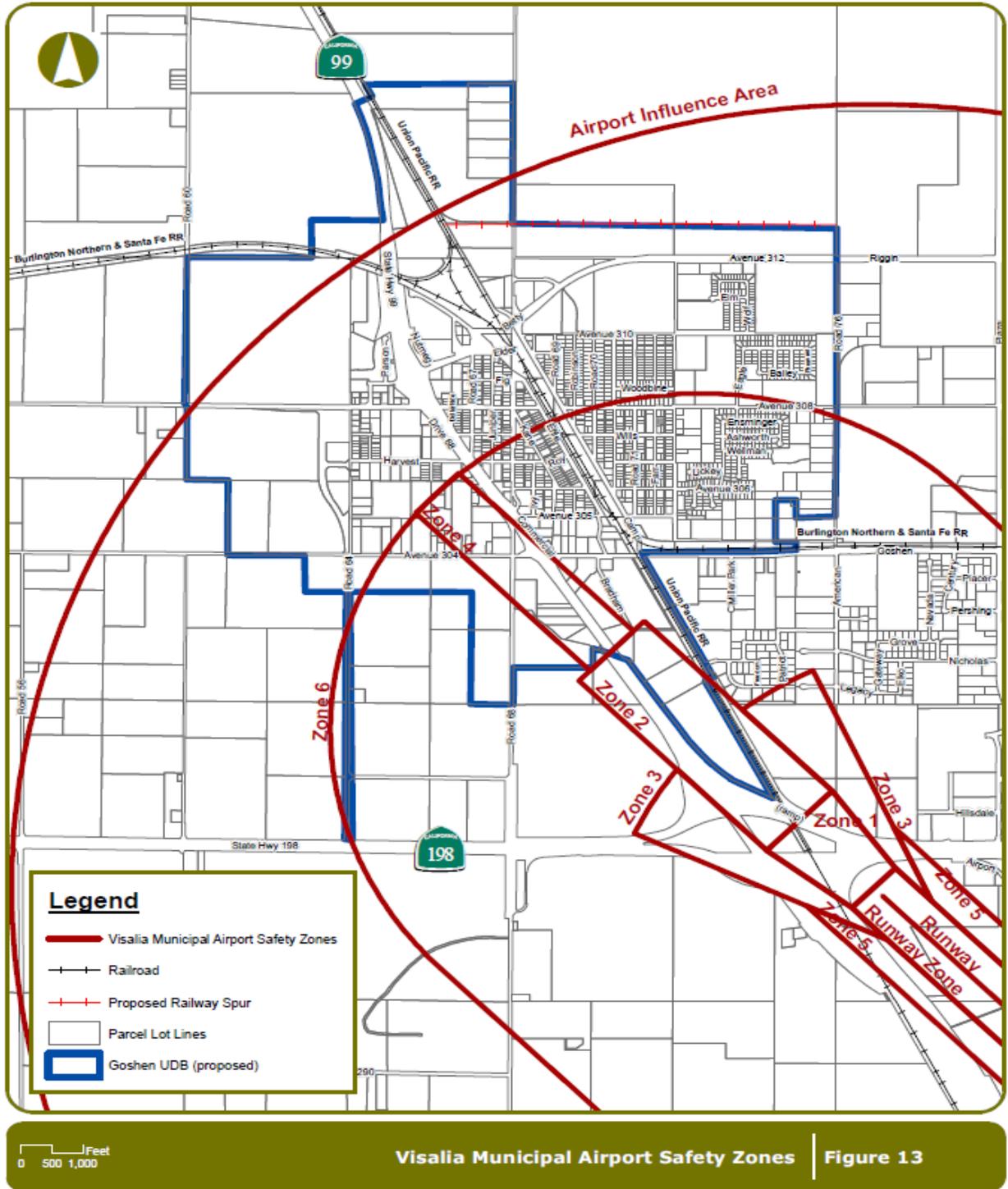
***Safety Zone 6, Traffic Pattern Zone*** – The Traffic Pattern Zone is an oval shaped area centered on the extended runway centerline. This zone encompasses all other portions of the regular traffic patterns and pattern entry routes. This area generally has a low likelihood of accident occurrence at most airports, except where high concentrations of people present the potential for severe consequences.

Aircraft noise will increasingly impact the community of Goshen, and in particular, that portion located west of SR 99. Studies show that this area is subject to a noise rating of 100 CNR (100 dbA) which is an excessive noise irritant for residents and workers within the area. 65 dbA is considered the maximum permissible for housing and 70 dbA for schools as it is the threshold of psychological stress responses by the average person (Tulare County General Plan Safety Element Table 10.1, p.10-25). Continued new development will be constrained by Airport Land Use Commission policies contained in the adopted Comprehensive Airport Land Use Plan (CALUP).

Although the CALUP allows for the consistent densities to be built out within the Airport Influence Areas including Zones, 3,4, and 5 consistent with existing densities, the safety of residents of Goshen, particularly those living or working west of SR 99 will be a continuing concern. Commercial aircraft make their approach into Visalia Municipal Airport at a height of 500 to 700 feet above the ground's surface when passing over Goshen, while departure height above the community is approximately 350 feet.

# Goshen Community Plan Update

Figure 13 – Visalia Municipal Airport Safety Zones



# Goshen Community Plan Update

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## INFRASTRUCTURE

### Energy Natural Gas/Electricity

Southern California Edison (SCE) is the main provider of electrical power and the Southern California Gas Company provides gas in Tulare County, which maintains an extensive network of high-voltage and low-voltage electrical lines, substations, natural gas mains, and related facilities. In addition to power produced by its plants, SCE purchases power from other producers for use within its service area.

### Water Supply

Tulare County, including the Goshen Community Plan Area is located within the Tulare Lake Basin. The County also has four (4) river watersheds providing water to the county. Goshen lies within the Kaweah Watershed and receives its local water supply primarily from the Kaweah River and operations of Terminus Reservoir/Lake Kaweah. The Tulare County General Plan states the groundwater quality is generally satisfactory for crop irrigation and urban uses. The domestic water service provider for the Goshen Community Plan Area is Cal Water with the source being groundwater.

“Goshen’s water supply system is owned, operated, and maintained by California Water Service Company (Cal Water). Cal Water operates and maintains the overall Visalia District (Visalia Water System), which included the City of Visalia, community of Goshen, and other private water systems that have been annexed to the Visalia District in recent years.”<sup>19</sup>

In 2000, depth to water ranged from 35 feet to 100 feet. “The general trend was for water levels to be deeper to the west and to the south, with increasing distance from the St. John River. Depth to water was greater than 80 feet beneath the west part of Visalia and beneath Goshen.”<sup>20</sup>

“Yields of Cal Water system wells in the Goshen area range from about 400 to 800 gpm. These wells are generally about 400 feet deep and generally have perforation below a depth of about 200 feet. These wells are perforated below the confining bed in the area, and most do not have annular seals extending opposite all of the strata above the confining bed.”<sup>21</sup>

In 2005, the yearly water consumption was approximately 279 million gallons or 856 Acre-feet. Goshen’s municipal water is currently supplied from two wells and a 12-inch main from the City of Visalia. “The total water supply produced (approximately 1,230 gpm) by the two active wells just meets the current Goshen maximum day consumption of 1,062 gpm.

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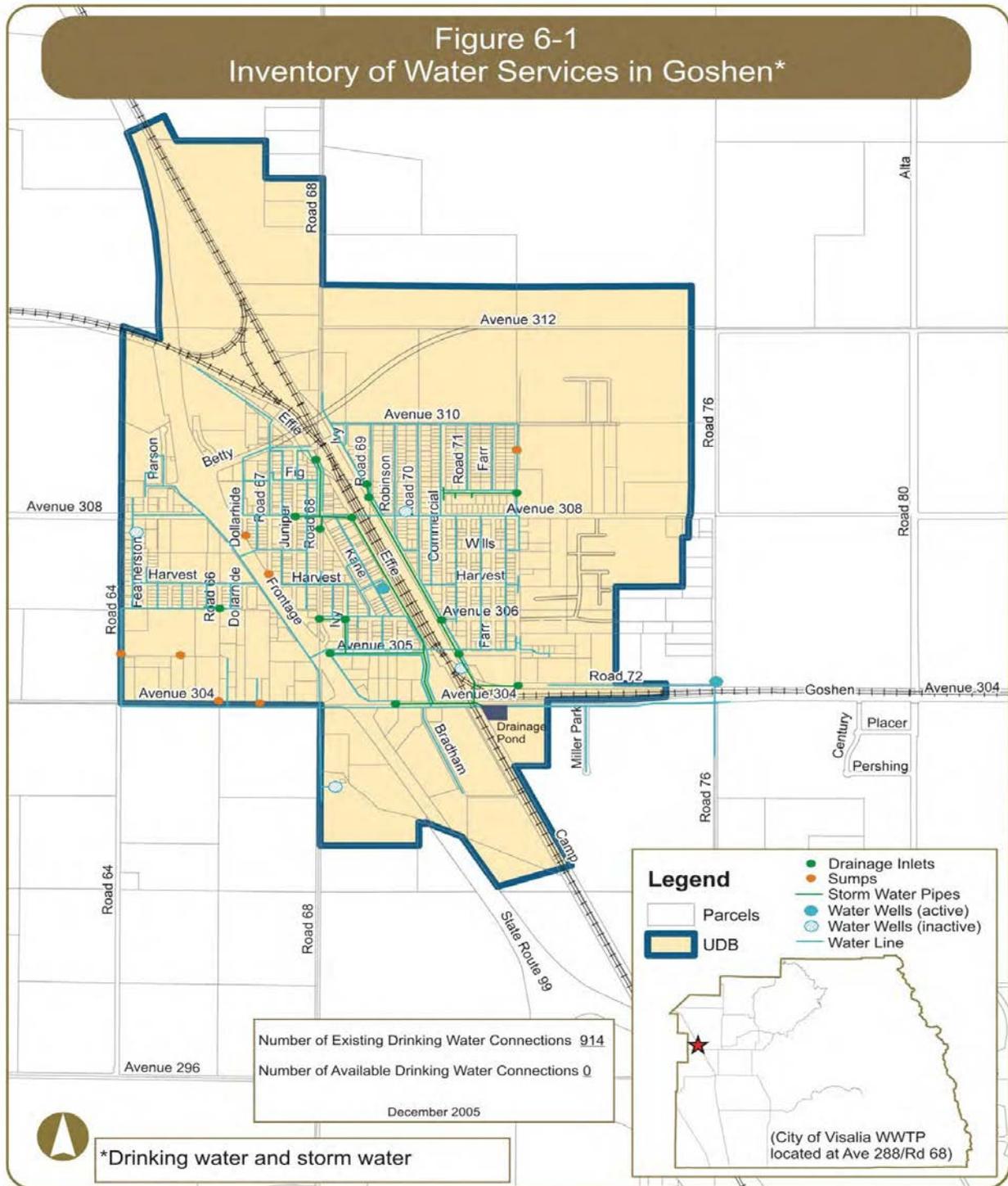
<sup>19</sup> Goshen Municipal Water Supply Study, page ES-1

<sup>20</sup> Goshen Municipal Water Supply Study, page 3-4

<sup>21</sup> Goshen Municipal Water Supply Study, page 3-4

# Goshen Community Plan Update

Figure 14 - Inventory of Water Services in Goshen



# Goshen Community Plan Update

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The peak hour consumption (1,487) is currently being met by the additional supply obtained from the Visalia Water System 12-inch main connection. However, if there were a break in the Visalia Water System's 12-inch main connection for long periods of time, the Goshen Water System would not have enough capacity to meet the existing peak hour demand for the community of Goshen."<sup>22</sup>

## Groundwater Quality

Boyle Engineering tested the water quality of Goshen water wells in 2001 (see **Figure 14**). "There are large areas of good quality groundwater present below the confining bed in the Goshen area. Drinking water analysis from active Cal Water wells in the Goshen area indicate suitable quality for public supply, except for nitrate in two wells."<sup>23</sup>

According to the State Water Resources Control Board, in 2013 there were 5 contaminated wells that serve the community. Two wells had excess levels of nitrate, two wells had excess levels of tetrachlorethylene, and one well had excess 1, 2-Dibromo-3-chloropropane.<sup>24</sup>

## Drainage

The entire County of Tulare is under the jurisdiction of the Tulare County Flood Control District, which has the authority to address local drainage, flooding, and related issues. According to the Tulare County General Plan 2030 Update, localized drainage issues do occur throughout the County but they are generally in proximity to floodplains. There are two (2) levees built near Goshen, but the Goshen Community Plan Area is not located within the levee districts.

Most of the Drainage is directed via surface flow. There are a number of inlets and pipes on either side of the railroad that carry runoff to the "Goshen Ocean" stormwater detention basin (APN 073-160-001). The area West of SR 99 has few drainage improvements.

## Sewer

"In July 2003 Tulare County Local Agency Formation Commission (LAFCO) adopted a Municipal Service Review (MSR) exemption policy that identifies the agencies that would be subject to a review and the extent of that review. The agencies in Tulare County were divided into three (3) categories: agencies subject to a full comprehensive study; agencies subject to a questionnaire study; and agencies exempt from a MSR study (see **Figure 16**). The Goshen Community Services District (CSD) is subject to a full comprehensive study. The following information is contained in the MSR prepared for the Goshen CSD.

"The Goshen CSD is responsible for the planning and construction of a sewage collection system. The main sewer system for the Goshen community is comprised of a collection system that was constructed in the mid to late 1990s. The construction of the District's sewer system was funded through a United States Department of Agriculture Rural Economic and Community Development Grant and a Small Community Grant. Pursuant to obtaining funding for the Goshen Sewer Project,

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<sup>22</sup> Goshen Municipal Water Supply Study, page 4-13

<sup>23</sup> Goshen Municipal Water Supply Study, page 3-6

<sup>24</sup> SWRCB Communities that rely on contaminated groundwater source for drinking water, January 2013.

# Goshen Community Plan Update

the Goshen CSD entered into a Wastewater Service Agreement with the City of Visalia for treatment of the District's wastewater.

Connection from the District's sewer system to the City of Visalia's sewer system is through a 24-inch gravity sewer under Camp Drive. The 24-inch line connects to the existing City SR 198-Airport lift station. The District constructed the 24-inch line as a part of the Goshen Sewer Project, although the line is part of the City's Master Planned Sewer System. After the line was placed in operation, the City assumed responsibility for maintenance of the line as a part of the City conveyance system. The City is responsible for improvements to its lift station and conveyance facilities downstream of the point of connection. The 24-inch line is planned to provide full capacity for the ultimate build-out of the Goshen CSD SOI. The District is responsible for the costs of construction and installation of any and all sewer line(s) from the District's collection system, and for any flow meters, automated sampling, or odor control devices. Other key issues identified in the Wastewater Service Agreement, between the Goshen CSD and the City of Visalia, are identified below.

- The District agrees to make a good faith effort to notify the City of any potential increases in effluent flow, biochemical oxygen demand, suspended solids and other potential pollutant levels indicated by any commercial and/or industrial development inquiries that would significantly affect the quantity and/or quality of the District's discharge to the City system as soon as such potential impacts are made known to the District.
- The City shall not contract, agree or otherwise create wastewater collection treatment and disposal service with any entity, corporation or individual which resides, does business within or requests service for any parcel, building, street or property within the boundary of the District.
- The Goshen Sewer Project included several 18-inch lines and the 24-inch line that are part of the City's Master Planned Sewer System. The City credited the District with the estimated cost of the lines as set forth in the City Master Plan.
- The City has identified areas of the City that sewer services may be provided by connection to the District facilities. The District agrees to consider such connections on a case by case basis.

January	8.1
February	7.5
March	8.2
April	7.8
May	7.8
June	7.9
July	7.9
August	8.3
September	7.9
October	8.3
November	8.4
December	8.1
<b>Total Annual Flow</b>	<b>96.2</b>

Source: CA Yearly Report, Goshen CSD, 2003

Such requests by the City shall be submitted in writing and shall indicate the point of proposed connection and the anticipated flows and pollutant loadings. Approval of such connections shall be at the sole discretion and decision of the District. The City shall make no connections to the District facilities without the prior written approval of the District.

# Goshen Community Plan Update

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- The District shall have the right to an amount of reclaimed water not to exceed the yearly total flow the District conveys to the City for treatment and disposal. The District shall be entitled to the reclaimed water without payment to the City other than the pro-rata share of the expense of transmission facilities and related operation and maintenance costs of the City facilities used to convey the reclaimed water. The District shall be responsible for the cost of the connection to the City reclaimed water system and conveyance facilities from the City system to the District point of use.

The District's wastewater collection system dumps into a lift station (owned and operated by the District) near the intersection of Avenue 305 and Effie Drive, which in turn pumps the wastewater into the 24-inch line in Camp Drive. The sewer lift station operates with two pumps, and has a design capacity of 500,000 gallons per day (GPD). The Wastewater Service Agreement between City of Visalia and the Goshen Community Services District allows for a current contracted average daily discharge to the City's treatment plant of 335,000 GPD. The Wastewater Service Agreement does provide for the purchase of additional capacity to be charged on a percentage increase basis."<sup>25</sup>

Based upon the information in **Table 25**, "the District contributed an average daily flow of approximately 264,000 gallons per day of raw sewage to the wastewater treatment plant maintained and operated by the City of Visalia in 2003. Service data provided by the Goshen CSD included the following information:

- Current (2004) Demands: 270,000 gallons per day
- 2025 Demands: Study in Progress
- Current Facility Capacity: Estimated 500,000 gallons per day
- Maximum Service without Expansion: 500,000 gallons per day
- Maximum Facility Capacity at Master Plan Build-out: Study in Progress

As of November 2005, the District was contributing an average daily flow of approximately 315,000 GPD of raw sewage to the City's WWTF. Assuming the District can accommodate up to 500,000 GPD based upon the limitations of the lift station, it can be concluded that the District's sewer system is operating at approximately 65% of its capacity."<sup>26</sup>

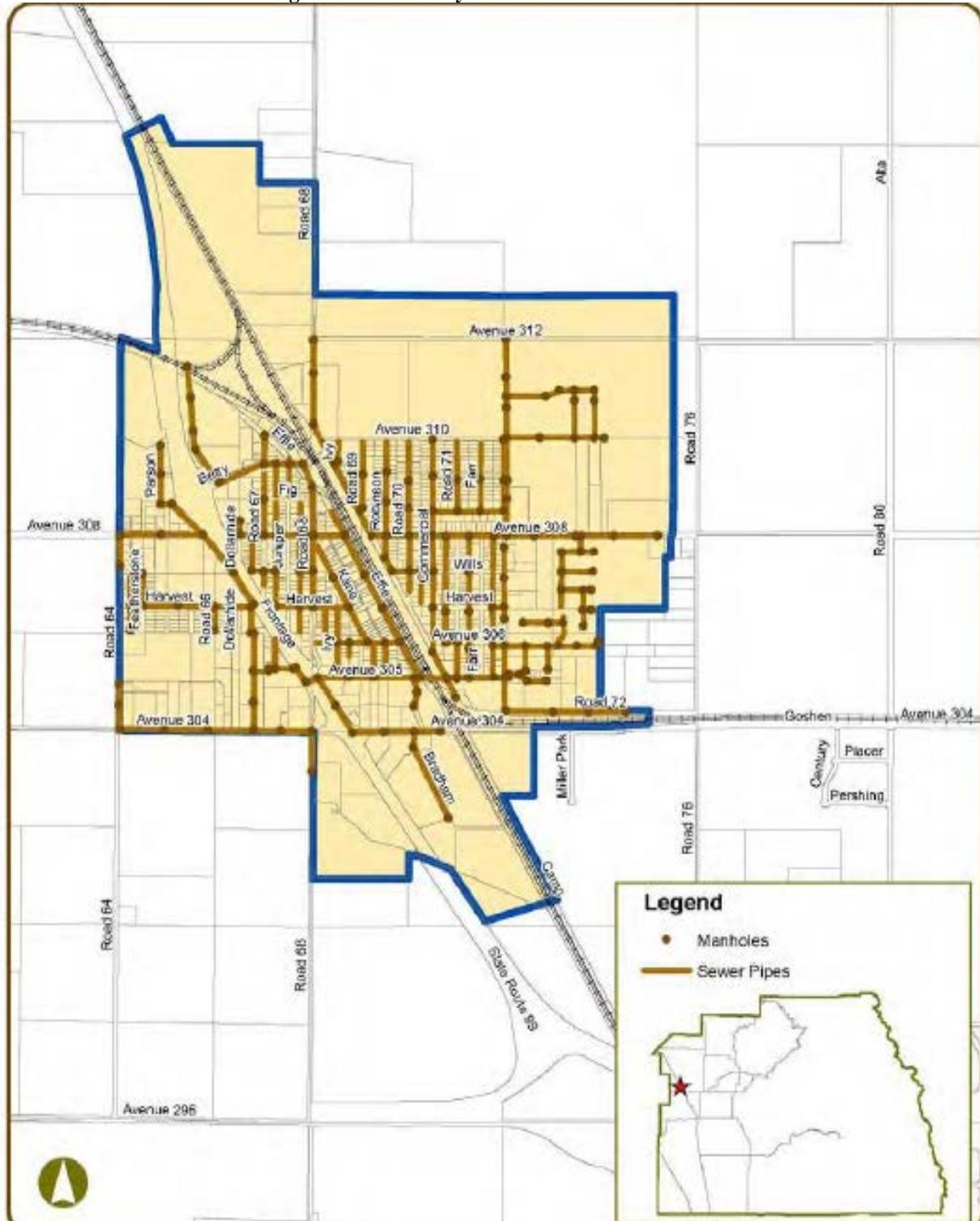
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<sup>25</sup> Goshen Community Service District MSR, page 4-11 to 4-12

<sup>26</sup> Goshen Community Service District MSR, page 4-12

# Goshen Community Plan Update

Figure 15 - Inventory of Sewer Service for Goshen



# Goshen Community Plan Update

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## Written Determinations

1. “The main sewer system for the Goshen community is comprised of a collection system which was constructed in the mid to late 1990s. The construction of the District’s sewer system was funded through a United States Department of Agriculture, Rural Economic and Community Development Grant, and Small Community Grant.
2. Pursuant to obtaining funding for the Goshen Sewer Project, the Goshen CSD entered into a Wastewater Service Agreement with the City of Visalia for treatment of the District’s wastewater.
3. The District’s wastewater collection system dumps into a lift station (owned and operated by the District) near the intersection of Avenue 305 and Effie Drive, which in turn, pumps the wastewater into a 24-inch line in Camp Drive (that is owned and maintained by the City of Visalia). The sewer lift station operates with two pumps, and has a design capacity of 500,000 GPD.
4. The Wastewater Service Agreement between City of Visalia and the Goshen CSD allows for a current contracted average daily discharge to the City’s treatment plant of 335,000 GPD. The Wastewater Service Agreement does provide for the purchase of additional capacity which would be charged on a percentage increase basis.
5. As of November 2005, the District was contributing an average daily flow of approximately 315,000 GPD of raw sewage to the City’s WWTF. Assuming the District can accommodate up to 500,000 GPD based upon the limitations of the lift station, it can be concluded that the District’s sewer system is operating at approximately 65% of its capacity.
6. The District is currently working towards the adoption of a Sewer System Master Plan, which will assist the District in expanding its collection system in line with development trends and the needs of the community. The Sewer System Master Plan should be consistent with and coordinated with the Tulare County General Plan Update and the Goshen Community Plan update to provide for a sound connection between land zoned for development and the sanitary sewer infrastructure that will serve such development. The Master Plan should also identify funding sources to construct future capital improvements.”<sup>27</sup>

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<sup>27</sup> Goshen Community Service District MSR, page 4-13

# Goshen Community Plan Update

<b>Table 25 - Infrastructure Capacity</b>			
	<b>Water</b>	<b>Sewer</b>	<b>Storm drain</b>
<b>Current Capacity</b>	<ul style="list-style-type: none"> <li>• Adequate; however; larger pipelines and additional system looping is recommended.</li> </ul>	<ul style="list-style-type: none"> <li>• “The GCSD has a current average dry weather flow of 265,000 gpd. As of May 2005 the GCSD has a capacity of 335,000 gpd in the City system, this provides a reserve of 70,000 gpd.”</li> </ul>	<ul style="list-style-type: none"> <li>• Unknown. There are inlets and pipes that direct run-off to the Goshen Ocean. Drainage on the West side of SR 99 is lacking.</li> </ul>
<b>Future Capacity</b>	<ul style="list-style-type: none"> <li>• Larger transmissions lines are recommended.</li> <li>• A 1.6 MG storage reservoir is recommended.</li> <li>• Another 12 inch connection to the Visalia Water system is recommended.</li> <li>• Three new wells will be required.</li> </ul>	<ul style="list-style-type: none"> <li>• “The GCSD agreement with the City gives the GCSD the right to purchase additional capacity as require by the GCSD.”</li> <li>• The existing pump station is adequate to provide for a design flow of 325,000 gdp. This will provide capacity for the equivalent of approximately 220 new residential units beyond the existing GCSD flows. Given the current level of proposed development expansion of the pump station capacity will be required in the near future. The capacity of the pump station can be increased to 790,000 gdp by replacing the two existing 7.5 HP pumps with new 15 HP pumps. This would provide capacity for the equivalent of an additional 1,860 residential units. The existing pipelines can accommodated this change without modification. The existing 8-inch force main is adequate to serve the increased flow.</li> <li>• Expansion beyond the 79,000 gdp to serve the ultimate design flow of 1,451,170 gpd will require replacement of the pump station to an acceptable level. To make the necessary changes will require temporary pumping facilities to bypass the existing pump station. Concurrently with the expansion of the pump station capacity, a 12-inch force main will have to be constructed in parallel to the existing 8-inch force main.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
<b>Estimated Cost</b>	<b>\$10,695,080</b>	<b>\$336,000</b>	

## Storm Drainage

A storm drainage system is designed to drain excess rain and groundwater (from roads, sidewalks, etc.) to some point where it is discharged into a channel, ponding basin, or piped system. The system itself typically consists of pipes connecting inlets and is facilitated by curbs and gutters, manholes, and sumps. The operation of the system consists of runoff being collected in the inlets and transported by pipes to a discharge location. Manholes provide access to storm drain pipes for

# Goshen Community Plan Update

inspection and cleanout. A sump is a shallow, artificial pond designed to infiltrate storm water through permeable soils into the groundwater aquifer. It does not typically discharge to a detention basin.

Storm drainage systems should be designed so they have adequate capacity to accommodate runoff that enters the system for the design frequency and should also be designed considering future development. An inadequate roadway drainage system could result in the following:

- ✓ Water overflowing the curb and entering adjacent property leading to damage
- ✓ Accelerated roadway deterioration and public safety concerns may occur due to excessive water accumulation on roadways
- ✓ Over saturation of the roadway structural section due to immersion will lead to pavement deterioration

**Table 26** identifies the location of drainage inlets and sumps in Goshen.

<b>Table 26 - Location of Existing Storm Drainage Facilities</b>			
<b>No.</b>	<b>East-West Roadway</b>	<b>North-South Roadway</b>	<b>Type</b>
1	Avenue 304	Road 66	Sump
2	Avenue 304	east of Dollarhide Road	Sump
3	Avenue 304	west of Bradham Drive	Inlet
4	Avenue 305	west of Nutmeg Road	Sump
5	Avenue 305	Commercial Road	Inlet
6	Avenue 305	Camp Drive	Inlet
7	Avenue 305	Road 64	Sump
8	Avenue 306	Road 66	Inlet
9	Avenue 306	Road 68	Inlet
10	Avenue 306	Ivy Road	Inlet
11	Avenue 306	Camp Drive	Inlet
12	Avenue 308	Juniper Street	Inlet
13	Avenue 308	Effie Drive	Inlet
14	south of Avenue 308	Road 67 (at end)	Sump
15	south of Avenue 308	Dollarhide Road (at end)	Sump
16	south of Avenue 310	Road 72	Sump
17	Camp Drive	north of Road 69	Inlet
18	Camp Drive	south of Road 69	Inlet
19	Effie Drive	north of Road 68	Inlet
20	Kame Drive	Road 68	Inlet
21	Rasmussen Avenue	Road 72	Inlet
22	Woodbine Avenue	Road 72	Inlet

# Goshen Community Plan Update

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## Solid Waste

Solid waste disposal services for the Community of Goshen is provided by Mid Valley Disposal (DBA Waste Connections). Solid waste generated in West Goshen can be disposed of at Visalia Landfill, located at 8614 Avenue 328, Visalia, California.

## **PUBLIC SERVICES**

### Tulare County Sheriff

Police protection in the Goshen Plan Area is provided by the Tulare County Sheriff's Department (patrol service only) main Sheriff Office located at 2404 W. Burrel Avenue, in Visalia which serves the unincorporated areas of Tulare County. Response time is approximately nine (9) to twelve (12) minutes. There is a community liaison office staffed part-time at the Goshen Community Service District Office.

### Tulare County Fire Department

Fire protection and emergency medical services are provided by the Tulare County Fire Department. The community of Goshen is served by Tulare County fire Department Station # 7 located at 30901 Road 67 in Goshen, which includes two (2) fire engines (Patrol 7 and engine 7), one (1) full time firefighter(s), and ten (10) volunteers. Response time is approximately five (5) minutes and is affected by the railroad, SR 99, and the roadway network. Currently no fire hydrants are found in Goshen.

### Schools

The Goshen Community Plan Area is within the Visalia Unified School District with one (1) school located within its boundaries. It offers Kindergarten through 6<sup>th</sup> grade education and has a 2016-2017 enrollment of 605 students (**see Table 27**). School enrollment has been variable since 2000, According to records from the California Department of Education, enrollment in the Goshen Elementary School in 2016-17<sup>28</sup>, Of these students approximately 605 are Hispanic, 81 are Asian, 33 are White, 15 not reported, 8 are African American, 6 are Two or More Races, 2 are American Indian or Alaska Native, 2 are Filipino, and 1 is Pacific Islander. Students in Junior High and High School are bused to schools in Visalia. California Department of records<sup>29</sup> indicate that in the 2016-2017 school year, of 742 registered 627 participated in the Free or Reduced Price Meal (FRPM), indicating that approximately 85% percent of the district's students are receiving free or reduced price meals.

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<sup>28</sup> California Department of Education, Data enrollment, <https://dq.cde.ca.gov/dataquest/SearchName.asp?rbTimeFrame=oneyear&rYear=2016-17&cName=Goshen&Topic=Enrollment&Level=School&submit1=Submit>

<sup>29</sup> California Department of Education Student Poverty FRPM Data, <https://www.cde.ca.gov/ds/sd/sd/filessp.asp>

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Year	Enrollment	Change
2000-2001	525	
2001-2001	502	-23
2002-2003	508	+6
2003-2004	478	-30
2004-2005	524	+46
2005-2006	521	-3
2006-2007	519	-2
2007-2008	543	+22
2008-2009	527	+24
2009-2010	526	-1
2010-2011	560	+36
2011-2012	544	16
2012-2013	622	+78
2013-2014	692	+70
2014-2015	701	+9
2015-2016	706	+5
2016-2017	753	+53

## Libraries

“The Tulare County Public Library System is comprised of interdependent branches, grouped by services, geography and usage patterns to provide efficient and economical services to the residents of the county. At present, there are 14 regional libraries and one main branch.”<sup>30</sup> The closest library is located in Visalia (see Table 28).

Branch	Address	Service Hours (2003)
Visalia	Main Branch 200 West Oak Avenue Visalia, CA 93291-4993	Tuesday-Thursday: 9:00 am – 8:00 pm Friday: 12:00 pm – 6:00 pm Saturday: 9:00 am – 5:00 pm

Library hours current as of December, 2017

## Parks

Goshen has two parks one located at the southwest corner of Road 72 and Avenue 310 (Peter Malloch Park) in the Goshen Village II subdivision, Goshen, California. There is also a park / sports field, located within the detention basin to the south east of the intersection of Robinson Road and Betty Drive.

<sup>30</sup> General Plan Background Report, page 7-96

# Goshen Community Plan Update

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## ROADS

### Road Conditions

There are various roadways in Goshen that are in need of repair. Over time, roadway pavement can become damaged or begin to fail due to fatigue, aging, or surface abrasion. The binding agent within road pavement becomes rigid and less flexible as time passes and the surface of the pavement may start losing aggregates. If timely maintenance does not occur, potholes will start to occur within the road.

If the road is still structurally sound, a bituminous surface treatment, such as a chip seal or surface dressing can prolong the life of the road at low cost. Such repairs are considered medium if the maintenance strategy consists of:

- ✓ Chip seal - surface treatment in which the pavement is sprayed with asphalt and then immediately covered with aggregate and rolled. Chip seals are used primarily to seal the surface of a pavement with cracks not associated with heavy loads

Some roadways require more extensive repairs such as resurfacing, grinding, remix and or reconstruction. These repairs are considered major if the maintenance strategy consists of:

- ✓ Grind and remix - process by which construction materials are recycled and reused to add structure to roadways
- ✓ Overlay resurfacing operation - consists of grinding off selected areas of old asphalt, patching any potholes, placing a fabric (in some cases), placing and compacting hot mix asphalt pavement, and adjusting any street hardware
- ✓ Asphalt reconstruction - consists of excavating the entire roadway, placing and compacting rock beneath the roadway, and placing and compacting hot mix asphalt
- ✓ Cold mix reconstruction - similar to asphalt reconstruction except cold mix asphalt is used. It is commonly used as patching material and on lower volume service roads

# Goshen Community Plan Update

**Table 29** lists the roadways in need of repair, the limits, and type of maintenance strategy proposed. **Figure 16** graphically displays this information on a map

No.	Roadway	Limits	Repair Code
1	Avenue 304	Road 68 to SR 99	OLAY
2	Avenue 304	Commercial Road to Effie Drive	CHIP
3	Avenue 305	Camp Drive to Road 72	GRX
4	Avenue 308	SR 99 to Road 67	GRX
5	Avenue 308	Camp Drive to Road 72	CHIP
6	Avenue 310	Ivy Road to Road 70	CHIP
7	Bradham Drive	Avenue 304 to South Dead End	OLAY
8	Camp Drive	Elder Drive to Avenue 308	CHIP
9	Commercial Road	Avenue 304 to Road 68	ACST
10	Commercial Road	Avenue 308 to Avenue 310	CHIP
11	Effie Drive	Avenue 304 to Avenue 305	GRX
12	Effie Drive	Avenue 305 to Roy Drive	CHIP
13	Elder Drive	Road 67 to Effie Drive	CHIP
14	Farr Road	Avenue 305 to North End	CHIP
15	Farr Road	Avenue 310 to Woodbine Avenue	CHIP
16	Harvest Avenue	Road 66 to SR 99	OLAY
17	Harvest Avenue	Road 67 (End) to Road 68	CHIP
18	Harvest Avenue	Commercial Road to Road 72	CHIP
19	Ivy Road	Elder Avenue to Avenue 310	CHIP
20	Rasmussen Avenue	Road 72 to Goshen Eastern Limit	CHIP
21	Road 66	Harvest Avenue to South Dead End	CHIP
22	Road 67	Betty Drive to North End	ACST
23	Road 68	Commercial Road to Avenue 308	CHIP
24	Road 68	Avenue 308 to Betty Drive	OLAY
25	Road 68	Avenue 308 to Effie Drive	GRX
26	Road 70	Camp Drive to Avenue 308	CHIP
27	Road 71	Avenue 310 to Woodbine Avenue	CHIP
28	Road 72	Avenue 310 to Woodbine Avenue	CHIP
29	Robinson Road	Camp Drive to Avenue 308	CHIP
30	Robinson Road	Avenue 310 to South Dead End	CHIP
31	Roy Drive	Kame Drive to Effie Drive	CHIP
32	Woodbine Avenue	Commercial Road to Road 72	RCST

OLAY = Overlay resurfacing operation

CHIP = Chip Seal

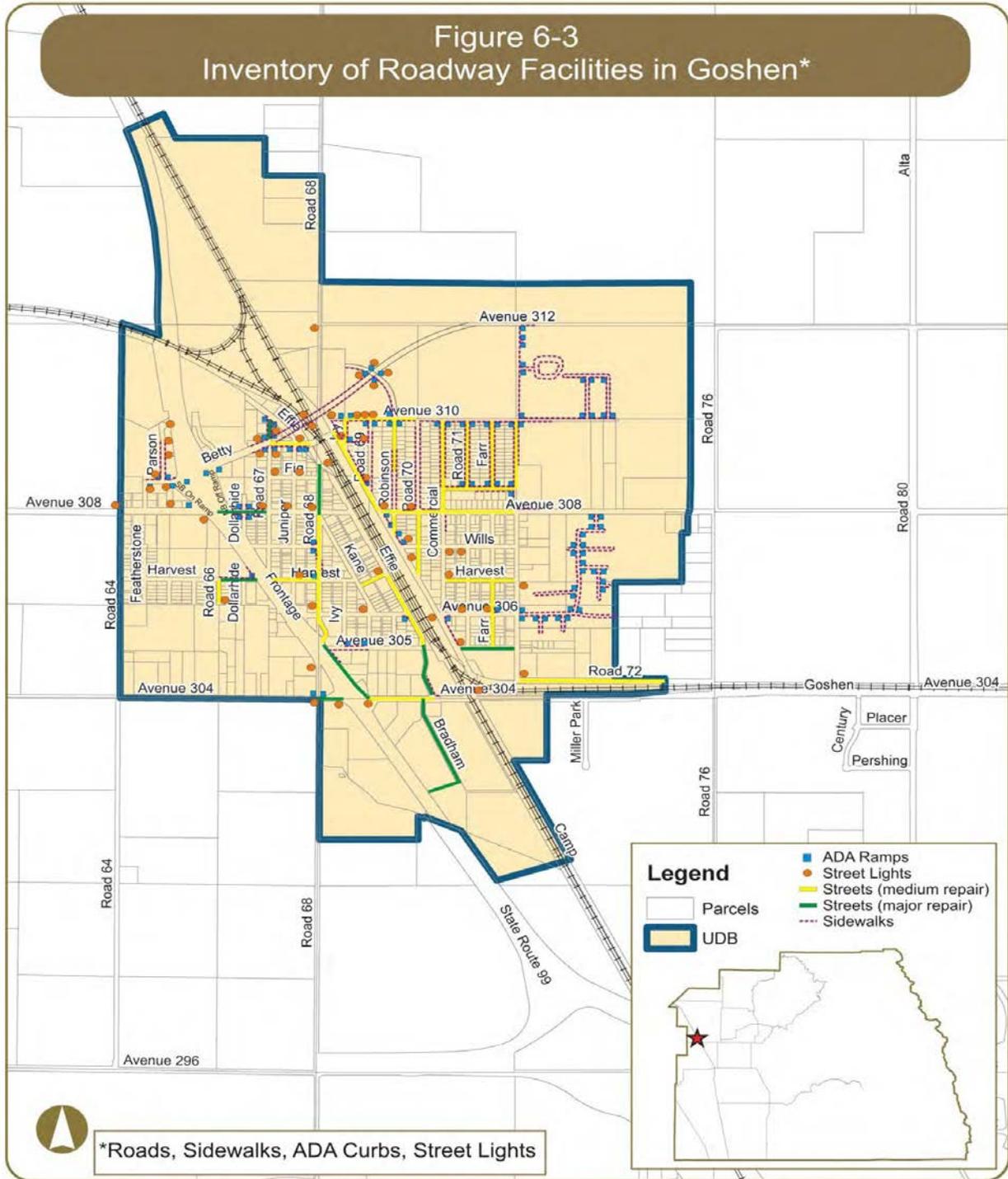
GRXx = Grind and remix

ACST = asphalt reconstruction

RCST = cold mix reconstruction

# Goshen Community Plan Update

Figure 16 - Inventory of Roadway Facilities in Goshen



# Goshen Community Plan Update

## Sidewalks

Sidewalks are typically separated from a roadway by a curb and accommodate pedestrian travel. They improve mobility for those with disabilities and are also an important part of walking routes to schools. They provide the space for pedestrians to travel within the public right-of-way while being separated from vehicles and bicycles.

The 2010 California Building Code identifies a clear width minimum of 48 inches for sidewalks. This clear width minimum is the walkway width that is completely free of obstacles and not necessarily the sidewalk width. However, the 48 inch minimum does not provide sufficient passing space or space for two-way travel. Therefore, the guidelines state that for sidewalks less than 5 feet in width, passing lanes (wide enough for wheelchairs) shall be provided at 200-foot intervals. However, the clear width may be reduced to 3 feet if the enforcing agency determines that compliance with the 4-foot clear sidewalk width would create an unreasonable hardship due to right-of-way restrictions, natural barriers, or other existing conditions.

The County and VRPA Technologies surveyed existing sidewalks within the Community. **Table 30** identifies the location of existing sidewalks in Goshen. **Figure 16** also displays this information graphically. The sidewalks represented in **Table 30** and **Figure 16** do not distinguish between ADA compliant sidewalks and noncompliant sidewalks. The majority of sidewalks represented below were constructed prior to current ADA guidelines and would be considered non ADA compliant facilities. Such noncompliant facilities would require complete reconstruction to be considered ADA compliant.

<b>No.</b>	<b>Roadway</b>	<b>Limits</b>	<b>Location</b>
1	Ashworth Avenue	East end to west end	North side
2	Ashworth Avenue	East end to west end	South side
3	Avenue 305	Commercial Road to Kame Drive	South side
4	Avenue 305	Ivy Road to Kame Drive	North side
5	Avenue 306	Road 72 to east end	North side
6	Avenue 306	Road 72 to east end	South side
7	Avenue 308	West end to 175' east of Dollarhide Road	North side
8	Avenue 308	West end to 175' east of Dollarhide Road	South side
9	Avenue 308	200' west of Road 70 to Commercial Road	North side
10	Avenue 310	Camp Drive to 500' east of Road 72	South side
11	Avenue 310	Road 72 to east end	North side
12	Betty Drive	Featherstone Road to SR 99 SB Off Ramp	North side
13	Betty Drive	Nutmeg Road to Robinson Road	North side
14	Betty Drive	Nutmeg Road to Robinson Road	South side
15	Camp Drive	Avenue 310 to Road 69	East side
16	Camp Drive	Avenue 308 to Wills Avenue	East side
17	Camp Drive	Avenue 306 to Avenue 305	East side
18	Commercial Road	Avenue 305 to 450' south	East side

# Goshen Community Plan Update

**Table 30 - Location of Existing Sidewalks**

No.	Roadway	Limits	Location
19	Commercial Road	Avenue 310 to Woodbine Avenue	East side
20	Commercial Road	Avenue 310 to Woodbine Avenue	West side
21	Commercial Road	Avenue 308 to 150' south	East side
22	Cottontail Street	Avenue 306 to Ensminger Avenue	East side
23	Cottontail Street	Avenue 306 to Ensminger Avenue	West side
24	Coyote Court	Avenue 306 to south end	East side
25	Coyote Court	Avenue 306 to south end	West side
26	Eagle Street	Avenue 310 to Elm Avenue	East side
27	Eagle Street	Avenue 310 to Elm Avenue	West side
28	Eagle Street	Avenue 308 to Ensminger Avenue	East side
29	Eagle Street	Avenue 308 to Ensminger Avenue	West side
30	Effie Drive	Avenue 304 to 250' north	East side
31	Elder Avenue	Ivy Road to Road 69	North side
32	Elder Drive	Betty Drive to Effie Drive	South side
33	Elm Avenue	West end to Wolfe Street	North side
34	Elm Avenue	West end to Wolfe Street	South side
35	Ensminger Avenue	Cottontail Street to east end	North side
36	Ensminger Avenue	Cottontail Street to east end	South side
37	Farr Road	Avenue 310 to Woodbine Avenue	East side
38	Farr Road	Avenue 310 to Woodbine Avenue	West side
39	Frontage Road	Harvest Avenue to 350' north	West Side
40	Gadbury Avenue	Kit Fox Court to east end	North side
41	Gadbury Avenue	Kit Fox Court to east end	South side
42	Goshen Village Community II	Entire development	Entire development
43	Harvest Avenue	Road 66 to Frontage Road	North side
44	Hawk Court	Avenue 306 to south end	East side
45	Hawk Court	Avenue 306 to south end	West side
46	Ivy Road	Avenue 310 to Camp Drive	East side
47	Kit Fox Court	Wellman Avenue to south end	East side
48	Kit Fox Court	Wellman Avenue to south end	West side
49	Lickey Court	Cottontail Street to west end	North side
50	Lickey Court	Cottontail Street to west end	South side
51	Parson Drive	Betty Drive to north end	East side
52	Parson Drive	Betty Drive to north end	West side
53	Road 67	Betty Drive to north end	East side
54	Road 67	Betty Drive to north end	West side
55	Road 68	Harvest Avenue to 300' north	East side
56	Road 68	Wills Avenue to 150' south	West side
57	Road 69	Avenue 310 to Elder Avenue	West side
58	Road 69	Avenue 310 to Camp Drive	East side

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<b>No.</b>	<b>Roadway</b>	<b>Limits</b>	<b>Location</b>
59	Road 70	Avenue 310 to Avenue 308	East side
60	Road 70	Avenue 310 to Avenue 308	West side
61	Road 71	Avenue 310 to Woodbine Avenue	East side
62	Road 71	Avenue 310 to Woodbine Avenue	West side
63	Road 72	Avenue 312 to 350' north of Woodbine Avenue	East side
64	Road 72	Avenue 310 to Avenue 308	West side
65	Robinson Road	Road 68 to Avenue 310	South side
66	Robinson Road	250' south of Avenue 310 to south end	East side
67	Robinson Road	250' south of Avenue 310 to south end	West side
68	Wellman Avenue	Cottontail Street to east end	North side
69	Wellman Avenue	Cottontail Street to east end	South side
70	Wolfe Street	Avenue 310 to Elm Avenue	East side
71	Wolfe Street	Avenue 310 to Elm Avenue	West side
72	Woodbine Avenue	Commercial Road to Road 72	North side
73	Woodbine Avenue	75' east of Road 71 to Road 72	South side

## ADA Curb Ramps

The Americans with Disabilities Act (ADA) of 1990 included design requirements for persons with disabilities in the public rights-of-way. Curb ramps are an important part of making sidewalks and street crossings accessible to people with disabilities (especially those who use wheelchairs). An ADA compliant curb ramp is a short ramp cutting through or built up to a curb. It consists of the ramp itself which is sloped to allow wheelchair access from the street to the sidewalk and flared sides that bring the curb to the level of the street.

Curb ramps are most typically found at intersections, but can also be located near on-street parking, transit stations and stops, and midblock crossings. Title II regulations require curb ramps at existing and new facilities.

The County of Tulare completed a survey of ADA compliant ramps within the communities in August 2012. According to the survey, there are various ADA compliant curb ramps located within Goshen and are listed in **Table 31** and displayed in **Figure 16**.

<b>No.</b>	<b>East-West Roadway</b>	<b>North-South Roadways</b>	<b>Location</b>
1	Ashworth Avenue	Cottontail Street	NE Corner
2	Ashworth Avenue	Cottontail Street	NW Corner
3	Ashworth Avenue	Cottontail Street	SE Corner
4	Ashworth Avenue	Cottontail Street	SW Corner
5	Avenue 304	Frontage Road	NW Corner
6	Avenue 304	Frontage Road	NE Corner

# Goshen Community Plan Update

**Table 31 - Location of Existing ADA Ramps**

<b>No.</b>	<b>East-West Roadway</b>	<b>North-South Roadways</b>	<b>Location</b>
7	Avenue 305	Ivy Road	NE Corner
8	Avenue 305	Kame Drive	NW Corner
9	Avenue 306	Effie Drive	SW Corner
10	Avenue 306	Camp Drive	SE Corner
11	Avenue 306	Farr Road	NE Corner
12	Avenue 306	Road 72	NE Corner
13	Avenue 306	Road 72	SE Corner
14	Avenue 306	Hawk Court	SW Corner
15	Avenue 306	Hawk Court	SE Corner
16	Avenue 306	Coyote Court	SW Corner
17	Avenue 306	Coyote Court	SE Corner
18	Avenue 306	Cottontail Street	NW Corner
19	Avenue 306	Cottontail Street	NE Corner
20	Avenue 308	Frontage Road	NW Corner
21	Avenue 308	Dollarhide Road	NW Corner
22	Avenue 308	Dollarhide Road	SW Corner
23	Avenue 308	Dollarhide Road	NE Corner
24	Avenue 308	Dollarhide Road	SE Corner
25	Avenue 308	Eagle Avenue	SW Corner
26	Avenue 308	Eagle Avenue	SE Corner
27	Avenue 308	Camp Drive	SE Corner
28	Avenue 310	Ivy Road	NE Corner
29	Avenue 310	Ivy Road	NW Corner
30	Avenue 310	Road 69	SW Corner
31	Avenue 310	Road 69	SE Corner
32	Avenue 310	Robinson Road	SE Corner
33	Avenue 310	Robinson Road	SW Corner
34	Avenue 310	Robinson Road	NW Corner
35	Avenue 310	Road 71	SE Corner
36	Avenue 310	Road 71	SW Corner
37	Avenue 310	Road 72	NE Corner
38	Avenue 310	Road 72	SE Corner
39	Avenue 310	Road 72	SW Corner
40	Avenue 310	Commercial Road	SE Corner
41	Avenue 310	Commercial Road	SW Corner
42	Avenue 310	Farr Road	SE Corner
43	Avenue 310	Farr Road	SW Corner
44	Avenue 310	Eagle Street	NE Corner
45	Avenue 310	Eagle Street	NW Corner
46	Avenue 310	Wolfe Street	NE Corner
47	Avenue 310	Wolfe Street	NW Corner

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**Table 31 - Location of Existing ADA Ramps**

<b>No.</b>	<b>East-West Roadway</b>	<b>North-South Roadways</b>	<b>Location</b>
48	Avenue 312	Road 72	SE Corner
49	Betty Drive	SR 99 NB Off Ramp	SW Corner
50	Betty Drive	SR 99 NB Off Ramp	SE Corner
51	Betty Drive	SR 99 SB On Ramp	SW Corner
52	Betty Drive	SR 99 SB On Ramp	SE Corner
53	Betty Drive	Featherstone Road	SE Corner
54	Betty Drive	Road 67	NE Corner
55	Betty Drive	Road 67	NW Corner
56	Betty Drive	Parson Drive	NE Corner
57	Betty Drive	Parson Drive	NW Corner
58	Betty Drive	Road 67	SE Corner
59	Betty Drive	Road 67	SW Corner
60	Betty Drive	Robinson Road	NE Corner
61	Betty Drive	Robinson Road	NW Corner
62	Betty Drive	Robinson Road	SE Corner
63	Betty Drive	Robinson Road	SW Corner
64	Camp Drive	Robinson Road	NE Corner
65	Camp Drive	Robinson Road	SE Corner
66	Camp Drive	Road 69	NE Corner
67	Elder Avenue	Frontage Road	SE Corner
68	Elder Avenue	Frontage Road	SW Corner
69	Elder Avenue	Ivy Road	NE Corner
70	Elder Avenue	Juniper Street	SE Corner
71	Elder Avenue	Juniper Street	SW Corner
72	Elder Avenue	Effie Drive	SW Corner
73	Elm Avenue	Eagle Street	SE Corner
74	Elm Avenue	Eagle Street	SW Corner
75	Elm Avenue	Wolfe Street	SW Corner
76	Ensminger Avenue	Eagle Avenue	NW Corner
77	Ensminger Avenue	Eagle Avenue	NE Corner
78	Ensminger Avenue	Cottontail Street	SE Corner
79	Gadbury Court	Kit Fox Court	NE Corner
80	Gadbury Court	Kit Fox Court	SE Corner
81	Goshen Village II Entrance N	Road 72	NE Corner
82	Goshen Village II Entrance N	Road 72	SE Corner
83	Goshen Village II Entrance S	Road 72	NE Corner
84	Goshen Village II Entrance S	Road 72	SE Corner
85	Harvest Avenue	Frontage Road	NW Corner

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<b>No.</b>	<b>East-West Roadway</b>	<b>North-South Roadways</b>	<b>Location</b>
86	Harvest Avenue	Road 68	NW Corner
87	Lickey Court	Cottontail Street	NW Corner
88	Lickey Court	Cottontail Street	SW Corner
89	Nutmeg Road	Road 67	SW Corner
90	Nutmeg Road	Road 67	SE Corner
91	Wellman Avenue	Cottontail Street	NE Corner
92	Wellman Avenue	Cottontail Street	SE Corner
93	Wellman Avenue	Kit Fox Court	SW Corner
94	Wellman Avenue	Kit Fox Court	SE Corner
95	Alley	Road 68	NW Corner
96	Alley	Road 68	SW Corner
97	Wills Avenue	Camp Drive	NE Corner
98	Woodbine Avenue	Road 71	NE Corner
99	Woodbine Avenue	Road 71	NW Corner
100	Woodbine Avenue	Farr Road	NE Corner
101	Woodbine Avenue	Farr Road	NW Corner
102	Woodbine Avenue	Road 72	NW Corner
103	Woodbine Avenue	Road 72	SW Corner

Source: County of Tulare Public Works, August 2013

## Street Lights

Street lights are typically located at the edge of roadways on top of utility poles. They are illuminated at night and improve the visibility and safety of the roadway and sidewalk by increasing motorist visibility and improving nighttime pedestrian security. They can also reduce nighttime pedestrian crashes by increasing the awareness of drivers relative to pedestrians.

**Table 32** identifies the location of existing street lights that are maintained by Tulare County, in Goshen, as well as their specifications. **Figure 16** also displays this information graphically. The below table specifies the locations, the pole number, lumens, pole type, arm direction and utility provider. Pole numbers can be arbitrary and are used to match the pole specifications with its location. Lumens measure the amount of light emitted from the bulb (the more lumens the brighter the light). The pole type "W" represents a wood post for which the light is commonly shared with a Utility provider. Similarly, "M" represents metal and "C" represents concrete.

# Goshen Community Plan Update

**Table 32 - Existing Street Lights**

No	East-West Roadway	North-South Roadway	Location	Pole	Lumens	Pole Type	Arm Direction	Utility
1	Avenue 304	Camp Drive	NE Corner	827553E	9500	W	S	SCE
2	Avenue 304	Road 68	SW Corner	141080E	9500	W	E	SCE
3	Avenue 304	SR 99 SB Ramps	West of ramps (S side)	N/A	N/A	N/A	N	N/A
4	Avenue 304	SR 99 NB Off Ramp	West side	827558E	9500	W	E	SCE
5	Avenue 305	Camp Drive	NE Corner	870946E	9500	W	W	SCE
6	Avenue 306	Camp Drive	SE Corner	N/A	N/A	N/A	W	N/A
7	Avenue 306	Road 71	NW Corner	2281683E	5800	W	S	SCE
8	Avenue 306	Farr Road	NW Corner	2281682E	5800	W	S	SCE
9	Avenue 306	Road 68	North of Avenue 306 (W side)	1100329E	5800	W	E	SCE
10	Avenue 306	Kame Drive	NW Corner	148595E	5800	W	S	SCE
11	Avenue 308	Road 64	NW Corner	977121E	5800	W	S	SCE
12	Avenue 308	Parson Drive	East of Parson (N side)	977463E	9500	W	S	SCE
13	Avenue 308	Road 67	NW Corner	732037E	5800	W	S	SCE
14	Avenue 308	Juniper St	NW Corner	286076E	5800	W	E	SCE
15	Avenue 308	Road 68	NW Corner	388598E	5800	W	E	SCE
16	Avenue 308	Frontage Road	SW Corner	388598E	5800	W	E	SCE
17	Avenue 308	Camp Drive	NE Corner	1338049E	9500	W	S	SCE
18	Avenue 308	Road 70	NW Corner	1359851E	5800	W	S	SCE
19	Avenue 308	Road 76	SW Corner	722523E	5800	W	E	SCE
20	Avenue 310	Camp Drive	NE Corner	N/A	N/A	N/A	S	N/A
21	20	Avenue 310	Camp Drive	NE Corner	N/A	N/A	N/A	S
22	21	Avenue 310	Ivy Road	NE Corner	N/A	N/A	N/A	S
23	22	Avenue 310	Road 69	NW Corner	N/A	N/A	N/A	S
24	23	Avenue 310	Road 69	NE Corner	N/A	N/A	N/A	S
25	24	Avenue 312	Road 68	SW Corner	2041846E	9500	W	E
26	25	Betty Drive	Frontage Road	SW Corner	4167077E	5800	M	N
27	26	Betty Drive	Parson Drive	NW Corner	4167079E	5800	M	S
28	27	Betty Drive	Parson Drive	50' north of Betty (E side)	4167080E	5800	M	W
29	28	Betty Drive	Parson Drive	100' north of Betty (E side)	4167081E	5800	M	W
30	29	Betty Drive	Parson Drive	150' north of Betty (E side)	4167082E	5800	M	W
31	30	Betty Drive	Featherstone Dr	SE Corner	4368514	5800	C	N
32	31	Betty Drive	Road 67	NE Corner	N/A	N/A	N/A	W
33	32	Betty Drive	Road 67	NW Corner	N/A	N/A	N/A	S
34	33	Betty Drive	Road 67	SE Corner	N/A	N/A	N/A	N
35	34	Betty Drive	Road 67	SW Corner	N/A	N/A	N/A	E
36	Betty Drive	Robinson Rd	NW Corner	N/A	N/A	N/A	S	N/A
37	Betty Drive	Robinson Rd	SE Corner	N/A	N/A	N/A	N	N/A
38	Betty Drive	Robinson Rd	SW Corner	N/A	N/A	N/A	E	N/A
39	Betty Drive	RR	On overpass (N side)	N/A	N/A	N/A	S	N/A

# Goshen Community Plan Update

**Table 32 - Existing Street Lights**

40	Betty Drive	RR	On overpass (S side)	N/A	N/A	N/A	N	N/A
41	Camp Drive	Road 69	NE Corner	1504129E	9500	W	W	SCE
42	Camp Drive	Road 70	NW Corner	1338042E	9500	W	W	SCE
43	Effie Drive	Road 68	East side	85827	9500	W	W	SCE
44	Elder Drive	Road 67	SE Corner	1374818E	9500	W	N	SCE
45	Elder Drive	Camp Drive	North of Elder (E side)	1391519E	9500	W	W	SCE
46	Elder Drive	Road 69	NW Corner	N/A	5800	W	E	SCE
47	Elder Drive	Effie Drive	NW Corner	121523E	9500	W	S	SCE
48	Fig Avenue	Road 67	NE Corner	1343195E	5800	W	W	SCE
49	Fig Avenue	Juniper St	NE Corner	1338045E	5800	W	W	SCE
50	Frontage Road	Road 68	On curve (W side)	1100317E	9500	W	N/E	SCE
51	Harvest Avenue	Road 72	40' south of Road 72 (E side)	0064879E	5800	W	W	SCE
52	Harvest Avenue	Juniper St	NE Corner	N/A	5800	W	W	SCE
53	Harvest Avenue	Commercial Rd	NE Corner	N/A	5800	W	W	SCE
54	Harvest Avenue	Road 66	South dead end (E side)	1620425E	5800	W	W	SCE
55	Rasmussen Avenue	Road 72	NE Corner	3732T	5800	W	S/W	SCE
56	Roy Drive	Effie Drive	NW Corner	1338046	9500	W	E	SCE
57	Wills Ave	Road 71	SW Corner	2031955E	5800	W	E	SCE
58	Wills Ave	Commercial Rd	SE Corner	4098876E	5800	W	N	SCE
59	Wills Ave	Camp Drive	NE Corner	N/A	9500	W	SW	SCE

# Goshen Community Plan Update

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## GOSHEN COMMUNITY PLAN UPDATE

### THE NEED FOR A COMMUNITY PLAN

#### Purpose

The Goshen Community Plan was adopted in 1978. Conditions in Goshen have changed and policies and implementation strategies should be updated to address existing conditions. This community plan update will be used to foster economic development by identifying opportunities for development. This community plan is also a part of the implementation of the San Joaquin Valley Regional Blueprint, Tulare County Regional Blueprint, Sustainable Highway 99 Corridor Plan and the Tulare County 2030 General Plan.

#### Relationship to the General Plan

Tulare County's General Plan provides a comprehensive statement of the objectives, themes and policies which the community is seeking to achieve in the areas of land use, growth management, community design, transportation, open space, parks and public facilities, environmental conservation, health and safety, noise, and housing. This Community Plan, as an instrument which promulgates and is an extension of the General Plan, incorporates, by definition, the stated general objectives, themes and policies and, where more specific objectives and policies are stated, makes reference to such objectives and policies and provides further elaboration on the ways in which the Community Plan is responsive to this guidance. Relevant General Plan goals, policies, and programs that provide direction and input to this Community Plan are provided in this document. In addition, this plan has specific policies for the Community of Goshen.

### PLANNING FRAMEWORK

#### San Joaquin Valley Regional Blueprint

“The San Joaquin Valley Blueprint is the result of an unprecedented effort of the eight Valley Regional Planning Agencies (RPA), that include the Fresno Council of Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera County Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, and the Tulare County Association of Governments, to develop a long-term regional growth strategy for the future of the San Joaquin Valley. Following three years of visioning and outreach by the eight Valley RPAs, the Regional Policy Council (RPC), the decision-making body for the Valleywide process, adopted the Valley Blueprint in April 2009.

The Blueprint is a long range vision for a more efficient, sustainable, and livable future for the Valley. The Valleywide Blueprint is made up three elements: a 2050 growth scenario diagram that identifies areas of existing development, new development, and future regional transit and highway improvements; a Valleywide average target density of 6.8 units per acre for new residential growth to the year 2050; and a set of 12 Smart Growth Principles. Importantly, the Blueprint recognizes and

# Goshen Community Plan Update

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incorporates by reference the visioning and outreach efforts undertaken by the eight Valley Regional Planning Agencies.”<sup>31</sup>

## Tulare County Regional Blueprint

“TCAG and its member agencies felt that it was important to prepare a Tulare County Regional Blueprint that clarified Tulare County’s role in the Blueprint process. The Tulare County Regional Blueprint is a stand-alone policy document that is consistent with the San Joaquin Valley Regional Blueprint. This document represents Tulare County’s local vision and goals as a participant in the San Joaquin Valley Regional Blueprint process.”<sup>32</sup> Key elements of the preferred growth scenario outlined in the Tulare County Regional Blueprint include 25% increase in overall density and focused growth in urban areas.

## TCAG, Tulare County Regional Bicycle Transportation Plan, Regional Transportation Plan (RTP) and Sustainable Communities Strategy

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Goshen. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describes bicycle circulation patterns and pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

## Senate Bill 244, Housing Element Implementation

Senate Bill (SB) 244, passed by the California Legislature and signed into law in 2011, requires California municipalities analyze the inequality and infrastructure deficits within disadvantaged unincorporated communities (DUCs), which lack basic community infrastructure like sidewalks, safe drinking water, and adequate waste processing. As a part of this process and the implementation of the Housing Element the County continues to identify housing related infrastructure needs, such as; water, sewer, natural gas or streetlights, using community needs assessments, housing condition surveys, public comments at community meetings, redevelopment implementation plans and amendments, community plans and other relevant information from the Health & Human Services Agency (HHSA) Environmental Health Services, Regional Water Quality Control Board, public utility districts, community services districts and other agencies. The County of Tulare prepared a 2016 Disadvantage Unincorporated Communities Assessment (infrastructure needs assessment) of the County in conjunction with SB 244 and Action Program 9 as part of the 2015 Tulare County Housing Element Update.

## Sustainable Highway 99 Corridor Plan

The 2016 Sustainable Highway 99 Corridor Plan is a plan that serves as a foundation planning document to guide the preparation of future community plans for unincorporated and economically disadvantaged communities along the corridor, and provide sustainable planning practices, standards

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<sup>31</sup> San Joaquin Valley Blueprint Roadmap Guidance Framework, page i

<sup>32</sup> Tulare County Regional Blueprint, page 3

# Goshen Community Plan Update

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and strategies for the abundant agricultural and natural lands in between the communities. The primary objectives of this plan are as follows: Promote Public Health, Promote Equity, Increase Affordable Housing, Revitalize Urban and Community Centers, Protect Natural Resources and Agricultural Lands, Reduce Automobile Usage and Fuel Consumption, Improve Infrastructure Systems, Promote Energy Efficiency and Conservation, Strengthen the Economy.

## Goshen Community Revitalization Study

In May 2011, the Board of Supervisors authorized the County to apply for \$140,000 in grant funds for important planning activities that can lead to development and construction of various projects. In the spring of 2012, the County received funding for the Goshen Community Revitalization Study (\$35,000).

The Goshen Community Revitalization Study was prepared to meet four key CDBG Grant Objectives:

1. Assist in the development of the Goshen Community Plan,
2. Modernize land uses within the affected community,
3. Make land uses consistent with community needs, and
4. Conduct community outreach and plan development in Goshen.

## Tulare County 2030 General Plan Implementation

This Community Plan is intended to implement the Tulare County 2030 General Plan. The General Plan Policies relevant to this Community Plan are outlined in General Plan Policies Section below. In addition to the General Plan Policies, this Community Plan outlines policies specific to Goshen. Following are the ways in which this Community Plan implements the General Plan:

- Update Zoning Map to match the Community Plan Land Use Map.
- Addition of Design Standards to replace use permit standards.
- Update Zoning text to outline allowed uses in this Community Plan.
- Introduction of a Mixed Use Overlay Zoning District
- Provides a Market Analysis of the Goshen Area.
- Provides an updated analysis of Goshen's population and housing characteristics.
- Defines an economic development strategy.

On December 10, 2013, the Tulare County Board of Supervisors (BOS) approved the Planning Branch proposal to update the Goshen Community Plan. The project Study Area Boundary will assess the potential project impacts from the proposed land use changes, for the areas generally north of Riggan Avenue and Ave 320 to the North, Road 60 to the East, Avenue 304 to the South, and into the City of Visalia to the East. The project EIR is based on a projected annual population growth rate of 1.3%. Additional growth beyond the 1.3% annual growth rate will require further growth analysis pursuant to CEQA. The Goshen Community Plan Update components are described later in this

# Goshen Community Plan Update

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section will become consistent with the General Plan 2030 Update, and will include the following primary goals and objectives.

- 1) Land Use and Environmental Planning - Promote development within planning areas next to the Regional State Route 99 Corridor in order to implement the following General Plan goals:
  - b) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
  - c) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
  - d) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
  - e) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
  - f) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.
  
- 2) Improvements for a “disadvantaged community” - It is expected that the community planning areas will be improved for the following reasons:
  - a) With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
  - b) Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the recently adopted (August 2013) General Plan Update and Housing Element; and
  - c) With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.
  
- 3) Strengthening Relationship with TCAG - An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County’s relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects.

# Goshen Community Plan Update

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By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

## COMMUNITY OUTREACH PROCESS

Starting back in 2012 there has been over 40 meetings regarding the Goshen Community Plan Update. Caltrans and the County conducted outreach in the Community at various times from 2001 to 2011 on the Betty Drive Overpass project, including the Goshen Revitalization Study. The County has had several meetings dating back from 1996 and again through 2005 to begin an update process. The dates listed below are the County's meetings held regarding the Transportation Plan, Land Use and Circulation Plan, Complete Streets and Environmental Documentation, including the Environmental Impact Report.

The Goshen Transportation and Community Plan Meetings were conducted through a grant from Caltrans to create new land uses based on the changes to the circulation patterns that would be created by the Betty Drive / SR 99 Overpass Project in the Goshen Community.

### Goshen Transportation & Community Plan (TCP) – Meetings

- CSET TCP Grant Discussion Meeting August 9, 2012
- Caltrans TCP Grant Kickoff November 1, 2012
- Goshen TCP Workshop December 6, 2012
- Goshen TCP Workshop February 7, 2013
- Goshen TCP Steering Committee Kickoff Meeting April 24, 2013
- Goshen TCP Workshop May 2, 2013
- Goshen TCP Steering Committee Meeting June 6, 2013
- Goshen TCP Workshop June 27, 2013
- Goshen TCP Steering Committee Meeting September 11, 2013
- Goshen TCP Workshop September 19, 2013
- Goshen TCP Workshop October 24, 2013 (final approval of preferred plans)

### Meeting with Goshen CSD

- Meeting on Transportation and Community Plan Meeting July 25, 2013
- Meeting on Community Plan Update May 22, 2014

### Meeting with Calwater

- February 10, 2014

# Goshen Community Plan Update

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## Meeting with Caltrans

- April 24, 2013 (Steering Committee and Caltrans)
- April 29, 2014

## Meetings with City of Visalia

- Meeting with City of Visalia Staff November 6, 2014
- Meeting with City of Visalia Staff April 8, 2015
- Meeting with City of Visalia Staff August 24, 2017
- Meeting with City of Visalia Staff September 6, 2017

## Community Plan Update Meeting (Self Help Community Center)

- Complete Streets and the Community Plan Kick Off Meeting January 8, 2014
- Community Plan Health Policies and Caltrans September 3, 2014
- Community Plan Caltrans and Development Interests September 17, 2014
- Community Plan Workshop May 19, 2014
- Community Plan Workshop October 1, 2014 (last official workshop)
- Community Plan Follow Up Meeting October 29, 2014
- Community Plan Follow Up Meeting November 5, 2014
- Community Plan Follow Up Meeting December 3, 2014
- Community Plan Follow Up Meeting January 7, 2015 (last meeting)

## Complete Streets / Community Plan Meetings

- Complete Streets Meeting May 15, 2014 (Goshen Elementary School)
- Complete Streets Meeting May 22, 2014
- Complete Streets Meeting May 28, 2014
- Complete Streets Meeting June 4, 2014 (Walkability Audit)
- Complete Streets Meeting June 18, 2014
- Complete Streets Meeting July 2, 2014 (Walkability Audit)
- Complete Streets Meeting July 23, 2014
- Complete Streets Meeting August 6, 2014
- Complete Streets Meeting August 19, 2014

## Goshen Village East Discussions with Community

- August 6, 2014

## West Goshen & Goshen Plan Update

- November 21, 2016

# Goshen Community Plan Update

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## SUSTAINABILITY

### Climate Change/Adaptation/Resiliency/Sustainability

According to the Draft 2017 Tulare County Multi Jurisdiction Local Hazard Mitigation Plan (LHMP) Climate change has occurred throughout the history of the planet. Due to variations in the earth's inclination to the sun, volcanic activity and other factors such as asteroid impacts, the amount of solar radiation reaching the earth's surface rises and falls. The temperature of the planet correlates to the amount of solar radiation arriving at the surface and with it the climate.

In relatively recent history, the last glacial period, popularly known as the Ice Age, occurred from c. 110,000 to 12,000 years ago. This most recent glacial period is part of a larger pattern of glacial and interglacial periods known as the Quaternary glaciation (c. 2,588,000 years ago to present). From this point of view, scientists consider this "ice age" to be merely the latest glaciation event in a much larger ice age, one that dates back over two million years and is still ongoing. During this last glacial period, there were several changes between glacier advance and retreat. The Last Glacial Maximum, the maximum extent of glaciation within the last glacial period, was approximately 22,000 years ago. While the general pattern of global cooling and glacier advance was similar, local differences in the development of glacier advance and retreat make it difficult to compare the details from continent to continent. Generally, the pattern of temperature variation and glaciation has lagged atmospheric carbon dioxide (CO<sub>2</sub>) content.

The Tulare County (County) has prepared the Draft 2017 Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) to assess the natural, technological, and human-caused risks to County communities, to reduce the potential impact of the hazards by creating mitigation strategies. The 2017 MJLHMP represents the County's commitment to create a safer, more resilient community by taking actions to reduce risk and by committing resources to lessen the effects of hazards on the people and property of the County.

The plan complies with The Federal Disaster Mitigation Act (DMA 2000), Federal Register 44 CFR Parts 201 and 206, which modified the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) by adding a new section, 322 - Mitigation Planning. This law, as of November 1, 2004, requires local governments to develop and submit hazard mitigation plans as a condition of receiving Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) and other mitigation project grants. The County; the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake; the Tule River Tribe; and Special District staffs have coordinated preparation of the MJLHMP in cooperation with stakeholders, partner agencies and members of the public.

### Tulare County Climate Action Plan

Tulare County adopted a Climate Action Plan (CAP) on August 28, 2012. The CAP is an implementation measure of the 2030 General Plan Update. The policies, regulations, and programs considered in the CAP include those by federal, state, and local governments.

# Goshen Community Plan Update

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“The Tulare County Climate Action Plan (CAP) serves as a guiding document for County of Tulare (“County”) actions to reduce greenhouse gas emissions and adapt to the potential effects of climate change. The CAP is an implementation measure of the 2030 General Plan Update. The General Plan provides the supporting framework for development in the County to produce fewer greenhouse gas emissions during Plan buildout. The CAP builds on the General Plan’s framework with more specific actions that will be applied to achieve emission reduction targets consistent with California legislation.”<sup>33</sup>

## Tulare County General Plan Policies (Sustainability)

The Tulare County General Plan has a number of policies that apply to projects within County of Tulare. General Plan policies that relate to Sustainability include the following.

### **LU-1.1 Smart Growth and Healthy Communities**

The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

1. Creating walkable neighborhoods,
2. Providing a mix of residential densities,
3. Creating a strong sense of place,
4. Mixing land uses,
5. Directing growth toward existing communities,
6. Building compactly,
7. Discouraging sprawl,
8. Encouraging infill,
9. Preserving open space,
10. Creating a range of housing opportunities and choices,
11. Utilizing planned community zoning to provide for the orderly pre-planning and long term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control, and
12. Encouraging connectivity between new and existing development.

### **LU-1.8 Encourage Infill Development**

The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

### **LU-7.15 Energy Conservation**

The County shall encourage the use of solar power and energy conservation building techniques in all new development.

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<sup>33</sup> Tulare County Climate Action Plan, page 1

# Goshen Community Plan Update

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## **LU-7.16 Water Conservation**

The County shall encourage the inclusion of “extra-ordinary” water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

## **LU-7.17 Shared Parking Facilities**

The County shall encourage, where feasible, the use of shared parking facilities. Such areas could include developments with different day/night uses.

## **AQ-3.3 Street Design**

The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

## **AQ-3.5 Alternative Energy Design**

The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

## **AQ-3.6 Mixed Land Uses**

The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

## **TCAG Sustainable Communities Strategy (2014 Regional Transportation Plan)**

AB 32 set emission targets for the State of California. SB 375 requires the California Air Resources Board to set greenhouse gas emission targets for different regions in California. Under SB 375 Metropolitan Planning Organizations like TCAG are required to create a Sustainable Communities Strategy. TCAG included this strategy in the 2014 Regional Transportation Plan. Highlights of the implementation strategies include:

- Encourage jurisdictions in Tulare County to consider bicycle lanes, public transit, transit-oriented and mixed-use development, pedestrian networks, rain and other complete streets development during updates of general plan or other local plans.
- Implement a Complete Streets Program whereby agencies will prepare plans to accommodate all transportation users, including pedestrians, bicyclists, transit riders, and motor vehicle operators and riders, and implement those plans as aggressively as feasible.
- Provide for continued coordination and evaluation of the planned circulation system among cities and the county.
- Fund the development of capital improvement programs for complete streets and active transportation-type plans, as funds are available.
- Evaluate intersections, bridges, interchanges, and rail grade crossings for needed safety

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improvements.

- Develop funding strategies for safety projects in cooperation with Caltrans and member agencies.
- Examine alternative funding sources for streets, roads, state highways, rail systems, transit, bicycle, pedestrian, and other transportation mode improvements.
- Utilize Cap and Trade funds available for transit, if available, for projects in Tulare County.
- Encourage local agencies to support implementation of bicycle support facilities such as bike racks, showers, and other facilities during the project review process.
- Utilize Cap and Trade funds available for bicycle and pedestrian projects, if available, for projects in Tulare County.
- Encourage mixed-use developments in urbanized areas.
- Encourage provision of an adequate supply of housing for the region's workforce and adequate sites to accommodate business expansion to minimize interregional trips and long-distance commuting.
- Support and participate in efforts and coalitions promoting use of Cap and Trade funding for projects that help reduce greenhouse gas emissions in Tulare County.
- Support investment in bicycle and pedestrian systems, giving attention to projects and networks that will allow residents to walk and bicycle to frequented destinations, including schools, parks, healthcare institutions and transit stops.
- Provide environmental justice communities opportunities for input into transportation plans, programs, and projects in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity or national origin.

These implementation strategies are compatible with the Tulare County General Plan policies.

## Self Help Enterprises Goshen Village East Project on Riggin Avenue & Road 76

Self Help Enterprises has proposed a mixed use project that includes single family homes, multifamily units, two clubhouses, a bioswale, a pedestrian/bike trail, and 6 acres of commercial. This mixed use development implements sustainable strategies for mixed used and increased housing supply.

## **URBAN DEVELOPMENT BOUNDARY**

Urban Development Boundaries (UDBs) are officially adopted and mapped County lines delineating the area expected for urban growth in cities and unincorporated communities over a 20-year period. Within UDB boundaries, the County and cities will coordinate plans, policies and standards related to building construction, subdivision development, land use and zoning regulations, street and highway construction, public utility systems, environmental studies, and other closely related matters affecting the orderly development of urban fringe areas. These boundaries provide an official definition of the interface between future urban and agricultural land uses.<sup>34</sup>

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<sup>34</sup> TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

# Goshen Community Plan Update

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“For unincorporated communities, the UDB is a County adopted line dividing land to be developed from land to be protected for agricultural, natural, open space, or rural uses. It serves as the official planning area for communities over a 20-year period. Land within an unincorporated UDB is assumed appropriate for development and is not subject to the Rural Valley Lands Plan or Foothill Growth Management Plan (RVLP Policy 1-1)”<sup>35</sup>

The purpose of this chapter is to review the adequacy of the adopted Urban Development Boundary (UDB) and determine through analysis contained in this chapter whether modifications may be required. The proposed UDB will also function as the planning area boundary of the Goshen Community Plan (**see Figure 17**). The UDB line establishes a twenty-year growth boundary for the community of Goshen. Over the years, services will be extended into this area which will allow new growth to occur. Since the UDB line defines the area where growth will occur, it is logical that it also serves as the planning area boundary for this plan.

In addition to defining where in which future development of the community of Goshen will occur, designating an urban boundary can provide local agencies and citizens with other benefits, including:

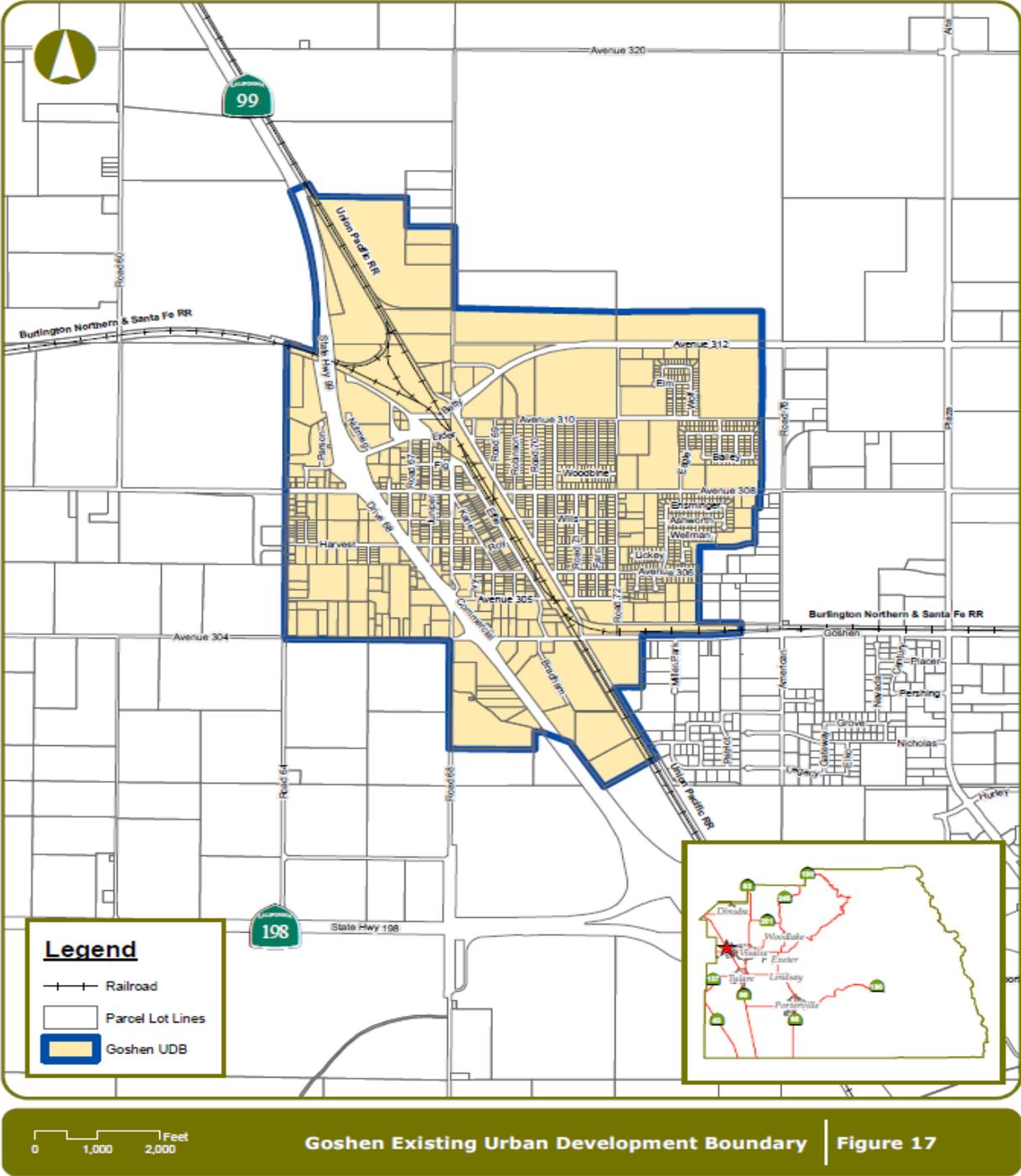
1. Encouraging coordination between land use planning and the provision of governmental services.
2. Identifying and resolving potential interagency conflicts regarding service areas.
3. Encouraging efficient, economical and effective delivery of public services.
4. Allowing property owners to identify the type and level of service their lands presently receive or may receive in the future.
5. Assisting in the County's efforts to preserve open space and productive agricultural land.

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<sup>35</sup> TCGPU Part 1, Goals and Policies Report, Planning Framework, page 2-3

# Goshen Community Plan Update

Figure 17 - Existing Urban Development Boundary



# Goshen Community Plan Update

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## Policy Framework

In determining a UDB and planning area for the Goshen Community Plan, it is important to not only fulfill the requirements of State planning law, but to the greatest degree possible, fulfill the local goals and policies that regulate land uses in the area. As discussed earlier, there are many County policies that guide development in Goshen area. However, those which have direct effect on the establishment of the community's urban boundary include the following policies in the Tulare County General Plan Planning Framework Element:

### **PF-2.1 Urban Development Boundaries – Communities**

The County shall limit urban development to the area within the designated UDB for each community. Each community's UDB is defined as shown on Figures 2.2-2 thru 2.2-22.

### **PF-2.2 Modification of Community UDB**

1. The County may consider modification to a community UDB under any of, but not limited to the following circumstances:
  - a. The location of the UDB shall be evaluated during preparation or update of a community plan.
  - b. All community UDBs should be reviewed on a five-year cycle to reflect changes in growth and development patterns.
  - c. A request for expansion of the UDB boundary can be applied for as part of a General Plan Amendment to the Land Use Diagram.
  - d. At the request of a special district or the community.
  - e. A UDB should be considered for expansion at such time as land for infill becomes limited. This condition is considered satisfied when 80 percent of the non-Williamson Act land within the UDB is developed for urban uses.
  - f. UDBs should not be expanded onto Prime Farmland if Farmland of Statewide Importance or of lesser quality is available and suitable for expansion.
2. Prior to approval of a UDB boundary expansion, the County shall ensure that infrastructure can be provided to serve the new areas added to the UDB and that sufficient water supplies are also available. This may require preparation of an infrastructure master plan that includes methods of financing of improvements and maintenance, as well as representation/documentation of availability and sufficiency of long-term water supplies.
3. Preservation of productive agricultural lands shall be the highest priority when considering modifications. Expansion of a UDB to include additional agricultural land shall only be allowed when other non-agricultural lands are not reasonably available to the community or are not suitable for expansion.

### **PF-2.3 UDB and Other Boundaries**

The County shall provide notice and opportunity for special districts, school districts, and other service providers to comment when evaluating the expansion of a Community's UDB.

# Goshen Community Plan Update

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## PF-2.8 Inappropriate Land Use

Areas within UDBs are hereby set aside for those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

## EXISTING ADOPTED LAND USE PLAN

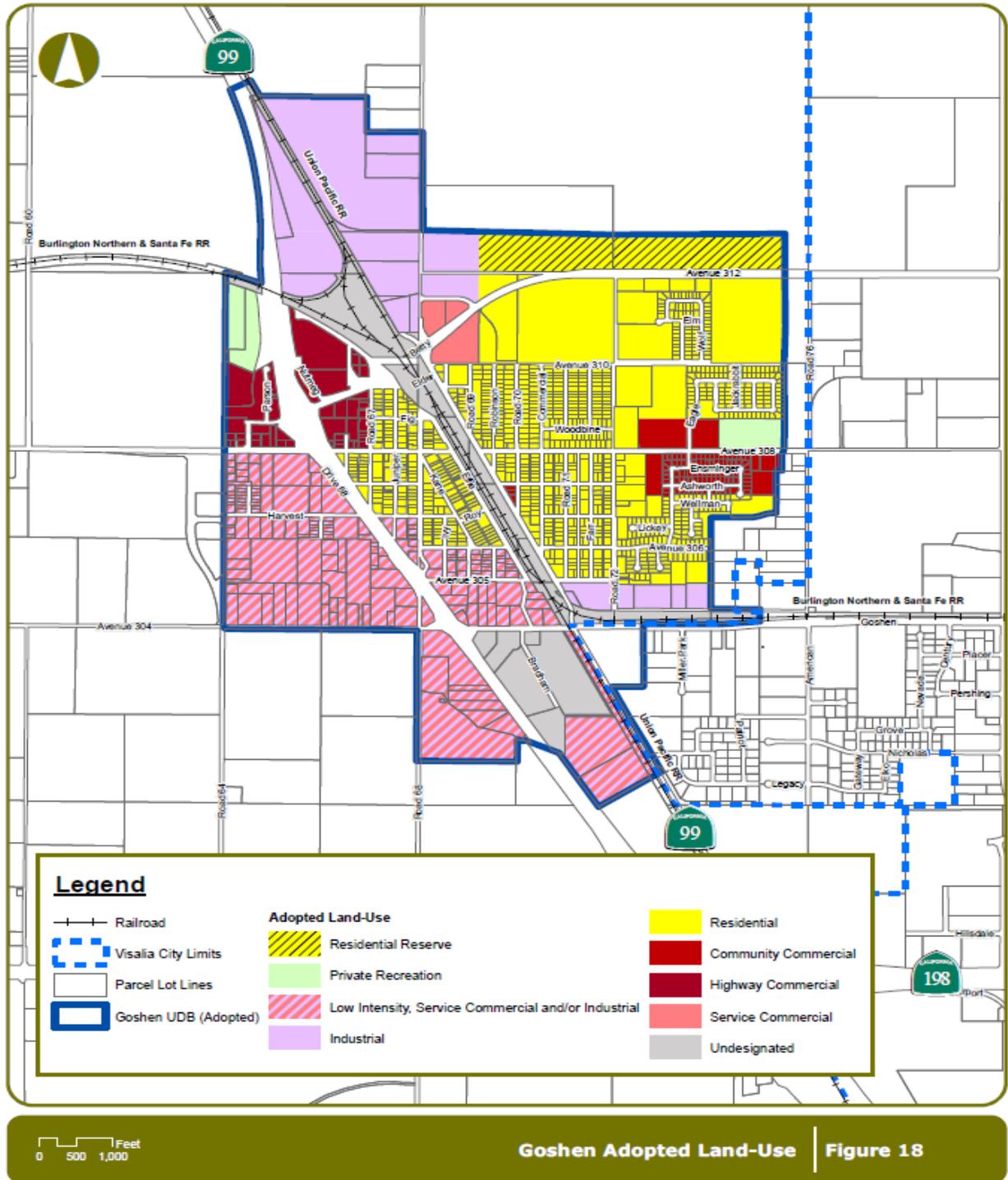
### Existing Land Use Plan

**Table 33** shows that a majority of the land in the adopted Goshen Community Plan area is designated Residential (324 acres). In total, there is about 901.7 acres of designated lands in the Goshen Community Plan Area (**see Figure 18**). 257.2 acres within the plan area is dedicated to unclassified rights-of-way.

<b>Designation</b>	<b>Total Acreage</b>
Community Commercial	32.5
Highway Commercial	44.9
Industrial	156.6
Low Intensity (Service Commercial/ Light Industrial)	260.1
Private Recreation	21.5
Residential	324.5
Residential Reserve	49.4
Service Commercial	12.2
Unclassified	73.6
Unclassified (Right-of-Way)	257.2
<b>Total</b>	<b>1,232.6</b>
<b>Source: Goshen Community Plan 1978</b>	

# Goshen Community Plan Update

Figure 18 – Adopted Land Use Plan Map as Amended



# Goshen Community Plan Update

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## EXISTING ADOPTED ZONING DISTRICTS

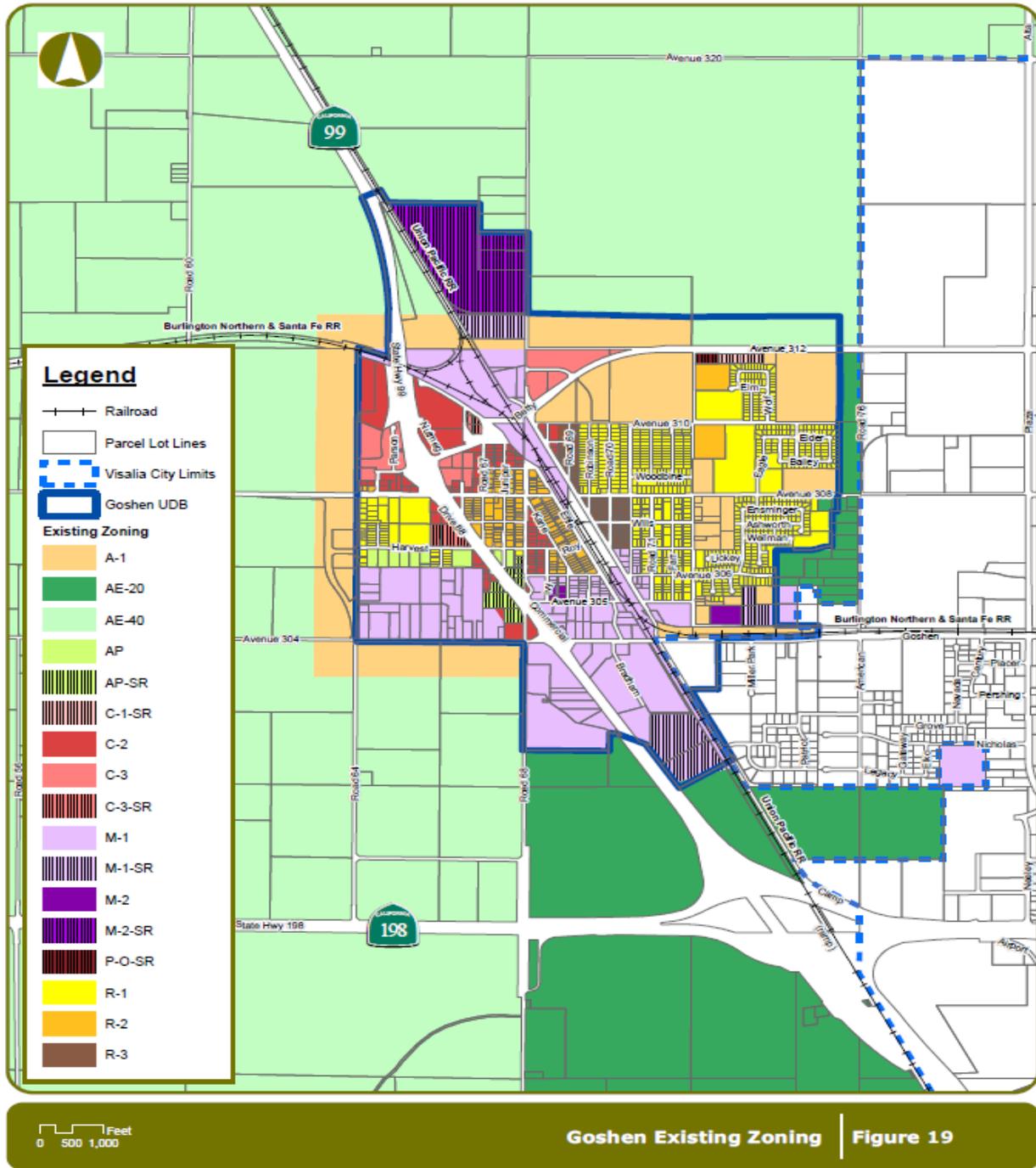
### Existing Zoning Districts

The zoning designations within the existing Goshen Community Plan UDB are shown in **Figure 19**. As demonstrated in **Table 34**.

<b>Zoning Designations</b>	<b>Existing Acres</b>
A-1	180.6
AE-20	2.5
AE-40	42.6
AP	11.3
AP-SR	7.7
C-1-SR	3.0
C-2	56.4
C-3	33.9
C-3-SR	6.2
M-1	249.9
M-1-SR	39.1
M-2	5.6
M-2-SR	67.0
P-O-SR	1.6
R-1	192.4
R-2	45.7
R-3	14.4
Z	15.4
Unclassified (Right-of-Way)	257.2
<b>Total</b>	<b>1,232.6</b>
<b>Source: Tulare County GIS</b>	

# Goshen Community Plan Update

Figure 19 - Existing Zoning Districts Map



# Goshen Community Plan Update

## PROPOSED PLANNING AREAS

### Proposed Urban Development Boundary

The Community Plan Update includes 515.5 acres. As such, the proposed Community Plan Update will expand the existing 1,232.6 acre UDB (see **Figure 20**) by approximately 41.8%, for a total UDB area of approximately 1,748.1 acres.

### Proposed Land Use Plan

The proposed residential land use designations (see **Figure 21**) increase to 422.4 acres, commercial increases to 393.2 acres, and industrial increases to 636.8 acres, and rights-of-way increases to 258.0 acres of the proposed UDB area (see **Table 35**)

### Proposed Zoning Districts

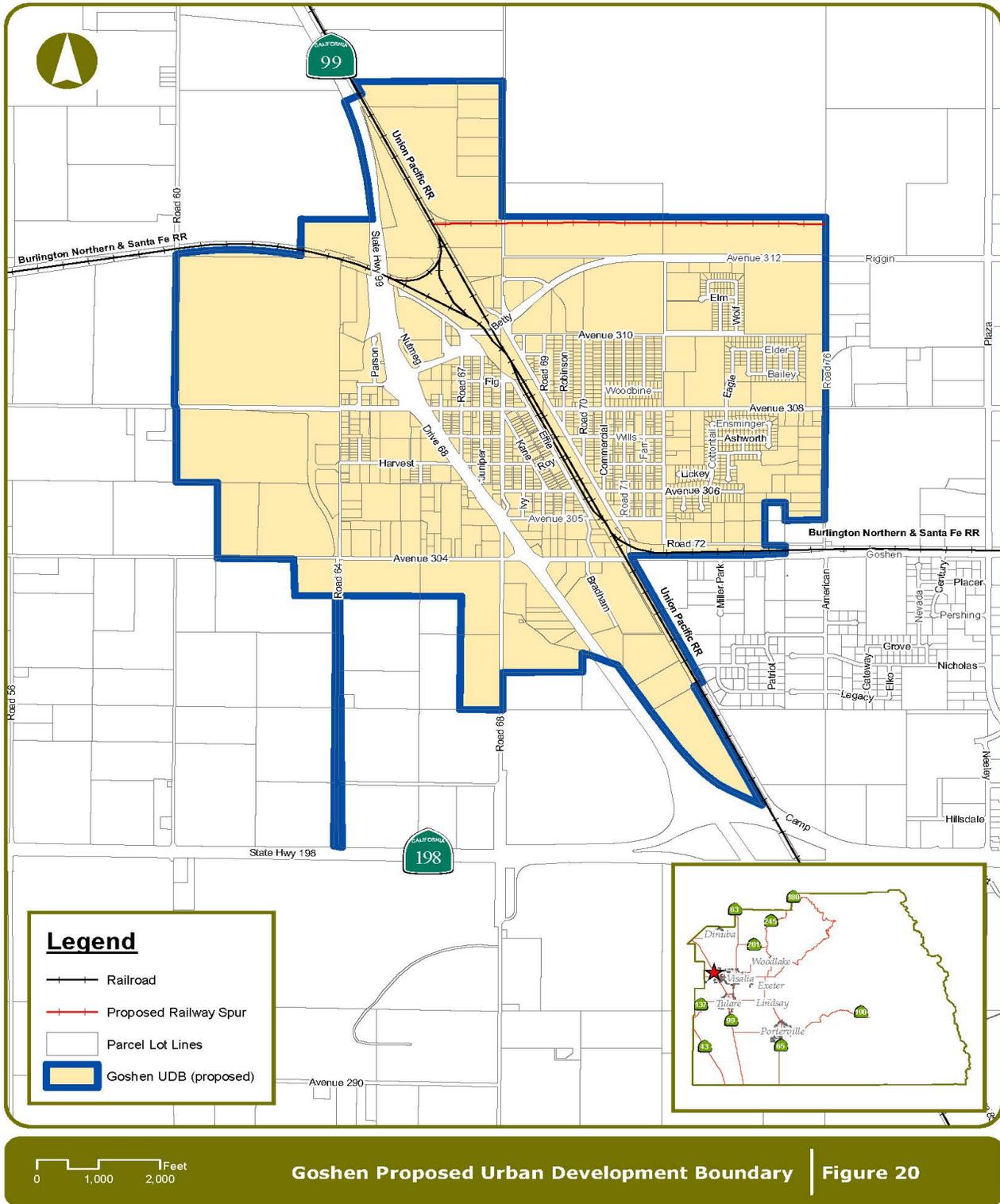
The proposed residential zones (see **Figure 22**) increase to 355.3 acres, commercial increases to 420.9 acres, industrial increases to 589.4 acres, agricultural decreases to 225.7 acres, and rights-of-way stays approximately the same, of the proposed UDB area (see **Table 36**).

Land Use	Sum Acres
Commercial Recreation	9.0
Community Commercial	13.0
Heavy Industrial	105.4
High Density Residential	14.7
Highway Commercial	366.6
Light Industrial	531.4
Medium Density Residential	208.7
Mixed Use	198.9
Public/Quasi-Public	37.8
Service Commercial	4.6
Unclassified (Right-of-Way)	258.0
<b>Goshen Proposed UDB</b>	<b>1,748.1</b>

Zoning Districts	Acres
AE-40	3.0
C-2	11.4
C-2-MU	376.6
C-3	4.6
C-3-MU	21.0
C-O	9.0
M-1	531.6
M-1-MU	57.8
M-2	105.4
P-O	14.5
R-1	143.9
R-1-MU	35.5
R-2	42.9
R-2-MU	78.9
R-3	12.7
R-3-MU	41.4
Unclassified (Right-of-Way)	258.0
<b>Total</b>	<b>1,748.1</b>
<b>Source: Tulare County GIS</b>	

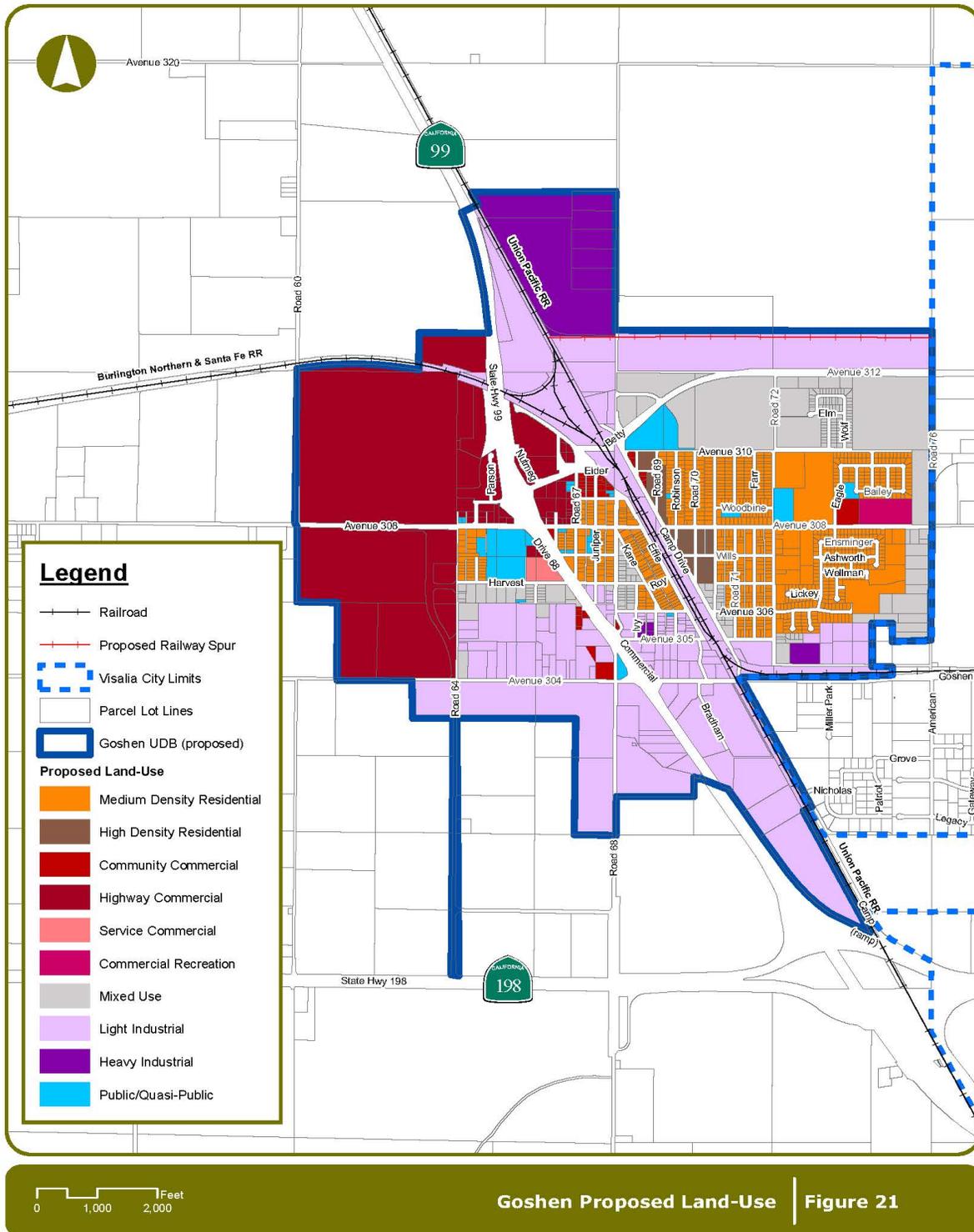
# Goshen Community Plan Update

Figure 20 - Proposed Urban Development Boundary Map



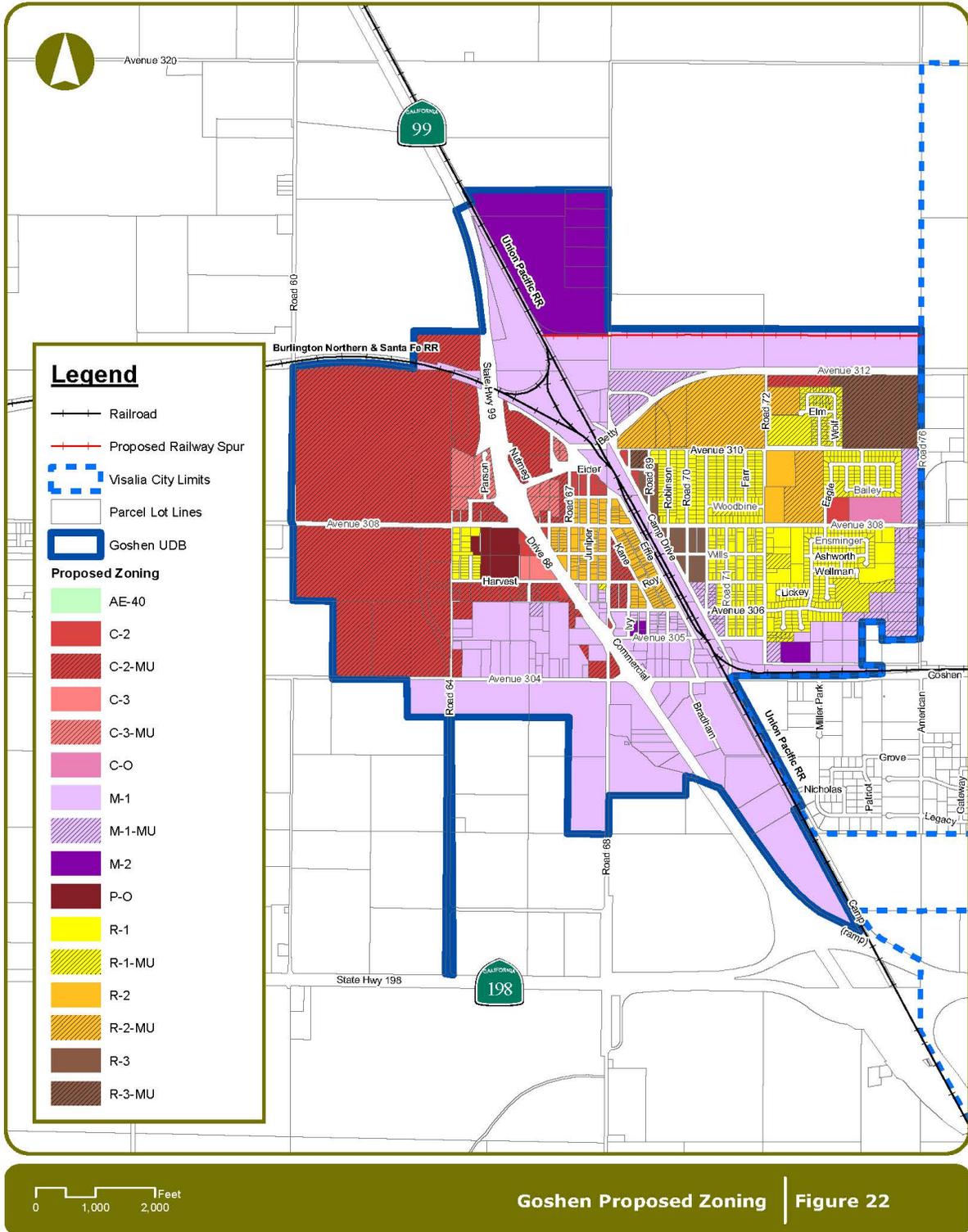
# Goshen Community Plan Update

Figure 21 - Proposed Land Use Plan Map



# Goshen Community Plan Update

Figure 22 - Proposed Zoning Districts Map



# Goshen Community Plan Update

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## **POLICY PLAN**

This chapter of the Goshen Community Plan prescribes the policy framework which will govern the development of the community over the term of the planning period (through the year 2030). It includes text which sets out explicit policy statements about the quality, character, and manner in which development in the community will take place

The plan, although long range in scope, is to be used on a day to day basis to guide the decisions of County staff, the Planning Commission, and the Board of Supervisors as they affect community development. Further, it will provide residents and property owners in the community with direction and guidelines regarding the evolution and growth of their town and its resources. And importantly, this plan will aid other public agencies and entities, such as the school district and the water company, in their own long-range planning and capital expenditure programming. Each subsequent section of this chapter addresses a topical aspect of the community planning environment. For each aspect, background discussion of relevant issues is included, policies are stated, and implementation programs and activities are outlined.

### Policy Relationship to the General Plan

The Goshen Community Plan is a component in Part III of the Tulare County General Plan and, as such, has the same force and effect as any other adopted element of the general plan. Structurally, the Goshen Community Plan is part of the Land Use and Circulation Element of the overall general plan. The principal emphasis of the community plan is on establishing local land use and circulation system patterns and prescribing associated standards and policies. In addition to the specific prescriptions of the community plan, the broader policies and standards of the overall Land Use and Circulation Element apply to Goshen.

Also applicable to Goshen, and governing all future development in the community, are the other elements (e.g. Planning Framework, Environmental Resources Management, Air Quality, Health and Safety, Transportation and Circulation, etc.) of the Tulare County General Plan. In instances where the policies and/or standards of the Goshen Community Plan are more specific or more restrictive than those in other elements of the general plan, the community plan shall take precedence and prevail.

### Land Use Plan

One of the most important purposes of the Goshen Community Plan is to establish land use patterns and development policies and standards for the community for the planning period, through the year 2030. The general intent of the land use plan for Goshen is to identify the most appropriate types and distribution of land uses for the community, based on environmental, circulation, infrastructure, services, opportunities and constraints, urban development boundary suitability analysis and other economic capacities and concerns discussed in the previous chapters of the plan.

The County of Tulare, through existing policies, has encouraged both incorporated and unincorporated communities to establish urban development and land use patterns which are compact and contiguous. This policy position has reduced so-called “leap frog” development County-wide, has

# Goshen Community Plan Update

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helped preserve agricultural lands, and has minimized land use conflicts between urban and agricultural areas. The Goshen Community Plan 2018 Update analysis supporting the modification of an Urban Development Boundary (UDB) for Goshen is described, and the UDB is delineated. This boundary is sensitive to and consistent with the County-wide policy of encouraging compact and contiguous urban growth, and at the same time enables the community to accommodate any foreseen demand for economic and population expansion. **Figure 21**, on page 105, depicts and prescribes the proposed land use pattern development recommended for Goshen.

As illustrated in this proposed land use diagram, future urban development of the community will be concentrated on the east side of SR 99, with the exception of anticipated highway-oriented commercial use of a small segment of land at the Merritt Drive overpass west of the highway. The land use plan for the community provides for substantial expansion of other highway commercial development along SR 99; allows for additional industrial development with good highway and rail access; provides for the development of additional commercial uses potentially serving community-oriented demand; and enables the development of additional residential uses to meet demand generated by forecasted population growth.

## Proposed Land Use Designations

The following land use designations along with descriptions including density and intensity are recommended for Goshen to address land demand needs through the 2030 planning horizon year.

### *Mixed Use (MU)*

This designation establishes areas appropriate for the planned integration of some combination of retail; office; single and multi-family residential; hotel; recreation; limited industrial; public facilities or other compatible use. Mixed Use areas allow for higher density and intensity development, redevelopment, or a broad spectrum of compatible land uses ranging from a single use on one parcel to a cluster of uses. These areas are intended to provide flexibility in design and use for contiguous parcels having multiple owners, to protect and enhance the character of the area. The consideration of development proposals in Mixed Use areas should focus on compatibility between land uses, and the development potential of a given area compared to the existing and proposed mix of land uses and their development impacts. Density bonuses for residential units of 25 % to 35% may be granted, according to the Density Bonus Ordinance or State law, to Mixed Use areas to encourage the development of affordable housing units, compact development in the implementation of development strategies that support the use of mass transit, reduction of air impacts, and implementation of measures that contribute to the reduction of global warming. Specific plans may be required to assist in the consideration of Mixed Use development proposals. This designation is found within UDBs, HDBs, PCAs, and MSCs and pursuant to regional growth corridor plans and policies.

Maximum Density:	1-30.0 Dwelling Units/Acre
Maximum Intensity:	0.5 FAR

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## ***Medium Density Residential (MDR)***

This land designation establishes areas for single-family and low-density multi-family dwellings. Uses typically allowed include single-family dwellings, second units, townhomes, duplexes, triplexes, and mobile home parks. This designation is used only within UDBs.

Maximum Density: 4-14 Dwelling Units/Acre

## ***High Density Residential (HDR)***

This designation established areas for multi-family dwellings in urbanized areas. Uses typically allowed include: duplexes, townhouses, and apartments located near schools, parks, and other public services. This designation is used only within UDBs. Dwelling Units are based on Gross Acreage and development shall be no less than that identified as the intensity per gross acreage High Density Residential designated lands.

Maximum Density: 14-30 Dwelling Units/Acre

## ***Community Commercial (CC)***

This designation establishes areas for a full range of retail commercial establishments serving multiple neighborhoods or an entire community and surrounding area. Uses typically allowed include: big box retail, eating and drinking establishments; food and beverage sales; hardware stores; gasoline service stations; public buildings; general merchandise stores; and professional and financial offices. Such facilities are typically arranged as a cluster of uses such as a shopping center. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

## ***Highway Commercial (HC)***

This designation establishes areas for retail, recreational, and service-based businesses which provide goods and services to tourists and commuters along major highways. Uses typically allowed include: big box retail; eating and drinking establishments; food and beverage retail sales; limited repair services; lodging (hotels and motels); and retail sales. Such facilities may range from a single use to a cluster of uses located at a freeway off ramp or major highway intersection. This designation is located primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

## ***Service Commercial (SC)***

This designation establishes areas for service commercial uses in urbanizing areas. Uses typically allowed include: automotive-related or heavy equipment sales and services; building maintenance services; construction sales and services; and warehousing. This designation is found primarily within UDBs.

Maximum Intensity: 0.5 FAR

## ***Commercial Recreation (CR)***

# Goshen Community Plan Update

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This designation establishes areas for a mix of commercial uses oriented toward tourists and other visitors. Uses typically allowed include: recreation activities (e.g., golf courses, archery ranges, theme parks); dining; entertainment services; destination-resort hotels; motels; dude ranches; wineries; spas; and on-site employee residential uses. Residential uses would only be allowed in conjunction with resort uses as onsite caretaker or employee housing. This designation is found primarily within the foothill and mountain regions.

Maximum Intensity: 0.5 FAR

## ***Light Industrial (LI)***

This designation establishes areas for a range of non-intensive business park, industrial park, and storage uses that do not have detrimental noise or odor impacts on surrounding urban uses. Uses typically allowed include: warehousing, welding & fabrication shops, manufacturing & processing, and business support uses such as retail or eating establishments that serve adjacent light industrial uses and employees. This designation is found primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

## ***Heavy Industrial (HI)***

This designation establishes areas for the full range of industrial uses, which may cause noise or odor impacts on surrounding urban uses. Uses typically allowed include: manufacturing; processing; fabrication; ethanol plants; warehouses; asphalt batch plants; mills; wood processing yards; and support uses such as retail or eating establishments that support adjacent heavy industrial uses and employees. This designation is found both primarily within UDBs and pursuant to regional growth corridor plans and policies.

Maximum Intensity: 0.5 FAR

## ***Public/Quasi-Public (P/QP)***

This designation establishes areas for public and quasi-public services and facilities that are necessary to maintain the welfare of County residents and businesses. Uses typically allowed include: churches; schools; civic centers; hospitals; fire stations; sheriff stations; liquid and solid waste disposal sites; cemeteries; airports; and public utility and safety facilities. This designation is found primarily within UDBs and pursuant to regional growth corridor plans and policies.

Density/Intensity: None Specific

# Goshen Community Plan Update

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## GENERAL PLAN POLICIES

The following adopted policies from the Tulare County General Plan are applicable to the Goshen Community Plan. Policies throughout the General Plan use the terminology “shall” and “should.” For the purposes of interpreting the policies in the General Plan, the term “shall” indicates a mandatory or required action or a duty to undertake an action unless the context indicates otherwise, in which case the term is synonymous with “should.” The term “should” indicates a directive subject to discretion and requires at least review or consideration and, in that context, substantial compliance with the spirit or purpose of these General Plan policies. The term “may” indicates at the sole discretion of the County

### Land Use Policies

#### **PF-1.3 Land Uses in UDBs/HDBs**

The County shall encourage those types of urban land uses that benefit from urban services to develop within UDBs and HDBs. Permanent uses which do not benefit from urban services shall be discouraged within these areas. This shall not apply to agricultural or agricultural support uses, including the cultivation of land or other uses accessory to the cultivation of land provided that such accessory uses are time-limited through Special Use Permit procedures.

#### **PF-2.6 Land Use Consistency**

The County shall require all community plans, when updated, to use the same land use designations as used in this Countywide General Plan (See Chapter 4-Land Use). All community plans shall also utilize a similar format and content. The content may change due to the new requirements such as Global Climate Change and Livable Community Concepts, as described on the table provided (Table 2.1: Community Plan Content). Changes to this format may be considered for unique and special circumstances as determined appropriate by the County. Until such time as a Community Plan is adopted for those communities without existing

Community Plans, the land use designation shall be Mixed Use, which promotes the integration of a compatible mix of residential types and densities, commercial uses, public facilities, and services and employment opportunities.

#### **PF-2.8 Inappropriate Land Use**

Areas within UDBs are hereby set aside for those types of urban land uses which benefit from urban services. Permanent uses which do not benefit from such urban services shall be discouraged within the UDBs. This is not intended to apply to agricultural or agricultural supported uses, including the cultivation of land or other uses accessory to the cultivation of land, provided that such accessory uses are time-limited through special use permit procedures.

#### **PF-4.7 Avoiding Isolating Unincorporated Areas**

The County may oppose any annexation proposal that creates an island, peninsula, corridor, or irregular boundary. The County will also encourage the inclusion of unincorporated islands or peninsulas adjacent to proposed annexations.

# Goshen Community Plan Update

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## **LU-1.2 Innovative Development**

The County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

## **LU-1.3 Prevent Incompatible Uses**

The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

## **LU-1.4 Compact Development**

The County shall actively support the development of compact mixed use projects that reduce travel distances.

## **LU-3.1 Residential Developments**

The County shall encourage new major residential development to locate near existing infrastructure for employment centers, services, and recreation.

## **LU-3.2 Cluster Development**

The County shall encourage proposed residential development to be clustered onto portions of the site that are more suitable to accommodating the development, and shall require access either directly onto a public road or via a privately-maintained road designed to meet County road standards.

## **LU-3.3 High-Density Residential Locations**

The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

## **LU-3.4 Mountain, Rural, and Low-Density Residential**

The Mountain, Rural, and Low-Density Residential development located outside of a UDB shall be subject to the following requirements:

1. Able to meet the Rural Valley Lands Plan policies, Foothill Growth Management Plan policies, or Mountain Framework Plan policies and requirements,
2. Areas which qualify for minimum densities greater than 1 unit per 10 acres must meet the following characteristics (unless clustering is used):
  - a. Average slopes must be below a 30 percent grade,
  - b. Not identified as a moderate-to-high landslide hazard area, and
  - c. Access to new development is provided via an existing publicly-maintained road or via a new road improved consistent with adopted County standards.

## **LU-1.8 Encourage Infill Development**

The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

## **ED-2.11 Industrial Parks**

As part of new or updated community plans, the County shall designate sites for industrial development to meet projected demand.

# Goshen Community Plan Update

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## **Housing Policy 3.24**

When locating agricultural industry in rural areas, a determination should be made that there are transit opportunities and an adequate employment base living within a reasonable distance to the site.

## **AQ-3.2 Infill near Employment**

The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

## **AQ-3.6 Mixed Land Uses**

The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

## **PFS-8.4 Library Facilities and Services**

The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

## Circulation Policies

### **Q-3.3 Street Design**

The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

### **LU-7.3 Friendly Streets**

The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

1. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
2. Minimize curb cuts along streets,
3. Sidewalks on both sides of streets, where feasible,
4. Bike lanes and walking paths, where feasible on collectors and arterials, and
5. Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

### **LU-7.4 Streetscape Continuity**

The County shall ensure that streetscape elements (e.g., street signs, trees, and furniture) maintain visual continuity and follow a common image for each community.

### **LU-1.10 Roadway Access**

The County shall require access to public roadways for all new development.

### **SL-2.1 Designated Scenic Routes and Highways**

The County shall protect views of natural and working landscapes along the County's highways and roads by maintaining a designated system of County scenic routes and State scenic highways by:

1. Requiring development within existing eligible State scenic highway corridors to adhere to land use and design standards and guidelines required by the State Scenic Highway Program,
2. Supporting and encouraging citizen initiatives working for formal designation of eligible segments of State Highway 198 and State Highway 190 as State scenic highways,
3. Formalizing a system of County scenic routes throughout the County (see Figure 7-1), and

# Goshen Community Plan Update

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4. Requiring development located within County scenic route corridors to adhere to local design guidelines and standards.

## **SL-4.1 Design of Highways**

The County shall work with Caltrans and Tulare County Association of Governments (TCAG) to ensure that the design of SR 99 and other State Highways protects scenic resources and provides access to vistas of working and natural landscapes by:

1. Limiting the construction of sound walls that block views of the County's landscapes (incorporate setbacks to sensitive land uses to avoid noise impacts whenever feasible),
2. Using regionally-appropriate trees and landscaping and incorporating existing landmark trees,
3. Preserving historic and cultural places and vistas,
4. Avoiding excessive cut and fill for roadways along State scenic highways and County scenic routes, and along areas exposed to a large viewing area, and
5. Promote highway safety by identifying appropriate areas for traffic pull-outs and rest areas.

## **SL-4.2 Design of County Roads**

The County's reinvestment in rural County roads outside urban areas should, in addition to meeting functional needs and safety needs, preserve the experience of traveling on the County's "country roads" by:

1. Maintaining narrow as possible rights-of-ways,
2. Limiting the amount of curbs, paved shoulders, and other "urban" edge improvements,
3. Preserving historic bridges and signage, and
4. Promote County road safety by identifying appropriate areas for traffic pull-out.

## **SL-4.3 Railroads and Rail Transit**

The County shall encourage rail infrastructure for freight and passenger service to be planned and designed to limit visual impacts on scenic landscapes by:

1. Concentrating infrastructure in existing railroad rights-of-ways,
2. Avoiding additional grade separated crossings in viewshed locations, and
3. Using new transit stations supporting rail transit as design features in existing and future core community areas.

## **TC-1.1 Provision of an Adequate Public Road Network**

The County shall establish and maintain a public road network comprised of the major facilities illustrated on the Tulare County Road Systems to accommodate projected growth in traffic volume.

## **TC-1.2 County Improvement Standards**

The County's public roadway system shall be built and maintained consistent with adopted County Improvement Standards, and the need and function of each roadway, within constraints of funding capacity.

## **TC-1.6 Intermodal Connectivity**

The County shall ensure that, whenever possible, roadway, highway, and public transit systems will interconnect with other modes of transportation. Specifically, the County shall encourage the interaction of truck, rail, and air-freight/passenger movements.

## **TC-1.7 Intermodal Freight Villages**

The County shall consider the appropriate placement of intermodal freight villages in locations within the Regional Growth Corridors.

# Goshen Community Plan Update

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## **TC-1.8 Promoting Operational Efficiency**

The County shall give consideration to transportation programs that improve the operational efficiency of goods movement, especially those that enhance farm-to-market connectivity

## **TC-1.9 Highway Completion**

The County shall support State and Federal capacity improvement programs for critical segments of the State Highway System. Priority shall be given to improvements to State Highways 65, 99, and 198, including widening and interchange projects in the County.

## **TC-1.10 Urban Interchanges**

The County shall work with TCAG to upgrade State highway interchanges from rural to urban standards within UDBs.

## **TC-1.11 Regionally Significant Intersections**

To enhance safety and efficiency, the County shall work to limit the frequency of intersections along regionally-significant corridors.

## **TC-1.12 Scenic Highways and Roads**

The County shall work with appropriate agencies to support the designation of scenic highways and roads in the County.

## **TC-1.16 County Level of Service (LOS) Standards**

The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of “D” or better in accordance with the LOS definitions established by the Highway Capacity Manual.

## **TC-1.18 Balanced System**

The County shall strive to meet transportation needs and maintain LOS standards through a balanced Multimodal Transportation Network that provides alternatives to the automobile.

## **TC-2.1 Rail Service**

The County shall support improvements to freight and expanding passenger rail service throughout the County.

## **TC-2.2 Rail Improvements**

The County shall work with cities to support improvement, development, and expansion of passenger rail service in Tulare County.

## **TC-2.3 Amtrak Service**

The County shall encourage Amtrak to add passenger service to the Union Pacific corridor in the County.

## **TC-2.5 Railroad Corridor Preservation**

The County shall work with other agencies to plan railroad corridors to facilitate the preservation of important railroad rights-of-way for future rail expansion or other appropriate transportation facilities.

## **TC-2.7 Rail Facilities and Existing Development**

The County will work with the California Public Utilities Commission (CPUC) to ensure that new railroads rights-of-ways, yards, or stations adjacent to existing residential or commercial areas are screened or buffered to reduce noise, air, and visual impacts. Similarly, the County should coordinate with the CPUC and railroad service providers to address railroad safety issues as part of all future new development that affects local rail lines. Specific measures to be considered and incorporated into the design of future projects affecting rail lines include, but are not limited to, the installation of grade separations,

# Goshen Community Plan Update

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warning signage, traffic signaling improvements, vehicle parking prohibitions, installation of pedestrian-specific warning devices, and the construction of pull out lanes for buses and vehicles.

## **TC-4.7 Transit Ready Development**

The County shall promote the reservation of transit stops in conjunction with development projects in likely or potential locations for future transit facilities.

## **TC-5.1 Bicycle/Pedestrian Trail System**

The County shall coordinate with TCAG and other agencies to develop a Countywide integrated multi-purpose trail system that provides a linked network with access to recreational, cultural, and employment facilities, as well as offering a recreational experience apart from that available at neighborhood and community parks.

## **TC-5.2 Consider Non-Motorized Modes in Planning and Development**

The County shall consider incorporating facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated.

## **TC-5.3 Provisions for Bicycle Use**

The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

## **TC-5.4 Design Standards for Bicycle Routes**

The County shall utilize the design standards adopted by Caltrans and as required by the Streets and Highway Code for the development, maintenance, and improvement of bicycle routes.

## **TC-5.5 Facilities**

The County shall require the inclusion of bicycle support facilities, such as bike racks, for new major commercial or employment locations.

## **TC-5.7 Designated Bike Paths**

The County shall support the creation and development of designated bike paths adjacent to or separate from commute corridors.

## **TC-5.8 Multi-Use Trails**

The County shall encourage the development of multi-use corridors (such as hiking, equestrian, and mountain biking) in open space areas, along power line transmission corridors, utility easements, rivers, creeks, abandoned railways, and irrigation canals.

## **TC-5.9 Existing Facilities**

The County shall support the maintenance of existing bicycle and pedestrian facilities.

## Housing Policies

## **LU-3.5 Rural Residential Designations**

The County shall not re-zone any new areas for residential development in the RVLPA area, unless it can be shown that other objectives, such as buffers and the relationship of the development to surrounding uses, can be achieved.

# Goshen Community Plan Update

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## **Housing Guiding Principle 1.1**

Endeavor to improve opportunities for affordable housing in a wide range of housing types in the communities throughout the unincorporated area of the County.

## **Housing Policy 1.11**

Encourage the development of a broad range of housing types to provide an opportunity of choice in the local housing market.

## **Housing Policy 1.13**

Encourage the utilization of modular units, prefabricated units, and manufactured homes.

## **Housing Policy 1.14**

Pursue an equitable distribution of future regional housing needs allocations, thereby providing a greater likelihood of assuring a balance between housing development and the location of employment opportunities.

## **Housing Policy 1.15**

Encourage housing counseling programs for low income homebuyers and homeowners.

## **Housing Policy 1.16**

Review community plans and zoning to ensure they provide for adequate affordable residential development.

## **Housing Guiding Principle 1.2**

Promote equal housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, disability, or any other arbitrary basis.

## **Housing Guiding Principle 1.3**

Strive to meet the housing needs of migrant and non-migrant farmworkers and their families with a suitable, affordable and satisfactory living environment.

## **Housing Policy 1.31**

Encourage the provision of farmworker housing opportunities in conformance with the Employee Housing Act.

## **Housing Guiding Principle 1.4**

Enhance and support emergency shelters and transitional and supportive housing programs that assist the homeless and others in need.

## **Housing Policy 1.51**

Encourage the construction of new housing units for “special needs” groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

## **Housing Policy 1.52**

Support and encourage the development and improvement of senior citizen grouphousing, convalescent homes and other continuous care facilities.

## **Housing Policy 1.55**

Encourage development of rental housing for large families, as well as providing for other housing needs and types.

## **Housing Guiding Principle 1.6**

Assess and amend County ordinances, standards, practices and procedures considered necessary to carry out the County’s essential housing goal of the attainment of a suitable, affordable and satisfactory living environment for every present and future resident in unincorporated areas.

## **Housing Policy 2.14**

Create and maintain a matrix of Infrastructure Development Priorities for Disadvantaged Unincorporated Communities in Tulare County through analysis and investigation of

# Goshen Community Plan Update

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public infrastructure needs and deficits, pursuant to Action Program 9.

## **Housing Guiding Principle 2.2**

Require proposed new housing developments located within the development boundaries of unincorporated communities to have the necessary infrastructure and capacity to support the development.

## **Housing Policy 2.21**

Require all proposed housing within the development boundaries of unincorporated communities is either (1) served by community water and sewer, or (2) that physical conditions permit safe treatment of liquid waste by septic tank systems and the use of private wells.

## **Housing Guiding Principle 3.1**

Encourage “smart growth” designed development that serves the unincorporated communities, the environment, and the economy of Tulare County.

## **Housing Policy 3.11**

Support and coordinate with local economic development programs to encourage a “jobs to housing balance” throughout the unincorporated area.

## **Housing Policy 3.23**

Prepare new and/or updated community plans that provide adequate sites for a variety of types of housing within the development boundaries of community.

## Conservation Policies

### **AG-1.1 Primary Land Use**

The County shall maintain agriculture as the primary land use in the valley region of the County, not only in recognition of the economic importance of agriculture, but also in terms of agriculture’s real contribution to the

conservation of open space and natural resources.

### **AG-1.4 Williamson Act in UDBs and HDBs**

The County shall support non-renewal or cancellation processes that meet State law for lands within UDBs and HDBs.

### **AG-1.5 Substandard Williamson Act Parcels**

The County may work to remove parcels that are less than 10 acres in Prime Farmland and less than 40 Acres in Non-Prime Farmland from Williamson Act Contracts (Williamson Act key term for Prime/Non-Prime).

### **AG-1.6 Conservation Easements**

The County shall consider developing an Agricultural Conservation Easement Program (ACEP) to help protect and preserve agricultural lands (including “Important Farmlands”), as defined in this Element. This program may require payment of an in-lieu fee sufficient to purchase a farmland conservation easement, farmland deed restriction, or other farmland conservation mechanism as a condition of approval for conservation of important agricultural land to non-agricultural use. If available, the ACEP shall be used for replacement lands determined to be of statewide significance (Prime or other Important Farmlands), or sensitive and necessary for the preservation of agricultural land, including land that may be a part of a community separator as part of a comprehensive program to establish community separators. The in-lieu fee or other conservation mechanism shall recognize the importance of land value and shall require equivalent mitigation.

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## **AG-1.7 Preservation of Agricultural Lands**

The County shall promote the preservation of its agricultural economic base and open space resources through the implementation of resource management programs such as the Williamson Act, Rural Valley Lands Plan, Foothill Growth Management Plan or similar types of strategies and the identification of growth boundaries for all urban areas located in the County.

## **AG-1.8 Agriculture within Urban Boundaries**

The County shall not approve applications for preserves or regular Williamson Act contracts on lands located within a UDB and/or HDB unless it is demonstrated that the restriction of such land will not detrimentally affect the growth of the community involved for the succeeding 10 years, that the property in question has special public values for open space, conservation, other comparable uses, or that the contract is consistent with the publicly desirable future use and control of the land in question. If proposed within a UDB of an incorporated city, the County shall give written notice to the affected city pursuant to Government Code §51233.

## **AG-1.10 Extension of Infrastructure into Agricultural Areas**

The County shall oppose extension of urban services, such as sewer lines, water lines, or other urban infrastructure, into areas designated for agriculture use unless necessary to resolve a public health situation. Where necessary to address a public health issue, services should be located in public rights-of-way in order to prevent interference with agricultural operations and to provide ease of access for operation and maintenance. Service capacity and length of lines should be designed

to prevent the conversion of agricultural lands into urban/suburban uses.

## **AG-1.11 Agricultural Buffers**

The County shall examine the feasibility of employing agricultural buffers between agricultural and non-agricultural uses, and along the edges of UDBs and HDBs. Considering factors include the type of operation and chemicals used for spraying, building orientation, planting of trees for screening, location of existing and future rights-of-way (roads, railroads, canals, power lines, etc.), and unique site conditions.

## **AG-1.13 Agricultural Related Uses**

The County shall allow agriculturally-related uses, including value-added processing facilities by discretionary approvals in areas designated Valley or Foothill Agriculture, subject to the following criteria:

1. The use shall provide a needed service to the surrounding agricultural area which cannot be provided more efficiently within urban areas or which requires location in a non-urban area because of unusual site requirements or operational characteristics;
2. The use shall not be sited on productive agricultural lands if less productive land is available in the vicinity;
3. The operational or physical characteristics of the use shall not have a significant adverse impact on water resources or the use or management of surrounding agricultural properties within at least one-quarter (1/4) mile radius;
4. A probable workforce should be located nearby or be readily available; and
5. For proposed value-added agricultural processing facilities, the evaluation under criterion "1" above shall consider the service requirements of the use and the capability and capacity of cities and

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unincorporated communities to provide the required services.

## **AG-1.16 Schools in Agricultural Zones**

The County shall discourage the location of new schools in areas designated for agriculture, unless the School District agrees to the construction and maintenance of all necessary infrastructure impacted by the project.

## **AG-2.6 Biotechnology and Biofuels**

The County shall encourage the location of industrial and research oriented businesses specializing in biotechnologies and biofuels that can enhance agricultural productivity, enhance food processing activities in the County, provide for new agriculturally-related products and markets, or otherwise enhance the agricultural sector in the County.

## **LU-7.12 Historic Buildings and Areas**

The County shall encourage preservation of buildings and areas with special and recognized historic, architectural, or aesthetic value. New development should respect architecturally and historically significant buildings and areas. Landscaping, original roadways, sidewalks, and other public realm features of historic buildings or neighborhoods shall be restored or repaired where ever feasible.

## **LU-7.13 Preservation of Historical Buildings**

The County shall encourage and support efforts by local preservation groups to identify and rehabilitate historically significant buildings.

## **LU-7.14 Contextual and Compatible Design**

The County shall ensure that new development respects Tulare County's heritage by requiring that development respond to its context, be compatible with the traditions and character of

each community, and develop in an orderly fashion which is compatible with the scale of surrounding structures.

## **LU-7.15 Energy Conservation**

The County shall encourage the use of solar power and energy conservation building techniques in all new development.

## **LU-7.16 Water Conservation**

The County shall encourage the inclusion of "extra-ordinary" water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development

## **Housing Guiding Principle 4.1**

Support and encourage County ordinances, standards, practices and procedures that promote residential energy conservation.

## **Housing Policy 4.13**

Promote energy efficiency and water conservation.

## **Housing Policy 4.21**

Promote energy conservation opportunities in new residential development.

## **Housing Policy 5.24**

Encourage the development of suitable replacement housing when occupied housing units are demolished due to public action.

## **ERM-1.1 Protection of Rare and Endangered Species**

The County shall ensure the protection of environmentally sensitive wildlife and plant life, including those species designated as rare, threatened, and/or endangered by State and/or Federal government, through compatible land use development.

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## **ERM-1.2 Development in Environmentally Sensitive Areas**

The County shall limit or modify proposed development within areas that contain sensitive habitat for special status species and direct development into less significant habitat areas. Development in natural habitats shall be controlled so as to minimize erosion and maximize beneficial vegetative growth.

## **ERM-1.3 Encourage Cluster Development**

When reviewing development proposals, the County shall encourage cluster development in areas with moderate to high potential for sensitive habitat.

## **ERM-1.4 Protect Riparian Areas**

The County shall protect riparian areas through habitat preservation, designation as open space or recreational land uses, bank stabilization, and development controls.

## **ERM-1.5 Riparian Management Plans and Mining Reclamation Plans**

The County shall require mining reclamation plans and other management plans to include measures that protect, maintain, and restore riparian resources and habitats.

## **ERM-1.6 Management of Wetlands**

The County shall support the preservation and management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats.

## **ERM-1.8 Open Space Buffers**

The County shall require buffer areas between development projects and significant watercourses, riparian vegetation, wetlands, and other sensitive habitats and natural communities. These buffers should be sufficient to assure the continued existence of

the waterways and riparian habitat in their natural state.

## **ERM-1.12 Management of Oak Woodland Communities**

The County shall support the conservation and management of oak woodland communities and their habitats.

## **ERM-2.1 Conserve Mineral Deposits**

The County will encourage the conservation of identified and/or potential mineral deposits, recognizing the need for identifying, permitting, and maintaining a 50 year supply of locally available PCC grade aggregate.

## **ERM-2.2 Recognize Mineral Deposits**

The County will recognize as a part of the General Plan those areas of identified and/or potential mineral deposits.

## **ERM-3.2 Limited Mining in Urban Areas**

Within the County UDBs and HDBs, new commercial mining operations should be limited due to environmental and compatibility concerns.

## **ERM-3.3 Small-Scale Oil and Gas Extraction**

The County shall allow by Special Use Permit small-scale oil and gas extraction activities and facilities that can be demonstrated to not have a significant adverse effect on surrounding or adjacent land and are within an established oil and gas field outside of a UDB.

## **ERM-3.4 Oil and Gas Extraction**

Facilities related to oil and gas extraction and processing in the County may be allowed in identified oil and gas fields subject to a special use permit. The extraction shall demonstrate that it will be compatible with surrounding land uses and land use designations.

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## **ERM-4.1 Energy Conservation and Efficiency Measures**

The County shall encourage the use of solar energy, solar hot water panels, and other energy conservation and efficiency features in new construction and renovation of existing structures in accordance with State law.

## **ERM-4.2 Streetscape and Parking Area Improvements for Energy Conservation**

The County shall promote the planting and maintenance of shade trees along streets and within parking areas of new urban development to reduce radiation heating.

## **ERM-5.20 Allowable Uses on Timber Production Lands**

The County shall allow uses (not related to forest production) on lands designated Resource Conservation in forestry production areas, provided it is demonstrated that:

1. They are compatible with forestry uses,
2. Will not interfere with forest practices,
3. Consider forest site productivity and minimize the loss of productive forest lands,
4. Will meet standards relating to the availability of fire protection, water supply, and waste disposal, and
5. Will not degrade the watershed and/or water quality due to increased erosion.

## **ERM-7.1 Soil Conservation**

The County of Tulare shall establish the proper controls and ordinances for soil conservation.

## **WR-1.4 Conversion of Agricultural Water Resources**

For new urban development, the County shall discourage the transfer of water used for agricultural purposes (within the prior ten years) for domestic consumption except in the following circumstances:

1. The water remaining for the agricultural operation is sufficient to maintain the land as an economically viable agricultural use,
2. The reduction in infiltration from agricultural activities as a source of groundwater recharge will not significantly impact the groundwater basin.

## **WR-1.5 Expand Use of Reclaimed Wastewater**

To augment groundwater supplies and to conserve potable water for domestic purposes, the County shall seek opportunities to expand groundwater recharge efforts

## **WR-1.6 Expand Use of Reclaimed Water**

The County shall encourage the use of tertiary treated wastewater and household gray water for irrigation of agricultural lands, recreation and open space areas, and large landscaped areas as a means of reducing demand for groundwater resources.

## **WR-3.3 Adequate Water Availability**

The County shall review new development proposals to ensure the intensity and timing of growth will be consistent with the availability of adequate water supplies. Projects must submit a Will-Serve letter as part of the application process, and provide evidence of adequate and sustainable water availability prior to approval of the tentative map or other urban development entitlement.

## **HS-9.2 Walkable Communities**

The County shall require where feasible, the development of parks, open space, sidewalks and walking and biking paths that promote physical activity and discourage automobile dependency in all future communities.

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## **PF-1.4 Available Infrastructure**

The County shall encourage urban development to locate in existing UDBs and HDBs where infrastructure is available or may be established in conjunction with development. The County shall ensure that development does not occur unless adequate infrastructure is available, that sufficient water supplies are available or can be made available, and that there are adequate provisions for long term management and maintenance of infrastructure and identified water supplies.

## Open-Space Policies

### **LU-2.3 Open Space Character**

The County shall require that all new development requiring a County discretionary approval, including parcel and subdivision maps, be planned and designed to maintain the scenic open space character of open space resources including, but not limited to, agricultural areas, rangeland, riparian areas, etc., within the view corridors of highways. New development shall utilize natural landforms and vegetation in the least visually disruptive way possible and use design, construction and maintenance techniques that minimize the visibility of structures on hilltops, hillsides, ridgelines, steep slopes, and canyons.

### **SL-1.3 Watercourses**

The County shall protect visual access to, and the character of, Tulare County's scenic rivers, lakes, and irrigation canals by:

1. Locating and designing new development to minimize visual impacts and obstruction of views of scenic watercourses from public lands and right-of-ways, and
2. Maintaining the rural and natural character of landscape viewed from trails and watercourses used for public recreation.

## **ERM-5.1 Parks as Community Focal Points**

The County shall strengthen the role of County parks as community focal points by providing community center/recreation buildings to new and existing parks, where feasible.

## **ERM-5.2 Park Amenities**

The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children's play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

## **ERM-5.3 Park Dedication Requirements**

The County shall require the dedication of land and/or payment of fees, in accordance with local authority and State law (for example the Quimby Act), to ensure funding for the acquisition and development of public recreation facilities.

## **ERM-5.5 Collocated Facilities**

The County shall encourage the development of parks near public facilities such as schools, community halls, libraries, museums, prehistoric sites, and open space areas and shall encourage joint-use agreements whenever possible.

## **ERM-5.6 Location and Size Criteria for Parks**

Park types used in Tulare County are defined as follows:

- **Neighborhood Play Lots (Pocket Parks).** The smallest park type, these are typically included as part of a new development to serve the neighborhood in which they are contained. Typical size

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is one acre or less. If a park of this type is not accessible to the general public, it cannot be counted towards the park dedication requirements of the County. Pocket Parks can be found in communities, hamlets, and other unincorporated areas.

- **Neighborhood Parks.** Neighborhood parks typically contain a tot lot and playground for 2-5 year olds and 5-12 year olds, respectively, one basketball court or two half-courts, baseball field(s), an open grassy area for informal sports activities (for example, soccer), and meandering concrete paths that contain low-level lighting for walking or jogging. In addition, neighborhood parks typically have picnic tables and a small group picnic shelter. These park types are typically in the range of 2 to 15 acres and serve an area within a ½ mile radius. Neighborhood parks can be found in communities, hamlets, and other unincorporated areas.
- **Community Parks.** Community parks are designed to serve the needs of the community as a whole. These facilities can contain the same facilities as the neighborhood park. In addition, these parks can contain sports facilities with night lighting, community centers, swimming pools, and facilities of special interest to the community. These parks are typically 15 to 40 acres in size and serve an area within a 2 mile radius. Community parks can be found in communities, planned community areas, and large hamlets.
- **Regional Parks.** Regional parks are facilities designed to address the needs of the County as a whole. These facilities may have an active recreation component (play area, group picnic area,

etc.), but the majority of their area is maintained for passive recreation (such as hiking or horseback riding), and natural resource enjoyment. Regional parks are typically over 200 acres in size, but smaller facilities may be appropriate for specific sites of regional interest.

The following guidelines should be observed in creating and locating County parks:

1. The County shall strive to maintain an overall standard of five or more acres of County-owned improved parkland per 1,000 population in the unincorporated portions of the County,
2. Neighborhood play lots (pocket parks) are encouraged as part of new subdivision applications as a project amenity, but are not included in the calculation of dedication requirements for the project,
3. Neighborhood parks at three acres per 1,000 population, if adjoining an elementary school and six acres per 1,000 population if separate [ERME IV-C; Open Space; Policy 3; Pg. 101],
4. Community parks at one-acre per 1,000 population if adjoining a high school and two acres per 1,000 population if separate [ERME IV-C; Open Space; Policy 4; Pg. 101],
5. Regional parks at one-acre per 1,000 population,
6. Only public park facilities shall be counted toward Countywide parkland standards, and
7. A quarter mile walking radius is the goal for neighborhood parks.

## **ERM-5.12 Meet Changing Recreational Needs**

The County shall promote the continued and expanded use of national and State forests, parks, and other recreational areas to meet the recreational needs of County residents.

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## **ERM-5.13 Funding for Recreational Areas and Facilities**

The County shall support the continued maintenance and improvement of existing recreational facilities and expansion of new recreational facilities opportunities for County, State, and Federal lands. The County shall strive to obtain adequate funding to improve and maintain existing parks, as well as construct new facilities.

## **ERM-5.15 Open Space Preservation**

The County shall preserve natural open space resources through the concentration of development in existing communities, use of cluster development techniques, maintaining large lot sizes in agricultural areas, discouraging conversion of lands currently used for agricultural production, limiting development in areas constrained by natural hazards, and encouraging agricultural and ranching interests to maintain natural habitat in open space areas where the terrain or soil is not conducive to agricultural production.

## **HS-9.1 Healthy Communities**

To the maximum extent feasible, the County shall strive through its land use decisions to promote community health and safety for all neighborhoods in the County by encouraging patterns of development that are safe and influence crime prevention, promote a high-quality physical environment and encourage physical activity by means such as sidewalks and walking and biking paths that discourage automobile dependency in existing communities.

## Noise Policies

### **HS-8.7 Inside Noise**

The County shall ensure that in instances where the windows and doors must remain closed to achieve the required inside acoustical

isolation, mechanical ventilation or air conditioning is provided.

### **HS-8.8 Adjacent Uses**

The County shall not permit development of new industrial, commercial, or other noise-generating land uses if resulting noise levels will exceed 60 dB Ldn (or CNEL) at the boundary of areas designated and zoned for residential or other noise-sensitive uses, unless it is determined to be necessary to promote the public health, safety and welfare of the County.

### **HS-8.9 County Equipment**

The County shall strive to purchase equipment that complies with noise level performance standards set forth in the Health and Safety Element.

### **HS-8.10 Automobile Noise Enforcement**

The County shall encourage the CHP, Sheriff's office, and local police departments to actively enforce existing sections of the California Vehicle Code relating to adequate vehicle mufflers, modified exhaust systems, and other amplified noise.

### **HS-8.11 Peak Noise Generators**

The County shall limit noise generating activities, such as construction, to hours of normal business operation (7 a.m. to 7 p.m.). No peak noise generating activities shall be allowed to occur outside of normal business hours without County approval.

### **HS-8.14 Sound Attenuation Features**

The County shall require sound attenuation features such as walls, berming, heavy landscaping, between commercial, industrial, and residential uses to reduce noise and vibration impacts.

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## **HS-8.15 Noise Buffering**

The County shall require noise buffering or insulation in new development along major streets, highways, and railroad tracks.

## Safety Policies

### **HS-1.1 Maintain Emergency Public Services**

The County shall ensure that during natural catastrophes and emergency situations, the County can continue to provide essential emergency services.

### **HS-1.9 Emergency Access**

The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

### **HS-1.10 Emergency Services Near Assisted Living Housing**

In approving new facilities, such as nursing homes, housing for the elderly and other housing for the mentally and physically infirm, to the extent possible, the County shall ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

### **HS-5.2 Development in Floodplain Zones**

The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

1. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
2. Passive recreational activities (those requiring non-intensive development, such

as hiking, horseback riding, picnicking) are permissible.

3. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

### **HS-5.8 Road Location**

The County shall plan and site new roads to minimize disturbances to banks and existing channels and avoid excessive cuts and accumulations of waste soil and vegetative debris near natural drainage ways.

### **HS-5.9 Floodplain Development Restrictions**

The County shall ensure that riparian areas and drainage areas within 100-year floodplains are free from development that may adversely impact floodway capacity or characteristics of natural/riparian areas or natural groundwater recharge areas.

### **HS-5.10 Flood Control Design**

The County shall evaluate flood control projects involving further channeling, straightening, or lining of waterways until alternative multipurpose modes of treatment, such as wider berms and landscaped levees, in combination with recreation amenities, are studied.

### **HS-5.11 Natural Design**

The County shall encourage flood control designs that respect natural curves and vegetation of natural waterways while retaining dynamic flow and functional integrity.

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## **HS-7.4 Upgrading for Streets and Highways**

The County shall evaluate and upgrade vital streets and highways to an acceptable level for emergency services.

## **PFS-7.1 Fire Protection**

The County shall strive to expand fire protection service in areas that experience growth in order to maintain adequate levels of service.

## **PFS-7.6 Provision of Station Facilities and Equipment**

The County shall strive to provide sheriff and fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the County's service goals. The County shall continue to cooperate with mutual aid providers to provide coverage throughout the County.

## **PFS-7.11 Locations of Fire and Sheriff Stations/Sub-stations**

The County shall strive to locate fire and sheriff sub-stations in areas that ensure the minimum response times to service calls.

## **PFS-7.12 Design Features for Crime Prevention and Reduction**

The County shall promote the use of building and site design features as means for crime prevention and reduction.

## **PFS-8.3 Location of School Sites**

The County shall work with school districts and land developers to locate school sites consistent with current and future land uses. The County shall also encourage siting new schools near the residential areas that they serve and with access to safe pedestrian and bike routes to school.

## Other

## **PF-2.7 Improvement Standards in Communities**

The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

## **ERM-6.3 Alteration of Sites with Identified Cultural Resources**

When planning any development or alteration of a site with identified cultural or archaeological resources, consideration should be given to ways of protecting the resources. Development should be permitted in these areas only after a site specific investigation has been conducted pursuant to CEQA to define the extent and value of resource, and mitigation measures proposed for any impacts the development may have on the resource.

## **HS-8.5 State Noise Standards**

The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels, or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

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## **HS-8.6 Noise Level Criteria**

The County shall ensure noise level criteria applied to land uses other than residential or other noise-sensitive uses are consistent with the recommendations of the California Office of Noise Control (CONC).

## **WR-3.9 Establish Critical Water Supply Areas**

The County shall designate Critical Water Supply Areas to include the specific areas used by a municipality or community for its water supply system, areas critical to groundwater recharge, and other areas possessing a vital role in the management of the water resources in the County.

## **PFS-6.1 Telecommunications Services**

The County shall work with telecommunication providers to ensure that all residents and businesses have access to telecommunications services, including broadband internet service. To maximize access to inexpensive telecommunications services, the County shall encourage marketplace competition from multiple service providers.

## **PFS-8.4 Library Facilities and Services**

The County shall encourage expansion of library facilities and services as necessary to meet the needs (e.g., internet access, meeting rooms, etc.) of future population growth.

## **PFS-8.5 Government Facilities in Community Centers**

The County shall actively support development and expansion of federal, State, County, districts, and other governmental offices and facilities where infrastructure exists within community core areas.

## **PFS-9.1 Expansion of Gas and Electricity Facilities**

The County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents.

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## GENERAL PLAN POLICIES THAT RELATE TO HEALTH

### **PF-2.7 Improvement Standards in Communities**

The County shall require development within the designated UDBs to meet an urban standard for improvements. Typical improvements shall include curbs, gutters, sidewalks, and community sewer and water systems.

#### Land Use Element

### **LU-1.1 Smart Growth and Healthy Communities**

The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including:

13. Creating walkable neighborhoods,
14. Providing a mix of residential densities,
15. Creating a strong sense of place,
16. Mixing land uses,
17. Directing growth toward existing communities,
18. Building compactly,
19. Discouraging sprawl,
20. Encouraging infill,
21. Preserving open space,
22. Creating a range of housing opportunities and choices,
23. Utilizing planned community zoning to provide for the orderly pre-planning and long term development of large tracks of land which may contain a variety of land uses, but are under unified ownership or development control, and
24. Encouraging connectivity between new and existing development.

### **LU-1.2 Innovative Development**

The County shall promote flexibility and innovation through the use of planned unit developments, development agreements, specific plans, Mixed Use projects, and other innovative development and planning techniques.

### **LU-1.3 Prevent Incompatible Uses**

The County shall discourage the intrusion into existing urban areas of new incompatible land uses that produce significant noise, odors, or fumes.

### **LU-1.4 Compact Development**

The County shall actively support the development of compact mixed use projects that reduce travel distances.

### **LU- 1.5 Paper Subdivision Consolidations**

The County shall encourage consolidation of paper parcels/subdivisions, especially those lots that are designated Valley Agriculture (VA), Foothill Agriculture (FA), or Resource Conservation (RC), are irregular in shape, inadequate in size for proper use, or lack infrastructure.

### **LU-1.6 Permitting Procedures and Regulations**

The County shall continue to ensure that its permitting procedures and regulations are consistent and efficient.

### **LU-1.7 Development on Slopes**

The County shall require a preliminary soils report for development projects in areas with shallow or unstable soils or slopes in excess of

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15 percent. If the preliminary soil report indicates soil conditions could be unstable, a detailed geologic/hydrologic report by a registered geologist, civil engineer, or engineering geologist shall be required demonstrating the suitability of any proposed or additional development.

## **LU-1.8 Encourage Infill Development**

The County shall encourage and provide incentives for infill development to occur in communities and hamlets within or adjacent to existing development in order to maximize the use of land within existing urban areas, minimize the conversion of existing agricultural land, and minimize environmental concerns associated with new development.

## **LU-1.10 Roadway Access**

The County shall require access to public roadways for all new development.

## **LU-3.1 Residential Developments**

The County shall encourage new major residential development to locate near existing infrastructure for employment centers, services, and recreation.

## **LU-3.3 High-Density Residential Locations**

The County shall encourage high-density residential development (greater than 14 dwelling units per gross acre) to locate along collector roadways and transit routes, and near public facilities (e.g., schools, parks), shopping, recreation, and entertainment.

## **LU-3.6 Project Design**

The County shall require residential project design to consider natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined by

these and other factors. As a result, the maximum density specified by General Plan designations or zoning for a given parcel of land may not be attained.

## **LU-7.3 Friendly Streets**

The County shall encourage new streets within UDBs to be designed and constructed to not only accommodate traffic, but also serve as comfortable pedestrian and cyclist environments. These should include, but not be limited to:

6. Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate,
7. Minimize curb cuts along streets,
8. Sidewalks on both sides of streets, where feasible,
9. Bike lanes and walking paths, where feasible on collectors and arterials, and
10. Traffic calming devices such as roundabouts, bulb-outs at intersections, traffic tables, and other comparable techniques.

## **LU-7.5 Crime Prevention through Design**

The County shall encourage design of open space areas, bicycle and pedestrian systems, and housing projects so that there is as much informal surveillance by people as possible to deter crime.

## **LU-7.15 Energy Conservation**

The County shall encourage the use of solar power and energy conservation building techniques in all new development.

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## **LU-7.16 Water Conservation**

The County shall encourage the inclusion of “extra-ordinary” water conservation and demand management measures for residential, commercial, and industrial indoor and outdoor water uses in all new urban development.

### Housing Element

#### **Housing Policy 1.51**

Encourage the construction of new housing units for “special needs” groups, including senior citizens, large families, single heads of households, households of persons with physical and/or mental disabilities, minorities, farmworkers, and the homeless in close proximity to transit, services, and jobs.

#### **Housing Policy 3.12**

Support locally initiated programs to provide neighborhood parks and recreational facilities for residential areas within unincorporated communities.

#### **Housing Policy 3.13**

Encourage subdivision and housing unit design, which provides for a reasonable level of safety and security.

#### **Housing Policy 3.16**

Actively seek federal, state, and private foundation grant funds for park and recreation facilities in unincorporated areas, including dual-use storm drainage ponding basins/recreation parks.

#### **Housing Policy 4.21**

Promote energy conservation opportunities in new residential development.

#### **Housing Policy 4.22**

Enforce provisions of the Subdivision Map Act regulating energy-efficient subdivision design.

## **Housing Policy 5.21**

Administer and enforce the relevant portions of the Health and Safety Code.

## **Housing Policy 5.26**

Prohibit concentrations of dwelling units near potentially incompatible agricultural uses as defined in the Animal Confinement Facilities Plan.

### Environmental Resources Element

#### **ERM-5.2 Park Amenities**

The County shall provide a broad range of active and passive recreational opportunities within community parks. When possible, this should include active sports fields and facilities, community center/recreation buildings, children’s play areas, multi-use areas and trails, sitting areas, and other specialized uses as appropriate.

### Air Quality Element

#### **AQ-1.3 Cumulative Air Quality Impacts**

The County shall require development to be located, designed, and constructed in a manner that would minimize cumulative air quality impacts. Applicants shall be required to propose alternatives as part of the State CEQA process that reduce air emissions and enhance, rather than harm, the environment.

#### **AQ-1.4 Air Quality Land Use Compatibility**

The County shall evaluate the compatibility of industrial or other developments which are likely to cause undesirable air pollution with regard to proximity to sensitive land uses, and wind direction and circulation in an effort to alleviate effects upon sensitive receptors.

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## **AQ-1.7 Support Statewide Climate Change Solutions**

The County shall monitor and support the efforts of Cal/EPA, CARB, and the SJVAPCD, under AB 32 (Health and Safety Code §38501 et seq.), to develop a recommended list of emission reduction strategies. As appropriate, the County will evaluate each new project under the updated General Plan to determine its consistency with the emission reduction strategies.

## **AQ-1.8 Greenhouse Gas Emissions Reduction Plan/Climate Action Plan**

The County will develop a Greenhouse Gas Emissions Reduction Plan (Plan) that identifies greenhouse gas emissions within the County as well as ways to reduce those emissions. The Plan will incorporate the requirements adopted by the California Air Resources Board specific to this issue. In addition, the County will work with the Tulare County Association of Governments and other applicable agencies to include the following key items in the regional planning efforts.

1. Inventory all known, or reasonably discoverable, sources of greenhouse gases in the County,
2. Inventory the greenhouse gas emissions in the most current year available, and those projected for year 2020, and
3. Set a target for the reduction of emissions attributable to the County's discretionary land use decisions and its own internal government operations.

## **AQ-2.2 Indirect Source Review**

The County shall require major development projects, as defined by the SJVAPCD, to reasonably mitigate air quality impacts associated with the project. The County shall notify developers of SJVAPCD Rule 9510 –

Indirect Source Review requirements and work with SJVAPCD to determine mitigations, as feasible, that may include, but are not limited to the following:

1. Providing bicycle access and parking facilities,
2. Increasing density,
3. Encouraging mixed use developments,
4. Providing walkable and pedestrian-oriented neighborhoods,
5. Providing increased access to public transportation,
6. Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and
7. Establishing telecommuting programs or satellite work centers.

## **AQ-2.3 Transportation and Air Quality**

When developing the regional transportation system, the County shall work with TCAG to comprehensively study methods of transportation which may contribute to a reduction in air pollution in Tulare County. Some possible alternatives that should be studied are:

1. Commuter trains (Light Rail, Amtrak, or High Speed Rail) connecting with Sacramento, Los Angeles, and San Francisco, with attractive services scheduled up and down the Valley,
2. Public transportation such as buses and light rail, to serve between communities of the Valley, publicly subsidized if feasible,
3. Intermodal public transit such as buses provided with bicycle racks, bicycle parking at bus stations, bus service to train stations and airports, and park and ride facilities, and
4. Community transportation systems supportive of alternative transportation modes, such as cycling or walking trails, with particular attention to high-density areas.

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## **AQ-3.2 Infill near Employment**

The County shall identify opportunities for infill development projects near employment areas within all unincorporated communities and hamlets to reduce vehicle trips.

## **AQ-3.3 Street Design**

The County shall promote street design that provides an environment which encourages transit use, biking, and pedestrian movements.

## **AQ-3.4 Landscape**

The County shall encourage the use of ecologically based landscape design principles that can improve local air quality by absorbing CO<sub>2</sub>, producing oxygen, providing shade that reduces energy required for cooling, and filtering particulates. These principles include, but are not limited to, the incorporation of parks, landscaped medians, and landscaping within development.

## **AQ-3.5 Alternative Energy Design**

The County shall encourage all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

## **AQ-3.6 Mixed Land Uses**

The County shall encourage the clustering of land uses that generate high trip volumes, especially when such uses can be mixed with support services and where they can be served by public transportation.

## Health and Safety Element

### **HS-1.4 Building and Codes**

Except as otherwise allowed by State law, the County shall ensure that all new buildings intended for human habitation are designed in compliance with the latest edition of the California Building Code, California Fire Code, and other adopted standards based on risk (e.g., seismic hazards, flooding), type of occupancy, and location (e.g., floodplain, fault).

### **HS-1.5 Hazard Awareness and Public Education**

The County shall continue to promote awareness and education among residents regarding possible natural hazards, including soil conditions, earthquakes, flooding, fire hazards, and emergency procedures.

### **HS-1.6 Public Safety Programs**

The County shall promote public safety programs, including neighborhood watch programs, child identification and fingerprinting, public awareness and prevention of fire hazards, and other public education efforts.

### **HS-1.7 Safe Housing and Structures**

The County shall continue to seek grant funding for the rehabilitation of deteriorated and dilapidated structures and provide available information regarding housing programs and other public *services*.

### **HS-1.9 Emergency Access**

The County shall require, where feasible, road networks (public and private) to provide for safe and ready access for emergency equipment and provide alternate routes for evacuation.

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## **HS-1.10 Emergency Services near Assisted Living Housing**

In approving new facilities, such as nursing homes, housing for the elderly and other housing for the mentally and physically infirm, to the extent possible, the County shall ensure that such facilities are located within reasonable distance of fire and law enforcement stations.

## **HS-4.3 Incompatible Land Uses**

The County shall prevent incompatible land uses near properties that produce or store hazardous waste.

## **HS-4.4 Contamination Prevention**

The County shall review new development proposals to protect soils, air quality, surface water, and groundwater from hazardous materials contamination.

## **HS-4.5 Increase Public Awareness**

The County shall work to educate the public about household hazardous waste and the proper method of disposal.

## **HS-4.6 Pesticide Control**

The County shall monitor studies of pesticide use and the effects of pesticide on residents and wildlife and require mitigation of the effects wherever feasible and appropriate.

## **HS-4.8 Hazardous Materials Studies**

The County shall ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

## **HS-5.1 Development Compliance with Federal, State, and Local Regulations**

The County shall ensure that all development within the designated floodway or floodplain zones conforms with FEMA regulations and the Tulare County Flood Damage Prevention Ordinance.

New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

## **HS-5.2 Development in Floodplain Zones**

The County shall regulate development in the 100-year floodplain zones as designated on maps prepared by FEMA in accordance with the following:

4. Critical facilities (those facilities which should be open and accessible during emergencies) shall not be permitted.
5. Passive recreational activities (those requiring non-intensive development, such as hiking, horseback riding, picnicking) are permissible.
6. New development and divisions of land, especially residential subdivisions, shall be developed to minimize flood risk to structures, infrastructure, and ensure safe access and evacuation during flood conditions.

## **HS-8.5 State Noise Standards**

The County shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that interior noise levels not exceed 45 dB Ldn (or CNEL) with the windows and doors closed within new developments of multi-family dwellings, condominiums, hotels,

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or motels. Where it is not possible to reduce exterior noise levels within an acceptable range the County shall require the application of noise reduction technology to reduce interior noise levels to an acceptable level.

## **HS-9.1 Healthy Communities**

To the maximum extent feasible, the County shall strive through its land use decisions to promote community health and safety for all neighborhoods in the County by encouraging patterns of development that are safe and influence crime prevention, promote a high-quality physical environment and encourage physical activity by means such as sidewalks and walking and biking paths that discourage automobile dependency in existing communities.

## **HS-9.2 Walkable Communities**

The County shall require where feasible, the development of parks, open space, sidewalks and walking and biking paths that promote physical activity and discourage automobile dependency in all future communities.

## Water Resource Element

### **WR-2.1 Protect Water Quality**

All major land use and development plans shall be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. The County shall confer with other appropriate agencies, as necessary, to assure adequate water quality review to prevent soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris; and runoff from the site.

### **WR-2.2 National Pollutant Discharge Elimination System (NPDES) Enforcement**

The County shall continue to support the State in monitoring and enforcing provisions to control non-point source water pollution contained in the U.S. EPA NPDES program as implemented by the Water Quality Control Board.

### **WR-2.3 Best Management Practices (BMPs)**

The County shall continue to require the use of feasible BMPs and other mitigation measures designed to protect surface water and groundwater from the adverse effects of construction activities, agricultural operations requiring a County Permit and urban runoff in coordination with the Water Quality Control Board.

## Transportation and Circulation Element

### **TC-1.18 Balanced System**

The County shall strive to meet transportation needs and maintain LOS standards through a balanced Multimodal Transportation Network that provides alternatives to the automobile.

### **TC-1.19 Balanced Funding**

The County shall promote a balanced approach to the allocation of transportation funds to optimize the overall County transportation system.

### **TC-4.1 Transportation Programs**

The County shall support the continued coordination of transportation programs provided by social service agencies, particularly those serving elderly and/or handicapped.

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## **TC-4.2 Determine Transit Needs**

The County will continue to work with TCAG, cities, and communities in the County to evaluate and respond to public transportation needs.

## **TC-4.3 Support Tulare County Area Transit**

The County shall request the support of TCAG for development of transit services outlined in the County's Transit Development Plan (TDP). Efforts to expand Tulare County Area Transit should be directed towards:

1. Encouraging new and improving existing transportation services for the elderly and disabled, and
2. Providing intercommunity services between unincorporated communities and cities.

## **TC-4.4 Nodal Land Use Patterns that Support Public Transit**

The County shall encourage land uses that generate higher ridership including; high density residential, employment centers, schools, personal services, administrative and professional offices, and social/recreational centers, to be clustered within a convenient walking distance of one another.

## **TC-5.1 Bicycle/Pedestrian Trail System**

The County shall coordinate with TCAG and other agencies to develop a Countywide integrated multi-purpose trail system that provides a linked network with access to recreational, cultural, and employment facilities, as well as offering a recreational experience apart from that available at neighborhood and community parks.

## **TC-5.2 Consider Non-Motorized Modes in Planning and Development**

The County shall consider incorporating facilities for non-motorized users, such as bike routes, sidewalks, and trails when constructing or improving transportation facilities and when reviewing new development proposals. For developments with 50 or more dwelling units or non-residential projects with an equivalent travel demand, the feasibility of such facilities shall be evaluated.

## **TC-5.3 Provisions for Bicycle Use**

The County shall work with TCAG to encourage local government agencies and businesses to consider including bicycle access and provide safe bicycle parking facilities at office buildings, schools, shopping centers, and parks.

## Public Facilities and Services Element

### **PFS-1.1 Existing Development**

The County shall generally give priority for the maintenance and upgrading of County-owned and operated facilities and services to existing development in order to prevent the deterioration of existing levels-of-service.

### **PFS-1.3 Impact Mitigation**

The County shall review development proposals for their impacts on infrastructure (for example, sewer, water, fire stations, libraries, streets, etc). New development shall be required to pay its proportionate share of the costs of infrastructure improvements required to serve the project to the extent permitted by State law. The lack of available public or private services or adequate infrastructure to serve a project, which cannot be satisfactorily mitigated by the project, may be grounds for denial of a project or cause for

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the modification of size, density, and/or intensity of the project.

## **PFS-1.4 Standards of Approval**

The County should not approve any development unless the following conditions are met:

1. The applicant can demonstrate all necessary infrastructure will be installed and adequately financed,
2. Infrastructure improvements are consistent with adopted County infrastructure plans and standards, and
3. Funding mechanisms are provided to maintain, operate, and upgrade the facilities throughout the life of the project.

## **PFS-1.5 Funding for Public Facilities**

The County shall implement programs and/or procedures to ensure that funding mechanisms necessary to adequately cover the costs related to planning, capital improvements, maintenance, and operations of necessary public facilities and services are in place, whether provided by the County or another entity.

## **PFS-1.6 Funding Mechanisms**

The County shall use a wide range of funding mechanisms, such as the following, to adequately fund capital improvements, maintenance, and on-going operations for publicly-owned and/or operated facilities:

1. Establishing appropriate development impact fees,
2. Establishing assessment districts, and
3. Pursuing grant funding.

## **PFS-1.7 Coordination with Service Providers**

The County shall work with special districts, community service districts, public utility districts, mutual water companies, private water purveyors, sanitary districts, and sewer

maintenance districts to provide adequate public facilities and to plan/coordinate, as appropriate, future utility corridors in an effort to minimize future land use conflicts.

## **PFS-1.8 Funding for Service Providers**

The County shall encourage special districts, including community service districts and public utility districts to:

1. Institute impact fees and assessment districts to finance improvements,
2. Take on additional responsibilities for services and facilities within their jurisdictional boundaries up to the full extent allowed under State law, and
3. Investigate feasibility of consolidating services with other districts and annexing systems in proximity to promote economies of scale, such as annexation to city systems and regional wastewater treatment systems.

## **PFS-1.9 New Special Districts**

When feasible, the County shall support the establishment of new special districts, including community service districts and public utility districts, to assume responsibility for public facilities and services.

## **PFS-1.10 Homeowner Associations**

The County shall support the creation of homeowner associations, condominium associations, or other equivalent organizations to assume responsibility for specific public facilities and services.

## **PFS-1.11 Facility Sizing**

The County shall ensure that publicly-owned and operated facilities are designed to meet the projected capacity needed in their service area to avoid the need for future replacement to achieve upsizing. For facilities subject to incremental sizing, the initial design shall

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include adequate land area and any other elements to easily expand in the future.

## **PFS-1.12 Security**

The County shall seek to minimize vulnerability of public facilities to natural and man-made hazards and threats.

## **PFS-2.1 Water Supply**

The County shall work with agencies providing water service to ensure that there is an adequate quantity and quality of water for all uses, including water for fire protection, by, at a minimum, requiring a demonstration by the agency providing water service of sufficient and reliable water supplies and water management measures for proposed urban development.

## **PFS-2.2 Adequate Systems**

The County shall review new development proposals to ensure that the intensity and timing of growth will be consistent with the availability of adequate production and delivery systems. Projects must provide evidence of adequate system capacity prior to approval.

## **PFS-2.3 Well Testing**

The County shall require new development that includes the use of water wells to be accompanied by evidence that the site can produce the required volume of water without impacting the ability of existing wells to meet their needs.

## **PFS-2.4 Water Connections**

The County shall require all new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing water district service areas, or zones of benefit, to connect to the community water system, where such system exists. The County may grant exceptions in extraordinary circumstances, but in these cases,

the new development shall be required to connect to the water system when service becomes readily available.

## **PFS-2.5 New Systems or Individual Wells**

Where connection to a community water system is not feasible per PFS-2.4: Water Connections, service by individual wells or new community systems may be allowed if the water source meets standards for quality and quantity.

## **PFS-3.1 Private Sewage Disposal Standards**

The County shall maintain adequate standards for private sewage disposal systems (e.g., septic tanks) to protect water quality and public health.

## **PFS-3.2 Adequate Capacity**

The County shall require development proposals to ensure the intensity and timing of growth is consistent with the availability of adequate wastewater treatment and disposal capacity.

## **PFS-3.3 New Development Requirements**

The County shall require all new development, within UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, Area Plans, existing wastewater district service areas, or zones of benefit, to connect to the wastewater system, where such systems exist. The County may grant exceptions in extraordinary circumstances, but in these cases, the new development shall be required to connect to the wastewater system when service becomes readily available.

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## **PFS-3.4 Alternative Rural Wastewater Systems**

The County shall consider alternative rural wastewater systems for areas outside of community UDBs and HDBs that do not have current systems or system capacity. For individual users, such systems include elevated leach fields, sand filtration systems, evapotranspiration beds, osmosis units, and holding tanks. For larger generators or groups of users, alternative systems, including communal septic tank/leach field systems, package treatment plants, lagoon systems, and land treatment, can be considered.

## **PFS-3.7 Financing**

The County shall cooperate with special districts when applying for State and federal funding for major wastewater related expansions/upgrades when such plans promote the efficient solution to wastewater treatment needs for the area and County.

## **PFS-4.2 Site Improvements**

The County shall ensure that new development in UDBs, UABs, Community Plans, Hamlet Plans, Planned Communities, Corridor Areas, and Area Plans includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater.

## **PFS-4.3 Development Requirements**

The County shall encourage project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, and where feasible, provide a natural watercourse appearance.

## **PFS-4.4 Stormwater Retention Facilities**

The County shall require on-site detention/retention facilities and velocity reducers when necessary to maintain existing (pre-development) storm flows and velocities

in natural drainage systems. The County shall encourage the multi-purpose design of these facilities to aid in active groundwater recharge.

## **PFS-4.5 Detention/Retention Basins Design**

The County shall require that stormwater detention/retention basins be visually unobtrusive and provide a secondary use, such as recreation, when feasible.

## **PFS-4.6 Agency Coordination**

The County shall work with the Army Corps of Engineers and other appropriate agencies to develop stormwater detention/retention facilities and recharge facilities that enhance flood protection and improve groundwater recharge.

## **PFS-4.7 NPDES Enforcement**

The County shall continue to monitor and enforce provisions to control non-point source water pollution contained in the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program.

## **PFS-5.1 Land Use Compatibility with Solid Waste Facilities**

The County shall ensure that solid waste facility sites (for example, landfills) are protected from the encroachment by sensitive and/or incompatible land uses.

## **PFS-5.8 Hazardous Waste Disposal Capabilities**

The County shall require the proper disposal and recycling of hazardous materials in accordance with the County's Hazardous Waste Management Plan.

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## PFS-7.2 Fire Protection Standards

The County shall require all new development to be adequately served by water supplies, storage, and conveyance facilities supplying adequate volume, pressure, and capacity for fire protection.

## PFS-7.5 Fire Staffing and Response Time Standards

The County shall strive to maintain fire department staffing and response time goals consistent with National Fire Protection Association (NFPA) standards.

	Demographics	Staffing/Response Time	% of Calls
Urban	>1,000 people/sq. mi.	15 FF/9 min.	90
Suburban	500-100 people/sq. mi.	10 FF/10 min.	80
Rural	<500 people/sq. mi.	6 FF/14 min.	80
Remote*	Travel Dist.>8 min.	4 FF/no specific response time	90

\*Upon assembling the necessary resources at the emergency scene, the fire department should have the capacity to safely commence an initial attack within 2 minutes, 90% of the time.  
FF: fire fighters

## PFS-7.12 Design Features for Crime Prevention and Reduction

The County shall promote the use of building and site design features as means for crime prevention and reduction.

## PFS-8.2 Joint Use Facilities and Programs

The County shall encourage the development of joint school facilities, recreation facilities,

and educational and service programs between school districts and other public agencies.

## PFS-8.3 Location of School Sites

The County shall work with school districts and land developers to locate school sites consistent with current and future land uses. The County shall also encourage siting new schools near the residential areas that they serve and with access to safe pedestrian and bike routes to school.

## PFS-9.1 Expansion of Gas and Electricity Facilities

The County shall coordinate with gas and electricity service providers to plan the expansion of gas and electrical facilities to meet the future needs of County residents.

## PFS-9.2 Appropriate Siting of Natural Gas and Electric Systems

The County shall coordinate with natural gas and electricity service providers to locate and design gas and electric systems that minimize impacts to existing and future residents.

## PFS-9.3 Transmission Corridors

The County shall work with the Public Utilities Commission and power utilities so that transmission corridors meet the following minimum requirements:

1. Transmission corridors shall be located to avoid health impacts on residential lands and sensitive receptors, and
2. Transmission corridors shall not impact the economic use of adjacent properties.

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## GOALS, OBJECTIVES, AND POLICIES SPECIFIC TO GOSHEN

Goals, objectives and policies are the fundamental building blocks of the planning process. Goals describe the desirable results to which the plan is committed while objectives describe the intermediate steps or achievements which must be taken to reach the goals. Policies describe more specific actions or processes which must be undertaken in order to achieve objectives.

Taken as a whole, goals, objectives and policies provide the guidelines as to how the community is to grow in terms of type, quantity and quality of development. The goals, objectives and policies are an integral part of the plan itself and the final land use map and plan description must reflect the goals, objectives and policies of the community. The plan map then is a graphic portrayal of what goals, objectives and policies are intended to accomplish.

The goals, objectives and policies of this community plan are divided into four categories. The four areas are: Community Development, Housing, Economic Base, and Environmental Quality.

### Community Development

#### **GOAL I: Minimize Airport/ Community Conflicts**

Objective: Encourage community expansion in the direction which will avoid the impact of the Visalia Municipal Airport.

Policies:

1. Encourage the Visalia Unified School District to relocate the Goshen Elementary School outside the airport impact area.
2. Encourage new residential development to locate in the northeastern portion of the community away from the airport impact area.

Objective: Within the airport influence area including all safety zones, promote those types of land uses which are consistent with airport operations.

Policies:

1. Encourage low intensity service commercial and industrial uses consistent with the airport safety zone policies

- identified in the Comprehensive Airport Land Use Plan for the Visalia Municipal Airport, generally located in the southwest quadrant as designated in the land use diagram of the Goshen Community Plan.
2. Prohibit to the extent allowed by law new residential development on vacant lots within areas proposed for service commercial and industrial development generally located in the southwest quadrant as designated in the land use diagram of the Goshen Community Plan.
  3. Encourage the eventual conversion of existing residential uses within area proposed for service commercial and industrial development to non-residential uses generally located in the southwest quadrant as designated in the land use diagram of the Goshen Community Plan.
  4. Service commercial and industrial uses are encouraged within the areas generally located in the southwest quadrant as designated in the land use diagram of the Goshen Community Plan.

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5. Proposed land uses shall be consistent with the airport safety zone policies identified in the Comprehensive Airport Land Use Plan for the Visalia Municipal Airport as follows:

- (1) Single story warehousing
- (2) Storage yards
- (3) Parking lots
- (4) Any industrial and service commercial activity where the number of employees and customers on the premises at any one time do not exceed a density factors specified in the policies of the Comprehensive Airport Land Use Plan.

6. Encourage agricultural land uses which are compatible with policies as specified in the Comprehensive Airport Land Use Plan for the Visalia Municipal Airport. The Visalia Municipal Airport until such time as conversion to planned uses is appropriate.

Objective: Utilize standards for development within airport influence area and all safety zones.

Policies:

New development proposed in the within airport influence area and all safety zones of the Visalia Municipal Airport shall be consistent with policies **2.3.3 Height Restriction Policies, 2.4.3 Safety Policies, and 2.5.3 Noise Policies** of the Comprehensive Airport Land Use Plan for the Visalia Municipal Airport .

**GOAL II: Foster a cohesive community with easy access to necessary services and support facilities**

Objective: Establish a new neighborhood in the northeast Goshen area complete with convenience shopping and other community facilities.

Policies:

1. Encourage the Visalia Unified School District to relocate the Goshen School to an area in the northeast sector of the community.
2. Encourage the development of a community commercial shopping area along Avenue 308 east of Road 76 to provide for neighborhood convenience shopping.
3. Encourage new contiguous residential development in the northeast sector of the community while concurrently promoting infilling within the existing townsite.
4. Provide for improved circulation in the northeast sector by extending Road 76 north to Avenue 312 and extending Avenue 310 eastward from Camp Drive to the Road 72 alignment.

Objective: Improve vehicular circulation and communication patterns.

Policies:

1. Investigate the feasibility of establishing a third railroad grade crossing at Avenue 308.
2. Redirect industrial vehicular traffic away from residential neighborhoods by directly linking Rasmussen Avenue with Avenue 304 by extending Road 72 to the south.

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Objective: Achieve improvement in public infrastructure within the community of Goshen, particularly curb, gutter, sidewalk, stormdrain, and complete streets.

Policies:

1. Encourage the Calwater to expand its boundaries to provide domestic water service to all areas within the Urban Development Boundary.
2. Investigate feasibility of and assess community attitude toward eventual annexation of Goshen to the City of Visalia.

**GOAL III: Avoid land use conflicts through planning separation of uses.**

Objective: Promote concentrations of similar or compatible uses.

Policies:

1. Establish areas zoned exclusively for industry, commerce and residences consistent with the policies in this plan.
2. Phase-out existing nonconforming commercial and industrial concerns within planned residential areas through appropriate zoning amortization procedures.
3. Locate high density residential uses in close proximity to planned shopping areas.
4. Require public, quasi-public and high density residential uses to locate where direct access to major streets is available.

Objective: Provide for appropriate buffers between areas set aside for commercial activities and single family residential uses.

Policies:

1. Require adequate setbacks, side and rear yards, landscaping and screening between living and working areas.
2. Utilize roadways, railroad right of ways and other physical features to separate planned living and working areas.

Objective: Encourage land uses adjacent to SR 99 and the UP Railroad which are consistent with noise impacts.

Policies:

1. Encourage commercial and/or industrial development to locate adjacent to SR 99 where access is appropriate for such development.
2. Require installation of walls, berms or heavy planting along SR 99 and the railroad in conjunction with any new residential development.

**GOAL IV: Achieve development densities consistent with levels of available service**

Objective: Avoid over use of waste disposal systems.

Policies:

Prohibit commercial and industrial development with excessive waste water discharge characteristics.

Objective: Encourage merger of existing vacant substandard lots within the townsite of Goshen.

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## Policies:

1. Conduct a study of the Goshen townsite area to determine the impact of a comprehensive vacant lot merger action and undertake such a merger, if feasible.

## **GOAL V: Coordinate Community Development Decisions with the adopted Visalia General Plan**

Objective: Work closely with the City of Visalia to assure that land uses along the common planning boundary are compatible.

## Policies:

1. Coordinate project proposals as appropriate within the Goshen Urban Development Boundary with the City of Visalia.
2. Encourage the City of Visalia to refer all project proposals which may have an impact on Goshen to the Goshen Community Services District and interested citizen groups.

Objective: Promote a close relationship between Goshen Community Services District and the City of Visalia.

## Policies:

1. Encourage both the City and the Community Services District to coordinate utility extension plans and improvements to avoid duplication.

## Housing

### **GOAL I: Provide safer and adequate housing for all citizens within the community**

Objective: Reduce deficiencies in existing housing stock.

## Policies:

1. Require demolition of vacant substandard housing units.
2. Encourage relocation of families from substandard housing units by expanding affordable housing opportunities within the community.
3. Make property owners aware of and assist them in efforts to qualify for available state and federal low interest housing loans.

Objective: Encourage new housing construction within the community to meet the needs of low and moderate income residents.

## Policies:

1. Enable the housing industry to proceed with construction in a timely and cost-efficient fashion by providing adequate amounts of residential zoning.
2. Assure that the housing industry is made aware of residential development potentials in Goshen.
3. Coordinate residential zoning with availability of utilities and community services.

## Economic Base

### **GOAL I: Develop a strong diversified economy community within Goshen**

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Objective: Provide sufficient land for industrial and commercial development to meet the needs of the community and region and strengthen and maintain a viable community economy.

Policies:

1. Promote a concentration of industrial and commercial activities within selected areas to allow for cost efficient provision of necessary services and to protect residential neighborhoods.
2. Zone an area for a community shopping center in the northeastern portion of the community to meet local consumer needs.
3. Reserve areas with convenient highway access for highway-oriented commercial development, thereby encouraging outside cash flow into the community.

Objective: Provide the services necessary to support new industrial and commercial development.

Policies:

1. Encourage the Goshen Community Services District to give priority to community service development in the areas reserved for commercial and industrial growth on the plan.
2. Place emphasis on development and upgrading of water supply facilities to meet fire protection standards in planned commercial and industrial areas as appropriate.

Objective: Provide the necessary safe guards to attract quality industrial and commercial development to the community.

Policies:

1. Assure that commercial and industrial developments are designed so that traffic will not impact upon residential areas.
2. Develop standards for signs, landscaping, and fencing to improve the attractiveness of industrial and commercial areas.

Environmental Quality

**GOAL I: Preserve and enhance the quality of life for present and future generation of Goshen citizens**

Objective: Upgrade the level of community health, sanitation and safety.

Policies:

1. Encourage capital improvements (curbs, gutters, streets paving, lighting, complete streets, etc.) within existing developed areas which will upgrade the community image and improve safety.
2. New development proposed in the within airport influence area and all safety zones of the Visalia Municipal Airport shall be consistent with policies **2.3.3 Height Restriction Policies**, **2.4.3 Safety Policies**, and **2.5.3 Noise Policies** of the Comprehensive Airport Land Use Plan for the Visalia Municipal Airport .

Objective: Provide sufficient open space for community recreation needs.

# Goshen Community Plan Update

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## Policies:

1. Encourage reservation of open space for recreational purposes in conjunction with future residential developments.
2. Facilitate innovation in housing and subdivision design so that private recreation and open space areas can be accommodated.

Objective: Prohibit activities to the extent allowed by law that will have a significant adverse effect on the environmental quality of Goshen.

## Policies:

1. Prohibit new intensive animal raising operations within the "windshed" area of Goshen.
2. Prohibit new "heavy" industrial uses east of SR 99.
3. Carefully evaluate proposed heavy industrial uses to assure that such uses will not have an adverse impact on the community.

# Goshen Community Plan Update

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## GENERAL PLAN FRAMEWORK

### Value Statements

1. The beauty of the County and the health and safety of its residents will be protected and enhanced.
2. The County will create and facilitate opportunities to improve the lives of all County residents.
3. The County will protect its agricultural economy while diversifying employment opportunities.
4. Every community will have the opportunity to prosper from economic growth.
5. Growth will pay its own way providing sustainable, high quality infrastructure and services.

### Framework Concepts

#### ▪ ***Concept 1: Agriculture***

One of the most identified assets in Tulare County is the rich agricultural land on the valley floor and in the foothills. The General Plan identifies agriculture not only as an economic asset to the County but also as a cultural, scenic, and environmental element to be protected and to insure that the utilization of these resources may continue to economically succeed.

#### ▪ ***Concept 2: Land Use***

Tulare County has a number of unincorporated communities that will grow and develop and natural resource lands (agriculture, mineral extraction, and open space) that will be preserved and permitted to expand. It is anticipated that much of the projected population growth will require a range of housing choices, neighborhood support services, and employment producing uses that are centrally located in cities and unincorporated communities. The County will also utilize its goals and policies to guide the conversion of agricultural and natural resource lands to urban uses.

#### ▪ ***Concept 3: Scenic Landscapes***

The scenic landscapes in Tulare County will continue to be one of its most visible assets. The Tulare County General Plan emphasizes the enhancement and preservation of these resources as critical to the future of the County. The County will continue to assess the recreational, tourism, quality of life, and economic benefits that scenic landscapes provide and implement programs that preserve and use this resource to the fullest extent.

#### ▪ ***Concept 4: Natural and Cultural Resources***

As Tulare County develops its unincorporated communities, the County will ensure that development occurs in a manner that limits impacts to natural and cultural resources through the implementation of its Goals and Policies and through proper site planning and design techniques.

### Guiding Principles

#### ▪ ***Principle 1: Opportunities***

Provide opportunities for small unincorporated communities to grow or improve quality of life and their economic viability.

#### ▪ ***Principle 2: Reinvestment***

Promote reinvestment in existing unincorporated communities in a way that enhances the quality of life and their economic viability in these locations.

#### ▪ ***Principle 3: Protection of Resources***

Protect the County's important agricultural resources and scenic natural lands from urban encroachment through the implementation of Goals and Policies of the General Plan.

#### ▪ ***Principle 4: Limit Rural Residential Development***

# Goshen Community Plan Update

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Strictly limit rural residential development potential in important agricultural areas outside of unincorporated communities, hamlets, and city UDBs, UDBs (i.e., avoid rural residential sprawl).

- ***Principle 5: Agricultural Facilities***

Allow existing and outdated agricultural facilities in rural areas to be retrofitted and used for new agricultural related businesses (including non-agricultural uses) if they provide employment.

- ***Principle 6: Planning Coordination and Cooperation***

Enhance planning coordination and cooperation with the agencies and organizations with land management responsibilities in and adjacent to Tulare County.

# Goshen Community Plan Update

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## EXISTING LAND USE PLAN AND ZONING DISTRICTS

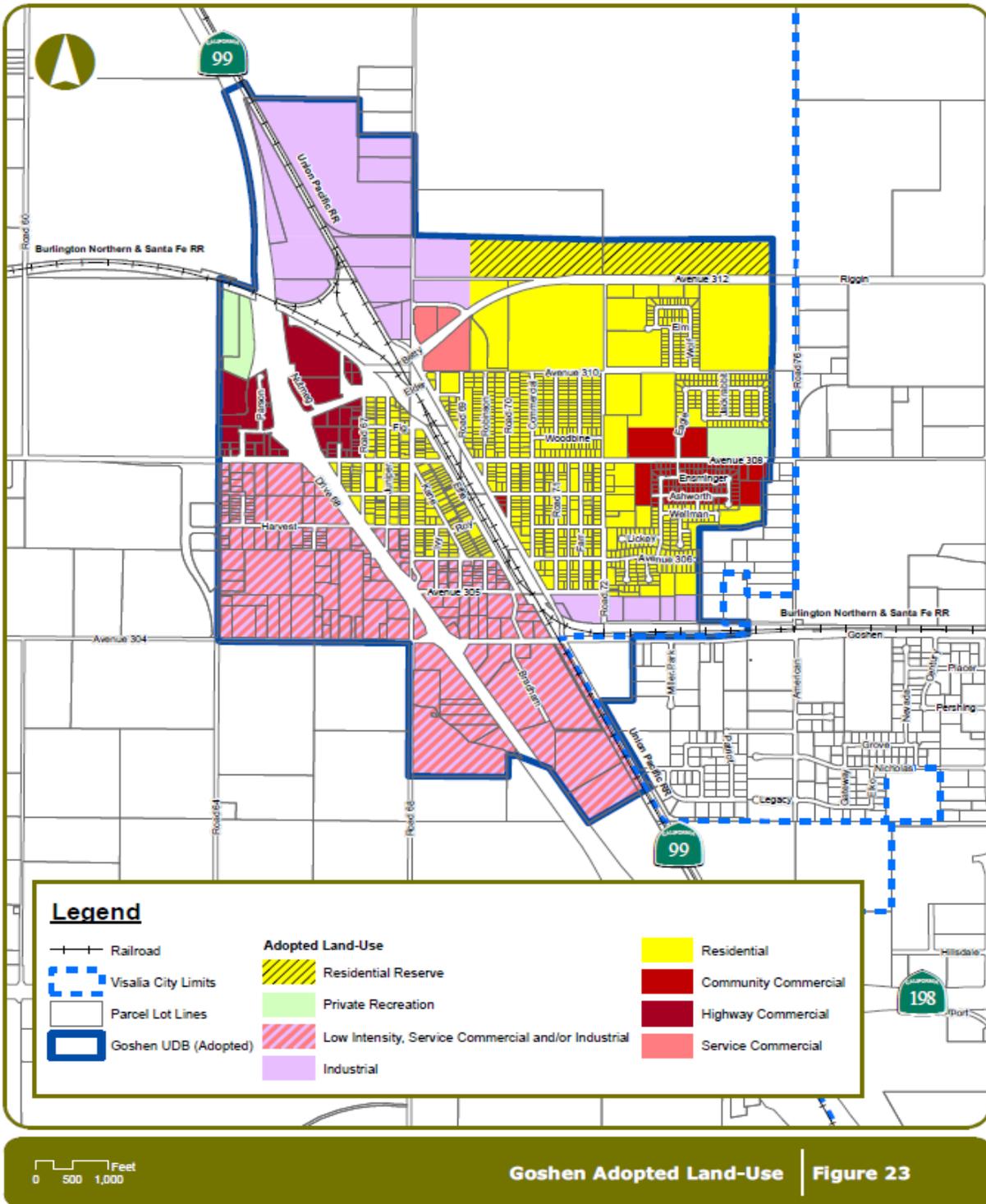
### Existing Land Use Plan

**Table 37** shows that a majority of the land in the adopted Goshen Community Plan area (see **Figure 23**) is designated Residential (324 acres). In total, there is about 901.7 acres of designated lands in the Goshen Community Plan Area. 257.2 acres within the plan area are unclassified rights-of-way.

<b>Designation</b>	<b>Total Acreage</b>
Community Commercial	32.5
Highway Commercial	44.9
Industrial	156.6
Low Intensity (Service Commercial/Light Industrial)	260.1
Private Recreation	21.5
Residential	324.5
Residential Reserve	49.4
Service Commercial	12.2
Unclassified	73.6
Unclassified (Right-of-Way)	257.2
<b>Total</b>	<b>1,232.6</b>

# Goshen Community Plan Update

Figure 23 - Existing Land Use Plan



# Goshen Community Plan Update

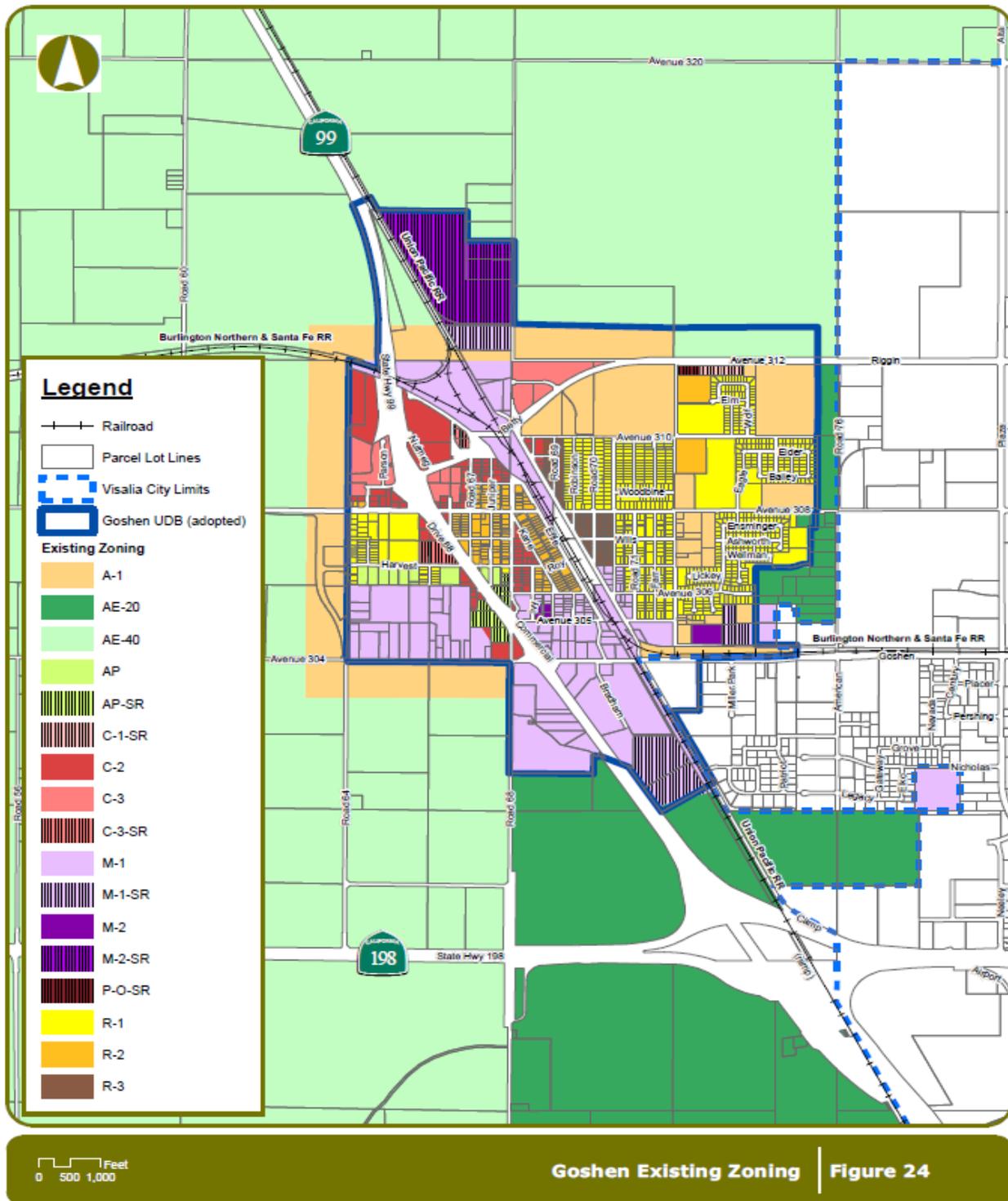
## Existing Zoning Districts

The zoning designations within the existing Goshen Community Plan UDB are shown in **Figure 24**, as demonstrated in **Table 38**

<b>Table 38 - Existing Zoning Districts</b>	
<b>Zoning Districts</b>	<b>Existing Acres</b>
A-1	180.6
AE-20	2.5
AE-40	42.6
AP	11.3
AP-SR	7.7
C-1-SR	3.0
C-2	56.4
C-3	33.9
C-3-SR	6.2
M-1	249.9
M-1-SR	39.1
M-2	5.6
M-2-SR	67.0
P-O-SR	1.6
R-1	192.4
R-2	45.7
R-3	14.4
Z	15.4
Unclassified (Right-of-Way)	257.2
<b>Total</b>	<b>1,232.6</b>
<b>Source: Tulare County GIS</b>	

# Goshen Community Plan Update

Figure 24 - Existing Zoning Districts Map



# Goshen Community Plan Update

## PRELIMINARY ASSESSMENT OF LAND NEEDS

### Land Need for Highway Commercial

Figure 25 presents estimates of land needs for various highway commercial uses. Specifically the land uses that are considered highway commercial uses in this study are:

- Hotel
- Food Service/Convenience store
- Gas station
- RV Park<sup>36</sup>

The term highway commercial is used in various ways. A highway commercial zone or district can include many types of uses. In general, the purpose of such a district is to provide appropriate sites for the needs of recreation and business travelers. This district is intended to be applied to sites fronting on State Highways or along arterial roads that provide access to major recreation destinations. Highway Commercial areas should be designed so that all or most of the needs of the traveling public can be accommodated at one stop. This district is not intended to be applied to strip commercial development along highways or arterials.

Figure 25 - Land Need for Highway Commercial

ESTIMATED LAND NEED FOR HIGHWAY COMMERCIAL USES 2040	
<b>Hotel &amp; Lodging</b>	
Rooms-assume	200
Building space (500 sq ft per room)	100,000
Net Acres (FAR=0.35)	7
Gross Acres (net=.85 of gross)	8
Factor for vacant land	1.2
<b>Total Land Needs</b>	<b>9</b>
<b>Food Service/Convenience stores</b>	
Sales from visitors (1)	4,611,556
Required sq ft need (\$300 per sq ft)	15,372
Land Need-acres-(FAR=0.25)	1.41
Gross Acres (net=.85 of gross)	1.66
Factor for vacant land	1.20
<b>Total Land Needs</b>	<b>1.99</b>
<b>Gas Station</b>	
Sales from visitors (1)	6,917,334
Required sq ft (\$1,200 per sq ft)(2)	5,764
Land Need Acres-(FAR=.10)	1.32
Factor for vacant land	1.20
<b>Total Land Need</b>	<b>1.59</b>
<b>RV Park</b>	
Land Need Acres (3)	25
(1) Estimated at 30% of the local/regional sales in each category.	
(2) Gas station sales vary greatly. This estimate is based on data from Economic Census, and listings of gas stations for sale and the consultant's judgement. Typical stations range in sales from \$3-4 million and station sq ft ranges from 2,500-3,000.	
(3) Includes existing RV park and room for expansion to reflect rising incomes and population	

Land need for lodging is based on anticipated need for a hotel to serve the highway traffic and the anticipated enhanced attractiveness of the area with new well-planned development. In addition, allowance is made for food service and convenience retail to service the visitor traffic on SR 99. This demand and land need would be in addition to the projected land need to meet the demand of the local residents. While no detailed visitor market analysis was available, the estimates are based on

<sup>36</sup> Goshen Transportation & Community Plan, November 30, 2013, page 5-8 to 5-9

# Goshen Community Plan Update

assumptions about the additional demand that might be generated by visitors, estimated as a percent of the local/regional demand. Also, note that the highway food service does not need to be separated physically and some of the retail/restaurant space for local needs could be combined with the highway commercial in one location.<sup>37</sup>

The Betty Drive and SR 99 Interchange project will impact existing Highway Commercial business creating the need for business relocation and alteration of existing traffic patterns. New highway commercial locations will need to be identified to create the opportunities for both new and displaced businesses.

**Figure 26 - Highway Commercial Definition**

Highway commercial is defined in two ways:

- (1) Highway commercial uses are uses that are dependent on travelers through the area and primarily serve them. This typically includes restaurants, gas stations and lodging. Since the demand for these uses is not directly related to the local population, the need for these uses is more difficult to predict. It depends largely on how the area is designed and aggressively marketed as an attractive stop-over for travelers and on the amount of non-resident traffic.
- (2) Highway commercial zone is a planning decision and can incorporate various other uses such as vehicle sales. These uses depend on a wider region for their sales and thus benefit from proximity to a highway but are not directly dependent on travelers. These types of uses have been evaluated elsewhere in this report (retail, office, industrial uses). During the planning process there will be opportunities to combine both "highway commercial uses" and other related uses into a specific "highway commercial zone". Indeed, such a zone might even incorporate some uses (retail, restaurant) that draw largely from the local population base in order to create a critical mass of customers. But designating such a zone is not part of this land need assessment.

**Figure 27 - Land Need for Office and Industrial Use**

## Land Need for Office and Industrial Uses<sup>38</sup>

This section evaluates the future need for land in two (2) categories:

- Office/Business Park
- Industrial/Industrial Park

This evaluation relies on the employment projections provided by TCAG, but it makes adjustments to reflect the types of land use required for the employment in various categories. **Figure 27** presents these calculations of land need. As shown in **Figure 27** total land need for office/business park use is 113 gross acres. Land need for industrial park use is estimated at 313 gross acres.

ESTIMATED LAND NEED FOR OFFICE AND INDUSTRIAL 2040	
<b>Office/Business Park</b>	
Employment (1)	2,500
Building space (350 sq ft per emp)	875,140
Net Acres (FAR=0.25)	80
Gross Acres (net=.85 of gross)	95
Factor for vacant land	1.2
<b>Total Land Needs</b>	<b>113</b>
<b>Industrial/Industrial Park</b>	
Employment (1)	4,432
Net Acres (20 employees/acre)	222
Gross Acres (net=.85 of gross)	261
Factor for vacant land	1.2
<b>Total Land Needs</b>	<b>313.00</b>

(1) From Table 5.4

<sup>37</sup> Ibid page

<sup>38</sup> Op. cit. page 5-11

# Goshen Community Plan Update

If heavy industry is retained and allowed this would have a lower employee/acre ratio and the need for industrial land would increase somewhat.

## Land Need for Retail Uses<sup>39</sup>

Land needs for retail (see Figure 28) uses are estimated based on projected sales per capita in Goshen, sales per square feet and development standards. Projected retail sales are based on current sales per capita in Tulare County (from Board of Equalization-BOE) with adjustments for services. The retail sales estimate assumes 2.7% real increase in sales per capita plus population growth and that Goshen can achieve parity with the rest of the County in terms of achieving a fair share of the County sales. The assumption is that the amount of expenditure outflow from Goshen residents shopping outside of Goshen will be offset by an equivalent amount of sales in Goshen from non-residents. This assumes that land is available along SR 99 and is developed into an appealing shopping area.

**Figure 28 - Land Need for Retail, Service, and Restaurant Use**

ESTIMATED LAND NEED FOR RETAIL, SERVICE AND RESTAURANT USE 2040	
Retail/Restaurant	
Population	11,670
Sales per capita (1)	14,164
Sales from local residents	165,288,752
Retail sq ft need (\$300 per sq ft.) (3)	550,963
Retail Land Need-acres (FAR=0.25)	51
Gross Acres (net=.85 of gross)	60
Factor for vacant land	1.20
Total Land Needs (3)	71

(1) Bases on 2010 taxable per capita retail sales in the County from BOE with adjustments for non-taxable sales, personal and business services 2.7% per annum real growth.  
 (2) Based on industry standards such as ULI and consultant's judgement.  
 (3) Includes vehicle sales and gas station needs for locals.

The total land need for all types of retail development in Goshen by 2040 is estimated to be approximately 71 acres. Note that gas stations have higher sales per square foot but lower FARs, but these factors tend to be offsetting so land needs based on sales are still approximately in line with other retail stores. Additional gas station land need for visitors are estimated in the following section. The actual mix of uses within the retail category may vary somewhat for Goshen, depending on local circumstances and market conditions over the next 28 years. Furthermore, it is difficult to predict how this land need will be distributed between neighborhood serving retail and community/regional need. There are various definitions for the types of shopping centers and they tend to overlap. This plan applies the following definitions:

- *Neighborhood Center*-provides personal services and convenience goods, serving the immediate neighborhood. It may include a convenience store or a small grocery store. The size ranges from 25,000 to 60,000 square feet. Typical tenants include; food drugs, sundries, laundry, barber, shoe repair, limited food service, etc.
- *Community Center*-provides a wider range of products (apparel, hardware, appliances, etc.). It may include a supermarket, junior department store, variety store, super drug store, discount department store, or strong specialty store. The size ranges from 100,000 to 250,000 square feet

<sup>39</sup> Op. Cit. page 5-7

# Goshen Community Plan Update

- *Super Community/ Subregional Center*- are centers that fit the general profile of a community center but contain more than 250,000 square feet
- *Regional Center*-usually includes two full-line department stores. Ranges from 500,000 to 900,000 square feet.

For purposes of this Plan, it is not actually necessary to assign a specific name or category to the projected retail development for Goshen (this may be done as part of the overall community planning effort). The actual configuration of the retail development over the next 28 years will depend on many factors including regional competition, available sites, community preferences and marketing efforts. However, the above definitions may help in the planning process to identify potential zones for various types of potential retail development in Goshen (see **Table 39**).<sup>40</sup>

<b>Neighborhood serving retail</b>	5 acres
<b>Community serving retail</b>	33 acres
<b>Super Community</b>	33 acres
<b>Total</b>	71 acres

Source: Goshen Community Revitalization Study Final Report

For planning purposes, this plan considered projected expenditure patterns, community characteristics, types of retail centers and retail trends to estimate an appropriate distribution of retail development. This evaluation was even further complicated by the fact that Goshen has the potential to capture significant development potential for highway related uses (discussed later in this section). Thus some of the space needed to meet future local demand could be physically combined with highway demand to assure a critical mass to support appropriate development.

The community serving retail assumes that Goshen receives the equivalent of 50% of the sales of its residents (or 50% leakage). If Goshen receives the equivalent of 100% of the sales of its residents (0% leakage) then an additional 33 acres would be needed to create a Super Community Center. This assumes that appropriate land is available along SR 99 or at proximate locations along major arterials and that attractive shopping district can be developed.

<sup>40</sup> Op. cit. page 5-8

# Goshen Community Plan Update

## Land Need for Residential Use, Schools and Parks

The residential land needs are divided into single family and multifamily based on the projections for households provided by TCAG. Development densities for single family residences are defined at 4 units per acre; for multifamily units at 12 units per acre. Of course these are average densities—not maximums, and may vary in the future. These average densities provide a basis for future planning, but are not the sole source of factors that will influence future development. For example, future development densities will be influenced by the Regional Blueprint and SB 375 process, which provide for sustainable, mixed use and walkable community concepts, which promote more compact development patterns.

**Figure 29 - Land Need for Residential Uses, Parks, and Schools**

<b>ESTIMATED LAND NEED FOR RESIDENTIAL USES PARKS AND SCHOOL 2040</b>	
<b>Single Family</b>	
Households-2040	2,414
Housing Units (5% vacancy)	2,541
Acres (@4 units/net acre)	635
Gross acres (=1.25 x net)	794
Factor for vacant land and market inefficiency	1.20
Total Land needs (acres) Multifamily	953
<b>Multifamily</b>	
Households-2040	1,154
Housing Units (5% vacancy)	1,215
Acres (@12 units/net acre)	101
Gross acres (=1.25 x net)	127
Factor for vacant land and market inefficiency	1.20
Total Land needs (acres) Multifamily	152
<b>Total Residential</b>	
Total Land Needs	1,105
<b>Schools</b>	
# of students-k-12 (1)	3,034
Net acres needed (900 sf per student)	63
Land Needs (gross acres =1.25 x net)	78
<b>Neighborhood and Community Parks</b>	
Land Needs -acres (5 ac/1000 residents)	58
<b>Total Need for Residential, Schools and Parks</b>	<b>1,241</b>
<b>(1) 26% of the population, based on 2000 Census for the county</b>	

# Goshen Community Plan Update

## Summary of Land Need in Goshen by 2040<sup>41</sup>

Figure 30 - Total Land Need

Figure 30 summarizes the land need for various land uses based on the analysis and calculations presented above.

As can be seen in Figure 30, the total land need for Goshen for 2040 is estimated to be 1,777 gross acres including a buffer factor for vacant land and market inefficiencies. The existing Goshen Community Plan contains approximately 1,232.6 acres within the adopted Urban Development Boundary. The resulting net increase in forecasted land demand in the year 2040 is 557 acres (1,777-1,232.6=557). Obviously these needs will phase in over the next 12 years and may be affected by changing circumstances during that period.

ESTIMATED TOTAL LAND NEED IN GOSHEN		
2040		
	Gross Acres Plus 1.2 Buffer Factor (1)	Gross Acres
Residential	1,105	921
Parks	58	58
Schools	78	78
Retail-neighborhood	5	4
Retail-community	33	28
Retail- supercommunity (2)	33	28
Highway-hotel	9	8
Highway food service	2	2
Highway-gas station (3)	2	2
Highway RV Park	25	25
Office/Business Park	113	95
Industrial/Industrial Park	313	261
<b>Total</b>	<b>1,777</b>	<b>1,508</b>
(1) Includes a factor of 1.2 to account for vacant land and market inefficiencies		
(2) Assumes land available near SR 99 and Goshen achieves retail parity with the surrounding area		
(3) In addition to gas station need included in community retail		

The above estimates for land needs are based on demographic and market factors to provide a realistic basis for planning. There are of course other considerations in determining the optimal mix of zoned land in the area which include, but are not limited to environmental studies and development suitability analysis. Additional land could be zoned and planned as a reserve for future needs or forecasted specialized uses. All of the above estimates for land needs can be used in subsequent analyses as one of the inputs to identifying the potential location of key activity centers and traffic generators in Goshen.

## Employment Related Buildings Need

In order to estimate land needs for Goshen (see Figure 31), the TCAG employment projections by industry category needed to be converted into the corresponding land use categories. For example, Service employees do not use “service buildings” but are distributed among office, industrial and retail buildings.

<sup>41</sup> Op. Cit. page 5-12

# Goshen Community Plan Update

**Figure 31 - Employment Related Building Need**

**EMPLOYMENT IN GOSHEN 2040-BY BUILDING TYPE**

	Total (1) Employment	% Distribution			Employment Distribution			
		Office/BP	Industrial	Retail	Office	Industrial	Retail	Other (6)
Retail (2)	1,420	-	-	100%			1,420	
Office (3)	398	100%	-	0%	398	-	-	
Service (4)	3,173	50%	20%	30%	1,587	635	952	
Lodging (5)	200	-	-	-	-	-	-	200
Education (7)	386	20%	-	-	77	-	-	309
Government (8)	620	70%	30%	-	434	186	-	
Agriculture (9)	47	10%	0%	-	5	-	-	42
Industrial (10)	3,611	-	100%	-	-	3,611	-	
<b>Total</b>	<b>9,855</b>				<b>2,500</b>	<b>4,432</b>	<b>2,372</b>	<b>551</b>

The TCAG employment projections were developed using general categories of Business Type not by land use types and required some reallocation. Thus these distributions of employment by building type are based not only on current data but also on experience in other communities, the consultant's judgment about possible future shifts in trends and the patterns of potential development visualized for the County in general and for Goshen in particular.<sup>42</sup>

## Review of TCAG Projections

These projections represent the high end theoretical potential for development. Market Analysis/Development History based projections are provided below.

## **MARKET ANALYSIS**

### Renter Affordability

According to the US Census Bureau, the 2012-2016 American Community Survey (**see Table 40**) data indicated that in 2016 the cost of rent in Goshen was lower than in Tulare County and the State of California, but that rent constituted a larger percentage of household income. The median rent was \$783 in Goshen; whereas the median rent was \$847 in Tulare County and \$1,297 in the State of California, respectively. In Goshen, the percentage of households paying 35% or more of income on housing was 52.0% while the percentage of households paying 35% or more of income on housing was 47.2% in Tulare County and 47.0% in the State of California.

<sup>42</sup> Op. Cit. page 5-4

# Goshen Community Plan Update

Table 40 - 2012-2016 American Survey: Renter Cost							
Geography	Median Rent	Gross Rent as a % of Household Income					
		Less than 15.0 %	15.0% to 19.9%	20.0% to 24.9%	25.0% to 29.9%	30.0% to 34.9%	35.0% or more
California	\$1,297	9.3%	10.7%	12.1%	11.5%	9.4%	47.0%
Tulare County	\$847	10.2%	10.5%	12.7%	10.6%	8.7%	47.2%
Goshen CDP	\$783	0.0%	16.8%	4.5%	11.1%	15.6%	52.0%

Source: 2012-2016 American Community Survey 5-Year Estimates

## Owner Affordability

According to the US Census Bureau, the 2012-2016 American Community Survey data indicated that in 2015 the cost of a mortgage in Goshen was lower in Tulare County and the State of California. The mortgage constituted a smaller percentage of household income compared to Tulare County and the State of California. The median owner cost (with mortgage) was \$896 in Goshen; whereas the median owner cost was \$1,353 in Tulare County and \$2,155 in the State of California, respectively. In Goshen, the percentage of households paying 35% or more of income on housing was 20.5%. The percentage of households paying 35% or more of income on housing was 32.0% in Tulare County and 31.9% in the State of California (see Table 41).

Table 41 - 2012-2016 American Community Survey: Owner Cost						
Geography	Median Owner Cost (with mortgage)	Mortgage as a % of Household Income				
		Less than 20.0%	20.0% to 24.9%	25.0% to 29.9%	30.0% to 34.9%	35.0% or more
California	\$2,157	30.9%	15.3%	12.6%	9.3%	31.9%
Tulare County	\$1,353	34.1%	15.0%	11.4%	7.5%	32.0%
Goshen CDP	\$896	38.0%	12.0%	14.1%	15.4%	20.5%

Source: 2012-2016 American Community Survey 5-Year Estimates

## Existing Businesses

In 2011, the US Census noted 26 businesses in the Goshen area (see Table 42) defined under zip code 93227. According to the fire district, there were 94 businesses in the Goshen area, (including apartment complexes).

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Industry Code Description	Total	1-4 Employees	5-9 Employees	10-19 Employees	20-49 Employees
Total for all sectors	26	12	8	3	3
Forestry, fishing, hunting, & Agriculture Support	1	0	1	0	0
Construction	2	0	1	1	0
Manufacturing	6	4	0	1	1
Wholesale trade	3	1	2	0	0
Retail trade	3	1	2	0	0
Transportation and warehousing	4	2	0	1	1
Finance and insurance	1	0	1	0	0
Real estate and rental and leasing	1	1	0	0	0
Management of companies and enterprises	1	1	0	0	0
Health care and social assistance	1	0	1	0	0
Accommodation and food services	3	2	0	0	1

## Office Rent

“Visalia contains between 1.0 million and 1.3 million square feet of office space with most of the inventory located in Downtown, while small-scale office and medical uses are scattered throughout the city. Most of the office space in the city is low-rise with surface parking. Office users include financial institutions, real estate, insurance, healthcare, accounting and legal firms. Monthly office rents in Visalia range between \$0.80 and \$1.70 per square foot based on location, space type, and tenant improvements. Certain signature spaces command rents above \$2.00 per square foot.

As the area with the highest employment density in the city, the Downtown tenants include the County Courthouse, City Hall offices, and Kaweah Delta Medical Center, which are also supported by amenities such as the convention center and numerous restaurants. New development plans in Downtown include private medical offices, transit center expansion, and addition of a 770-space parking structure, and the East Downtown plans, which are expected to include a new Civic Center, public safety building, and park space. In addition, the City has approved two residential conversions of upper story floors on Main Street and is pursuing improvement of infrastructure capacities to increase this desirable trend.”<sup>43</sup>

## Retail Rent

The City of Visalia “...has a relatively large and well-diversified retail base with a significant amount of regional-serving tenants located in south and north parts of the city. “Major retailers include Winco, Cost Plus, Target, Smart & Final, Kohl’s, Home Depot, Best Buy, and two Lowe’s stores. In addition, Costco and Macy’s recently opened, while Wal-Mart expanded its space. Overall, the major shopping centers in Visalia combine for about 4 million square feet... Annual retail rents in the city range widely from \$9 per square foot to \$28 per square foot on a triple-net basis and depend on location, quality, size, and finishes of space.”<sup>44</sup>

<sup>43</sup> Visalia General Plan Update: Existing Conditions Report, page 3-27

<sup>44</sup> Visalia General Plan Update: Existing Conditions Report, page 3-28

# Goshen Community Plan Update

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“As a general “rule of thumb,” conventional supermarkets typically look for a population base of 5,000 households before locating in a particular neighborhood.”<sup>45</sup>

## Industrial Rent

“The county’s overall industrial market consists of about 23 million square feet of space with vacancy below 5 percent. Monthly rents range between \$0.15 and \$0.30 per square foot on a triple-net basis. Visalia includes about 15 million square feet of industrial space, about two-thirds of the county inventory total. Industrial space rents in Visalia are similar to those in the broader county, ranging from \$0.14 to \$0.35 per square foot.

Most of the industrial uses in the city are located in the industrial park, roughly a 1,600-acre area zoned for heavy and light industrial uses located in the western portion of the city. Many businesses are in warehouse, distribution, and manufacturing industries with most of the land estimated to be developed. The most notable tenants include Spectrum Brands, which recently opened a 500,000-square foot distribution facility; VF Outdoor Inc., which completed construction on a 900,000-square foot distribution facility; and California Dairies.”<sup>46</sup>

“The City [of Visalia] recently completed the annexation of more than 160 acres of prime vacant industrial land to accommodate future growth at the northeast intersection of Riffin Avenue and Plaza Drive. [The City of Visalia believes] [o]pportunities for expansion may also exist near the municipal airport, especially if tenants are offered “through the fence” access for shipping and receiving of goods. In addition, the owners of a 240-acre site at the northwest corner of Plaza Drive and Riffin are seeking annexation into the City.”<sup>47</sup>

## Manufacturing

“While the manufacturing sector has been declining for the past 20 years both nationally and in California, it has experienced moderate growth in the Valley, in part because of relatively low labor costs and the availability of raw materials. Overall, the region had about 114,200 jobs in this sector in 2008 or 9 percent of total employment, a decline in relative terms from 1990 but an increase in absolute terms (the sector had 108,800 jobs in 1990 or 11 percent of the total).

Manufacturing jobs in the Valley are led by food processing followed by fabricated metal product manufacturing and transportation equipment manufacturing. Industries in the food manufacturing sub-sector transform livestock and agricultural products into products for intermediate or final consumption. The food products manufactured in these establishments are typically sold to wholesalers or retailers for distribution to consumers, although some establishments produce goods on the premises for immediate consumption.

The so-called “green economy” has received a fair amount of attention in recent years having the potential to stimulate growth in various manufacturing sectors. Of course, the “green economy” is a relatively general term and includes sectors and processes that cut across a variety of fields. Particular

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<sup>45</sup> Visalia General Plan Update: Existing Conditions Report, page 3-32

<sup>46</sup> Visalia General Plan Update: Existing Conditions Report, page 3-33

<sup>47</sup> Visalia General Plan Update: Existing Conditions Report, page 3-34

# Goshen Community Plan Update

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sectors that appear most relevant to growth in manufacturing include alternative energy appliances (solar heating, lighting, batteries, etc.), recycling and recycling machinery, motor vehicles and equipment (electric, hybrid, and natural gas vehicles, diesel technology), building materials for improved energy efficiency, sustainable agriculture supplies and materials, and water treatment, purification, and pumping products.

The Valley may be particularly well suited to compete for jobs in these fields because of its central location, low-cost labor force, and access to natural resources and raw materials. However, depending on the stage of product development, many employers may also seek proximity to a deeper pool of technically trained workers as well as access to R&D institutions and venture capital sources.”<sup>48</sup>

## Warehousing and Distribution

“The warehousing and distribution sectors have also evolved as a critical component of the Valley economy in part because of the region’s central location relative to major population and employment centers in both southern and northern California (i.e., San Francisco and Sacramento to the north and Los Angeles and San Diego to the south). These sectors are also attracted to the Valley because of the relatively low cost of land and labor, which are important given their significant building, storage, and logistics requirements (e.g., for truck movements). However, it is important to note that although these sectors often require significant tracts of land and low-cost buildings, they have relatively low employment density (i.e., employees per square foot). Consequently, although warehousing and distribution accounted for about 10 percent of the job growth in the Valley since 1990, these sectors currently account for only about 7 percent of total employment.”<sup>49</sup>

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<sup>48</sup> Visalia General Plan Update: Existing Conditions Report, page 3-15

<sup>49</sup> Visalia General Plan Update: Existing Conditions Report, page 3-15

# Goshen Community Plan Update

## Market Feasibility

Goshen had 773 households in 2010 (see Table 43). As noted in the Market Analysis Section, approximately 5,000 households are typically required to support a grocery store. Even if the number of household quadrupled, there still would not be enough households to support a typical grocery store. In addition, the estimated amount of money spent on food is not enough to support a grocery store like Albertsons.

Goshen Mean Income 2011	\$33,750
Households 2010	773
<b>Gross Income</b>	<b>\$26,088,750</b>
Average Tax rate (estimated)	20%
Tax	\$5,217,750
<b>After Tax Income</b>	<b>\$20,871,000</b>
Rental Units	348
Rent (monthly)	725
<b>Rent Expense (Yearly)</b>	<b>\$252,300</b>
Units with mortgage	384
Cost with mortgage (monthly)	\$1,019
Units without mortgage	93
Cost without mortgage (monthly)	\$321
<b>Mortgage Expense (yearly)</b>	<b>\$421,149</b>
Households	773
Food spending per week (HH with kids)	173
Weeks per year	52
<b>Total Food Expense</b>	<b>\$6,953,908</b>
Estimated Bills	20%
<b>Other Bills</b>	<b>\$4,174,200</b>
<b>Est. Discretionary Income</b>	<b>\$9,069,443</b>

Source: Census Data 2010, 2011  
<http://www.gallup.com/poll/156416/americans-spend-151-week-food-high-income-180.aspx>

Business	Yearly Revenue
Convenience Store	\$ 145,000
Subway	\$ 452,000
Gas Station	\$ 700,000
Starbucks	\$ 1,060,000
Five Guys Burgers & Fries	\$ 1,139,000
Dollar Tree	\$ 1,600,000
In-N-Out Burger	\$ 1,925,000
MacDonalds	\$ 2,400,000
Longhorn Steakhouse	\$ 3,000,000
Olive Garden	\$ 4,700,000
Albertsons (Grocery Store)	\$ 16,264,607
Trader Joes (estimated)	\$ 23,255,814
Whole Foods	\$ 35,464,000

Sources:

[http://www.abmi.net/pages/convenience\\_store\\_division](http://www.abmi.net/pages/convenience_store_division)

<http://www.qsrmagazine.com/reports/top-50-sorted-average-sales-unit>

Trader Joe's vs. Whole Foods Market: A Comparison of Operational Management, MIT

Darden 2012 Annual Report

Dollar Tree 2013 10K

Whole Foods 2012 10K

Supermarket Industry Overview 2006

The community of Goshen (see Table 44) already has 5 convenience stores including Goshen Amigos Market, Goshen Supermarket, USA Market, Superstop Vallero, and Shell Convenience Corner. Goshen also has 2 restaurants including: El Rincon Carniceria & Taqueria and Subway. There is also a Napa Auto Parts store located in Goshen. Without a substantial increase in households, the discretionary income of Goshen residents would not support a new large commercial area.

# Goshen Community Plan Update

Goshen had 773 households in 2010. As noted in the Market Analysis Section, approximately 5,000 households are typically required to support a grocery store. With an estimated household spending of \$173 per week, approximately \$6.9M is spent annually on food by the residents of Goshen. As noted in **Table 45**, approximately \$16M of yearly revenue is required to support a typical grocery store. The estimated amount of money spent on food by the community of Goshen (on a yearly basis) is not enough to support a grocery store (e.g., Albertsons).

<b>Table 45 - Construction In Goshen</b>					
	<b>Residential (Single Family &amp; Multifamily)</b>	<b>Mobile homes</b>	<b>Commercial</b>	<b>Industrial</b>	<b>Agriculture</b>
	<b>Units</b>	<b>Units</b>	<b>Sq. Ft.</b>	<b>Sq. Ft.</b>	<b>Sq. Ft.</b>
1992	4	1	328	450	
1993	17	1	3,000		
1994	8	1			
1995	7	2		8,750	
1996	3	2	4,800		
1997	1	1	16,940	39,729	
1998		4	8,840	15,060	
1999	1	3	12,580		33,990
2000	16	3		11,900	139,352
2001	71	2		8,878	
2002	7		1,680	3,000	
2003		1	3,780	21,609	
2004	7	2		107,200	
2005	10	2		21,715	
2006	9	5			
2007	6				
2008	12			2,760	
2009	15	2	1,356		
2010	104				
2011	19	4			
2012	35	1	12,213	17,580	
<b>Total</b>	<b>352</b>	<b>37</b>	<b>65,517</b>	<b>258,631</b>	<b>173,342</b>

The community of Goshen had some development between 1992 and 2012. In this time period, 352 traditional housing units were built and 37 mobile homes were built.

This community had about 65,517 sq. ft. of commercial development and 258,631 sq. ft. of industrial development during the 1992-2012 time period.

# Goshen Community Plan Update

## Population Growth Forecast

**Table 46 - Goshen Population Projections**

<b>Growth Rate</b>	<b>2010</b>	<b>2016</b>	<b>2020</b>	<b>2030</b>
0.013	3006	3739	3,937	4,480

## Demand Forecast

Based on the data and analysis contained above, the following table includes the year 2030 square footage and residential unit demand forecast for the Goshen planning area.

**Table 47 - Goshen Housing Development Projections**

<b>Housing Type</b>	<b>% of Total</b>	<b>2020</b>	<b>2030</b>
Single Family Homes	96.6%		
Increase from 2014		117	249
Multi Family Homes	0.03%		
Increase from 2014		4	9

Residential percentages from 2007-2011 Census

**Table 48 - Goshen commercial Development Projections**

<b>Commercial (Acres)</b>	<b>2020</b>	<b>2030</b>
Comm Const 1992 to 2012 (sf)	65,517	
Increase from 2014	23,177	66,031

**Table 49 - Goshen Industrial Development Projections**

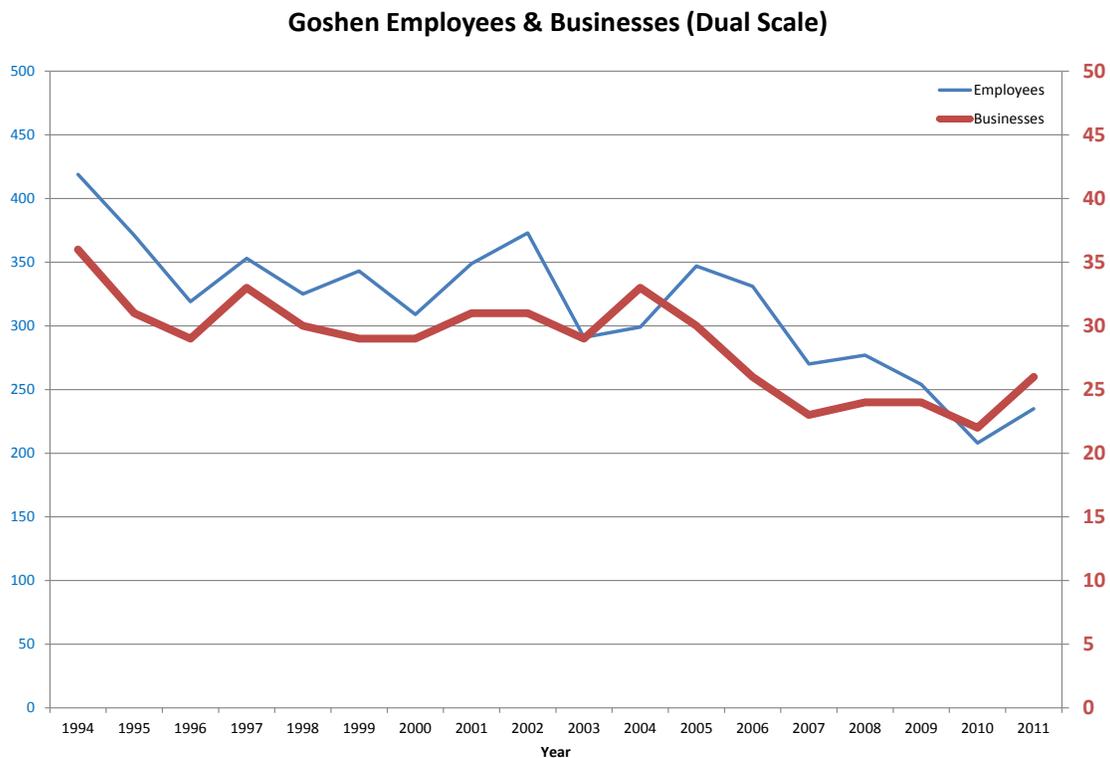
<b>Industrial (Acres)</b>	<b>2020</b>	<b>2030</b>
Ind Const 1992 to 2012	258,631	
Increase from 2014	93,585	266,617

# Goshen Community Plan Update

Tulare County recognizes that land use and other policies must continue to maintain and encourage a diverse and entrepreneurial economy to ensure that the community thrives. This Economic Development Chapter establishes Tulare County’s vision for a long-range economic growth, sets forth the policy framework supportive of that vision, and identifies actions that Tulare County leaders will take to achieve these goals. In particular, this Chapter identifies growing economic sectors that the City looks to accommodate and outlines economic development strategies that will match local residents with the job skills required by employers. As shown in the **Figure 32**, the Community of Goshen has lost businesses and jobs. Between 2004 and 2011 the number of businesses decreased from 33 to 26. The number of jobs also declined from 299 to 235.

With the re-construction of the Betty Drive interchange some jobs and businesses will be lost. Specifically, the strip mall that houses the El Rincon Carniceria & Taqueria, Subway, and highway tattoos will be demolished. The loss of the strip mall will further impact the economic health of this community.

**Figure 32 - Number of Businesses & Jobs in Goshen by Year**



# Goshen Community Plan Update

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## OPPORTUNITIES & CONSTRAINTS

### OPPORTUNITIES

#### Complete Streets

The Complete Streets Act of 2007 (Assembly Bill 1358) requires counties when updating General Plans, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

#### Community Design & Involvement

As part of the Goshen Community Revitalization Study, six community meetings (workshops) were held during 2012- 2013. These community meetings gave residents numerous opportunities to share concerns and visions about their community. During the community meetings, presentations were given by staff and the consultant (VRPA Technologies, Inc.) that focused on best land use practices and alternative land use scenarios including the following:

- Goshen Land Use – Developing West
- Goshen Land Use – Developing North
- Initial Land Use Scenario Preference
- Land Use Scenarios - Mapping Exercise

Residents who attended the initial meetings were divided into groups and placed land use icons on two alternative scenario maps – West Growth and North Growth Alternatives. Following the mapping (charrette) exercise, attendees were asked to give their preferred growth scenario. Based upon those present, a majority seemed to agree that the preferred land use scenario was either the North Growth Alternative or this same alternative with some adjustments.

#### Enterprise Zones

Tulare County has a number of Enterprise Zones. Enterprise zones involve a series of statewide incentives that have recently been eliminated. Although Enterprise Zone area boundaries remain in existence, there are no long term economic benefits of these zones.

#### Affordable Housing

The community of Goshen has a median income of \$39,360 which is less than 80% of the State median income of \$63,783. Approximately 55% of the households in Goshen spend 30% or more of their income on housing. As such, there is a high need for affordable housing.

Moreover, 59.2% of renters spent 35% or more of their income on rent. As 43% of the households include singles parents with children and Goshen's average household size of 3.99 for renters and 3.88 for owner-occupied units, it is very likely that many children in Goshen share bedrooms.

As there are no bus lines in Goshen, reduced parking is not a realistic strategy to reduce development

# Goshen Community Plan Update

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costs. Affordable housing will require more land in Goshen than would typically be required in an area where public transit is available. In terms of siting, medium to high density housing should be located along collector streets and/or arterials. Due to existing Airport safety zones, there are limitations on where higher density housing can be placed within the west side of Goshen. There are fewer restrictions on parcels located to generally to the North and the West.

In terms of affordable housing, there is a potential site in along Betty Drive/Riggin Avenue between Road 76 and Road 72. There are also a number of vacant sites zoned R-3 which would allow for affordable housing.

## Urban Development Boundary

Although State planning law does not define specific requirements for establishing planning area boundaries, it is generally agreed that the planning boundaries should include the territory within a community's probable ultimate physical boundaries and service area. Urban Development Boundaries provide a planning framework that promotes the viability of communities, hamlets, and cities while protecting the agricultural, open space, scenic, cultural, historic, and natural resource heritage of the County. In the past, the County used three key planning tools to guide urban development in all unincorporated areas of the County. The first was the Urban Boundaries Element; the second are the Area Plans; the third are the General Plans for identified incorporated cities and Community Plans for unincorporated communities. In 1974, Tulare County added an Urban Boundaries Element to its General Plan. The element required the designation of an urban boundary for every "viable" unincorporated community in the county. The Urban Boundaries Element also established Urban Improvement Areas (20-year planning boundaries) for certain communities. The 1974 Urban Boundaries Element designated both an Urban Area Boundary and an Urban Improvement Area for Goshen.

In 1983, the Urban Boundaries Element was amended to create Urban Development Boundaries (UDBs, which are also to function as 20-year planning boundaries) and to Change the function of the Urban Area Boundary to simply a "comment line" around incorporated cities. Under the 1983 amendment, Urban Area Boundaries are no longer established around unincorporated communities - and Urban Improvement Areas are to be phased out over time (replaced with UDBs) as each community's boundaries are updated.

For unincorporated communities as per the Planning Framework Element of the General Plan, the UDB is a County adopted line dividing land to be developed from land to be protected for agricultural, natural, open space, or rural uses. It serves as the official planning area for communities over a 20 year period. Land within an unincorporated UDB is assumed appropriate for development and is not subject to the Rural Valley Lands Plan or Foothill Growth Management Plan.

## Boundary Adjustments for Areas Annexed by the City of Visalia

There is a parcel (APN 073-160-001, commonly known as the Goshen Ocean) that is in the Goshen UDB and the City of Visalia Urban Area Boundary. This parcel was placed in the Goshen UDB as part of 92-007A, approved by the Tulare County Board of Supervisors in 1995. City of Visalia annexed

# Goshen Community Plan Update

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this parcel on 4/3/2003 (recording date). The annexation title was City of Visalia Annexation 2002-01, City Facilities (LAFCO Case #1256-V-393).

## Commercial Potential

There is limited need for an expansion of commercial zoning. As there is limited discretionary income available from the community, new commercial uses will mostly rely on the regional and highway market for revenue potential. As such, there is limited potential for large local community serving commercial uses. New commercial uses will likely be highway oriented.

One potential highway commercial use is a gasoline/truckstop supercenter (e.g. Loves or Pilot). As Goshen is located near the intersection of Highway 99 and Highway 198, areas adjacent to the proposed Betty Drive interchange are an ideal location for such commercial use. In addition, there is not a gasoline/truckstop supercenter in the Goshen-Visalia area.

## Industrial Potential

Industrial uses are located within Goshen and along the East and Southeast edge of Goshen. Merely expanding areas for industrial uses will not necessarily create a competitive edge. A focused targeted marketing plan will have a higher potential for increasing economic development.

One potential industrial use would be a large warehouse distribution center locate adjacent a gasoline/truckstop supercenter. The gasoline/truckstop supercenter would be an ideal corollary use for large warehouse/distribution center. The community of Goshen is an ideal spot for the warehouse/distribution center because of proximity to the intersection of Highway 99 and Highway 198 (**see Figure 33**). Potential distribution center companies to target are Amazon, Walmart, Home Depot, Lowes, Krogers, Target, Starbucks, Bed Bath and Beyond, etc.. Could potentially market site for independent distribution/warehousing company.

# Goshen Community Plan Update

**Figure 33 - Characteristics of Site Development Along State Route 99**

Location	Site Description	Current Uses & Zoning Policies	Owner Plans	Access to Infrastructure Services
<b>Goshen Development Areas</b>				
Site #5 Undeveloped Land Northeast of Effie Drive/Nutmeg Road	The site is located within a 90-acre industrial area anchored by Western Milling, a major grain-milling establishment that produces animal feed. The location, which is visible to Highway 99 and the UP Railroad tracks makes the site well suited for new industrial uses	The Goshen Community Plan allows the site to be converted to industrial uses	The number of parcels, owners and plans to develop the area are unknown	The wastewater treatment collection line extends north along Road 68 to Avenue 312, a short distance away from the site. New development would have to rely on groundwater, of which the available quantity and quality is unknown
Site #6 Undeveloped land between Betty Drive, Effie Drive/Nutmeg Road and Road 67	Area is littered with old vacant structures that should be cleaned up in advance of attracting new investment. Land east of Nutmeg Road is subdivided into smaller parcels by the UP Rail tracks that terminate at Western Milling.	The Goshen Community Plan allows the site to be converted to industrial uses.	The number of parcels, owners and plans to develop the area are unknown	Wastewater treatment collection lines are available to businesses that locate on this site except for property located between the railroad tracks. Business prospects will also have access to Goshen's water supply
Site #7 Farmland Along Betty Drive West of Road 72	This large site is located between a residential area and a sports field along the Betty Drive corridor entryway into the Visalia Industrial Park. Future development will need to buffer the housing located east of Road 72	Area is productive farmland that has been designated for mixed use development	The number of parcels, owners and plans to develop the area are unknown	Wastewater treatment collection lines extend to the edge of the site. Water delivery lines run along Avenue 310. System should have the capacity to support new development
Site #8 Farmland South of Avenue 304, Between Camp Drive and Highway 99	Site is adjacent to Perfection Pet Foods located within the Visalia Industrial Park. The planned removal of the Goshen Avenue on-ramp is removed will reduce the site's value as a new business location	Productive farmland area is designated for light industrial uses	Owner's plans to develop this site are unknown	Wastewater treatment collection lines and water delivery lines extend to the edge of the site.

# Goshen Community Plan Update

Figure 34 - Goshen Economic Development Sites



# Goshen Community Plan Update

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## **CONSTRAINTS**

There are several constraints or restrictions which will impact the nature and location of future development within the community. In particular, these constraints pertain to existing problems of public health and safety, acceptable noise levels impacts of deteriorating housing, lack of a full range of community services. Following are constraints that were recognized in the preparation of this plan.

### State Route 99

The Community development pattern is divided by SR 99 which limits east-west circulation. Betty Avenue provides the only vehicular circulation between east and west Goshen. Circulation patterns will remain much as they are with the exception of the partial Clover Leaf at Betty Drive (see below).

### Betty Drive / UP overpass

Existing improvements at Betty Drive were constructed under 3 stages. Phase 1, which involved the widening of Riggin Road between Road 80 to near Road 72 was constructed 2002 – 2004. Phase 2a, which involved the widening of Ave 312/Camp Drive/Riggin Road and surrounds (in preparation for the overpass) was started July 2010 and completed early 2012. Phase 2b, which involves the overpass construction, was started September 2010 and completed early 2013.

### SR 99 Partial Clover Leaf at Betty Drive Design Constraints

Betty Avenue provides the only vehicular circulation between east and west Goshen. This circulation design exerts a very strong influence on community design and development. The new Partial Clover leaf will be located on the Northwest corner of Goshen Avenue and Highway 99, constraining development further. The interchange design limited development on the north east corner and impacts access to the south east corner and south west corners but should enhance development to the west and northwest of the intersection. However, the close of the hook ramps at Avenue 304 will have a negative impact on business as well. In between the close of the hook ramps and the rail, a crossing to replace the Avenue 304 hook ramps will require a rail crossing as well, which will cost more than 10's of millions of dollars.

# Goshen Community Plan Update

## Noise Contours

There are a variety of sources that produce noise in the Goshen Plan Area and include traffic, railroad operations, airport operations, and agricultural operations. Traffic noise is the most dominant source of ambient noise in the County, according to the Tulare County General Plan EIR (see Table 50). SR 99 runs through the Goshen Plan Area and would be the largest source of traffic noise in the area due to the high volumes of traffic. Noise from SR 99 adversely impacts an area through central Goshen making properties in close proximity to the highway less desirable for new housing construction.

Location	ADT	From Roadway Centerline			
		Distance (feet) to 70 Ldn Contour	Distance (feet) to 65 Ldn Contour	Distance (feet) to 60 Ldn Contour	Distance (feet) to 55 Ldn Contour
<b>SR 198 to Ave 308</b>	50,000	386	831	1,790	3,856
<b>Ave 308 to Merritt Drive</b>	51,000	391	842	1,813	3,907
<b>Road 76 - Road 80</b>	6,980	40	86	185	399
<b>Road 80 – Shirk</b>	8,130	44	95	205	442
<b>Shirk – Giddings</b>	9,400	0	0	0	0

Source: 2010 General Plan Background Report

Operations along the UP railroad line are another dominant source of noise in Goshen. According to the Tulare County General Plan EIR, there are more than twenty (20) freight train operations per day along the UP rail line in Tulare County and may occur at any time of day or night. Noise levels are higher at grade crossings due to the warning horn. Goshen is located within the safety zone of the Visalia Municipal Airport which is classified as a “general transport” facility. According to the Tulare County General Plan Update, there are six (6) Fixed Base Operators (FBOs) and 142 based aircraft. Residents of Goshen may experience some noise related to aircraft operations from this airport, although it is not considered to be extreme.

## Visalia Airport

The Visalia Airport has a range of safety zones. There are three Safety Zones (2, 4, and 6) and an Airport Influence area are located within the Goshen Urban Development Boundary. Aircraft noise will increasingly impact the community of Goshen, and in particular, that portion located west of SR 99. Studies show that this area is subject to a noise rating of 100 CNR (100 dbA) which is an excessive noise irritant for residents and workers within the area. 65 dbA is considered the maximum permissible for housing and 70 dbA for schools as it is the threshold of psychological stress responses by the average person (Tulare County General Plan Safety Element Table 10.1, p.10-25). Continued new development will be constrained by Airport Land Use Commission policies contained in the adopted Comprehensive Airport Land Use Plan.

# Goshen Community Plan Update

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The safety of residents of Goshen, particularly those living or working west of SR 99 will be a continuing concern. Commercial aircraft make their approach into Visalia Municipal Airport at a height of 500 to 700 feet above the ground's surface when passing over Goshen, while departure height above the community is approximately 350 feet. The present Goshen Elementary School site is on the extension of the center line of the Airport runway.

## Railroad

The Community development pattern is also divided both by the UP Railroad, which limits east-west circulation. This railroad line is located east of Highway 99. Railroad crossings occur at Betty Drive and West Goshen Avenue. Under PUC Code Sections 1201-1205, no new at grade crossings are allowed without also limiting an at grade crossing. Therefore, all crossings will have to be below or above grade. Both are very costly and infeasible for health and safety reasons, as the pedestrian overpass over SR 99 at Road 308 cost nearly \$5 million and underground pedestrian crossings have the potential for safety concerns.

## Infrastructure Needs

**Goshen's Capacity to Deliver Water and Wastewater Treatment Services:** Goshen's water supply system is owned, operated and maintained by Cal Water, a private company that also manages water systems for the City of Visalia and other Tulare County communities. The water supply from two wells adequately serves Goshen's needs, and additional supply is available when needed from a 12-inch main connection to Visalia's water system. However, if there were a break in the Visalia water systems 12-inch main connection for long periods of time, Goshen would not have enough capacity to meet the peak hour demands for water. The addition of a new storage reservoir, three new wells and another 12-inch connection to the Visalia water system would expand the system's capacity to deliver water.

The Goshen Community Services District (GCSD) manages the main sewer collection system, which connects to the City of Visalia's wastewater treatment system through a pump station and an 8-inch force main. The existing wastewater treatment system can support some growth that is the equivalent of 220 new homes. However, additional capacity will require making improvements to the pump station and the force main that connects parts of Goshen west of SR 99 to Visalia's wastewater treatment system.<sup>50</sup>

Current storm drainage facilities in the Goshen area consist mainly of surface drainage and a passive collection and storm drain piping system. Ultimate retention of storm waters located east of State Route 99 occurs at the Goshen collection basin located on the southeast corner of Goshen Avenue and Camp Drive (Goshen Ocean). A centralized retention facility for storm waters west of State Route 99 does not currently exist. These waters are generally collected in roadside swales or at informal collection areas on undeveloped private properties. Many of the existing roads within the Goshen area lack curb and gutter, and thus stormwater detention is distributed throughout the community.

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<sup>50</sup> *Sustainable Highway 99 Corridor Plan Market Study*, Walstrom and Associates, Report (2015). Pages 32-34

# Goshen Community Plan Update

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All development within the Goshen area is required to retain its stormwater on site. New residential developments located in the eastern Goshen areas provide small retention basins which are adequately sized for local storm water retention. These basins are typically managed by the County as part of a maintenance assessment district upon completion of the development.

Upgrades to the Goshen stormwater collection and retention system would include new curb and gutter throughout the service area at locations where curb and gutter does not exist, new drainage inlets, new collection system piping, and a new retention basin located west of State Route 99. Planning level estimates for each of these facilities are as follows:

- 1) Storm drain Pipe - appx \$1million
  - 2) Storm drain Manholes - appx \$150k
  - 3) Storm drain inlets - appx \$150k
  - 4) Curbs and gutters - appx \$2.2 million
  - 5) Basin excavation - appx \$100k
- Total - appx. \$3.6 million

This does not include the cost to acquire property, design, or maintain these facilities. This would assume an additional 20% of costs generally.

All new/future development would be expected to provide storm drainage facilities on site or as part of a maintenance assessment district.

As part of the Caltrans Betty Drive/State Route 99 Interchange project, Caltrans is constructing two basins south of Betty Drive and east of Rd 64. These basins are sized to collect storm water runoff from the Caltrans interchange area, and separately from the County right of way area bounded by Harvest Avenue to the south, Rd 64 to the west, SR 99 to the east and Betty Drive to the north.

## Redevelopment

“As part of the 2011 Budget Act, and in order to protect funding for core public services at the local level, the Legislature approved the dissolution of the state’s 400 plus RDAs. After a period of litigation, RDAs were officially dissolved as of February 1, 2012. As a result of the elimination of the RDAs, property tax revenues are now being used to pay required payments on existing bonds, other obligations, and pass-through payments to local governments. The remaining property tax revenues that exceed the enforceable obligations are now being allocated to cities, counties, special districts, and school and community college districts, thereby providing critical resources to preserve core public services.

To help facilitate the winding down process at the local level, Successor Agencies have been established to manage redevelopment projects currently underway, make payments on enforceable obligations, and dispose of redevelopment assets and properties. Each Successor Agency has an oversight board that supervises its work. The oversight board is comprised of representatives of the local agencies that serve the redevelopment project area: the city, county, special districts, and K-14 educational agencies. Oversight Board members have a fiduciary responsibility to holders of

# Goshen Community Plan Update

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enforceable obligations, as well as to the local agencies that would benefit from property tax distributions from the former redevelopment project area.”<sup>51</sup>

## Tulare County Economic Development Strategy

Tulare County’s current Economic Development Strategy focuses on tourism, the agricultural industry and pursuing grants.

### Agriculture

Tulare County has a booth at the World Agricultural Exposition (Ag Expo) every year. The Economic Development Office uses the event to promote Tulare County tourism and business opportunities. Partnering with the County’s Purchasing Department the Ag Expo provides an excellent method to market directly to the global agriculture related businesses attending the Ag Expo and sell surplus county equipment.

### Solar Projects

In Tulare County, there have been 13 Utility Scale Solar Projects that have a capacity of 198 MW. There are 9 projects in /Under Construction with a capacity of 260 MW. In terms of total solar projects (including Utility Scale, Solar on Dairies, Commercial Solar, and Residential Solar) there have been 1570 projects built that accounts for a capacity of 227.5 MW. The Corridor offers realistic potential to locate solar projects closer to the urban areas and outside of the direct line-of-sight viewshed of the Highway 99 Corridor. **Figure 35** provides a summary of solar development in Tulare County.

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<sup>51</sup> <http://www.dof.ca.gov/redevelopment/>

# Goshen Community Plan Update

Figure 35 - Solar Development in Tulare County

Utility Scale Solar Projects		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	0	0.0
Pre-construction/Under Construction	1	45.0
Constructed	21	413.0
<b>Total</b>	<b>22</b>	<b>458.0</b>
Solar Projects on Dairies		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	0	0.0
Pre-construction/Under Construction	6	3.6
Constructed	44	39.7
<b>Total</b>	<b>50</b>	<b>43.3</b>
Other Commercial Solar Projects		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	0	0.0
Pre-construction/Under Construction	36	8.9
Constructed	172	44.8
<b>Total</b>	<b>208</b>	<b>53.7</b>
Anaerobic Digesters		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	0	
Pre-construction/Under Construction	16	
Constructed	4	
<b>Total</b>	<b>20</b>	
Residential Solar Projects (based on 7 kw/sfd average)		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	13	0.09
Pre-construction/Under Construction	127	0.89
Constructed	2092	14.64
<b>Total</b>	<b>2232</b>	<b>15.6</b>
Solar Project Totals		
Phase of Construction	No. of Permits	Total Capacity (MW)
Under Review	13	0.09
Pre-construction/Under Construction	186	58.39
Constructed	86	512.14
<b>Total</b>	<b>2532</b>	<b>570.74</b>

# Goshen Community Plan Update

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## Grants

- State Water Resources Control Board – State Revolving Fund: \$500,000 for Traver Community Wastewater System Improvements Planning Study and Design, once plans are near complete we will apply for construction funding between \$8 and 10 million.
- State Water Resources Control Board: have applied and received \$5 million in construction funding for Phase 1 of the Yettem Seville Water System.
- County Measure R funding \$575k for sidewalks and ADA improvements in Goshen.
- ATP Active Transportation Program- Statewide competitive \$2 million funding is anticipated for Safe Routes to School and ADA improvements in and around three (3) Goshen.
- Low Carbon Transit Program funding \$147,474.00.
- Prop 84 – Goshen Neighborhood Improvement Program funding \$2,153,900.00.
- Yettem & Seville Project Phase 1 funding \$4,300,200.00
- Navigation Aids at Sequoia Field Airport funding \$340,200.00
- Transit Operations & Maintenance Facility (TOMF) funding \$10,800,000.00

## Online Presence

Tulare County is currently developing and growing the Economic Development Website by offering content that is current, informative and useful for decision-makers in an effort to attract, retain and expand a diverse business community in all regions of the County. We are currently building an online industrial/commercial property inventory. We are reaching out to brokers in order to post their listings on our website.

**The Tulare County Economic Development Office maintains an active presence on Facebook and Twitter. In addition, the Tulare County Film Commission Channel contains the latest videos of groundbreaking and ribbon cutting events. Content development will continue to grow over time. Assessment of Land Needs**

# Goshen Community Plan Update

<b>SWOT ANALYSIS</b>	
<b>Strengths</b>	<b>Weaknesses</b>
<ul style="list-style-type: none"> <li>▪ Tulare County has a strong agricultural economy.</li> <li>▪ There is an elementary school</li> <li>▪ There a number of highway commercial businesses.</li> <li>▪ Goshen is located adjacent to the Industrial Sector of Visalia.</li> <li>▪ Goshen is located on Highway 99 and near Highway 198.</li> <li>▪ There is a variety of commercial and industrial uses.</li> <li>▪ The cost of living is low in Tulare County.</li> <li>▪ Goshen has an elementary school. This school also has recreational facilities.</li> <li>▪ There is an on- and off-ramp to and from State Route 99 at Betty Drive.</li> <li>▪ Water supply has reserve of 70,000 gpd.</li> <li>▪ The sewer system is operating at approximately 65% of its capacity.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Goshen is considered a severely disadvantaged community with a median income of \$33,750.</li> <li>▪ There is no High School in Goshen.</li> <li>▪ The southern part half of Goshen is located in Airport Safety Zones.</li> <li>▪ There is no established Main Street.</li> <li>▪ There is an elementary school is located on the side of Highway 99 opposite of most of the residential development.</li> <li>▪ There is only road crossing over Highway 99.</li> <li>▪ Sidewalks are needed.</li> <li>▪ The Storm drain system is inadequate improvements are required.</li> </ul>
<b>Opportunities</b>	<b>Threats</b>
<ul style="list-style-type: none"> <li>▪ Vacant land is available.</li> <li>▪ Rail Line is available.</li> <li>▪ Complete Streets</li> <li>▪ Vacant land is available.</li> <li>▪ Rail Line is available.</li> <li>▪ Goshen is located next to State Route 99 which has 17,500,000 annual trips (or about 48K AADT)</li> <li>▪ A Mixed Use Overlay Zone would allow for additional development.</li> <li>▪ There is growth in distribution jobs in California.</li> <li>▪ Goshen has a bus line run by the City of Visalia that runs through Betty Drive and the western part of Goshen.</li> </ul>	<ul style="list-style-type: none"> <li>▪ There has been a gradual decline in the number businesses and jobs.</li> <li>▪ Goshen competes with Visalia, Tulare, Dinuba, and other parts of the County. Goshen also competes with the City of Kingsburg and Selma in Fresno County.</li> <li>▪ Tulare County has a limited budget for road improvements. Budgeting for roadway maintenance could be reduced depending upon the financial health of Public Works branch.</li> <li>▪ Small businesses are sensitive to changes in tax rates, minimum wage, requirement of health care provisions and other nationally established policies and requirements.</li> <li>▪ Farms are getting larger and relying more on automation. This can reduce jobs and incomes.</li> <li>▪ National and Statewide economic trends can impact Goshen's economy.</li> </ul>

# Goshen Community Plan Update

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## REDUCING BARRIERS TO ECONOMIC DEVELOPMENT

### California Competes

“The California Competes Tax Credit is an income tax credit available to businesses that want to locate in California or stay and grow in California. Tax credit agreements will be negotiated by GO-Biz and approved by a newly created “California Competes Tax Credit Committee,” consisting of the State Treasurer, the Director of the Department of Finance, the Director of GO-Biz, one appointee from the Senate, and one appointee from the Assembly.”<sup>52</sup>

“The California Competes Tax Credit only applies to state income tax owed to the Franchise Tax Board. The credit is non-refundable, and in the case where the credit allowed exceeds tax owed, the excess may be carried over to reduce the tax in the following year, and the succeeding five years if necessary, until exhausted.”<sup>53</sup>

“The value of the credit will be based on the following factors:

- The number of jobs the business will create or retain in this state.
- The compensation paid or proposed to be paid by the business to its employees, including wages and fringe benefits.
- The amount of investment in this state by the business.
- The extent of unemployment or poverty where the business is located.
- The incentives available to the business in this state, including incentives from the state, local government, and other entities.
- The incentives available to the business in other states.
- The duration of the business’ proposed project and the duration the business commits to remain in this state.
- The overall economic impact in this state of the business.
- The strategic importance of the business to the state, region, or locality.
- The opportunity for future growth and expansion in this state by the business.
- The extent to which the anticipated benefit to the state exceeds the projected benefit to the business from the tax credit.”<sup>54</sup>

“The tentative amount of credits that GO-Biz can allocate is as follows:

- \$30 million in fiscal year 2013/14.
- \$150 million in fiscal year 2014/15.
- \$200 million in each fiscal year 2015/16 through 2017-18.”<sup>55</sup>

“...25 percent of the total credits available each year is expressly reserved for small businesses (gross receipts of less than \$2 million during the previous taxable year).”<sup>56</sup>

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<sup>52</sup> California Competes Tax Credit FAQ

<sup>53</sup> California Competes Tax Credit FAQ

<sup>54</sup> California Competes Tax Credit FAQ

<sup>55</sup> California Competes Tax Credit FAQ

<sup>56</sup> California Competes Tax Credit FAQ

# Goshen Community Plan Update

## Tulare County Strategy

In rural areas, elimination of all barriers to economic development is the foundation for growth. This Plan addresses the following four potential barriers to Economic Development.

## Infrastructure

As discussed above, the water system is at capacity and the wastewater system is near limiting capacity. In order for more development to occur, service levels for water and wastewater need to be expanded. Grant funding is needed to increase service levels.

## Use Permits

There are a number of uses that currently require Planning Commission approval. In many cases, these uses are beneficial for the community and do not necessarily need discretionary review. In order to reduce the cost of and length of time to obtain entitlements, use permit requirements are being reduced.

## Education

Tulare County has five satellite campuses for four year universities: California State University-Fresno, University of California- Davis, Fresno Pacific University, Brandman University, and the University of Phoenix. Community Colleges in Tulare County include the College of the Sequoias, Porterville College, and San Joaquin Valley College. Workforce Development Partners include Proteus Inc., and CSET.

	Percent Less than 9th grade	Percent 9th to 12th grade, no diploma	Percent High School graduate (includes equivalency)	Percent bachelor's degree or higher
California	9.9%	8.0%	20.6%	20.1%
Tulare County	20.5%	11.4%	25.4%	9.4%
Goshen CDP	24.4%	22.0%	22.1%	2.3%

Source: 2012-2016 American Community Survey, 5-year

Based on the 2012-2016 American Community Survey (see Table 51),

the educational barrier in Goshen begins in grade school. Of the adults age 25 and older, 24.4% had an educational level of less than 9<sup>th</sup> grade. This limits the types of jobs that these adults are qualified for. Improving educational attainment needs to begin in elementary school. As part of the safe routes to schools, Tulare County will provide pedestrian facilities for children to walk or bike to school. This should make it easier for children to get to school.

## Home Occupation Regulations

Encouraging small scale entrepreneurship is one way to foster economic development. Although some home occupations are allowed by right, these home occupations have regulations which limit the type and scope of allowed businesses. By reducing some of these regulations, we can eliminate a few barriers to small scale entrepreneurship. The following are proposed changes to the Zoning Ordinance.

# Goshen Community Plan Update

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## Eliminate:

Section 15.A.7.a.6 “No one other than residents of the dwelling shall be employed in the conduct of a home occupation.”

Section 15.A.7.b.6 “No one other than residents of the dwelling shall be employed in the conduct of a home occupation.”

Section 15.A.7.c.5 “A rural home occupation shall be limited in employment to residents of the property and not more than one (1) additional person.”

## Replace with:

“Employment in a rural occupation shall be limited to residents of the property and not more than three (3) additional non-resident persons.”

## Add:

All home occupations located within the Goshen UDB will not require a use permit.

## Health Care

Health care is important for economic development as businesses need healthy employees. There is one medical office in Goshen. The other nearest medical offices are in, Visalia, Kingsburg, and Dinuba.

## **MARKETING STRATEGY**

### Place

In terms of real estate, location is a major factor (influence) in development and expansion of businesses. There are two locational advantages in Goshen, access to State Route 99 and industrial clusters. These locational advantages are discussed below.

- *Access to Highway 99:* There is one primary freeway entry and exit points which provides convenient access and/or egress to SR 99.
- *Highway Commercial.* Along SR 99 there are a variety of businesses including: Visalia Harley Davidson, Brecks Electric Motors, Kroonenberg Crane Service, KLX, Visalia RV Sales, etc.
- *Quality of Life:* It is possible to increase the desirability of visiting and living in Goshen. With physical improvements, the quality of life can be improved. There are a number of potential projects that can improve the quality of life in Goshen. New recreational facilities and aesthetic improvements have most the visible effect on the quality of life as the perception of these improvements project change and image enhancements.



# Goshen Community Plan Update

Physical improvements could include the following:

1. Streetscape improvements for Betty Drive, Riffin Ave, Goshen Ave, and Camp, Road 76 & Road 72. Streetscape improvements could include sidewalks, curbs, gutters, bus lanes, and improved transit services.

## Price

New businesses consider price of land and/or rent in their formation of business plan. The cost of the land and/or the cost of rents for commercial and/or industrial uses provide an estimate of the cost of development. See cost outlined below.

- *Cost of Land:* Staff reviewed assessor data and calculated the average assessed value of land per acre based on zoning district. See **Table 52**.
- *Industrial Rents:* “The county’s overall industrial market consists of about 23 million square feet of space with vacancy below 5 percent. Monthly rents range between \$0.15 and \$0.30 per square foot on a triple-net basis.”<sup>57</sup>
- *Commercial Rents:* Annual retail rents in the City of Visalia range widely from \$9 per square foot to \$28 per square foot on a triple-net basis. Staff has no information on the retail rents in Goshen; however, staff assumes that retail rents in Goshen are lower to match the smaller market size of the commercial establishments in Goshen.

<b>Zoning</b>	<b>Average Cost Per Acre</b>
Agriculture	\$5,897
Commercial	\$54,800
Industrial	\$21,619
Residential	\$35,715

## Product

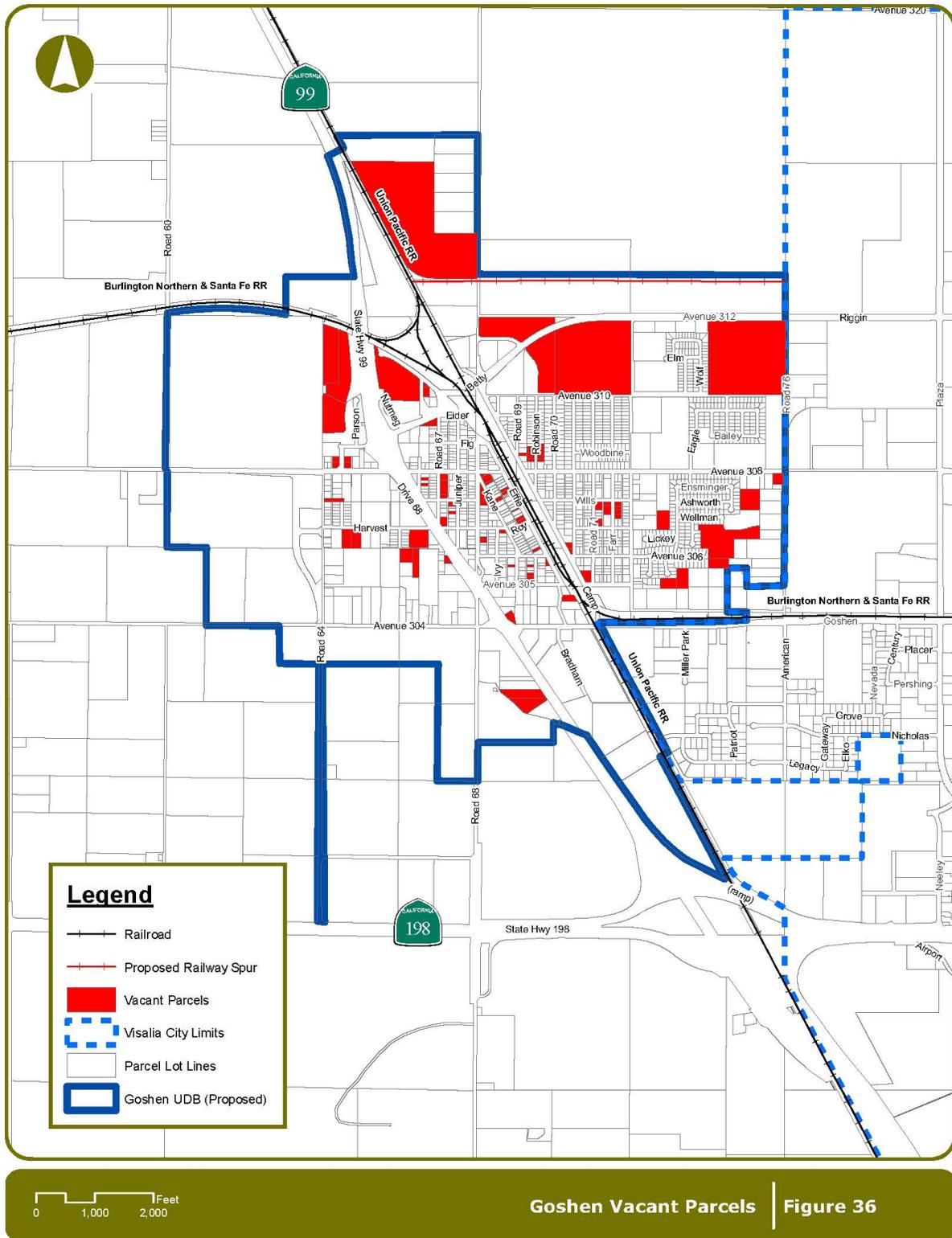
The products to be marketed in Goshen are vacant land and available buildings.

- *Vacant Land:* Staff has prepared a vacant parcel inventory which identifies vacant parcels of various sizes and various zoning districts (**see Figure 36 and Table 53**).
- *Available Buildings:* There are limited opportunities to use buildings for commercial or industrial uses. When individual spaces become available, it would behoove a property owner to coordinate with a real estate agent to lease out each space.
- *Inventory:* The Tulare County Economic Development Department is reaching out to local real estate brokers to develop a parcels availability database. In addition, the County will be providing links from its Economic Development Webpage to individual broker webpages which can serve to advertise the availability, location, size, etc., of parcels.

<sup>57</sup> Visalia General Plan Update: Existing Conditions Report, page 3-33

# Goshen Community Plan Update

Figure 36 - Vacant Parcels Map



# Goshen Community Plan Update

**Table 53 - List of Vacant Parcels**

APN #	Acres	Zoning	APN #	Acres	Zoning	APN #	Acres	Zoning
073-090-083	2.39	M-1	075-120-051	0.16	R-1	075-120-056	0.07	R-1
073-090-086	2.23	M-1	075-290-022	2.35	AP	075-120-047	0.18	R-1
072-050-018	54.16	M-2-SR	075-340-025	6.04	C-2	075-120-058	0.14	R-1
075-090-022	0.56	C-2	075-250-011	0.14	M-1	075-120-059	0.15	R-1
075-270-078	0.28	C-2	075-120-049	0.14	R-1	075-270-013	0.15	R-2
075-120-052	0.16	R-1	075-260-010	0.55	M-1	075-205-004	0.17	R-1
075-250-022	0.14	M-1	075-330-003	0.29	C-2	075-210-038	2.83	M-1
075-080-022	0.31	R-2	075-206-002	0.38	R-1	075-340-026	0.72	C-2
075-205-006	0.21	R-1	075-270-004	0.09	R-2	075-050-032	10.07	C-3-SR
075-206-004	0.17	R-1	075-170-030	38.47	A-1, AE-20	075-300-034	0.40	M-1
075-090-021	0.08	R-2	075-233-005	38.47	R-1	075-090-018	1.30	R-2
075-120-053	0.16	R-1	075-250-015	0.21	M-1	075-050-005	0.13	C-2
075-205-005	0.19	R-1	075-270-030	0.14	C-2	075-040-008	0.52	R-2
075-090-051	0.17	R-2	075-360-002	0.14	AE-20	075-320-083	0.14	AP
075-231-009	0.24	M-1	075-270-029	0.75	C-2	075-120-057	1.24	R-1
075-120-030	0.16	R-3	075-340-028	0.14	C-2	075-440-005	0.15	A-1
075-250-008	0.32	M-1	075-080-020	6.36	R-2	075-430-006	7.78	C-1-SR
075-206-005	0.43	R-1	075-234-005	0.71	R-1	075-440-008	1.52	C-3
075-280-025	0.14	R-2	075-233-004	0.21	R-1	075-440-006	3.33	C-3
075-090-052	0.17	R-2	075-231-010	0.18	M-1	075-440-007	1.64	C-3
075-300-038	1.21	M-1	075-270-010	0.12	R-2	075-430-005	9.16	C-1-SR
075-120-055	0.17	R-1	075-260-005	0.17	M-1	075-390-056	1.52	M-1-SR
075-330-005	0.29	C-2	075-330-040	0.14	C-2	075-400-005	1.69.	AE-20
075-090-038	0.45	R-2	075-300-010	0.27	C-2	075-210-038	2.83	M-1
075-040-012	0.14	R-2	075-330-041	0.28	R-2	075-340-026	0.72	C-2
075-280-021	0.44	R-2	075-240-009	0.25	R-2	075-440-002	36.98	A-1
075-080-018	0.17	R-2	075-270-012	0.17	R-2	075-370-053	1.66.	A-1
075-220-022	0.57	M-1	075-320-082	0.29	AP	075-380-016	8.77.	AE-20, R-1
075-090-032	0.23	R-2	075-280-030	1.24	R-2	075-390-063	1.12.	A-1
075-330-031	0.47	R-1	075-340-023	5.23	C-2, C-3	075-050-031	0.12	C-3-SR
075-280-032	0.17	R-2	075-170-035	16.11	R-1			

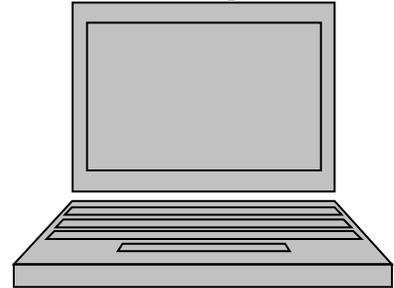
# Goshen Community Plan Update

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## Promotion

Promotion of Goshen and properties in Goshen is a continual need for effective economic development. The following tasks can be used to promote the community of Goshen.

- *Companies to Target:* As Goshen is a small community along the SR 99 corridor, economic development should be focused on enhancing existing assets. Based on the existing businesses, the County of Tulare should target the following types of businesses:
  1. Agricultural Food Packing
  2. Cold Storage
  3. Food Processing (Dairy-related products such as milk, ice cream, yogurt, butter, etc.)
  4. Distribution Centers
- *Online Presence:* Content is one of the most important aspects of an online presence. The amount of content provides relevancy and usefulness. The following could be done to improve the County of Tulare's online presence:
  1. Constantly improve (and keep current) the Economic Development website
  2. Additional information about Tulare County could be added to this website. Pictures from Tech Fair Photo Contest are available for use by Tulare County Departments.
  3. Write and submit articles for trade magazines and bloggers.
  4. Develop a Tulare County Economic Development Blog.
  5. In addition to social media sites Facebook and Twitter, Tulare County's Economic Development Department could utilize other Social Media sites such as Instagram, Youtube, Flickr, etc.
- *Brochures:* Brochures provide specific and relevant information. Brochures should be designed for the following.
  1. Specific Site Handouts brochures with the following information: APN, address, size, price, contact information, pictures of site, and pictures of the neighborhood, zoning designation, and a location map.
  2. A Food Production Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Agricultural Industry in Tulare County.
  3. A Solar/Alternative Energy Industry Cluster brochure with the following information: a list of available properties, pictures of the area, prices of land, highlights of the Solar/Alternative Energy Industry in Tulare County.
  4. A brochure that lists the real estate brokers in Tulare County. This brochure should include contact information such as name, address, phone and email.
- *Advertising:* Tulare County's Economic Development Department and the community of Goshen can be advertised in targeted trade journals. These trade journals could include:
  1. California Leagues of Food Processors
  2. Food Manufacturing Magazine



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3. Food Processing Magazine
  4. Food Business News Magazine
  5. Logistics Business Magazine
  6. Food and Beverage Packing Magazine
  7. Packing World
  8. Packing Digest
- *Events:* Conferences and other events are excellent venues for networking. Goshen could be promoted at the following conferences.
    1. World Ag Expo
    2. Food Shows
  - *Videos:* Promotional videos could be available online and displayed on conferences.
    1. Powerpoint presentation video of pictures and statistics.
    2. Videos of movies filmed in Tulare County.

## Development Suitability Analysis

The purpose of a development suitability analysis is to determine the areas of the community and surrounding vicinity which could most appropriately accommodate new growth. It is a means of identifying areas free of development constraints and areas in which improvements must be made before urban only to determine the location of the Goshen Urban Development Boundary, but development can be allowed. This development suitability analysis will be used not also to help establish land use patterns for the community's future growth.

To determine development suitability, factors that either encourage or constrain development were selected and mapped. Each factor was assigned a suitability rating to show the level of influence it will have on potential new development Suitability ratings used in this study include:

- Very High:* These areas are "infill lands", or are surrounded on three sides by existing urbanized land and are, or can be easily be, serviced with urban services.
- High:* These areas are lands free of development constraints and which are either adjacent to existing development and are, or can be, served with community sewer and water service. Wastewater service areas but which are near existing urban development.
- Moderate:* These lands are outside existing boundaries of local water and these lands also exhibit other qualities that make them suitable for future development.
- Low:* These lands should be precluded from intensive development until certain constraining conditions can be changed or corrected. Examples of such constraints include flooding and Williamson Act Lands.

From the process of mapping of the various factors potentially influencing the developability of the community and surrounding environs, a composite analysis of the application of these factors to each

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segment of the planning area is possible. The patterns which emerged from this composite analysis have enabled the overall developed suitability of the planning area to be mapped, in conformance with the ratings described above.

It is recommended, based on the Market Analysis, Opportunities and Constraints analysis as contained above and below that the existing configuration of the Urban Development Boundary is not appropriate and reflective of the development suitability criteria because of the lack of unimproved land in proximity to the SR 99 Corridor. More so, some of the factors to consider in increasing the Urban Development Boundary are housing and population, and commercial land use and the forecasting necessary to accommodate potential growth to match the desired growth in the Goshen Community. This analysis is based on the above economic and demographic studies are utilized to describe why it's necessary to expand the Urban Development Boundary.

Within the existing 1,232.6-acre UDB, approximately 836 acres are urbanized. By dividing the estimated 2016 population of 3,739 by 836 urbanized acres, a ratio of 4.47 persons per urbanized acres is calculated. The forecasted increase in population from 2016 to 2030 is 741 persons. Projecting this ratio into the future (741 persons divided by 4.47 persons/acre) suggests that an additional 165 acres for housing will be needed by the year 2030. The existing Urban Development Boundary contains approximately 1,232.5 acres (**see Figure 3**). The additional projected need of 165 acres added to the existing UDB yields a forecasted total land demand for housing of 1,398 acres for 2030. Of the 380 vacant acres that are proposed for new development, approximately 30% of those parcels are proposed for Mixed Use, High Density or Medium Density Residential uses, therefore,  $422 \text{ acres} \times .30 = 127$  acres, which will most likely be built out in the more immediate future.

The County will continue to grow at 1.3%, per year, therefore while accommodating a modest forecasted land demand growth flexibility factor of between (10% and 18% total). The proposed land use plan contains 1,748 acres is based on owner interest and accommodating future County growth in Goshen, where unlike other unincorporated communities there is more reasonable, available infrastructure to support growth. Applying a modest straight line - flexibility forecasting factor of 10% to the 1,398 figure yields a 2030 UDB of 1,538 acres. The proposed land use plan of 1,748 acres is therefore within the reasonable range of a straight-line land demand forecasting consistent with other unincorporated communities within the County. However, there are other factors to consider.

Therefore, the proposed UDB contains approximately 516 additional acres ( $1,232 - 1,748 = 516$ ). (See Figure 30 for the 1.2 Buffer Factor suggesting a gross UDB of 1,770 acres). Another way of looking at this is through a buffer factor (suggesting mapped, geometric “assumed growth” factors based on algorithmic growth into available and unavailable areas of the plan area). For example, more liberal residential unit ratio of 10 units per acre (consistent with the existing plan) and multiplying those 10 units per acre times 127 residential / mixed use acres would yield approximately 1,270 residential units that could be constructed within the UDB during the planning horizon period, if built out at current rates found in the approved and currently under construction subdivisions in Goshen.

Finally, based on the Department of Finance (CDF) population estimates and the County General Plan, in the truest sense of the forecasted increase in population from 2016 to 2030 of 741 persons times an average 3.39 (CDF) person per household indicates that approximately and realistically 218

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new residential units are required to meet the forecasted population demand (See Figure 49 - housing forecast suggests as much as 249 units). As County Policies require contiguous development and an orderly extension of services, the recommendation of the proposed UDB not only satisfies development demand requirements, but also provides the requisite area needed to meet forecast commercial lands of 43,000 square feet and industrial land demands of 174,000 square feet in the Goshen Community. (See Tables 48-49). The remaining acreages to the north and west of SR 99 is to accommodate the potential for highway commercial development in increased pass by commercial traffic, and the State Regional Housing Needs Assessment (RHNA - 7,000 units) requirements for the County. The change in the UDB to the west of SR 99 only has some available sewer capacity; however, given the location of Goshen with the many constraints to development to the north, south east and west there is a *very high* to *high* “development suitability” need to adopt the proposed UDB for Goshen.

## PROPOSED LAND USE PLAN AND ZONING DISTRICTS

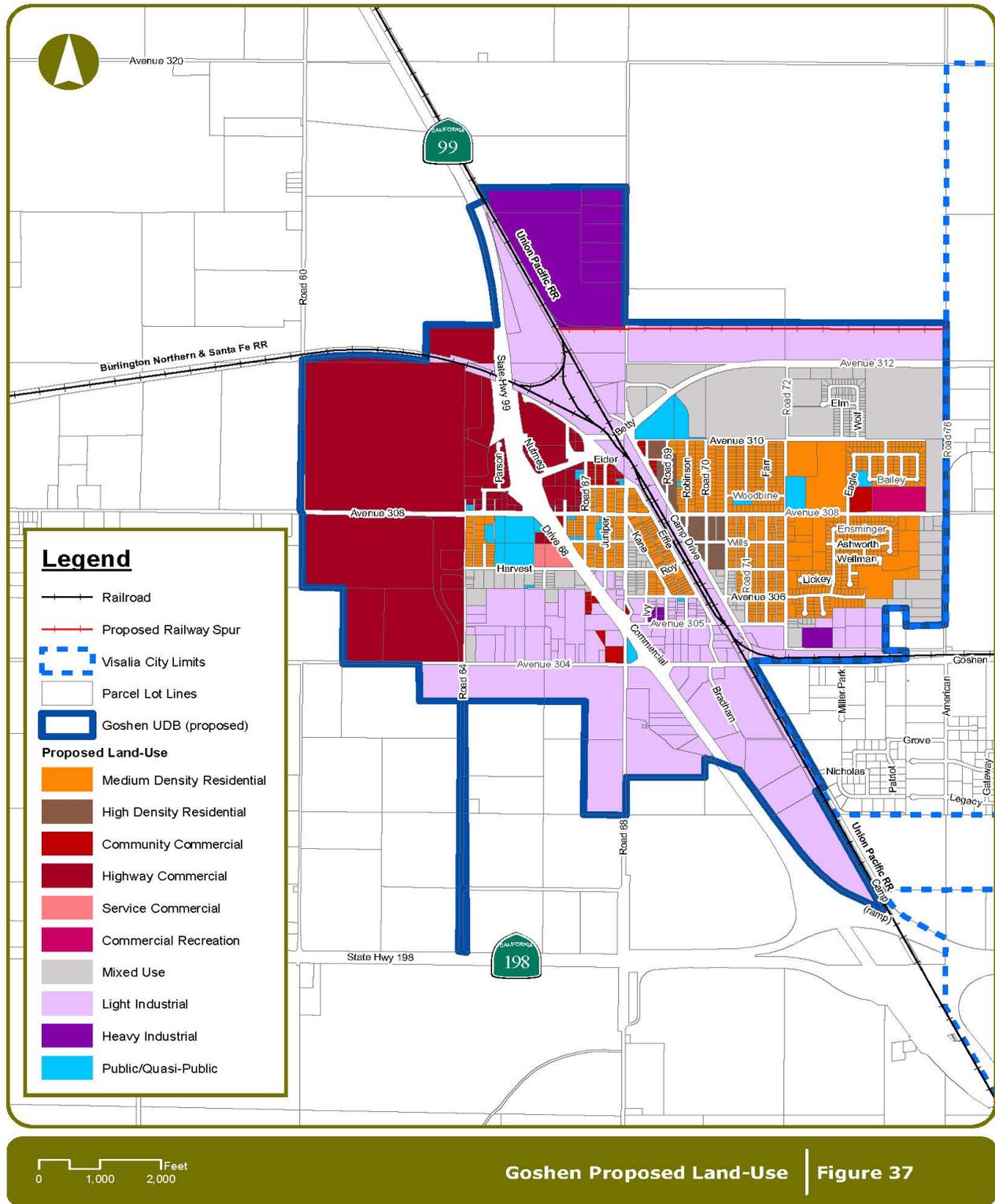
### Proposed Land Use Plan

As suggested above and based on the forecasted growth and the recommended Urban Development Boundary, on the economic Development/Market Analysis and Opportunities and Constraints analysis, the proposed land use plan (see **Table 54 and Figure 37**). The other proposed land use maps (Alternatives A-D) were created during the Caltrans Grant Land Use Process in 2013. The County utilized differing opportunities and analyzed the constraints from those plans, with mostly a focus on Alternative B. Because of the improvements on Betty Drive, and the impact to the Community because of those improvements, and the desire of the City of Visalia to grow westward along Betty Dr./ Riggan Ave., Alternative B is the chosen concept that the Proposed Community Plan is based upon. The Propose Plan is the DEIR preferred and environmentally superior alternatives.

<b>Land Use</b>	<b>Sum Acres</b>
Commercial Recreation	9.0
Community Commercial	13.0
Heavy Industrial	105.4
High Density Residential	14.7
Highway Commercial	366.6
Light Industrial	531.4
Medium Density Residential	208.7
Mixed Use	198.9
Public/Quasi-Public	37.8
Service Commercial	4.6
Unclassified (Right-of-Way)	258.0
<b>Goshen Proposed UDB</b>	<b>1,748.1</b>

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Figure 37 - Proposed Land Use Plan - Goshen

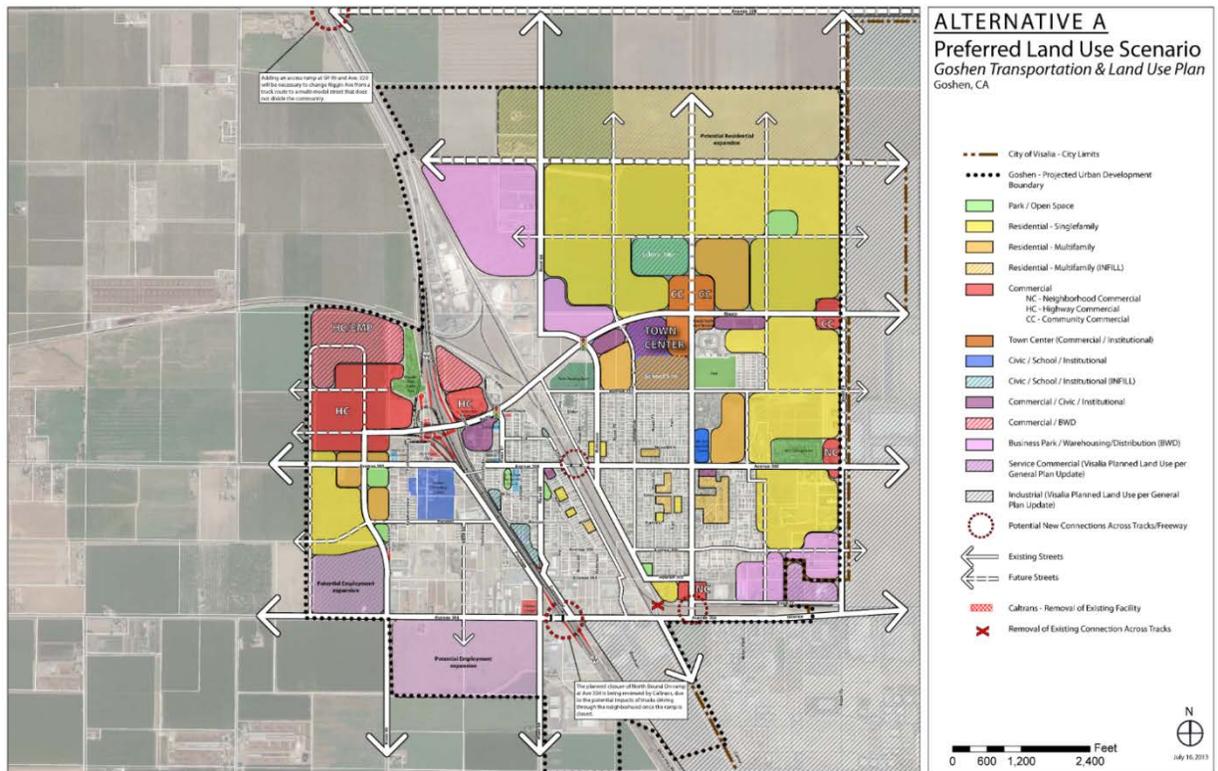


# Goshen Community Plan Update

## Proposed Land Use Plan Acreage Alternative A

Table 55 - Proposed Land Use Acreage Alternative A	
Land Use	Sum Acres
Community Commercial	24.98
Highway Commercial	47.19
Industrial	173.99
Low Intensity, Service	272.57
Private Recreation	23.06
Residential	341.18
Residential Reserve	54.21
Service Commercial	4.64
Right-of-ways total	744.19
<hr/>	
Goshen UDB Acres	1,668.00

Figure 38 - Proposed Land Use Plan Alternative A



# Goshen Community Plan Update

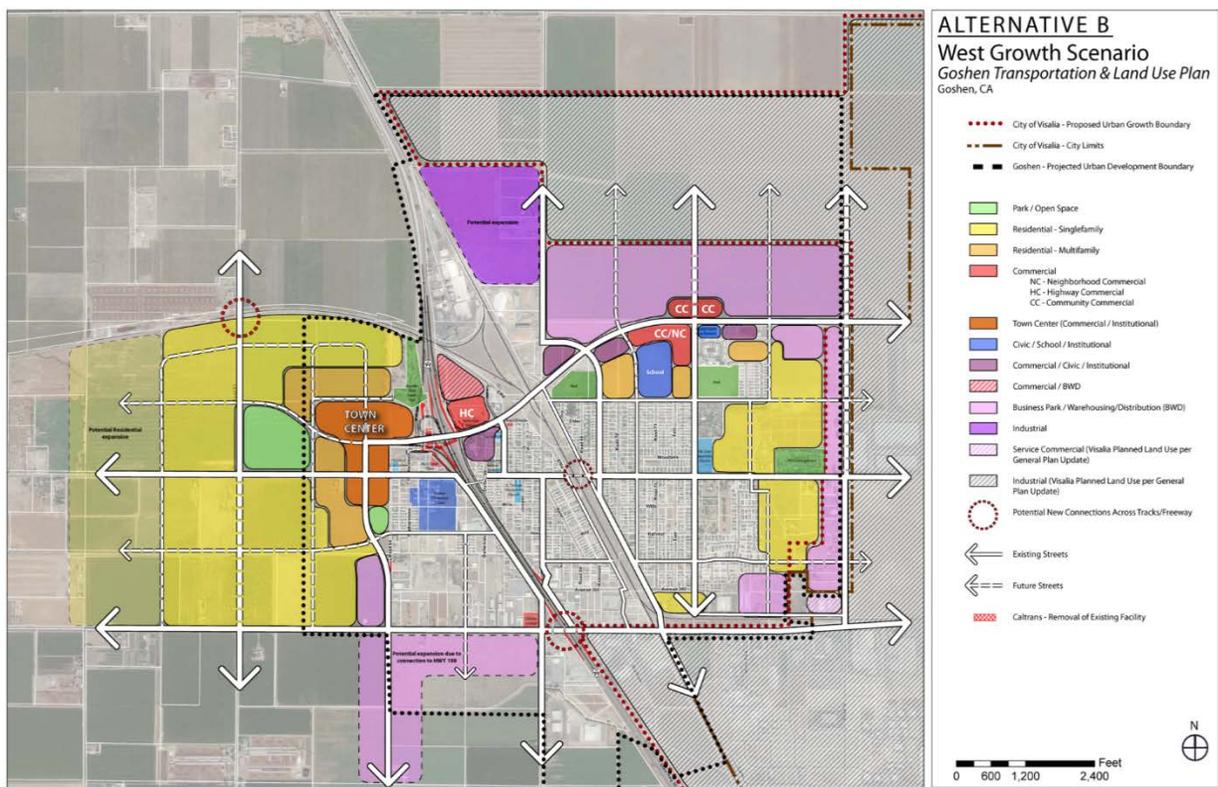
## Alternative A: Pros and Cons

<b>Table 56 – Pros and Cons: Alternative A</b>		
	<b>Pros</b>	<b>Cons</b>
<b>Planning</b>	<ul style="list-style-type: none"> <li>Addresses the north growth focus advocated by the Community.</li> <li>Does not divide the Community by directing new growth and development to the north of the existing Community vs. west of SR 99.</li> <li>Generally Consistent with Adopted Goshen Community Plan to direct residential growth to the north of Riggin Ave.</li> <li>Replaces the displaced existing Central Business District CBD with a cohesive CBD built around Self Help and Family health Care network sites.</li> </ul>	<ul style="list-style-type: none"> <li>Riggin Ave between Robinson and Rd. 76 would create another division within the community already divided by Highway 99 and the UPRR.</li> <li>Residential land uses along the Riggin Ave would be negatively impacted by high traffic volumes.</li> <li>Places new residential development farther away from existing elementary school.</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>Directs residential growth away from Visalia Municipal Airport traffic pattern and aircraft noise.</li> </ul>	<ul style="list-style-type: none"> <li>Ag land conversion on North side of community.</li> <li>Possible residential use conflicts with Visalia Industrial Park expansion.</li> </ul>
<b>Engineering</b>	<ul style="list-style-type: none"> <li>Development of Greenfield area with infrastructure master planning opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Sewer Lift Stations required for new development.</li> <li>May increase safe routes to school issues with residential development located further away from the existing elementary school.</li> </ul>
<b>Community Support</b>	<ul style="list-style-type: none"> <li>Addresses the north growth focus advocated by the Community.</li> <li>Does not divide the Community by directing new growth and development to the north of the existing Community vs. west of SR 99.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal comments expressed by community.</li> </ul>
<b>Fiscal</b>	<ul style="list-style-type: none"> <li>Opportunity for assessment district creation.</li> </ul>	<ul style="list-style-type: none"> <li>May require additional Lanes along Riggin Ave between Robinson and Rd. 76.</li> </ul>

# Goshen Community Plan Update

## Proposed Land Use Plan Alternative B

Figure 39 – Proposed Land Use Plan Alternative B



# Goshen Community Plan Update

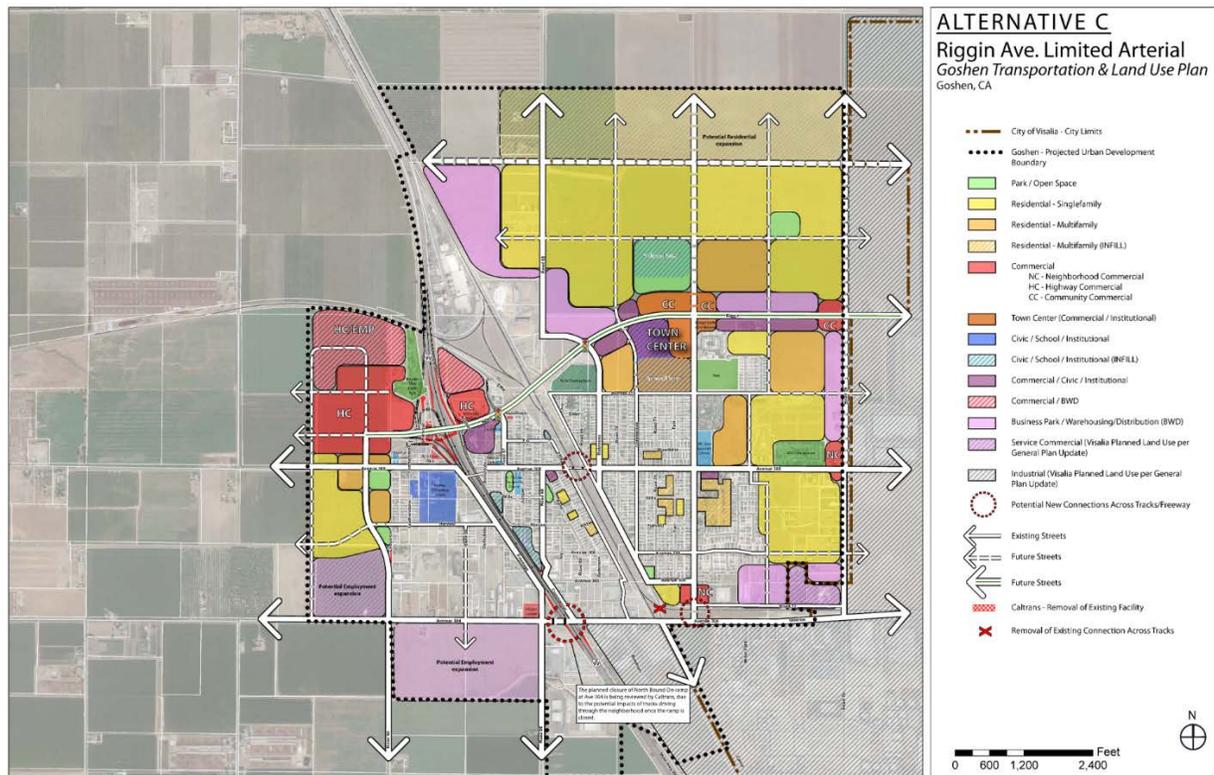
## Alternative B: Pros and Cons

<b>Table 57 - Pros and Cons Alternative B</b>		
	<b>Pros</b>	<b>Cons</b>
<b>Planning</b>	<ul style="list-style-type: none"> <li>• Growth and development would be located farther away from high Riggin Ave traffic volumes.</li> <li>• Places new residential development closer to existing elementary school.</li> <li>• Industrial land use designations to the Northwest compatible with Visalia Industrial Park expansion.</li> </ul>	<ul style="list-style-type: none"> <li>• Is not supported by the Community</li> <li>• Divides the Community by directing new growth and development to the west of the existing Community vs. to the north of Riggin Avenue.</li> <li>• CBD located on West side of Community which is directed away from a majority of the Goshen population located on the East side of Highway 99.</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>• Residential land uses along Riggin Ave will have lesser impacts created by high traffic volumes.</li> <li>• Fewer Conflicts with Visalia Industrial Park expansion.</li> </ul>	<ul style="list-style-type: none"> <li>• Directs residential growth towards Visalia Municipal Airport traffic pattern and aircraft noise.</li> <li>• Divides the Community by directing new growth and development to the West of the existing Community located primarily East of SR 99.</li> <li>• Ag land conversion on West side of community.</li> </ul>
<b>Engineering</b>	<ul style="list-style-type: none"> <li>• Will minimize safe routes to school issues with residential development closer to the existing elementary school.</li> </ul>	<ul style="list-style-type: none"> <li>• May require additional lanes along Betty/Riggin Ave within the Goshen Community.</li> <li>• Sewer Lift Stations required for new development.</li> </ul>
<b>Community Support</b>	<ul style="list-style-type: none"> <li>• Minimal pros.</li> </ul>	<ul style="list-style-type: none"> <li>• Not advocated by the Community.</li> </ul>
<b>Fiscal</b>	<ul style="list-style-type: none"> <li>• May delay additional lanes along Betty/Riggin within the Goshen Community.</li> </ul>	<ul style="list-style-type: none"> <li>• May require additional lanes along Betty/Riggin within the Goshen Community.</li> <li>• Sewer Lift Stations required for new development.</li> </ul>

# Goshen Community Plan Update

## Proposed Land Use Plan: Alternative C

Figure 40 - Proposed Land Use Plan: Alternative C



# Goshen Community Plan Update

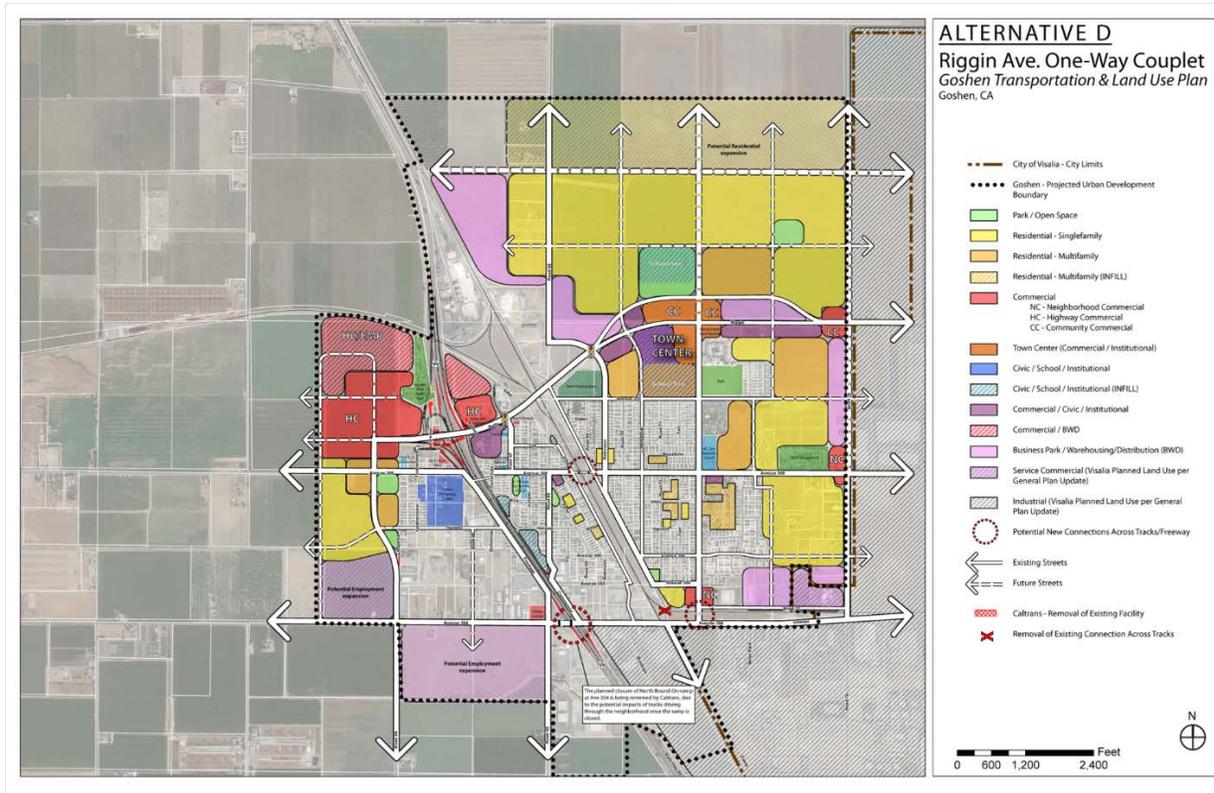
## Alternative C: Pros and Cons

<b>Table 58 - Pros and Cons: Alternative C</b>		
	<b>Pros</b>	<b>Cons</b>
<b>Planning</b>	<ul style="list-style-type: none"> <li>Does not divide the Community by directing new growth and development to the north of the existing Community vs. west of SR 99.</li> <li>Buffers residential land uses located along the north and south sides of Riggin with the placement of retail, service commercial, and business park development along Riggin Ave.</li> <li>Replaces displaced existing CBD with cohesive CBD built around Self Help and Family health Care network sites.</li> <li>Generally Consistent with Adopted Goshen Community Plan to direct residential growth to the north of Riggin Ave.</li> </ul>	<ul style="list-style-type: none"> <li>May require additional lanes along Betty/Riggin between Rd. 64 and Rd. 76 within the Goshen Community.</li> <li>Riggin Ave between Robinson and Rd. 76 would essentially divide the Community in half and restrict the roadway from being a complete street (designed for alternative modes).</li> <li>Places new residential development farther away from existing elementary school.</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>Directs residential growth away from Visalia Municipal Airport traffic pattern and aircraft noise.</li> </ul>	<ul style="list-style-type: none"> <li>Residential land uses along the north side of Riggin could be negatively impacted by high traffic volumes.</li> <li>Possible residential land use conflicts with Visalia Industrial Park expansion.</li> </ul>
<b>Engineering</b>	<ul style="list-style-type: none"> <li>Infrastructure master planning opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Would potentially slow-down traffic along Riggin Ave.</li> <li>Riggin Ave between Robinson and Rd. 76 divides the Community in half and minimizes the roadway from being a complete street (designed for alternative modes).</li> <li>Sewer Lift Stations required for new development.</li> <li>May increase safe routes to school issues with residential development located further away from the existing elementary school.</li> </ul>
<b>Community Support</b>	<ul style="list-style-type: none"> <li>Addresses the north growth focus advocated by the Community.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal.</li> </ul>
<b>Fiscal</b>	<ul style="list-style-type: none"> <li>Expands economic development and job creation.</li> </ul>	<ul style="list-style-type: none"> <li>Residential land uses along the north side of Riggin would be negatively impacted by high traffic volumes.</li> </ul>

# Goshen Community Plan Update

## Proposed Land Use Plan: Alternative D

Figure 41 - Proposed Land Use Plan: Alternative D



# Goshen Community Plan Update

## Alternative D: Pros and Cons

<b>Table 59 - Pros and Cons: Alternative D</b>		
	<b>Pros</b>	<b>Cons</b>
<b>Planning</b>	<ul style="list-style-type: none"> <li>Addresses the north growth focus advocated by the Community.</li> <li>Buffers residential land uses located along the north and south sides of Riggin with the placement of retail, service commercial, and business park development between the one-way couplet.</li> <li>Supports the complete street concept by allowing pedestrian, bike and transit access along and across Riggin Ave.</li> <li>Replaces displaced CBD with cohesive CBD built around Self Help and Family health Care network sites.</li> <li>Generally Consistent with Adopted Goshen Community Plan to direct residential growth to the north of Riggin Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Places new residential development farther away from existing elementary school.</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>Directs residential growth away from Visalia Municipal Airport traffic pattern and aircraft noise.</li> </ul>	<ul style="list-style-type: none"> <li>Residential land uses along the north side of Riggin Ave may be negatively impacted by high traffic volumes.</li> <li>Possible residential Conflicts with Visalia Industrial Park expansion.</li> </ul>
<b>Engineering</b>	<ul style="list-style-type: none"> <li>Infrastructure master planning opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>May have the potential to slow-down traffic along Riggin, but the LOS would still be acceptable or meet the County's Minimum LOS D standard.</li> <li>Residential land uses along the north side of Riggin may be negatively impacted by high traffic volumes.</li> <li>Sewer Lift Stations required for new development.</li> <li>May increase safe routes to school issues with residential development located further away from the existing elementary school.</li> </ul>
<b>Community Support</b>	<ul style="list-style-type: none"> <li>Addresses the north growth focus advocated by the Community.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal.</li> </ul>
<b>Fiscal</b>	<ul style="list-style-type: none"> <li>Creates assessment district opportunities.</li> <li>Optimizes economic development and job creation.</li> </ul>	<ul style="list-style-type: none"> <li>Financing improvements will require grant funding opportunities.</li> </ul>

# Goshen Community Plan Update

## Proposed Zoning Districts

The proposed Zoning Districts Map (see **Figure 42**) for Goshen is compatible to the Land Use Map outlined in the General Plan. Zoning changes that need to occur to allow the General Plan and Zoning Ordinance to be in conformity with each other (see **Table 60**).

<b>Zoning Districts</b>	<b>Acres</b>
AE-40	3.0
C-2	11.4
C-2-MU	371.9
C-3	4.6
C-3-MU	21.0
C-O	9.0
M-1	532.8
M-1-MU	56.6
M-2	105.4
P-O	16.1
R-1	143.9
R-1-MU	35.5
R-2	42.9
R-2-MU	78.9
R-3	12.7
R-3-MU	41.4
Unclassified (Right-of-Way)	258.0
<b>Total</b>	<b>1,748.1</b>
<b>Source: Tulare County GIS</b>	

## Proposed Zoning Districts

The **MU (Mixed Use) Overlay Combining** Zone allows a mix of uses that promotes flexibility in the types of entitlements that can be issued. All uses outlined in the M-1, C-3, C-2, R-1, R-2, and R-3 uses are allowed.

The **R-1 (One Family)** Zone allows One-family dwellings of a permanent character placed in permanent locations and one-family manufactured homes installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code which comply with Subsection G of this Section. Private garages to accommodate not more than three (3) cars.

The **R-2 (Two Family)** Zone allows any use permitted in the R-1 Zone, two-family dwellings, multiple dwellings subject to site review, and incidental and accessory uses to the aforesaid.

# Goshen Community Plan Update

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The **R-3 (Multiple-Family)** Zone is any use permitted in the R-2 Two-Family Zone. Multiple dwellings; provided, however, that if more than four (4) dwelling units are proposed to be constructed on one (1) lot, the construction of such units shall be subject to approval of a site plan pursuant to the procedure set forth in Paragraph 1 of Subsection G of Section 16.2 of this Ordinance.

The **C-1 (Neighborhood Commercial)** Zone is intended for retail stores and personal service businesses which are appropriately located in close proximity to residential areas, while minimizing the undesirable impact of such uses in the neighborhoods which they serve.

The **C-2 (General Commercial)** Zone is intended for retail stores and businesses which do not involve manufacturing and/or processing.

The **C-3 (Service Commercial)** Zone is intended for wholesale establishments and establishments engaged in repairing and servicing equipment, materials and products, but which do not involve the manufacturing, assembling, packaging or processing of articles of merchandise for distribution and retail sales.

The **CO (Commercial Recreation)** Zone is any commercial/retail use oriented towards recreation, tourists, and/or highway travelers.

The **PO (Professional and Administrative Office)** Zone is any use permitted in the R-3, Multiple-Family Zone. Apothecary (limited to the sale of pharmaceuticals, medical and hygienic supplies and packaged confections). Clinic, dental or medical. Laboratory, dental or medical. Museum. Mortuary. Business and Professional office. Optician. Optometrist. Parking Lot: no servicing, repair, dismantling or commercial freight handling will be permitted. Post Office. Telephone exchange. Incidental and accessory structures and uses located on the same site with and necessary for the operation of a permitted use.

The **M-1 (Light Manufacturing)** Zone is intended for establishments engaged in the manufacturing, assembling, packaging, treatment and processing of products other than those which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, or other similar causes.

The **M-2 (Heavy Manufacturing)** Zone is intended for establishments engaged in the M-1 Zone, gas, boiler works, ovens, mills, canning, plastics, machining, quarry, wood processing and other similar causes.

*Mixed Use* - Any combination of retail/commercial, service, office, residential, hotel, or other use in the same building or on the same site typically configured in one (1) of the following ways:

- **Vertical Mixed Use.** A single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.
- **Horizontal Mixed Use – Attached.** A single structure which provides retail/commercial or service use in the portion fronting the public or private street with attached residential or office uses behind.

# Goshen Community Plan Update

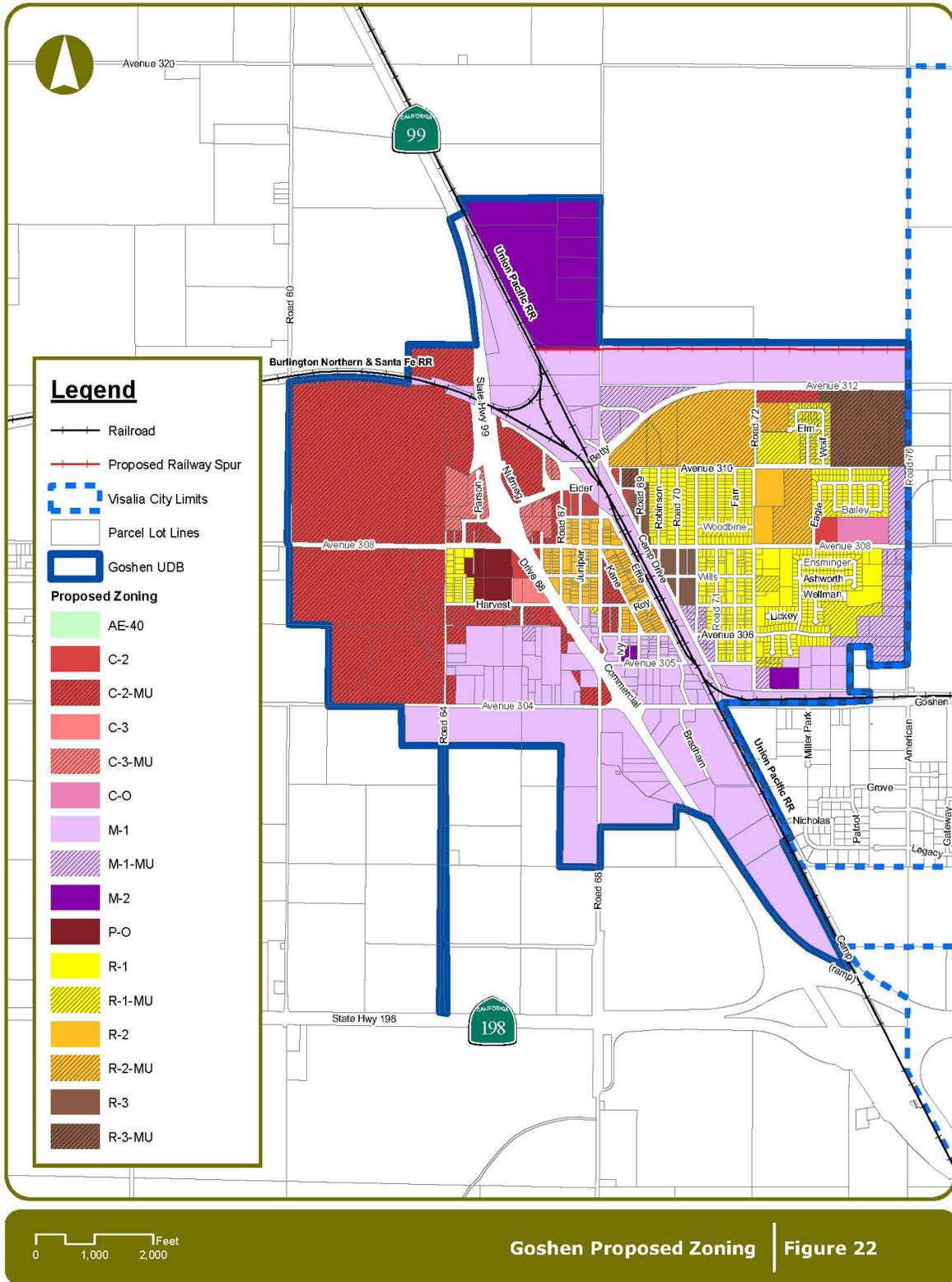
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- **Horizontal Mixed Use – Detached.** Two (2) or more structures on one (1) site which provide retail/commercial or service uses in the structure(s) fronting the public or private street, and residential or office uses in separate structure(s) behind or to the side.

Mixed Use allows for a variety of development projects. By allowing the community of Goshen to respond to market forces, more opportunities are created for economic development and job development.

# Goshen Community Plan Update

Figure 42 - Proposed Zoning Districts Man



# Goshen Community Plan Update

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## CIRCULATION ELEMENT

The purpose of this Circulation Element Update for the community of Goshen is to provide for a safe, convenient and efficient transportation system. The Circulation Element has been designed to accommodate anticipated transportation needs based on the land use element. In compliance with state law, all city and county general plans must contain a circulation element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The intent of this Circulation Element is to:

- identify transportation needs and issues within Goshen, as well as regional relationships that affect the transportation system;
- consider alternatives to the single-occupant vehicle as means of providing services and access to facilities; and
- establish policies that coordinate the Goshen transportation and circulation system with General Plan and area plan land use maps and provide direction for future decision-making.

**Figure 43** shows Goshen in the context of its region. The transportation system within the Goshen planning area includes State Route (SR) 99 as well as several County routes and local streets as shown on **Figure 44**. This figure also shows key intersections that were selected for detailed analysis. Within Tulare County additional passenger travel service is provided by common bus carriers, AMTRAK and other local agency transit and paratransit services. The County transportation system includes general aviation facilities, air passenger facilities, freight rail service, and bicycle and pedestrian facilities.

The 2003 Caltrans SR 99 Transportation Concept Report for Section 18 “the Goshen Area OH” (North Goshen OH from the City of Tulare / Caldwell to Traver) considers the section “rural” and calls for the Average Annual Daily Traffic (AADT) of 50,900 in 2010 and up to 66,200 in 2025. Currently, the Level of Service is projected at **B and goes to C in in 2025**.

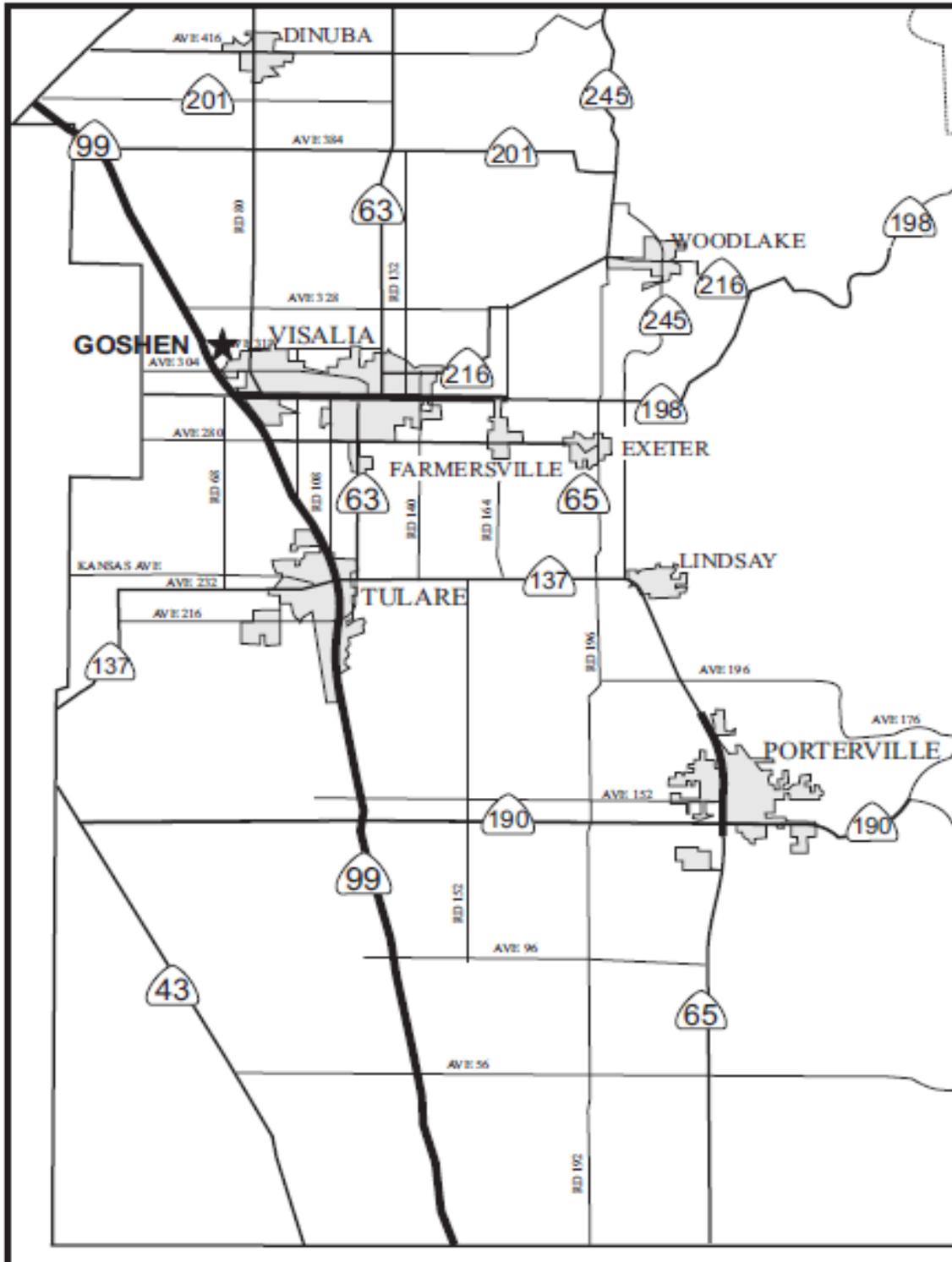
## REGIONAL TRANSPORTATION PLANNING

### Tulare County Association of Governments (TCAG) Regional Transportation Plan

The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by the Tulare County Association of Governments (TCAG). The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and finances for Tulare County. The RTP is prepared every four years and contains a listing of projects considered to be financially feasible within a 25-year planning time frame. All federally funded transportation projects must be consistent with the RTP. The RTP for Tulare was updated and adopted in July 2014. The RTP is the first to respond to state legislation (SB 375) that requires that the RTP show reductions in greenhouse gas emissions from passenger vehicles. Thus, there is a new emphasis in the RTP on promoting ridesharing (transit, van and carpools) and active transportation (walking and bicycling). To this end, the RTP now includes a Sustainable Communities Strategy (SCS), a blueprint for land use patterns and transportation facilities and services that will facilitate fewer vehicle trips and vehicle miles traveled.

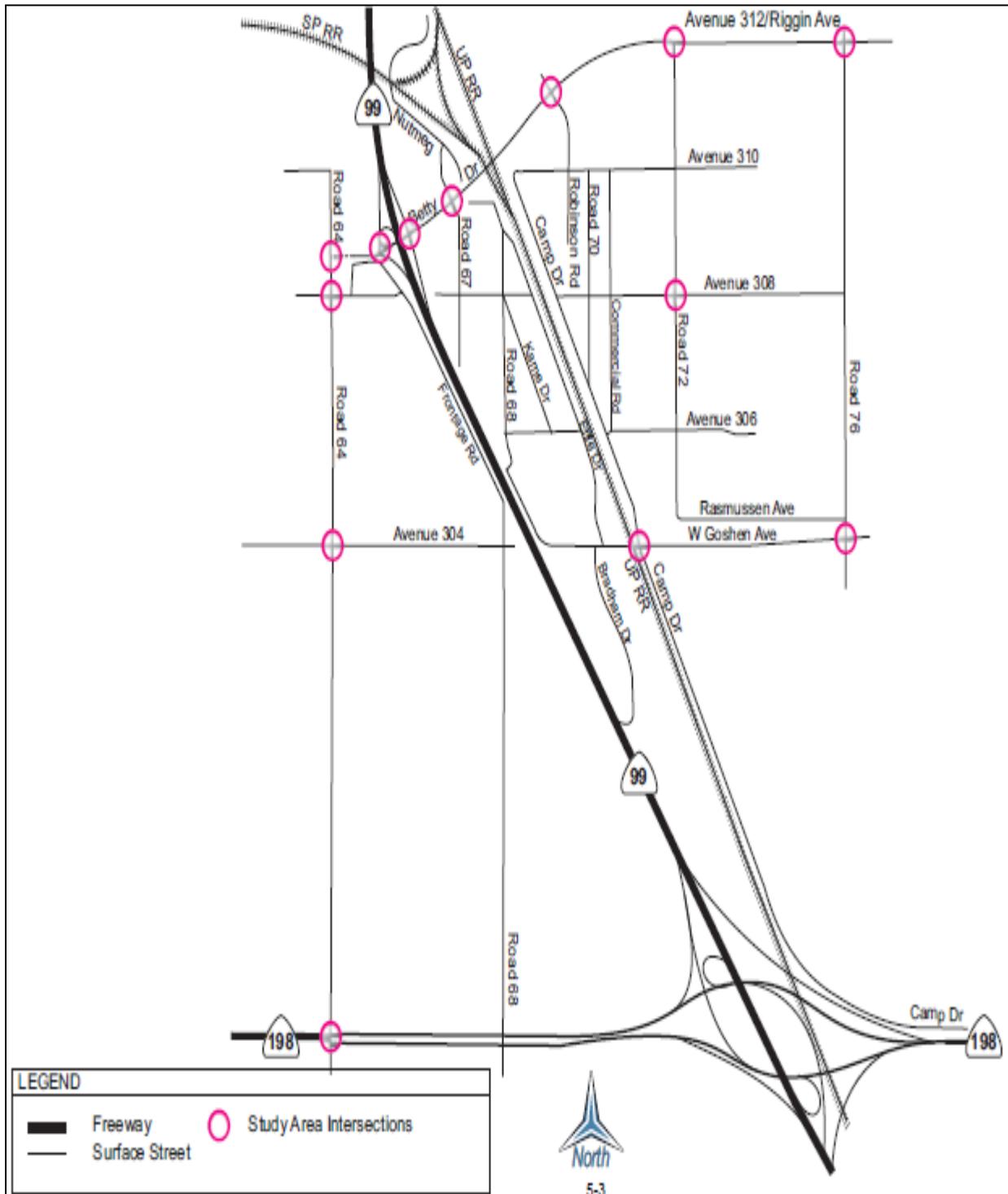
# Goshen Community Plan Update

Figure 43 - Roadway Network of County



# Goshen Community Plan Update

Figure 44 - Study Area Intersections



# Goshen Community Plan Update

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## San Joaquin Valley Air Quality Management Plan

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has prepared the Air Quality Management Plan (AQMP) and various other regulations to reduce air emissions. Both the plan and several regulations aim to reduce emissions from mobile sources – automobiles and trucks, as well as other modes of transportation.

## Measure R ½ Percent Sales Tax for Transportation

Measure R is the half-percent sales tax measure for transportation improvements passed by the voters of Tulare County in 2006 and managed by the Tulare County Transportation Authority (TCTA). The Measure provides funding for transportation projects (highway, transit, and ridesharing) over the 20-year duration of the Measure. Measure R funds are used by the County in Goshen to repair streets, and to improve the existing and planned transportation system.

## Intelligent Transportation Systems (ITS) Planning

Visalia will soon undertake an ITS Strategic Plan that may also consider countywide goals and policies to use communication and information technologies to improve mobility and enhance safety within the region. Potential ITS components include Freeway Management; Transit Management; Incident Management; Electronic Fare Payment; Electronic Toll Collection; Railroad Grade Crossings; Emergency Management Services; and Regional Multimodal Traveler Information. Being part of the ITS plan will assist the County with application for federal or State funding for specific types of ITS projects.

## **EXISTING CIRCULATION AND TRAFFIC CONDITIONS**

### Street and Highway System

“The framework of the current roadway network in Goshen generally follows a basic grid pattern as part of the county road system as shown in the 1978 Goshen Community Plan. SR 99 and the UP Railroad properties bisect Goshen in a northwestern-southeastern diagonal pattern, which created some development issues that remain to this day. The county roads serve as the primary local roads carrying traffic throughout the community. Between the county roads, residential and industrial development created a local grid system to serve residential and industrial properties. Most of the residential properties are located in the central and eastern segments almost equally divided by the UP Railroad.

The primary north-south county roads are Road 64 just east of SR 99, Road 68 at the western side of Goshen, Road 67 just east of the Betty Drive Interchange, Road 72 east of the UP Railroad property and Road 76 just east of Goshen’s existing adopted Urban Development Boundary (UDB). There are four (4) east-west county roads that provide basic inter-neighborhood travel including Avenue 312, Avenue 310, Avenue 308, and Avenue 304 (Goshen Avenue). Perhaps the most important of these roadways may be Avenue 304 due to the critical at-grade crossing with the UP Railroad near the industrial activities. In addition, the railroad crossing provides the only at-grade protected location for pedestrians and bicyclists to move between the central and eastern section of the community south of the Betty Drive overcrossing.

# Goshen Community Plan Update

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A new interchange and crossing over SR 99 at Betty Drive is currently under construction. To the east of this interchange, Betty Drive has been rebuilt with a railroad grade crossing bridge connecting all three (3) segments of the community. The construction of the Betty Drive railroad overcrossing required the closure of the at-grade crossing at Elder Street that previously connected the central and eastern segments of the community.

The existing street network is based upon the conditions present during various construction phases or timeframes. Before the approval of the Tulare County Improvement Standards, roadways were built or reconditioned using the materials available without standardization of roadway widths, curbs and gutters, or consistent material mixes. In the central segment between SR 99 and the UP railroad property, much of the existing curbs and gutters were constructed by the individual property owner along their own lot abutting the roadway. Most of these roadways do not meet current county standards for local road classification. A review of the 1974 or 1987 Goshen Community Plan Land Use Map reveals the basic roadway network that exists today within the smaller UDB area prior to 2010.

The interchange at SR 99 and Betty Drive has been redesigned and is currently under construction. The western segment of Goshen will be most directly affected by the new interchange alignment which will fundamentally change the land use and traffic patterns for that area. The new interchange will require closure of the northbound on and off ramps at Avenue 304 east of SR 99, and the southbound on and off ramps near Avenue 304 west of SR 99. Due to the planned closure of ramps at Avenue 304 and SR 99, the level of service should be monitored in this location, with consideration of a grade separated overcrossing of SR 99 at Avenue 304 to improve level of service concerns if they are present in the future.

As a result of closing these highway ramps, Betty Drive will become the primary connector for northbound traffic departing Goshen as well as Visalia's Industrial Park and for southbound SR 99 traffic traveling to Goshen and the industrial park, and the Plaza Drive interchange with SR 198 will become the primary connection to eastbound, westbound and southbound traffic to and from industrial activities in the southern portion of Goshen and the Visalia Industrial Park."<sup>58</sup>

## Pattern of Blocks and Streets

The prominent grid pattern of county roads provides efficient and direct collector routes that facilitate travel from place to place. In Goshen, the county roadway system grid is interrupted by SR 99 and the UP Railroad, both running diagonally in a northwest-southeast direction. Where county and local roads meet these diagonal sections, the result is lack of travel continuity in the industrial and residential areas immediately east of SR 99 and along the east and west sides of the railroad property and also requires vehicles follow a stair-step pattern for north-south movements through some of the residential neighborhoods.<sup>59</sup>

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<sup>58</sup> Goshen Transportation & Community Plan, November 30, 2013, Page 3-10

<sup>59</sup> *Ibid.* page 3-11

# Goshen Community Plan Update

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## Western Segment of Goshen (West of SR 99)

The segment of Goshen lying west of SR 99 extends from the former Wooden Shoe RV Park at the north to Avenue 304 to the south and SR 99 right-of-way on the east side and Road 64 on the west. With its mix of light industrial, highway commercial and local retail shops and services and the local elementary school, this area generates significant traffic volumes and is sometimes referred to as the “town center.” Between Betty Drive and Avenue 308 the community is connected along the Frontage Road immediately west of SR 99 and Road 64 via Avenue 308.

South of Avenue 308 and west of the elementary school, there is a limited neighborhood of homes between Avenue 308 and Harvest Street along Road 64 and Featherstone. For the most part, the balance of this western segment of Goshen is light industrial and commercial land uses on large lot sizes without easements necessary to complete the local street grid throughout the segment. Just east of the elementary school there is a pedestrian bridge crossing over SR 99 to the central segment at Avenue 308. This pedestrian and bicycle bridge is the only connection between this western segment and the central segment other than Betty Drive.

## Central Segment of Goshen (between SR 99 and UP Railroad)

A review of Goshen’s current street map reveals that most of the residential streets end at the south and west at the SR 99 right-of-way. The same is true of streets at the east side of the segment along the UP Railroad property, with the exception of a section of Kane and Effie Streets which parallel the railroad property for approximately two blocks. Traffic moving southward from the intersection of Betty Drive and Road 67 has to make a number of right and left turns as they travel southward toward Avenue 304 (Goshen Avenue).

The same is true of the northbound traffic from Avenue 304 and Effie Street. From the south, Effie Street provides the single point of entry into the central segment’s residential areas between SR 99 and the railroad property. Most auto and truck traffic moving into and out of the commercial / industrial activities along Avenue 304 currently enter the area from the SR 99 northbound off-ramp and exit the area on the SR 99 northbound on-ramps. At the same time, northbound automobile traffic with destinations in the central residential area or to access Betty Drive typically travel along Effie Street, Avenue 308 and Road 67.

## Eastern Segment of Goshen (East of UP Railroad property)

The eastern portion of Goshen is representative of current practices in terms of housing types and construction methods and materials, and contains much more standardized roadways including the presence of curbs and gutters. Goshen’s growth in population and housing units is occurring in this segment mostly east of Road 72 between Avenue 312 (Riggin Avenue) and Rasmussen Street. Traffic moves more easily through this largely residential segment with access provided at the north from Robinson Street and Road 72 and at the south along Camp Drive adjacent to the UP Railroad property and along Road 76 from Avenue 308. Access to and from the east is only available along Avenue 312 (Riggin Avenue) at the northern extent of built Goshen, and Avenue 304 via Camp or Road 76.<sup>60</sup>

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<sup>60</sup> Op.Cit. page 3-11 to 3-13

# Goshen Community Plan Update

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## Public Transit and Active Transport Systems

While the private automobile is the dominant mode of travel within Goshen, as it is throughout Tulare County, other modes of transportation are important. The latest available Census survey data for Goshen indicates that about two-third of commuters drive alone to work, while one-third use other means: 14 percent carpool or vanpool, 9 percent walked, 6 percent used public transportation and 5 percent worked at home. The Census bureau does not collect data on non-work trips, which represent a greater share of travel than work trips, but tend to be less concentrated in peak traffic periods. Off-peak trips also tend to have a greater proportion of shared ride and active (walk and bike) trips. While congestion is not a major issue in Goshen, overreliance on automobiles creates other costs for both society and households, and means that many in the community who cannot drive (the young, the old, the disabled, the poor) must rely on those who can drive for their mobility. For this reason, it is important to encourage public transit systems and increased use of active modes of transportation, including bicycles and walking. The public transit system alternatives for Goshen include fixed route public transit systems, common bus carriers, and other local agency transit and paratransit services.

## Goods Movement

The ability of Tulare County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. Goshen is a part of this system with its proximity to both SR 99 and the UP Railroad mainline. As industrial and economic growth is anticipated in Goshen, goods movement traffic is also expected to increase.

Rail can be the most cost-effective mode for long-haul freight traveling to or from destinations beyond the Valley. The Union Pacific (UP) Railroad provides freight service, connecting Goshen with major markets in northern and southern California and beyond. The short line San Joaquin Valley Railroad (SJVR) has an interchange with the Union Pacific Railroad at Goshen Junction. The SJVR operates freight service from Goshen Junction to Exeter in the east and to Huron in the west.

Though Goshen is an important rail junction, trucking is likely to be the predominant mode for freight movements within the County and Valley for the foreseeable future: Statewide, over three-quarters of all freight is shipped by truck. It is anticipated that the region's truck volumes will grow faster than auto traffic through 2040.

Designated truck routes are intended to be used for long-distance truck movement. Truck movements for local deliveries within a community may use the most direct route to the particular delivery location, including local streets.

## Transportation Demand Management

Transportation demand management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility in the increasingly congested Highway 99 corridor. Examples of TDM strategies include telecommuting, flexible work hours, and electronic commerce that enable people to work and shop from home. According to CalVans, the major vanpool broker in the Valley, vanpools are becoming more prevalent for short-to-medium range commute trips, as well as for traditional long-distance usage: Key vanpool users include agricultural workers, and employees at large firms and government

# Goshen Community Plan Update

agencies. Park-n-ride facilities and carpooling will also continue to be a significant link between highway and transit modes.

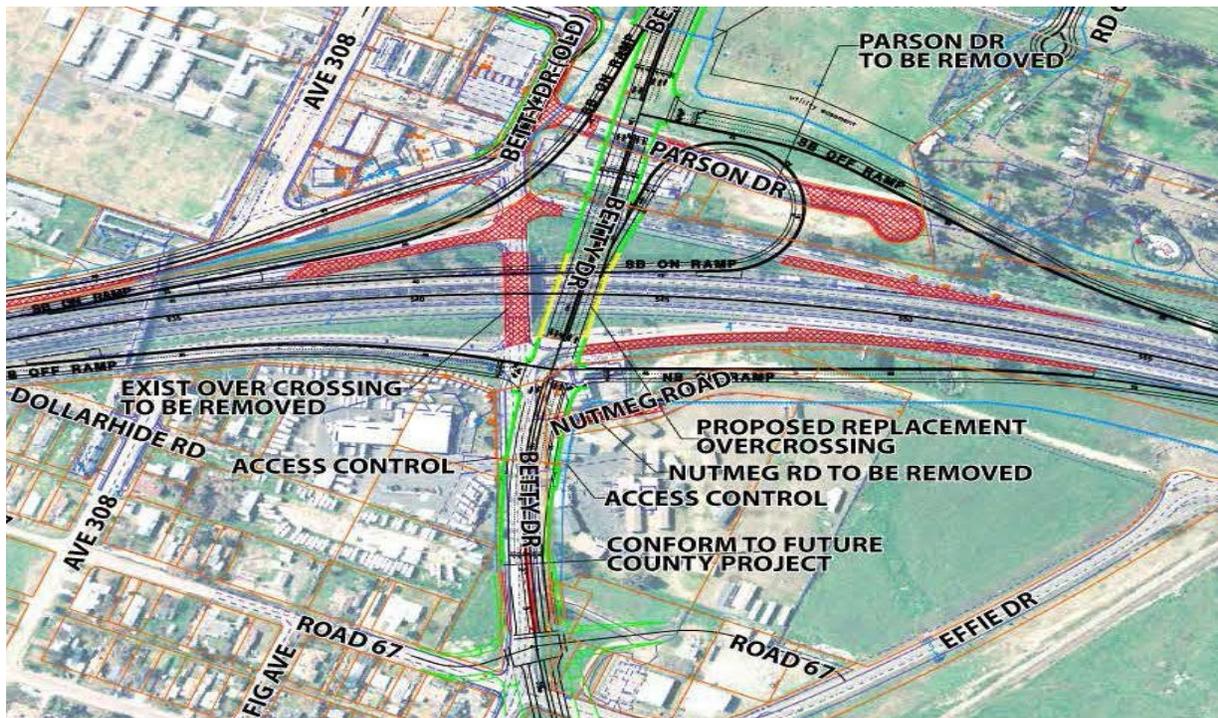
## Highway 99 Project

To project future traffic roadway conditions to the horizon year of the plan (2032), a variety of sources were used. In the Betty Riggins Corridor (see **Figure 45**), Caltrans traffic forecasts for the new Betty/SR 99 interchange as well as TCAG model forecasts were used to develop an annual traffic increase factor that was then applied to study intersections and roadway segments. Additionally, the County reviewed Visalia's Traffic Studies for their General Plan EIR and the Traffic Studies for the Papich Project at Road 68 and SR 99

These forecasts were adjusted as appropriate for new and realigned roadways, and to reflect potential industrial development along Robinson Road north of Betty Drive and for a specific development proposal in the southwest quadrant of W Riggins Avenue and Road 76. In addition to roadway changes in conjunction with the Betty Interchange reconstruction, Road 76 is assumed to be extended from Avenue 308 north to Riggins Avenue.

For the remainder of the study area, an overall rate of traffic growth of one percent per year was determined to be a reasonable forecast assumption. This rate of growth was applied outside of the Betty Drive/W Riggins Avenue corridor to existing traffic count data to create future year (2032) traffic levels. This annual rate results in an overall growth in peak hour traffic of approximately 20% for the period 2014-2032.

**Figure 45 - Proposed Betty Drive/State Route 99 Interchange Reconstruction**



# Goshen Community Plan Update

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## Summary of Circulation Issues

The current street system functions adequately and barring major unforeseen development in Goshen will continue to do so through the year 2032. Nonetheless, there are some areas of concern, such as the poor pavement condition of many local residential streets, and the lack of sidewalks, curbs and gutters throughout the community. The County is currently addressing these issues through a community Complete Streets Program within the limits of available resources. Two other issues include:

1. While almost all existing and future roadways need be no more than two travel lanes to accommodate expected traffic to 2030, wider rights-of-way may be needed at certain junctions to safely handle potential increased truck traffic, or to allow restricted turn movements into developed areas or at intersections.
2. Given Goshen's favorable location and availability of land and facilities for growth in goods movement activities, truck traffic and potential growth in truck traffic should be monitored. Streets and driveway plans should be updated to reflect new growth areas and changes in freight traffic patterns.
3. The SR 99 Betty Drive Overpass creates immediate improvement to circulation and safety issues

## **DESIGNATED TRUCK ROUTES**

### Goals, Policies, and Standards

The intent of the Goshen Community Circulation Element is to establish a comprehensive multi-modal transportation system that is efficient, environmentally and financially sound, and coordinated with the Land Use Element. Designate truck routes for use by heavy commercial and industrial traffic. According to the Goshen Complete Streets Program and Circulation Element, initially, the designated truck routes shall be:

- Betty Avenue
- Riggins Avenue
- West Goshen Avenue
- Camp Drive

When Road 76 is complete, this also will become a designated truck route.

***Goal 1: Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in Goshen.***

# Goshen Community Plan Update

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## **Policies and Standards:**

1. Utilize existing infrastructure and utilities to the maximum extent practical and provide for the logical, timely, and economically efficient extension of infrastructure and services.
2. Designate streets according to the following functional classifications:
  - a. Freeways and Expressways carry regional traffic through the community with access only at interchanges with major streets.
  - b. Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.
  - c. Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.
  - d. Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.
  - e. All facility-types above (except freeways) should be capable of accommodating transit and paratransit vehicles. Furthermore, all facility-types except freeway should include provisions for active modes of transportation (walking and cycling).
3. Develop and apply consistent standards for new streets (and existing streets where feasible without substantial ROW takes) based on the roadway classification.
4. Require applicants for new development projects to dedicate needed ROW and construct and/or upgrade to County standards the streets and roads that will serve their projects.
5. Plan new arterial and collector streets as needed to improve access and enhance the develop potential of land designated for commercial and industrial uses.
6. Improvement standards for local and minor streets shall include perpendicular curbs, gutters and adequate street lighting at intersections.
7. Access to arterials by driveways, local and minor streets, and alleys should be controlled as needed in order to ensure efficient traffic flow and safety along these streets.
8. Local streets should be designed to discourage high traffic volumes and through traffic (**see Figure 46**).

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Figure 46 - Goshen Intersection Level of Service Analysis

INTERSECTION	PEAK HOUR	EXISTING (2014)		FUTURE (2032)		FUTURE (2032) WITH MITIGATION		MITIGATION	
		Delay	LOS	Delay	LOS	Delay	LOS		
Betty Dr @ SR99 NB Ramps	AM	32.4	D	13.9	B				
	PM	31.2	D	17.1	B				
Betty Dr @ SR99 SB Ramps	AM	195.4	F	4.7	A				
	PM	160.6	F	6	A				
Betty Dr @ Frontage Rd	AM	19.2	C	N/A	N/A				
	PM	16.7	C	N/A	N/A				
Betty Dr @ Road 64	AM	N/A	N/A	18.4	B				
	PM	N/A	N/A	17.3	B				
Betty Dr @ Road 67	AM	32.0	C	33.2	C				
	PM	35.8	D	36.7	D				
Betty Dr @ Robinson	AM	16.3	B	36.2	D				
	PM	14.9	B	33.9	C				
Riggin @ Road 72	AM	13.4	B	60.6	F	A	6.1		Signalize.
	PM	15.8	C	1490.2	F	B	17.6		
Riggen @ Road 76	AM	8.0	A	410.6	F	A	8.5		Signalize.
	PM	13.5	B	1004.9	F	B	11.5		
Road 72 @ Ave 308	AM	9.7	A	9.9	A				
	PM	9.8	A	10	A				
Goshen/Ave 304 @ Road 76	AM	12.8	B	13.7	B				
	PM	13.9	B	16.3	C				
Goshen/Ave 304 @ Camp Dr	AM	11.0	B	11.8	B				
	PM	11.8	B	12.9	B				
Road 64 @ SR198	AM	37.2	E	81	F	D*	37.1*	Create separate Southbound Left-turn & Right-turn lanes.	
	PM	77.8	F	232.5	F	D*	55.2*		
Road 64 @ Ave 304	AM	9.4	A	9.6	A				
	PM	9.6	A	9.9	A				
Ave 308 @ Road 64	AM	9.3	A	18.9	B				
	PM	9.0	A	23.1	C				

## EXISTING TRANSPORTATION CONDITIONS

### Street and Highway System

Functional classification is the process by which streets and highways are grouped into classes according to the type of service they provide. Streets and highways are classified according to their primary function and may be assigned into several basic classifications:

- State Highways (which may be freeways, expressways or conventional highways)
- Arterials and Collectors
- Local Streets

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**State Highways** connect regional destinations and generally pass through several jurisdictions. Traffic carrying capacity is maintained through access control at two-mile or more intervals, with shorter intervals between access points permitted in large urban areas.

**Arterials** serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the community area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.

**Collectors** provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.

**Local streets** provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

In recent years the concept of “Complete Streets” has evolved. Under this concept, while streets may still carry a primary functional classification, the design of streets aims to allow all modes and trip purposes to be safely accommodated to the extent feasible and as warranted by local needs and conditions.

## Existing Circulation and Traffic Conditions

**State Highways:** State Route 99 and State Route (SR) 198 are the principle state highways serving Goshen. SR 99 is the principal north-south state highway and serves most of the larger cities in the San Joaquin Valley (see **Figure 48**).

**SR 99:** In the Goshen area SR 99 includes two travel lanes in each direction. There is a freeway interchange at Betty Drive in Goshen, as well as freeway ramps without an overcrossing at Avenue 304; these facilities provide access between the community and the freeway. A mitigated negative declaration has recently been completed for this interchange that will result in the interchange being reconfigured to partial cloverleaf; this is described further below.

**SR 198:** SR 198 is a major east-west highway that connects Sequoia National Park in the east with US 101 in San Luis Obispo county in the east. In the vicinity of Goshen and to the east SR 198 is an expressway, with two lanes in each direction.

**Arterials:** Betty Drive is an arterial road that traverses SR 99 via an overcrossing, connecting parcels west of SR 99 with W Riggan Avenue east of SR 99. It has two travel lanes west of SR 99 and at this overcrossing, widening to four lanes at Road 67.

W Riggan Avenue (also designated as Avenue 312) is the continuation of Betty Drive. In the study area it is a four-lane arterial.

Avenue 304 / West Goshen Avenue are an east-west arterial street that is bifurcated into two segments by SR 99; the segment east of SR 99 is called West Goshen Avenue. Currently Avenue 304 has

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southbound on- and off-ramps with SR 99, and West Goshen Avenue has a northbound off ramp from SR 99. All of the ramps will be removed in conjunction with Betty Drive/SR 99 interchange improvements, which is planned for the near future.

Road 64 is a two-lane mainly rural arterial that provides direct access between the community of Goshen and SR 198.

**Collectors:** Within Goshen, Avenue 308 is an east-west collector level street that, like Avenue 304, is bifurcated into two segments by SR 99. Its western segment, serves the Goshen Elementary School with approximately 530 students, which is part of the Visalia Unified School District.

Road 67 is a two-lane north-south collector street providing access to mainly industrial parcels just east of SR 99. Road 68 is a two-lane north-south collector street bifurcated by SR 99; both segments provide access to several industrial parcels.

Robinson Road is a two-lane north-south collector street that provides access to industrial parcels north of Betty Drive and to a residential area south of Betty Drive.

Road 72 is a two-lane north-south collector street serving primarily residential areas of Goshen, It connects Riggan Avenue in the north with Rasmussen Avenue in the south.

Road 76 is also a two-lane north-south collector street. It currently runs from West Goshen Avenue to Avenue 308. There are near-term plans to extend Road 76 north to Riggan Avenue.

Camp Drive is a two-lane industrial collector street that parallels the Union Pacific Railroad main line through much of the community of Goshen.

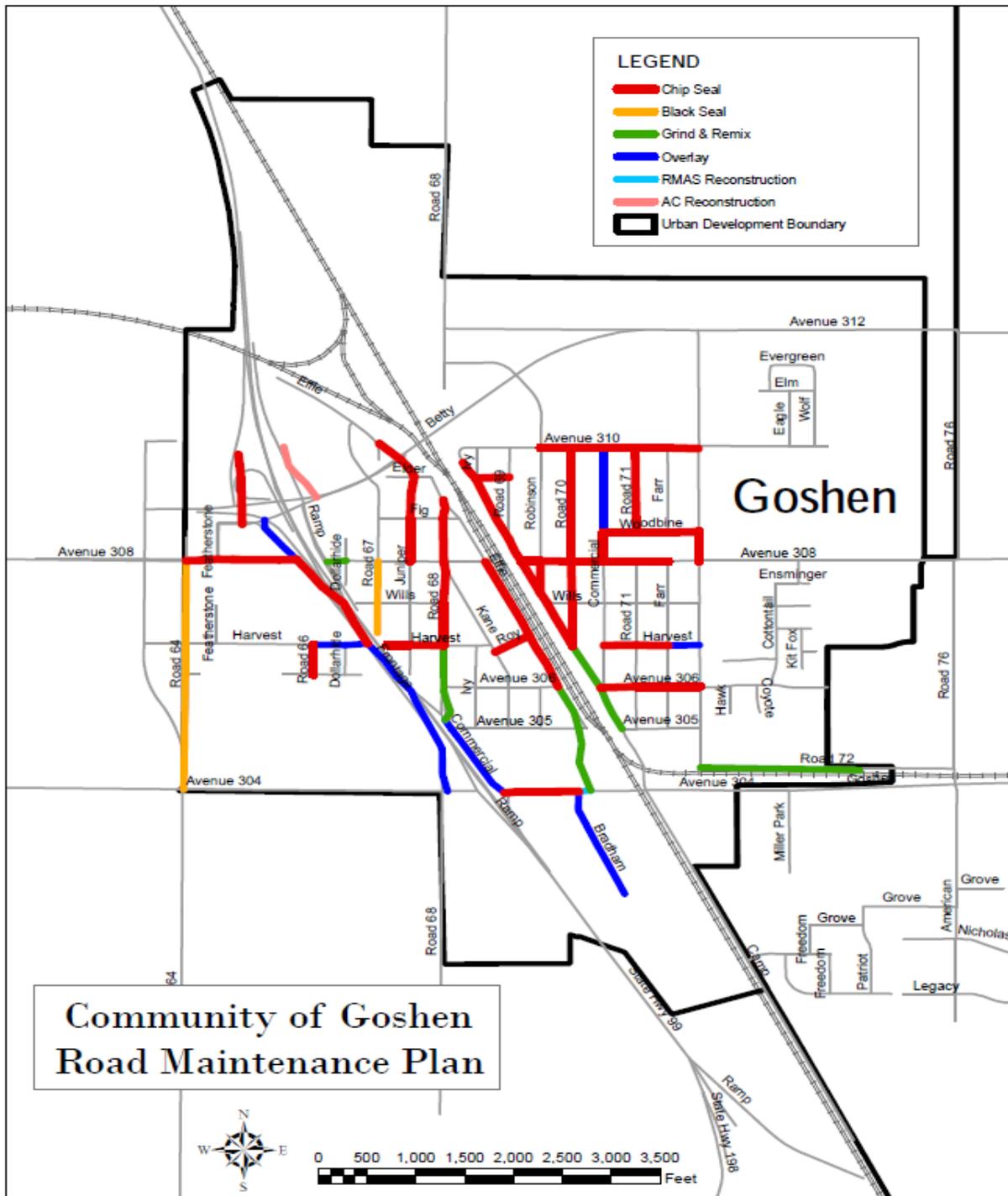
**Local Streets:** All other streets and roads in the community's planning area function essentially as local streets, carrying traffic to and from abutting urban and rural properties.

## Road Maintenance Plan

The County is proposing a Road Maintenance Plan (**see Figure 47**) for the community of Goshen that is a result of the Pavement Management System (PMS)

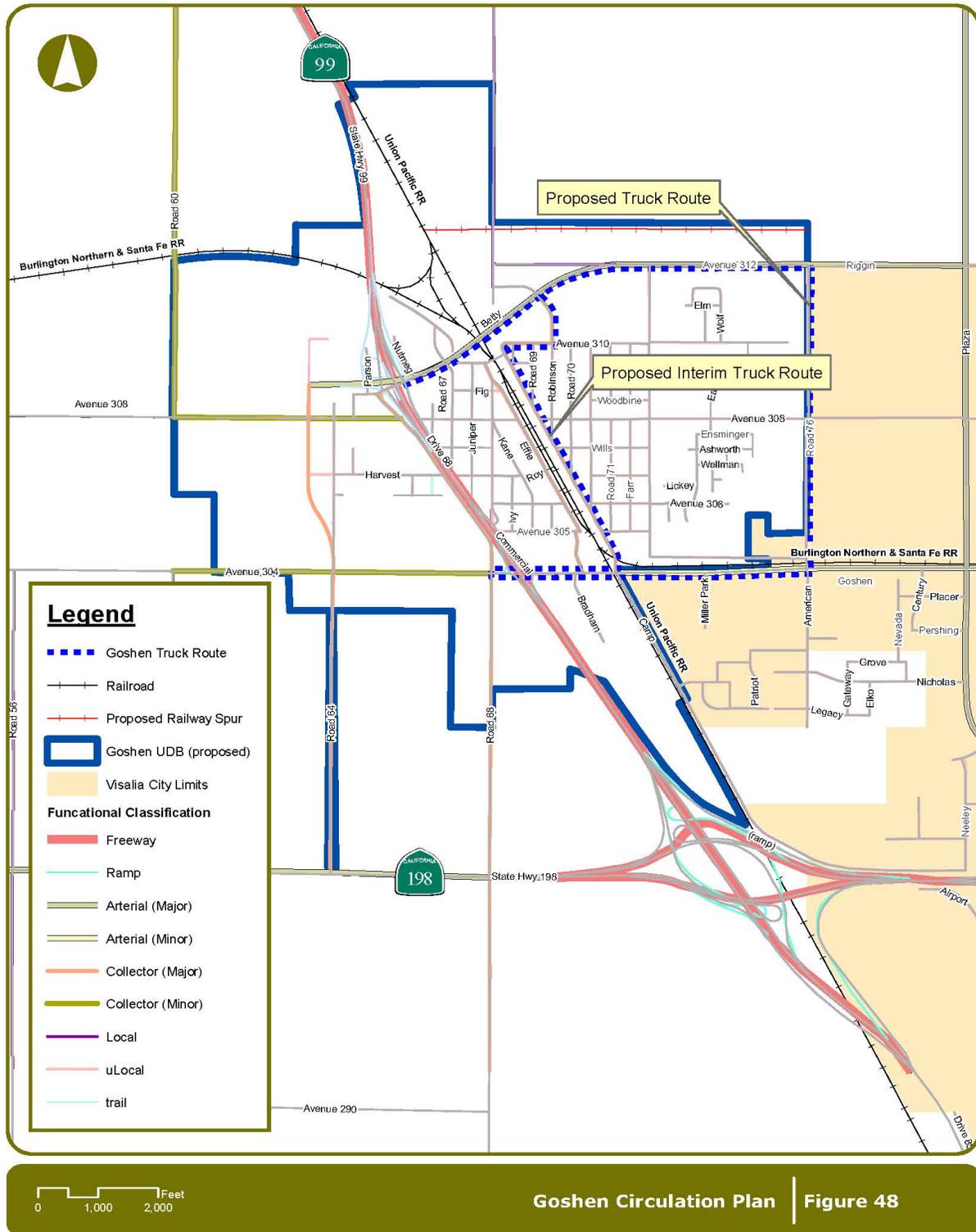
# Goshen Community Plan Update

Figure 47 - Road Maintenance Plan



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Figure 48 - Community of Goshen Circulation Plan



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## Road Capacity and Level of Service (LOS)

LOS is categorized by two parameters, uninterrupted flow and interrupted flow. Uninterrupted flow facilities have no fixed elements, such as traffic signals, that cause interruptions in traffic flow (e.g., freeways, highways, and controlled access, some rural roads). Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic such as stop signs and signalized intersections. The definitions and measurements used for determining level of service in interrupted and uninterrupted conditions are shown in **Tables 61 and 62**.

In Tulare County, General Plan Policy **TC – 1.16 County Level of Service (LOS) Standards** states; “The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of “D” or better in accordance with the LOS definitions established by the Highway Capacity Manual.”<sup>61</sup>

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<sup>61</sup> *Tulare County General Plan 2030 Update, Part 1 – Goals and Policies Report. Page 13-7.*

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<b>Table 61 - Uninterrupted Traffic Flow Facilities</b>	
<b>LEVEL OF SERVICE</b>	<b>DEFINITION</b>
A	Describes free-flow operations. Free-Flow Speed (FFS) prevails on the freeway, and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
B	Represents reasonably free-flow operations, and FFS on the freeway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
C	Provides for flow with speeds near the FFS of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
D	At this level speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
E	Describes operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no useable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing, the physical and psychological comfort afforded to drivers is poor.
F	Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks. Breakdowns occur for a number of reasons: <ul style="list-style-type: none"> <li>• Traffic incidents can temporarily reduce the capacity of a short segment, so that the number of vehicles arriving at a point is greater than the number of vehicles that can move through it.</li> <li>• Points of recurring congestion, such as merge or weaving segments and lane drops, experience very high demand in which the number of vehicles arriving is greater than the number of vehicles that can be discharged.</li> <li>• In analyses using forecast volumes, the projected flow rate can exceed the estimated capacity of a given location.</li> </ul>

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**Table 62 - Interrupted Traffic Flow Facilities**

LEVEL OF SERVICE	DEFINITION
A	Describes operations with a control delay of 10 s/veh or less and a volume-to- capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Describes operations with a control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A, with reasonably unimpeded travel between intersections.
C	Describes operations with control delay between 20 and 35 s/veh and a volume-to- capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e.one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. May be longer queues and operations between locations may be more restricted.
D	Describes operations with control delay between 35 and 55 s/veh and a volume-to- capacity ratio no greater than 1.0. Travel speeds are about 40 percent below free flow speeds. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to- capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent. Average travel speed is one-third of free flow speeds. The facility is generally at full capacity.
F	Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. Extremely slow speeds with average delay of 80 seconds or more. Frequent stop and go conditions.

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## COMPLETE STREETS

The Board of Supervisors approved the Complete Streets Program on September 30, 2014 (see A-4). The Complete Streets Programs Goals, Policies, Objectives, and Standards are hereby incorporated by reference. Included in the plan were policies and implementation measures as provided below.

### GOALS, POLICIES, AND STANDARDS

The intent of the Goshen Community Circulation Element is to establish a comprehensive multi-modal transportation system that is efficient, environmentally and financially sound, and coordinated with the Land Use Element.

**Goal 1:** *Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in Goshen.*

#### Policies and Standards:

1. Utilize existing infrastructure and utilities to the maximum extent practical and provide for the logical, timely, and economically efficient extension of infrastructure and services.
2. Designate streets according to the following functional classifications:
  - a) Freeways and Expressways carry regional traffic through the community with access only at interchanges with major streets.
  - b) Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.
  - c) Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.
  - d) Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.All facility-types above (except freeways) should be capable of accommodating transit and paratransit vehicles. Furthermore, all facility-types except freeway should include provisions for active modes of transportation (walking and cycling).
3. Develop and apply consistent standards for new streets (and existing streets where feasible without substantial ROW takes) based on the roadway classification.
4. Require applicants for new development projects to dedicate needed ROW and construct and/or upgrade to County standards the streets and roads that will serve their projects.
5. Plan new arterial and collector streets as needed to improve access and enhance the develop potential of land designated for commercial and industrial uses.
6. Improvement standards for local and minor streets shall include perpendicular curbs, gutters and adequate street lighting at intersections.

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7. Access to arterials by driveways, local and minor streets, and alleys should be controlled as needed in order to ensure efficient traffic flow and safety along these streets.
8. Local streets should be designed to discourage high traffic volumes and through traffic.
9. Develop a Circulation Map showing the public street system. Designated streets and recommended rights-of-way should be indicated on this map.
10. Allow standards for new street development to be altered or refined where it can be demonstrated that projected traffic flows can be accommodated.
11. Plan for peak-hour Level of Service (LOS) "D" or better throughout the circulation network.
12. Make intersection improvements to the existing major street system selectively, favoring traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto underutilized streets.
13. Use complete streets concepts in the design of new local streets where such techniques will improve safety and manage traffic flow.
14. Ensure the street network provides efficient routes for emergency vehicles, meeting necessary street widths, turn around radius, and other factors as determined by the County in consultation with fire and other emergency service providers.
15. Cooperate with local, regional, State and federal agencies to plan for, establish and maintain good connectivity to an efficient multimodal regional transportation system.

**Goal 2:** *Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.*

## **Policies and Standards:**

1. Designate truck routes for use by heavy commercial and industrial traffic. Initially, designated truck routes shall be:
  - Betty Avenue
  - Riggins Avenue
  - West Goshen Avenue
  - Camp Drive
2. Design interior street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
3. Restrict heavy duty truck through-traffic in residential areas and plan land uses so that trucks do not need to traverse these areas.

Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the County Engineer.

**Goal 3:** *Provide safe and convenient pedestrian access between residential neighborhoods, parks, open space, and schools that service those neighborhoods.*

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## **Policies and Standards:**

1. Provide a safe walking environment for pedestrians.
  - a) New development should include safe and pleasant designs which promote pedestrian access to arterials and collectors and consider the location of community services, such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.
  - b) Require the installation of sidewalks as an integral part of all street construction where appropriate.
  - c) Require street lighting within the rights-of-way of all public streets.
  - d) Include pedestrian signal indicators as an integral part of the installation of traffic signals.
2. Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering ADA regulations.
3. Plan for pedestrian access consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.
4. Collaborate with the Goshen School and the School District to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike paths, or local bus service.
5. Encourage safe pedestrian walkways within commercial, office, industrial, residential, and recreational developments that comply with the Americans with Disabilities Act (ADA) requirements.
6. Coordinate with Visalia Transit, TCaT and private bus operators to ensure that pedestrian facilities are provided along and/or near transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for a pedestrian facility is not otherwise warranted.
7. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

**Goal 4:**      *Ensure the provision of adequate off-street parking for all land uses.*

## **Policies and Standards:**

1. Require all new development to identify adequate on-street and off-street parking based on expected parking needs.
2. Encourage shared parking among nearby uses with complementary parking demand patterns.
3. Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.
4. Anticipate parking needs at proposed and expected activity centers, particularly commercial areas.

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**Goal 5:** *Provide a transportation system that is integrated with the region.*

**Policies and Standards:**

1. Coordinate local transportation planning with the TCAG Congestion Management Plan to ensure eligibility for state and federal funding.
2. Incorporate the Regional Transportation Plan, Visalia Transit's short- and long-range plans, and the Tulare County Short- and Long-Range Transit Plans into the Community Plan Circulation Element, and encourage the active participation of Caltrans in the design of highway capital improvement projects.

**Goal 6:** *Encourage the use of public transit services to reduce reliance on the automobile.*

**Policies and Standards:**

1. Encourage transit alternatives to meet the basic transportation needs of the young, the elderly, the handicapped, and people without access to an automobile.
  - a) Consider development of an integrated transit center within Goshen where all transit services can connect with each other as well as with private ridesharing.
  - b) Encourage and provide for ridesharing, park and ride, and other programs that can reduce emissions, save energy, and reduce monetary costs for firms and workers.
2. Planning and development of arterial and collector streets shall include design features which can be used a future public transit stops.
3. Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.
4. Support the use of alternate fuel vehicles and fueling stations for public transit vehicles, and County public agency vehicles.
5. Support Visalia Transit, TCaT and other transit operators' programs to foster transit usage.
6. Work with Visalia Transit to look for ways to reinstate the previous bus routes through Goshen.
7. Support all operator efforts to maximize revenue sources for short and long range transit needs that utilize all funding mechanisms available including federal grants, state enabling legislation, and farebox revenue. This can be accomplished through TCAG and the Tulare County Transit Agency (TCaT) through the development of the Short and Long Range Transit Plans.
8. Support programs developed by transit agencies/operators to provide paratransit service.
9. Incorporate the potential for public transit service in the design of developments identified as major trip attractions (i.e. community centers and employment centers).
10. Explore potential development of a park-n-ride lot in Goshen.
11. Support continued improvements to AMTRAK rail passenger service within Tulare County and throughout the San Joaquin Valley.

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## **Goal 8: *Provide efficient goods movement***

### **Policies and Standards:**

1. Encourage the efficient movement of goods and people by rail through a shift of a portion of the goods previously moved by trucks onto the rail freight system.
2. Implement Street and highway projects to provide convenient and economical goods movement, including access to rail terminals, in areas where large concentrations of truck traffic exist.
3. Identify street and highway improvement and maintenance projects that will improve goods movement and implement projects that are economically feasible.
4. Encourage use of rail for goods movement whenever feasible.

## **Goal 9: *Provide safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of Goshen.***

### **Policies and Standards:**

1. Consider developing a Bikeway plan for Goshen based on the following facility designations:
  - a) Bike Path (Class I). A special pathway for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. It is identified by guide signing and pavement markings.
  - b) Bike Lane (Class II). A lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by a "Bike Lane" guide sign, special lane lines, and other pavement markings.
  - c) Bike Route (Class III). A recommended route for bicycle travel along an existing right-of-way, which is signed but not striped.
  - d) Bikeway. All facilities that explicitly provide for bicycle travel. The bikeway can be anything from a separate facility to a simple signed street.
2. Give priority to bikeways that will serve the highest concentration of cyclists and destination areas of highest demand, especially Goshen Elementary School.
3. Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.
4. Develop a visually clear, simple, and consistent bicycle system with standard signs and markings, as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.
5. Support the installation of bike parking racks at public and private places of assembly such as parks, schools, employment sites, churches, and retail commercial developments.
6. Provide non-motorized alternatives for commuter travel as well as recreational opportunities.
7. Provide separate rights-of-way for non-motorized facilities whenever economically and physically feasible.
8. Develop bikeways in compliance with the standards established in the Caltrans Highway Design Manual or other appropriate standards.

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**Goal 10:** *Design, construct, and operate the transportation system in a manner that maintains a High level of environmental quality.*

**Policies and Standards:**

1. Control dust and mitigate other environmental impacts during all stages of roadway construction.
2. Protect residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along four lane highways in order to protect adjacent noise-sensitive land uses from traffic generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.
3. Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts.
4. Encourage the use of non-polluting vehicles for both public and private uses.
5. Include noise mitigation measures in the design of roadway projects in Goshen.

**Goal 11:** *Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.*

**Policies and Standards:**

1. New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.
2. Coordinate with Caltrans, TCAG, transit agencies and other responsible agencies to identify the need for additional park-n-ride facilities along major commuter travel corridors.

**Goal 12:** *Utilize Intelligent Transportation Systems (ITS) to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control.*

**Policies and Standards:**

1. Encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the TCAG Regional Transportation Plan

# Goshen Community Plan Update

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## Bicycle Facilities

The 2014 Regional Transportation Plan (adopted June 30, 2014) prepared by the Tulare County Association of Governments (TCAG) provides for a regional bicycle network intended to provide a safe alternative mode of travel. The 2010 Tulare County Regional Bicycle Transportation Plan (**see Figure 49**) as a proposed Class II Bike Project.<sup>62</sup> In Tulare County, bicycle travel is not yet considered a major mode of transportation and bicycles are rarely seen outside of cities and towns.

The Caltrans Highway Design Manual (HDM), which governs bicycle facility design in California, distinguishes three (3) different types of bicycle facilities.

**Class I:** Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the Bicycle transportation Plan (TCAG 2010).

**Class II** bikeways that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing Class II bicycle facilities on Betty Drive/Avenue 312, Goshen Avenue, Avenue 308, Effie, Camp Drive, and Avenue 310.

**Class III:** Bikeway that provides designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. Class III facilities are proposed along road 72 and Avenue 205. Although not signed on many roads in Goshen, bicyclists are allowed use that side of the road or share the road on all County roadway facilities excluding freeways.

## Multiuse Trails

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There is currently a multiuse trail in the Goshen Community north of Goshen Avenue (Avenue 304). Future multiuse trails are proposed to be extended west of the current multiuse trail north of Goshen Avenue.

## Pedestrian Paths and Sidewalks

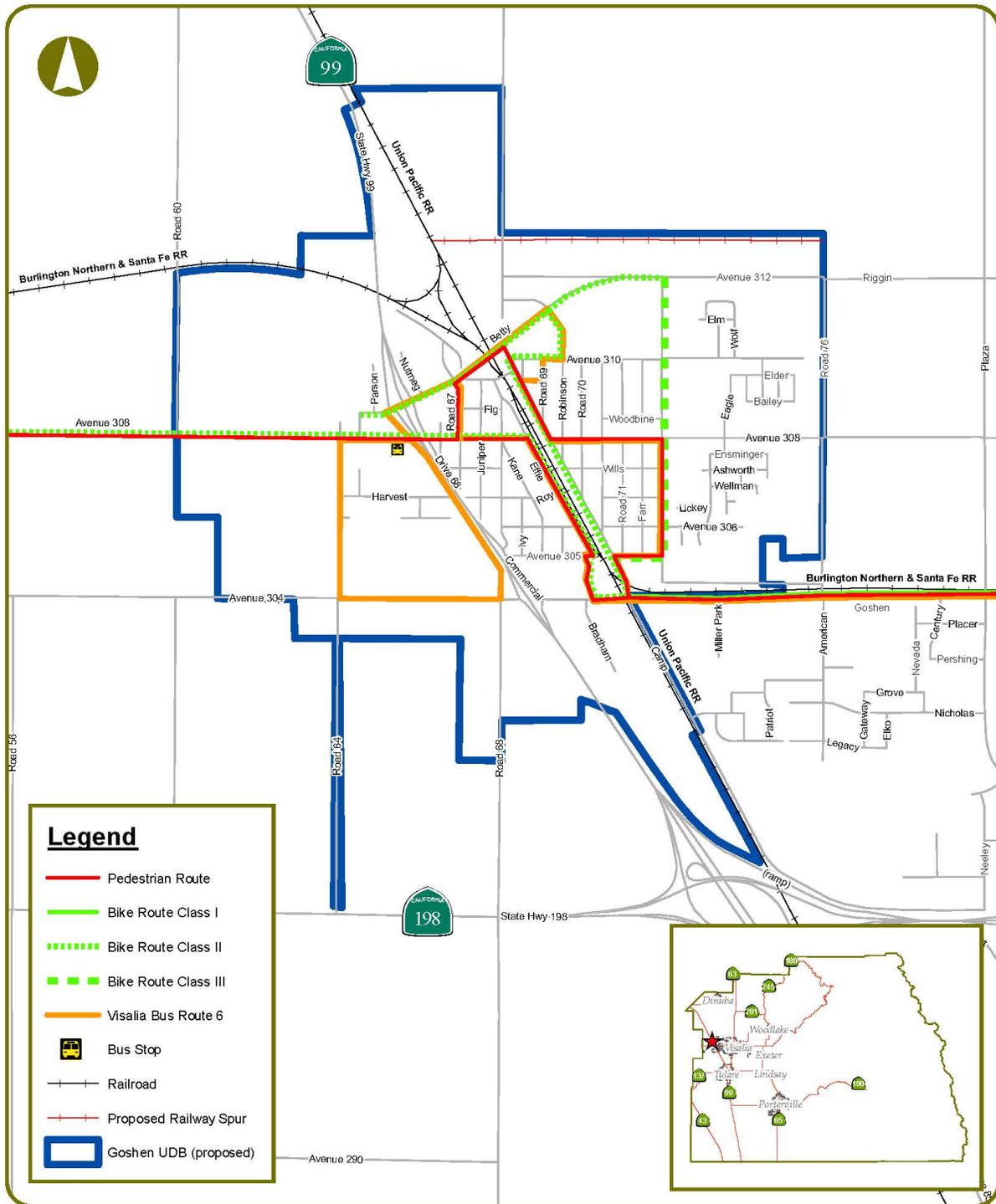
A review of facilities for pedestrian travel in Goshen presents a broad array of conditions in which pedestrians are accommodated. Sidewalks are present in a large portion of Goshen east of the UP Railroad property especially with the more recent developments. In the older areas typically south of Avenue 308 and west of Road 72 sidewalks are again rare. Some of the property owners have constructed their own curbs, gutters and sidewalks across the front of their lots abutting the paved roadway, but there is no real community-wide system of pedestrian facilities. Goshen also has a pedestrian bridge that crosses over SR 99 providing safe pedestrian access to and from the elementary school via Avenue 308.

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<sup>62</sup> TCAG Action Element, TCAG 2014 Regional Transportation Plan. Page 3-89.

# Goshen Community Plan Update

Figure 49 - Goshen Bicycle & Pedestrian Plan



0 1,000 2,000 Feet

Goshen Bicycle, Bus & Pedestrian Plan | Figure 49

# Goshen Community Plan Update

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## Visalia Transit

The major provider of public transportation within the Goshen Plan Area is Visalia Transit. Visalia Transit's mission is to provide environmentally-friendly and convenient public transportation to/from/within the communities of Visalia, Goshen, Farmersville, and Exeter. Visalia Transit operates eleven (11) fixed routes, seven (7) days a week, operating from 6:00 am until 9:30 pm on weekdays and 8:00 am until 6:30 pm on weekends. In the Goshen Plan Area, Route 6 and Route 10 currently connect Goshen with various destinations in Visalia. The County pays Visalia Transit to provide service to the Goshen Area.

Route 6 (**see Figure 50**) runs through the Plan Area along Goshen Avenue, Camp Drive, Avenue 308, Road 72, and Road 305. Its major stop in this area on weekdays is at the intersection of Avenue 308 and Road 72, with headways of approximately one (1) hour. Route 10 runs through the Plan Area along SR 99, Betty Drive, Effie Drive, and Goshen Avenue. Its major stops in this area on weekdays are at the intersections of Betty Drive at Effie Drive and Goshen Avenue at Frontage Road, with headways of approximately one (1) hour.

## Paratransit

Services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. The County supports reliable and efficient paratransit service by encouraging development of service systems that satisfy the transit needs of the elderly and physically handicapped.

## Park-and-Ride Lots

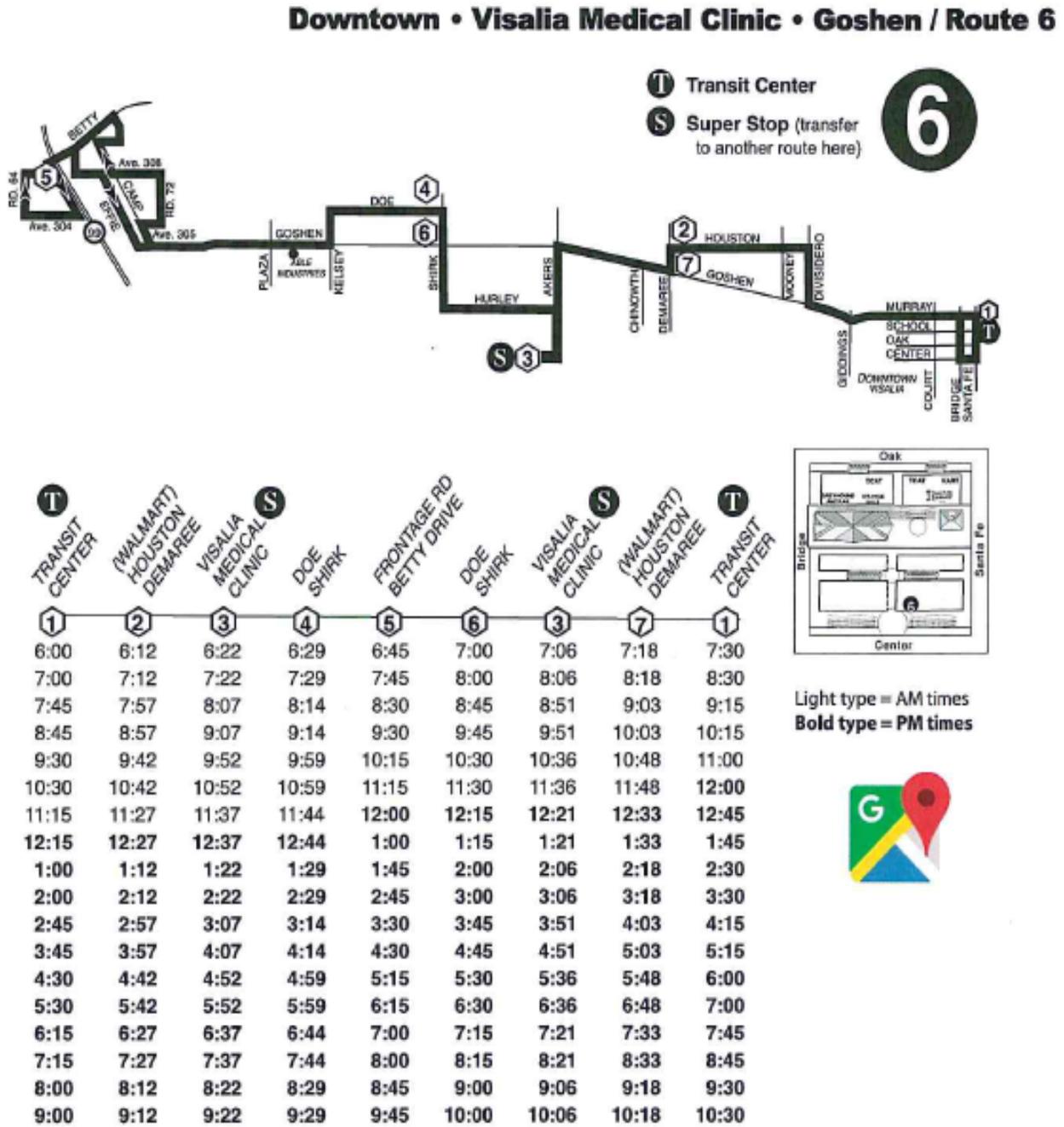
Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the community's population grows and given the large number of commuters, a park- and-ride location would be best sited near the edges of the Community along Highway 99.

## Dial-a-Ride

Within Goshen, Visalia Transit (VT) provides a supplemental service to Fixed-Route service called Dial a Ride; a curb-to-curb para-transit service on a shared-ride / demand-response basis to locations within the city limits of Visalia, Goshen, Farmersville and to/from Exeter. Visalia Transit's Dial-A-Ride service designed to provide paratransit service for ADA (Americans with Disabilities Act) certified individuals with disabilities that prevent them from riding the VT fixed-route buses. In addition the Dial-A-Ride provides same day service to the general public (i.e., non-ADA-certified) passengers based on space availability. Services are operated on weekdays from 6:00 am - 9:30 pm and on weekends from 8:00 am 6:30 pm.

# Goshen Community Plan Update

Figure 50 - Visalia Transit - Goshen/Route 6



# Goshen Community Plan Update

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## Greyhound

Goshen is also served by Greyhound intercity bus lines. Three northbound buses and three southbound buses serving destinations along SR 99 stop at the Goshen Arco Travel Center on the westside SR 99 frontage road just north of Avenue 308. Orange Belt Stages also serves this location with one daily service eastbound to Las Vegas, and one westbound service to Hanford where connections can be made to San Luis Obispo.

## AMTRAK

Amtrak provides bus service linking the Visalia Transit Center and Goshen Junction to the Amtrak station in Hanford. In Goshen, Amtrak has a curbside bus stop (no shelter) at Arco Travel Plaza. Amtrak's San Joaquin route links Hanford to Sacramento to the north and Bakersfield to the south. An Amtrak bus can be taken from Bakersfield to Los Angeles Union station where Amtrak's interstate routes can be accessed along with California's Pacific Surfliner route. In Sacramento, additional interstate routes can be accessed along with the capital corridor route linking Sacramento to the Bay Area.

## High Speed Rail

The HSR Authority is proposing that HSR follow the Burlington Northern Santa Fe (BNSF) rail line for the segment of HSR that passes through Hanford (Kings County) and Tulare County. This alignment provides an opportunity for a potential Kings/Tulare County Regional Station in near Hanford. Other nearby stations that will provide access to Tulare County residents include the Fresno and Bakersfield HSR stations. The Tulare County Association of Governments (TCAG) continues to monitor the progress of the High Speed Rail project.

## Aviation

Fresno Yosemite International Airport (FAT), 37 miles northwest of Goshen, is the principal passenger airfreight airport in the central San Joaquin Valley. Visalia Municipal Airport, 3 miles southeast, offers passenger service to Los Angeles.

# Goshen Community Plan Update

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## INFRASTRUCTURE FINANCING PLAN

### Goshen Complete Streets - Betty Drive Improvements

Description: Betty Drive between Road 67 & Robinson Road (approx. 1900 feet), the project proposes to install ramps, class II bike lanes and lighting.

Purpose and Need: Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles

Cost: \$ 1,100,000

Funding: \$ 500,000 Highway Safety Improvement Program (HSIP)  
\$ 1,100,000 Transportation Enhancement (TE)  
\$ 1,100,000 Active Transportation Program (ATP)  
\$ 110,000 Measure R (Matching Fund)

Note: The amounts for each funding source reflected above are the estimated eligible project costs for that source.

### Goshen Complete Streets - Goshen Avenue (Ave. 304) Improvements

Description: Goshen Ave. between Commercial Road to Road 76 (approx. 4700 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class I bike lanes, drainage facilities and paveout of the roadway.

Purpose and Need: Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles

Cost: \$ 4,100,000

Funding: \$ 500,000 Federal Safe Routes to School (SRTS)  
\$ 1,500,000 Federal Safety Improvement Program (HSIP)  
\$ 4,100,000 State Transportation Improvement Program (STIP)  
\$ 500,000 Transportation Improvement (TE)  
\$ 2,000,000 Active Transportation Program (ATP)  
\$ 410,000 Measure R (Matching Fund)

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

# Goshen Community Plan Update

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## Goshen Complete Streets - Effie Drive/Camp Drive Street Improvements (Truck Route)

Description:                   **OPTION A** Fig/Effie Drive between Road 67 & Goshen Ave. (approx. 4300 feet) &  
**OPTION B** Camp Drive/Ave 310/Robinson between Betty Dr. & Goshen Ave. (approx. 6000 feet)  
The project proposes to install curb, gutter, sidewalk, driveways, ramp, class I bike lanes, drainage facilities and paveout of the roadway.

Purpose and Need:           Provide safe corridor for pedestrian and bicycle by rerouting truck traffic away from urban areas.

Cost:                           \$ 5,000,000

Funding:                   \$ 500,000                   Federal Safety Improvement Program (HSIP)  
\$ 500,000                   Transportation Improvement (TE)  
\$ 500,000                   Measure R (Matching Fund)

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

## Goshen Complete Streets - Harvest Avenue Street Improvements

Description:                   Harvest Avenue between Road 64 & Road 66 (approx. 1900 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class I bike lanes, drainage facilities and paveout of the roadway.

Purpose and Need:           Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles.

Cost:                           \$ 1,600,000

Funding:                   \$ 500,000                   Federal Safe Routes to School (SRTS)  
\$ 500,000                   Transportation Improvement (TE)  
\$ 1,600,000                 Active Transportation Programs (ATP)  
\$ 160,000                   Measure R (Matching Fund)

Note: The cost for each funding source reflected above are the eligible portions for that funding source.

## Goshen Complete Streets - Road 76 Street Improvements (Truck Route)

Description:                   Road 76 between Avenue 304 & Betty Dr., (approx. 5200 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway.

# Goshen Community Plan Update

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Purpose and Need: Provide safe corridor for pedestrian and bicycle by rerouting truck traffic away from urban areas.

Cost: \$ 5,500,000

Funding: \$ 500,000 Federal Safety Improvement Program (HSIP)  
\$ 500,000 Transportation Improvement (TE)  
\$ 500,000 Measure R (Matching Fund)

**NOTE: THE COST FOR EACH FUNDING SOURCE REFLECTED ABOVE ARE THE ELIGIBLE PORTIONS FOR THAT FUNDING SOURCE.**

# Goshen Community Plan Update

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## **IMPLEMENTATION STRATEGY**

The purpose of this chapter is to prescribe a proposed approach to implement the general plan recommendations contained in chapters I through IV of the Goshen Community Plan. There are several components that comprise the Goshen Community Plan implementation strategy:

1. Zoning Code Changes
2. Complete Streets
3. Infrastructure

### Zoning District Changes

As part of this Implementation Program for the Community Plan for Goshen, there are a variety of changes to existing zoning districts. These changes are described below.

### Revise Chapter 16 of the Zoning Code

Zoning Code to limit the uses that require a Use Permit. As part the Economic Development Strategy, use permit requirements are streamlined to allow for uses to be developed without discretionary review. That is, proposed uses will not have to undergo an approval process that involves a decision making action by the Tulare County Planning Commission or Board of Supervisors. Project design features and Administrative approval will serve as the mechanism to allow (regulate) land uses, activities, densities, and other conditions typically applied through the special use permit process.

### Elimination of SR Combining Zone

The SR combining zone requires site plan review for most uses in the combining zone. This alternative would eliminate the SR combining zone designation in the community of Goshen. The elimination of the SR combining zone would only affect one commercial zoning district, C-2 SR. This zone change would only affect 4 parcels within Goshen and as such, elimination of this combining zone would not have a noticeable effect on Goshen.

### Mixed Use Overlay District

This alternative involves the creation of a Mixed Use Zoning Designation for the Community of Goshen along the Southside of Betty Drive/West Riggin Avenue. This community plan envisions a variety of uses that would be accessible from Road 72 and Avenue 310.

### Zoning Map Update

The current Zoning Map for Goshen will be amended to be compatible with the Land Use Map outlined in the General Plan. There are a couple of zoning district changes that are proposed to allow the General Plan and Zoning Ordinance to be in conformity with each other (**see Figure 42**) Goshen Proposed Zoning. In addition, there are a number parcels that need to re-zoned to adhere to the airport land use plan.

# Goshen Community Plan

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## **ATTACHMENTS**

- A-1 – Use Permit Requirement Changes (Zone Change Text)
- A-2 – Mixed Use Overlay District (Zone Change Text)
- A-3 – Development Standards (Mixed Use Zoning Districts)
- A-4 General Plan Land Use and Zoning Consistency Matrix
- A-5 – Description of Funding Sources
- A-6 Complete Streets
- A-7 Highway 99 Corridor Beautification Guidelines

# Goshen Community Plan Update

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# Goshen Community Plan Update

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## A-1 – Use Permit Requirement Changes (Zone Change Text)

# Goshen Community Plan Update

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# Goshen Community Plan Update

## A-1 Use Permit Requirement Changes (Zone Change Text)

### H. Permitted Uses

All of the following, and all structures and accessory uses directly related thereto in this section are entitled without a Special Use Permit (Conditional Use Permit). The following is allowed only in the various zones indicated below and within a community plan that adopted development standards for such entitled use. The proposed use must adhere to the adopted development standards of the community. The proposed use must also qualify for an exemption under the California Environmental Quality Act as determined by the Permit Center. The Permit Center will review the project for General Plan Policy, Community Plan Policy and development standard consistency and determine which environmental document is appropriate. Projects where the Permit Center is unable to make an immediate determination will be required to go through the Project Review Committee (PRC).

Uses that have an environmental effect on adjacent properties or necessitate mitigation measures through the California Environmental Quality Act will be required to apply for a PRC and a traditional use permit and legislative process through the County. These uses may have environmental or land use issues that may not be compatible with adjacent uses. These impacts may include but are not limited to; hours of operation (night time), noise (i.e. power tools such as impact drivers, or loudspeaker, etc) air quality (idle running vehicles) traffic, (number of vehicles) and odor. The Permit Center process is to determine the whether the use is by right or must go through the traditional use permit process. The following uses and zones shall be considered:

Permitted Uses		
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Animal hospital, clinic, and veterinarian office wherein only small/domestic animals (i.e. dogs, cats, etc.) are treated. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1, M-2	
Antique and art store. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, R-3	C-2, C-3, M-1
Antique store containing less than one thousand (1,000) square feet of floor area	C-1, C-2, C-3, M-1, R-2, R-3	C-1, C-2, C-3, M-1
Apartment Hotel Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	O
Apparel stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1

# Goshen Community Plan Update

Arcades, including video. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Assemblage of people for educational or entertainment purposes. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2	
Assembly of electric appliances such as lighting fixtures, irons, fans, toasters and electric toys, refrigerators, washing machines, dryers, dishwashers and similar home appliances. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2	M-1
Assembly of small electrical equipment such as home and television receivers. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	M-1
Assembly of typewriters, business machines, computers, and similar mechanical equipment. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2, R-3	M-1
Automated car wash (coin operated only). Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2, R-3, AP	C-2, C-3, M-1
Automobile parking lots, public parking areas or storage garages. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, M-2, R-3, AP	
Automobile supply stores.	O, CO, C-1, C-2, C-3, M-1, R-3	C-2, C-3, M-1
Automobile washing, including the use of mechanical conveyors, blowers and steam cleaning.	C-2, C-3, M-1, M-2	C-3, M-1
Bakery [employing not more than five (5) persons on premises].	O, CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Bakery goods store.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Banks and financial institutions.	C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1

# Goshen Community Plan Update

Barber shop or beauty parlor.	C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Bed and Breakfast Home with three or more guests rooms (Up to 5). Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3, R-2	R-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Bicycle shops. Structure.	CO, C-1, C-2, C-3, M-1, R-3	C-2, C-3, M-1
Billiard or Pool hall Structure	C-2, C-3, M-1	C-2, C-3, M-1
Bird store or pet shop.	O, CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Blueprinting and Photostatting shop.	CO, C-1, C-2, C-3, M-1, AP	C-2, C-3, M-1
Boat sales and service. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	C-3, M-1
Book binding. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-3, M-1
Book or stationary store. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1, R-3	C-1, C-2, C-3, M-1
Business and professional schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Business, professional and trade schools and colleges. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Catering Shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Ceramic shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Christmas tree sales lots as a temporary use.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Church. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone

# Goshen Community Plan Update

Clothes cleaning and pressing establishment. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Clothing and costume rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Confectionery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Conservatory of Music. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Contractor's Storage Yards.	CO, C-1, C-2, C-3, M-1, AP	
Dairy products store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Department store Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Digesters	M-1	
Drug store or pharmacy. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Dry goods or notions store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Electric appliance stores and repairs Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Expansion, Alteration or Replacement of non-conforming buildings and uses. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, R-A	
Family Day Care Home, Large (Up to CA State maximum).	CO, C-1, C-2, R-1, R-2, R-3, RA	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Family Day Care Home, small.	CO, C-1, C-2, R-1, R-2, R-3, RA	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Feed and seed stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, AP	C-3, M-1

# Goshen Community Plan Update

Fire Station.	CO, C-1, C-2, C-3, M-1, AP	
Firewood sales yard.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Florist shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, RA	C-1, C-2, C-3, M-1
Furniture store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Furniture warehouses for storing personal household goods, provided ground floor front is devoted to stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Gasoline filling station. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Gift, novelty or souvenir. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-2, R-3, RA	C-2, C-3, M-1
Glass shop, retail, excluding major service activities. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Grocery store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Grocery store, fruit store or supermarket. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Gunsmith shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Hobby and art supply store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Hospital, sanitarium and nursing home. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1, PO	
Household and office equipment and machinery repair shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1, PO	C-3, M-1
Household appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

# Goshen Community Plan Update

Ice storage house of not more than 5-ton storage capacity.	CO, C-1, C-2, C-3, M-1, AP	
Incidental manufacturing, processing and treatment of products. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Interior decorating store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Jail or correctional (public facilities only).	C-2, C-3, M-1, M-2	
Jewelry store, including clock and watch repair. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Laundries. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Laundry, coin operated machines only. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Leather goods and luggage stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Linen supply services. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Liquor store. Structure < 10,000 sq. ft. Not within 300' of residential/School Site.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Locksmiths. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Massage or physiotherapy establishment Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Meat market or delicatessen store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Medical and orthopedic appliance stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Medical laboratory. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Memorial building, theatre, auditorium. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	

# Goshen Community Plan Update

Micro-brewery. Structure < 10,000 sq. ft. *Allowed in C-1 and C-2 in conjunction with a restaurant.	M-1, M-2, C-3,*C-2, *C-1	M-2
Mini-warehouses. Structure < 10,000 sq. ft.	C-2, C-3, M-1, AP	C-3, M-1
Mobilehome for use by caretaker or night watchman.	CO, C-1, C-2, C-3, M-1	O, C-2, C-3, M-1
Motorcycle sales and service. Structure < 10,000 sq. ft.	C-2, C-3	C-3, M-1
Musical instrument repair shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Name plates. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-3	R-3, C-1,C-2, C-3, M-1
Nursery school. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, RA, R-3, R-A	
Office, business or professional. Structure < 10,000 sq. ft.	CO, C-1, C-2, M-1, R-1, R-2, R-3, PO	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Opticians and optometrists shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, PO	C-2, C-3, M-1
Paint and wallpaper stores. Structure < 10,000 sq. ft.	C-1, C-2, C-3, M-1	C-2, C-3, M-1
Pet shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Photo processing pick-up and delivery outlets. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Photographic and blueprint processing and printing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Photographic developing and printing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Photographic supply stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

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Picture framing shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing fixtures for retail sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Plumbing shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Police station.	O, CO, C-1, C-2, C-3, M-1, M-2	
Post Office.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, PO	O, C-1, C-2, C-3, M-1
Pressing establishments. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Printing, lithography, engraving. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Private club, fraternity, sorority and lodge. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Private greenhouses and horticultural collections. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-1, R-2 R-3, C-1, C-2, C-3, M-1
Public library.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	R-3, C-1, C-2, C-3, M-1
Public Park or playground.	O, MR, CO, C-1, C-2, C-3, M-1, M-2 R-1, R-2, R-3, R-A, AP	
Public utility structure.	CO, C-1, C-2, C-3, M-1, MR, RO, R-1, R-2, R-3, R-A, PO, O, AP	
Radio and television broadcasting studios. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Radio and television repair shops. Structure < 10,000	C-2, C-3, M-1	C-3, M-1

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sq. ft.		
Radio, microwave and television towers (Over 75 feet or within 2 miles of an airport).	C-2, C-3, M-1, M-2	
Real Estate Offices. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	
Recreation center. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Repairing and altering of wearing apparel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Resort Structure. < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Restaurant. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	
Restaurant, tea room or cafe. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A	C-1, C-2, C-3, M-1
Retail office equipment sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their repair, rental and storage. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Retail stores and offices incidental to and located on the site of a hotel, motel, resort, restaurant or guest ranch. Structure < 10,000 sq. ft.	O, CO, C-1, C-2, C-3, M-1	
Rug and carpet cleaning and dyeing. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Satellite antenna sales. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Satellite television antennas.	CO, C-1, C-2, C-3, M-1	
School, private.	CO, C-1, C-2, C-3,	

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	M-1, PO	
School, public.	CO, C-1, C-2, C-3, M-1, PO	
Scientific instrument stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Secondhand stores, pawn shops and thrift shops. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Shoe repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Shoe store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Sign painting shops. Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-3, M-1
Small appliance sales and service. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Soda fountains. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Sporting goods store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Stamp and coin stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Storage of petroleum products for use on the premises.	CO, C-1, C-2, C-3, M-1	
Studios (except motion picture). Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tinsmith Structure < 10,000 sq. ft.	C-2, C-3, M-1	C-2, C-3, M-1
Tire sales (no retreading or recapping). Structure < 10,000 sq. ft.	C-2, C-3	C-2, C-3, M-1
Tobacco and cigar stores. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Tourist Court. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3,	

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	M-1	
Toy store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Zoning District Uses	New Entitled Zone	Prior Entitled Zone
Trailer and recreation vehicle sales, service and rentals. Structure < 10,000 sq. ft.	C-2, C-3, M-1, M-2, AP	C-3, M-1
Travel agencies. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Variety store. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Video machine and tape sales/rental. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-1, C-2, C-3, M-1
Warehouses except for the storage of fuel or flammable liquids and explosives. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-3, M-1
Watch and clock repair shop. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1
Wedding chapel. Structure < 10,000 sq. ft.	CO, C-1, C-2, C-3, M-1	C-2, C-3, M-1

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## A-2 – Mixed Use Overlay District (Zone Change Text)

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# Goshen Community Plan Update

## A-2 Mixed Use Overlay District (Zone Change Text)

The following regulations shall apply in the community of Goshen, unless otherwise provided in this Ordinance.

- PURPOSE**            **A.**    The purpose of this zone is to allow for mixed uses. Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential. In addition, mixed use can allow for decreased vehicles miles traveled if residential uses are mixed with uses for employment.
- APPLICATION**       **B.**    This overlay zone only applies to the community of Goshen.
- USE**                    **C.**    No building or land shall be used and no building shall be hereafter erected or structurally altered, except for one or more of the following uses allowed in this this overlay zone are outlined in the community plan for Goshen.

Within the Mixed Use Zoning District, all uses outlined in the M-1, C-3, C-2, C-1, R-1, R-2 and R-3 uses are allowed. Uses and activities that are found by the Planning Director to be similar to and compatible with those specific zoning districts are also allowed. In addition, use and activities determined to be compatible by the Planning Commission and the Board of Supervisors with the above mentioned zoning districts are also allowed.

All conditional uses allowed in these zoning districts shall also be allowed by right with exception of the following combination of uses: All uses shall not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the

Uses/Combination of Uses reviewed by Planning Commission
Auto wrecking and Residential
Battery Manufacture and Residential or Commercial
Biomass Fuel Production and Residential
Flammable Liquids over 10,000 gallons
Hazardous Waste Facility
Planning Mills and Residential or Commercial
Sand blasting
Slaughterhouse and Residential
Solid Waste Recycling and Residential
Super service stations and Residential
Airport
Heliport

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neighborhood, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards to be considered an allowed use without the need for a special use permit. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

The Director of Planning has the option of deferring any land use application allowed in this district to the Planning Commission for review and decision.

## DEVELOPMENT

1. Height: No building or structure hereafter erected or structurally altered shall exceed six (6) stories or seventy five (75) feet to uppermost part of roof.
2. Front Yard: 0 Feet
3. Side Yard: Where a lot abuts upon the side of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a side yard of not less than five (5) feet. Where a reversed corner lot rears upon a lot in any "R" Zone, the side yard on the street side of the reversed corner lot shall be not less than fifty (50) percent of the front yard required on the lots in the rear of such corner lot. In all other cases, a side yard for a commercial building shall not be required.
4. Rear Yard: Where a lot abuts upon the rear of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a rear yard of not less than fifteen (15) feet. In all other cases, a rear yard for a commercial building shall not be required.
5. Lot Area: The minimum lot area shall be ten thousand (10,000) square feet; provided, however, that where a lot has less area than herein required and was of record at the time this paragraph became effective, said lot may be occupied by not more than one (1) main building subject to the provisions of this Section.
6. Floor Area Ratio: The maximum Floor Area Ratio is 2. The Floor Area Ratio is the amount of square feet of all structure allowed on a parcel based on parcel size.
7. Distance between structures: The minimum distance between structures is 10 feet.
8. Parking: Off-street parking and loading shall be required in conformance with Section 15.
9. Fences, Walls, and Screening: Where the side or rear lot line of a site adjoins or is located across an alley from any "R" Zone (R-A, R-O, R-1, R-2, and R-3), there shall be a solid wall, fence or equivalent landscaping screening at least six (6) feet in height located along the common lot line, except in the required front or side yard. Open storage of materials and equipment shall be permitted only within an area surrounded and screened by a solid wall or

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fence or compact evergreen hedge (with solid gates where necessary), not less than six (6) feet in height, provided that no materials shall be stored to a height greater than that of the wall, fence, or hedge. Fulfillment of the requirement of this paragraph shall not be required for buildings and uses which were established in accordance with all applicable buildings and zoning regulations and which were existing in a commercial or manufacturing zone on the effective date of this paragraph, until such time as a permit or other grant of approval for expansion, alteration or development of property is approved by Tulare County.

All other Development Standards are outlined in the Community Plan for Goshen. Conformance to development standards is required for all development; however, the Planning Director, Planning Commission, or Board of Supervisors may provide exemptions to particular development standards when deemed appropriate

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## A-3 – Development Standards (Mixed Use Zoning Districts)

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## A-3 Development Standards (Mixed Use Zoning District)

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To promote Economic Development within the Goshen Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Goshen. In addition, the use permit restriction is updated to allow for ministerial approval [by the Planning Director]. Development standards are established to ensure high quality development within this mixed use overlay district. To promote Economic Development within the Goshen Urban Development Boundary, a Mixed Use Overlay zoning district is being established to allow for flexibility in the allowed uses within Goshen. In addition, the use permit restriction is updated to allow for ministerial approval [by the Planning Director]. Development standards are established to ensure high quality development within this mixed use overlay district.

### **ARCHITECTURE**

A-1 Entries to buildings should be individualized and clearly identifiable.

A-2 Retail spaces should be accessed directly from the sidewalk, rather than through lobbies or other internal spaces.

A-3 Entrances to upper story uses should not be as prominent as the primary entrances to first story uses.

A-4 The height of first floor commercial should have a minimum ceiling height of 12 feet.

A-5 Architecturally distinguish the ground floor from the upper façade, to form a visual base for the building. Create an intimate scale for the pedestrian environment.

A-6 Each building should have a defined base, body, and cap segment

A-7 Blank walls on ground floor facades adjacent to public sidewalks, public right-of-ways, and public spaces are prohibited.

A-8 Ground floor window openings should range between fifty (50) to eighty (80) percent of the ground floor façade adjacent to sidewalks and private and public plazas, patios, and courtyards. These window openings should consist of transparent “storefront” windows. Second story windows should not exceed fifty (50) percent of the total exterior wall surface.

A-9 Three-dimensional cornice lines, parapet walls, and/or overhanging eaves should be used to enhance the architectural character of the building.

A-10 Wall surfaces should not exceed 250 square feet without including some form of articulation. Acceptable forms of articulation include use of windows, varied reveal patterns, change in material, texture, color, or detail; and a change in wall plane location or direction.

A-11 Openings in the façade should be accentuated with paint, tile, shutters, awnings, planters, and/or other appropriate architectural features in order to create varied shadows and a rich visual texture.

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A-12 Articulation and detailing of the exterior walls at the ground level, should be integrated with landscape features (trees, plants, walls, trellises, and unique land forms) to ensure an appropriate transition from ground to wall plane.

A-13 An equal level of architectural detail and landscaping should be incorporated into all sides of freestanding buildings, because they are generally visible from all sides.

A-14 Architectural details should be fully integrated into the design of the building to avoid the appearance of afterthought elements or elements that are “tacked on” to a building.

A-15 Finish materials that give a feeling of permanence and quality should be used at ground level facades.

A-16 A consistent use of window style, size, trims, and accents should be used to ensure a consistent character along the building façade.

A-17 Exposed structural elements (beams, trusses, frames, rafters, etc.) are acceptable when appropriately designed to complement the over design of the façade.

A-18 Tilt-up buildings should incorporate decorative trim, recessed/projecting panels, recessed windows/doors, accent materials, and varied roof height to increase visual interest.

A-19 New buildings located at the corner of the block may be more massive in scale than adjacent buildings to better define the street intersection.

A-20 Corner buildings should have a strong relationship to the corner of the intersection by incorporating a unique architectural element or detail at the corner; such as a tower or primary

building entrance.

A-21 Corner buildings should present equally important facades of similar appearance on both streets.

A-22 Articulate side and rear facades in a manner compatible with the design of the front façade. Avoid large blank wall surfaces on side and rear facades which are visible from public areas. In these locations, display windows, store entrances, and upper windows are encouraged. When this is not feasible, consider the use of ornament, murals, or landscaping along large blank walls.

A-23 Remove alterations whose design and/or materials are not consistent with the overall character of the building.

A-24 Where off-street parking or an alley is provided behind a building, a secondary entrance to both first floor and upper floor uses should be provided at the rear of the building.

A-25 Locate and design required vents and access doors to minimize their visibility from public spaces.

A-26 Use high quality detailing for new buildings and replacement elements. For example, new or replacement windows should have sash and frame thicknesses and window depths which are similar to those of original or historic windows. Such level of detailing provides an interplay between light and shadow which adds interest and visual depth to the façade.

A-27 Loading docks, storage areas, and service facilities should be located at the rear of the building and screened from the street as necessary.

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A-28 Conceal all electrical boxes and conduits from view, and position light sources to prevent glare for pedestrians and vehicles.

## **ROOFS AND AWNINGS**

RA-1 Awnings should be compatible with other awnings nearby, particularly those on the same building, when these awnings complement the architectural character of the building.

RA-2 Canopies and awnings should be compatible with the style and character of the structure on which they are located.

RA-3 Use matte canvas fabric for awnings; not vinyl, fiberglass, plastic, wood or other unsuitable materials. Glass and metal awnings may be appropriate for some buildings, but must be consistent with the architectural style of the building.

RA-4 Include architectural features such as awnings, canopies, and recessed entries that can protect pedestrians from inclement weather. Design these features as integral parts of the building.

RA-5 Awnings and canopies should not hang below the top of the first floor storefront window. In addition, awnings and canopies should be at least ten (10) feet above the sidewalk.

RA-6 Canopies and awnings should not project more than seven (7) feet from the surface of the building.

RA-7 Awnings and canopies that project into the public right-of-way should not impede pedestrian or vehicular movement.

RA-8 Roof forms, lines, masses, and materials should be continuous and consistent with the overall style, character, scale, and balance of the building.

RA-9 Roof overhangs and exposed structural elements should be designed to be consistent with the overall style and character of the building.

RA-10 Roof mounted HVAC equipment, ducts, vents, and other equipment should be screened from public view.

RA-11 Mansard roofs are prohibited.

RA-12 All flat roofs should have 90% of the roof area covered by solar panels. All sloped roofs should have 50% of the roof area covered by solar panels. Roofs should be painted or colored with a bright white (or similar color) with a reflective glossy finish.

## **SITE PLANNING**

SP-1 Place entrances to storefronts and other ground floor uses so that they are accessible directly from the public sidewalk, not internal lobbies.

SP-2 On corner sites, a prominent streetscape presence should be established and visual interest should be created by either locating buildings near the intersection to enliven the streetscape or using landscaping to frame the intersection. Parking areas immediately adjacent to intersections are discouraged.

SP-3 Structures and site improvements should be located and designed to avoid conflict with adjacent uses.

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SP-4 Gates to parking areas should be designed with materials and color that are compatible with the site.

SP-5 Multi-story buildings that overlook private or common area open space of adjacent residences should be designed to protect privacy of these spaces.

SP-6 Gates to parking areas should be located to prevent vehicle stacking or queuing on the street.

SP-7 Primary site and building entry points are strongly encouraged to generate visual interest with special design features such as decorative or textured paving, flowering accents, special lighting, monuments, walls, shrubs, water features, and the use of sizeable specimen trees.

SP-8 To the extent feasible and practicable, parcels should share access driveways to minimize curb cuts and traffic congestion.

SP-9 Cul-de-sacs are inappropriate except when a freeway, railroad, or canal prevents connectivity.

SP-10 Block lengths should be short, averaging 200 to 300 feet. Maximum block length is be 500 feet.

## **LANDSCAPING**

LA-1 Projects should provide, and maintain, landscaped buffers between commercial uses and low-density residential uses, between industrial and residential uses, and between commercial and industrial uses. Plant material will be placed in a manner to suggest natural growth as opposed to a rigid barrier.

LA-2 A predominance of deciduous tree species is encouraged to shade western, southern, and southwestern exposures.

LA-3 The parking lot should not be the dominant visual element of the site as viewed from the street. Locate or place parking lots at the side and rear of buildings or use parking lot screening to soften their appearance. Screen parking lots: Utilize a hedge (recommended height of 36 inches) with a rolling berm to screen parking at the street periphery (Minimum shrub container size should be 5 gallons.)

LA-4 Project sites should be designed so that areas used for outdoor storage, and other potentially unsightly areas are screened from public view. All service yards and outdoor storage areas should be enclosed or screened from view.

LA-5 Loading areas, access and circulation driveways, trash, and storage areas, and rooftop equipment should be adequately screened from the street and adjacent properties, as deemed necessary. To the fullest extent possible, loading areas and vehicle access doors should not be visible from public streets.

LA-6 Loading driveways should not back onto streets or encroach into landscaped setback areas.

LA-7 Loading doors should be integrated into building elevations and given the same architectural treatment where feasible.

LA-8 Utility equipment such as electric and gas meters, electrical panels, and junction boxes should be screened from view or incorporated into the architecture of the building.

LA-9 Utility devices, such as transformers and backflow preventers, should not dominate the front landscape area.

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LA-10 All utility lines from the service drop to the site should be located underground.

LA-11 When security fencing is required, it should be a combination of solid walls with pillars and offsets, or short solid wall segments and segments with metal fencing. Chain-link fencing is strongly discouraged when facing public view and should only be used as interior fencing.

LA-12 Retaining walls at retention basins should utilize a stepped or terraced motif as a visual tool to maintain appropriate human scale.

LA-13 Retention basins visible to public view and common open spaces should be contoured and landscaped in a creative manner to minimize a harsh utilitarian appearance. When feasible, it is recommended to beneficially use the run-off storm water as supplemental watering for the landscape plants.

LA-14 Parking lot run-off should be routed through turf or other landscaping.

LA-15 Parking lots located adjacent to the sidewalks or rights-of-way should be screened to a height of thirty-six (36) inches above the grade with landscaping and/or low high quality fencing.

## **REFUSE AND STORAGE AREAS**

R-1 Trash storage must be enclosed within or adjacent to the main structure or located within separate freestanding enclosures.

R-2 Trash enclosures should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations.

R-3 Trash enclosures should be located away from residential uses to minimize nuisance to adjacent properties.

R-4 Trash and storage enclosures should be architecturally compatible with the project design. Landscaping should be incorporated into the design of trash enclosures to screen them and deter graffiti.

## **LIGHTING**

LI-1 Provide lighting at building entrances and for security at ground level.

LI-2 Lights should be shielded and point down toward the ground.

LI-3 Parking lot should have uniformly spaced night lighting.

LI-4 Well-lit sidewalks and/or pedestrian walkways should be located to provide safe access from the parking lot to the street sidewalk.

LI-5 Exterior architectural lighting should fully compliment a building's design and character. Light fixtures should work in conjunction (size, scale, and color) with the building's wall, roof.

LI-6 Street lighting features should be "pedestrian scale" at twelve (12) to eighteen (18) feet in height above the curb.

## **WALLS AND FENCES**

WF-1 Wall/fence design should complement the project's architecture. Landscaping should be used to soften the appearance of wall surfaces.

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WF-2 Walls and fences within front and exterior side yards of commercial sites should be avoided.

WF-3 Unless walls are required for screening or security purposes they should be avoided.

WF-4 Security fencing should incorporate solid pilasters, or short solid wall segments and view fencing.

WF-5 Front yard fences should not abut the sidewalk. The fence should be set back from the sidewalk at least 2 to 3 feet to allow room for landscape materials to soften the fence and to ensure pedestrian comfort.

WF-6 Walls and fences should be designed in such a manner as to create an attractive appearance to the street and to complement the architecture of the industrial park.

WF-7 Gates should be provided in walls or fences where necessary to allow emergency access.

WF-8 High perimeter walls and walls topped with barbed wire, razor wire, or broken glass are strongly discouraged.

WF-9 Inordinately long walls or fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in materials and colors.

WF-10 Chain link fences should not be visible from streets.

WF-11 Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets (12-foot wide by 3- foot deep) should be provided at 70-foot minimum intervals along the wall.

## STREETSCAPE

ST-1 A consistent pavement material of varied texture and color should be applied to all crosswalks to clearly define pedestrian crossings, to slow down traffic.

ST-2 Sidewalks widths, excluding curbs, should be a minimum of five (5) feet.

ST-3 Curb and gutters should be constructed with all new development.

ST-4 A planting strip, or tree lawn, 3 to 5 feet wide should be located between the sidewalk and the curb of the street. Existing tree lawns should be preserved.

ST-5 New street trees should be planted on the curb edge of the sidewalk in front of all new development projects.

## SIGNAGE

SI-1 Sign letter and materials should be professionally designed and fabricated.

SI-2 Each storefront with a ground floor entrance should be allowed two signs that should be attached to the building.

SI-3 All electrical conduits should be concealed from public view.

SI-4 For commercial uses, the primary wall sign should be in the space above a storefront and visibly oriented towards the street.

SI-5 For commercial uses, a secondary sign should be smaller than the primary sign and be oriented towards passing pedestrians. It should extend out perpendicular to the building façade and be mounted or hung from the wall beneath an awning or above a first floor window. The bottom of the wall-

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mounted sign should be located at least eight (8) feet above the sidewalk. The outer face of the sign should not extend more than four (4) feet from the edge of the building surface, and the maximum area of the sign should have no more than six (6) square feet.

SI-6 Signs should be designed to be compatible with building design in terms of relative scale, overall size, materials, and colors. No sign should dominate the façade. Signage elements should incorporate materials colors, and shapes that appropriately reflect and compliment the building's architecture.

SI-7 Large signs that dominate a building façade or the streetscape should not be permitted.

SI-8 Signage should be constructed of high quality, low maintenance, and long lasting materials. Except for banners, flags, temporary signs, and window signs, all signs should be constructed of permanent materials and should be permanently attached to the ground, a building or another structure by direct attachment to a rigid wall, frame, or structure.

SI-9 No more than twenty (20) percent of window area should be obstructed by signs, posters, advertisements, painted signs, and/or merchandise, and the top one half of the window should be permanently clear and free of obstructions. Awning signage should be of a replaceable-type to accommodate tenant turnover.

SI-10 Wall, canopy, under-canopy, and marquee signs should not exceed three-fourths (3/4) square foot of aggregated display area per lineal foot of frontage.

SI-11 Awning sign should be mounted on the hanging border of the awning and should not protrude beyond the awning surface.

SI-12 Wall signs or advertisements should not project more than twelve (12) inches from the wall face to which they are mounted, should not project beyond building eaves, and should be mounted flat throughout their length and height.

SI-13 Signs for individual tenants within a multiple-tenant, such as offices located above the ground floor, should be grouped together and appropriately scaled to a pedestrian-oriented retail environment.

SI-14 Fin signs or under marquee sign are permitted provided that they are installed with a minimum of eight (8) feet clearance from the lowest point on the sign and support to the top of the walking surface below it.

SI-15 Awning signs and face-mounted signs are permitted provided that the sign should have no more than one line of text and that maximum text height is twelve (12) inches.

SI-16 No signs should be erected in any manner in which the sign, in whole or in part, would create a hazardous condition to pedestrian or automobile traffic alike.

SI-17 Additional business signs should be permitted on windows and on the vertical face of awning valances provided that the signs are permanent in nature and of high quality.

SI-18 The following signs are strictly prohibited:

- Roof signs, signs located above the roof or parapet lines.
- Permanent banner signs.
- Posters.
- Painted window advertisements.
- Billboards

# Goshen Community Plan Update

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- Large auto-oriented pole-mounted or “lollipop signs.”
- Moving signs and flashing signs.

SI-19 Signs advertising an activity, business product, or service no longer conducted on the premises, and/or signs frames, structural members, or supporting poles remaining unused for a period of six (6) months should be removed from the site or building by the property owner.

SI-20 Address markers should be easily identifiable and readable from the street.

SI-21 Freestanding, ground-mounted and monument signs should be not less than one (1) foot behind a property line or designated right-of-way for vehicular and pedestrian traffic, but in no case should be more than ten (10) feet behind a sidewalk and ten (10) feet from any vehicular entrance or driveway. These signs should not interfere with the safety of vehicular traffic entering or exiting the premises.

SI-22 The maximum height of monument signs should be five (5) feet above the top of concrete curb.

SI-23 One freestanding or monument sign with a maximum of thirty-two (32) square feet of display area should be allowed on each street frontage of more than fifty (50) feet. Where two (2) or more freestanding or monument signs are allowed on a single street frontage, one freestanding or monument sign with a maximum of fifty (50) square feet of display area may be used in lieu of several signs on the same frontage.

SI-24 All gateway signs should have a consistent character and style.

SI-25 A hierarchy of gateway signs should be established to differentiate between major and minor gateway entrances.

SI-26 Major gateway signs should be designed as visually prominent towers, monuments, or street spanning arches.

SI-27 Minor gateway signs should be visible to automobile traffic, but also be low enough to be visible to pedestrian traffic.

## **SERVICE STATIONS AND CAR WASHES**

SS-1 Service and carwash bays should not face residential properties or the public street. The visibility of service bays and carwash opening should be minimized.

SS-2 Gas pump canopies should be ancillary to the main building structure. The retail market/office building segment of the facility should be oriented along the street frontage, whenever possible.

SS-3 All structures on the site (including kiosks, carwash buildings, gas pump columns, etc.) should be architecturally consistent and related to an overall architectural theme.

SS-4 Canopy light fixtures should be recessed into the canopy.

SS-5 Outdoor equipment, such as vent risers and clean air separators, should be screened either with an enclosure or if site configuration topography permits, away from street view, screened with landscaping or located at a grade differential.

SS-6 Site-specific architectural design contextual to surroundings is strongly encouraged. Designs based solely on corporate

# Goshen Community Plan Update

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or franchise models are strongly discouraged.

## **AUTO REPAIR SERVICES**

AR-1 Building design should be stylistically consistent, and compatible with surrounding buildings through use of similar scale, materials, colors, and/or detailing.

AR-2 Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are discouraged.

AR-3 Vehicle drop-off areas should be provided to prevent vehicle overflow to adjacent streets.

## **CONTRACTOR, BUILDING SUPPLY, OR LANDSCAPING YARDS**

BS-1 The main office or building should be located along the street frontage to screen outdoor sales and minimize the visibility of storage of materials and vehicles.

BS-2 Customer parking should be provided close to the building and not interspersed in the yard.

BS-3 All outdoor contractor vehicle storage areas should be enclosed with a screen of sufficient height and constructed with durable and high-quality materials that are compatible with the building and site.

## **CONSUMER STORAGE FACILITIES**

SF-1 The administrative office should be located in a building or building element that is human scale and located in proximity to the street.

SF-2 Parking for visitors should be located

near the administrative office, outside of any gated portion of the facility.

SF-3 A storage facility should be consistent with its surrounding area in scale and appearance, through the use of building size transitions, architecture, and landscaping.

SF-4 Loading doors for individual storage units should not face outward toward streets.

SF-5 In order to break up the mass of larger buildings which containing storage units, provide horizontal and vertical articulation through the use of building offsets, windows, and variations in colors and materials.

SF-6 Any area intended for the storage of automobiles and recreational vehicles should be located towards the rear of the site or screened with an enclosure of adequate height

## **SPECIAL CONDITIONS**

SC-1 The project should emit no smoke or should reduce the amount of smoke from an existing use.

SC-2 The project should emit no fumes or should reduce the amount of fumes from an existing use.

SC-3 The project should implement dust control measures sufficient to minimize or prevent dust emissions. Measures should be consistent with, or more effective than, those required by the Valley Air District.

SC-4 The project should emit no odors or should reduce the amount of odors from an existing use.

SC-5 The project should not create noticeable vibrations

# Goshen Community Plan Update

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# Goshen Community Plan Update

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## Attachment A-4: General Plan Land Use and Zoning Consistency Matrix

# Goshen Community Plan Update

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# Goshen Community Plan Update

## A-4 General Plan Land Use and Zoning Consistency Matrix

Tulare County Zoning Districts General Plan Land Use Designations	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	CO	PO
Urban Reserve Residential	Consistent									Consistent				
Low Density Residential	Consistent									Consistent				
Low-Medium Density Residential	Consistent									Consistent				
Medium Density Residential		Consistent								Consistent				
Medium-High Density Residential			Consistent							Consistent				
High Density Residential				Consistent						Consistent				
Neighborhood Commercial					Consistent					Consistent				Consistent
General Commercial						Consistent				Consistent				
Community Commercial							Consistent			Consistent				
Highway Commercial					Consistent		Consistent			Consistent				
Town Center		Consistent								Consistent				
Service Commercial							Consistent			Consistent				

# Goshen Community Plan Update

Tulare County Zoning Districts	R-A	R-1	R-2	R-3	C-1	C-2	C-3	M-1	M-2	AE-20	AE-40	O	CO	PO
Office Commercial					██████████					██████████				
Commercial Recreation										██████████			██████████	
Urban Reserve Commercial					██████████					██████████				
Mixed Use		██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Planned Community Area	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████	██████████
Light Industrial								██████████		██████████				
Heavy Industrial									██████████	██████████				
Urban Reserve Industrial								██████████	██████████	██████████				
Public/Quasi-Public		██████████	██████████	██████████		██████████		██████████	██████████	██████████	██████████	██████████		██████████
Public Recreation				██████████	██████████	██████████				██████████	██████████	██████████	██████████	██████████

# Goshen Community Plan Update

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## A-5: Description of Funding Sources

# Goshen Community Plan Update

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# Goshen Community Plan Update

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## ***CalTrans Active Transportation Program (ATP):***

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The projects associated with the Completes Streets Program for the Community of Goshen will be suggested at the next available round of ATP funding.

## ***Tulare County Measure R***

On November 7, 2006, the voters of Tulare County approved Measure R, imposing a 1/2 cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than \$652 million over 30 years to Tulare County's transportation needs.

### *Local Projects (35% of Measure R Funding)*

The Measure R Expenditure Plan allocated 35% of revenues to local programs. Each city and the county will receive funding based on a formula using population, maintained miles, and vehicles miles traveled. The funding will help cities and the county to meet scheduled maintenance needs and to rehabilitate their aging transportation systems.

### *Regional Projects (50% of Measure R Funding)*

The Regional Projects Program comprises 50% of Measure R and includes specific funding for: interchange improvements, regional bridges, regional railroad crossings, regional signals, regional widening projects, and signal synchronization projects. These projects provide for the movement of goods, services, and people throughout Tulare County. Major highlights of this program include the funding of regional projects throughout the county.

### *Bike / Transit / Environmental Projects (14% of Measure R Funding)*

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

## ***San Joaquin Valley Air Pollution Control District (SJAPCD) Bike Path Grants***

The District has a grants program for the construction of bicycle infrastructure projects, including Class I (Bicycle Path Construction) or Class II (Bicycle Lane Striping) projects. These grants provide funding to assist with the development or expansion of a comprehensive bicycle-transportation network.

# Goshen Community Plan Update

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## ***Strategic Growth Council Grants (SGC)***

### ***Affordable Housing - Sustainable Communities***

The SGC will allocate 50% of its Cap and Trade funding toward disadvantaged communities and 50% for affordable housing. Projects will include: affordable housing that supports infill and compact development, transit capital and programs that support transit ridership, active transportation projects (infrastructure, and non-infrastructure), TOD projects, capital projects that implement complete streets, projects that reduce CHG emissions by reducing auto trips and VMT, acquisition of easements or other approaches to protect agricultural lands under threat of development, planning to support SCS (sustainable communities scope) implementation, including local plans, must be in draft or adopted SCS, subject to SGC guidelines.

### ***CMAQ (TCAG Funds)***

Congestion Mitigation Air Quality (CMAQ) funds are allocated through the Tulare County Association of Governments (TCAG). The CMAQ program funds transportation projects or programs that will contribute to improved air quality standards. Projects include: transportation activities, transportation control measures, public-private partnerships, alternative fuel programs, traffic flow improvements, transit, bicycle/pedestrian projects, rideshare activities, telecommuting, planning, experimental pilot projects, intermodal freight, and public outreach.

### ***DOT: TIGER***

TIGER is a multimodal, merit-based discretionary grant program that funds surface transportation capital projects, including transit and rail. Open to state, tribal, local agencies, and subdivisions.

### ***CDBG (Business Assistance)***

The CDBG Economic Development grant provides assistance to local businesses and low-income microenterprise owners to create or preserve jobs for low-income workers in rural communities. Funding includes planning and evaluation studies related to any activity eligible for these allocations, business lending, and public infrastructure.

### ***Choice Neighborhoods***

***Choice Neighborhoods Planning Grants*** support the development of comprehensive neighborhood revitalization plans which focused on directing resources to address three core goals: Housing, People and Neighborhoods. To achieve these core goals, communities must develop and implement a comprehensive neighborhood revitalization strategy, or Transformation Plan. The Transformation Plan will become the guiding document for the revitalization of the public and/or assisted housing units while simultaneously directing the transformation of the surrounding neighborhood and positive outcomes for families. ***Choice Neighborhoods Implementation Grants*** support those communities that have undergone a comprehensive local planning process and are ready to implement their “Transformation Plan” to redevelop the neighborhood.

### ***California Department of Water Resources Prop 50 (Contaminant Removal)***

Funds are available to disadvantage communities for developing UV or Ozone systems to disinfect drinking water or to set up pilot/demonstration sites.

# Goshen Community Plan Update

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## ***Drought Response Funding (SWRCB)***

The Governor and Legislature have directed DWR to expedite the solicitation and award of \$200 million (of the \$472.5 million) in IRWM funding to support projects and programs that provide immediate regional drought preparedness, increase local water supply reliability and the delivery of safe drinking water, assist water suppliers and regions to implement conservation programs and measures that are not locally cost-effective, and/or reduce water quality conflicts or ecosystem conflicts created by the drought.

## ***DWR: Water-Energy Grant Program***

The 2014 Water-Energy grant supports the implementation of residential, commercial, and institutional water efficiency programs or projects that reduce Green House Gas emissions and also reduce water and energy use. Funding will go toward urban water management, groundwater management, and surface water diversion.

## ***CDPH Clean Water SRF***

The Safe Drinking Water State Revolving Fund (SDWSRF) provides funding to correct public water system deficiencies based upon a prioritized funding approach that addresses the systems' problems that pose public health risks, systems with needs for funding to comply with requirements of the Safe Drinking Water Act, and systems most in need on a per household affordability basis.

## ***iBank (Infrastructure State Revolving Fund Program and Economic Development Bank)***

iBank provides low cost, long term financing for local governments to fund a variety of public infrastructure projects. (Although this is not a grant, loan rates are largely determined by level of distress within a disadvantaged community).

# Goshen Community Plan Update

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# Goshen Community Plan Update

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## A-6: Complete Streets

# Goshen Community Plan Update

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**Tulare County Complete Streets  
Goshen**

**Final**

Prepared for:

**Tulare County Resource  
Management Agency**



Prepared by:



**Tulare County Complete Streets – Goshen**

**Prepared for:**

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**September 2014**

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Appendix E – Cost Estimates for Goshen
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# Introduction

## Complete Streets Vision

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan.”

The Tulare County Resource Management Agency (RMA) is committed to fully integrating modal options in its General Plan and various Community Plans within Tulare County. This includes supporting projects that enhance walking and bicycling infrastructure. Additionally, RMA will improve access to public transportation facilities and services. This includes supporting urban development patterns and Americans with Disabilities Act (ADA) infrastructure that allow for greater accessibility to transit stops and stations. Finally, RMA continues to improve safety for all users and encourages street connectivity to create a comprehensive, integrated and connected circulation network. This is particularly important for those who rely on transportation infrastructure to be physically active and for students who walk or bike to school.

Steady population growth in Tulare County has directly impacted transportation needs. In the past, many of Tulare County’s federal, state, and local funding sources were used to develop new or improved traffic signals, interchanges, provide more travel lanes and to maintain existing roadway facilities. Historically, these funding sources have run well short of what is needed. The typical roadway transportation project that adds capacity and infrastructure is insufficient given these conditions. The RMA must adhere to its vision, which is to “provide a safe, convenient and effective County transportation system that enhances mobility and air quality for residents and visitors.”

Recent RMA and RMA-supported projects have already fulfilled some of these desires. There are already expanded bus transit routes in the County and more are being constructed for implementation in the near future. New transit centers are being placed throughout the County and efforts are underway to add more bicycle lanes and routes. Recent planning studies are looking to improve roadway safety, pedestrian safety, and access management between roadways and building developments. These efforts are consistent with green house gas (GHG) emissions reductions efforts to reduce vehicle miles travelled (VMT) set forth under SB 375.

Promoting Complete Streets projects can offer Tulare County the ability to reduce traffic congestion, improve air quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. Integration of Complete Streets into Tulare County’s existing policies allows the potential to prevent chronic diseases, reduce motor vehicle related injury and deaths, improve environmental health, stimulate economic development, and ensure access of transportation options for all people in Tulare County.

## Complete Streets Definition

Complete Streets are roadways designed to safely and comfortably accommodate all users, regardless of age, ability or mode of transportation. Users include motorists, cyclists, pedestrians and all vehicle types, including public transportation, emergency responders, and



freight and delivery trucks among others. In addition to providing safety and access for all users, Complete Street design treatments take into account accommodations for disabled persons as required by the ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility.

Implementation of Complete Street design treatments will be based on whether it connects the networks for all modes, whether it improves the functionality for all users, and whether it is appropriate given the surrounding context of the community. The final elements of a Complete Street roadway will be largely based on these factors. At a minimum, a Complete Street roadway includes sidewalks and sidewalk amenities, transit shelters and facilities whenever there is a route along the corridor, and provisions for bicycle facilities.

## Complete Streets Attributes

While every street cannot be designed to serve all users equally, there are opportunities to enhance service for all users while maintaining its principal transportation function. Complete Streets incorporate community values and support adjacent land uses while ensuring safety and mobility. Proper applications of Complete Streets concepts support sustainable growth and preservation of scenic, aesthetic and historic resources.

## Report Outcomes

As a part of the Circulation Element for the Community Plan Update, this Complete Streets Report (Implementation Work Plan) and the following Implementation and Policies Section achieved the following outcomes:

- (i) *Addressed* congestion, climate change and oil dependence by shifting to lower-carbon modes;
- (ii) *Improved* safety by addressing shoulders, sidewalks, better bus placement, traffic speed reduction, treatments for travelers with disabilities;
- (iii) *Created* “livable communities” by encouraging walking and bicycling for health, and by providing a safe walking and bicycling environment as an essential part of improving transportation movement and safety within the roadways studied.

These outcomes were achieved by the following:

- (a) *Included all users* namely, pedestrians, bicyclists, transit vehicles and users, and motorists. In drafting this report, all users were invited to comment on how the County could better serve the community. The implementation of complete streets directly shifts the emphasis to lower-carbon (using) modes of transportation. The shift from the gas using automobile to pedestrian and bicycle transport is achieved through the creation of sidewalks, improving sidewalks, and including bike lanes and/or bike routes for a wider range of people to use. The shift to transit is included in improving policies, programs and facilities in the operations of the County’s transit systems.
- (b) *Created a comprehensive integrated and connected network* that supports “livable communities” that promote a safe interwoven fabric are provide for by the Policies



Section using the transportation goals in the 2030 General Plan Circulation Element and by further defining complete streets network (see Appendix C).

- (c) *Emphasized flexibility* recognizing that all streets with these communities are different, and thus, balancing user needs. No one standard was applied to all streets and the street designs were adjusted to existing conditions, differing jurisdictions and the desires of the community.
- (d) *Considered both new and retrofit projects*, including design, planning, maintenance, and operation, for the entire right-of-way within these communities. In addition to the various sections discussed below Appendix A – D include plans that show the plans, designs, and existing and proposed maintenance plans and operations of the Complete Streets Plan.
- (e) *Used the latest and best design standards*. By using newer design standards as represented in the preliminary design plans versus the County's Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).
- (f) *Conducted extensive public outreach* to ascertain the solutions that best fit within the context of these communities. The community was consulted every two weeks throughout the 3 month window that this report was drafted. Two "walkability" audits were conducted in July. This culminated in two meeting, wherein the Community provided final feedback on the preliminary designs.

## Conclusions and Future Funding Opportunities

The intended effect of identifying the outcomes and reaching the conclusions in this report is that future funding opportunities will be enhanced because the Community will be supported by fully updated Community Plans. The conclusion to the report includes the Circulation Element of the Community Plan including the policies, and plans. The other conclusion to the report includes preliminary design drawings.

Specifically, the funding sources that are found in the Funding Section will be pursued actively by Tulare County to complete the work identified in the studies include, but are not limited to, the following:

- **California Safe Routes to Schools Funds**
- **Federal Safe Routes to Schools Funds**
- **Highway Safety Improvement Funds**
- **Federal Transportation Activity Program (TAP) Funds**
- **Federal Transit Funds**
- **Federal Communities Putting Prevention to Work Grant**
- **Federal Highway Administration Pedestrian Safety and Design**

- **Strategic Growth Council**
- **Walkable and Livable Communities Institute**
- **California’s Local Public Health and Built Environment Program**
- **State Cap and Trade Funding**

## Implementation

### Selection of Community Priorities

An effort is under way in Tulare County to implement Complete Streets Policies in the unincorporated communities within Tulare County’s boundary. Just as the County updated its General Plan in 2012, many of the Community Plans are going through the update process. As a result of the Community Plan update process, several public meetings have been held in order to garner input from the local residents and business owners. Balancing the needs of what the people want while following local, state and federal policies and laws with a limited amount of available funding is the principal challenge in each community.

Transportation and related infrastructure costs tend to be exceedingly high and may take years to implement. For purposes of this Study five transportation corridors were selected within the community (see Appendix A), and two roadway segments in the community were selected to be further evaluated for implementation of Complete Street standards. These roadway segments generally represent the highest volume roadways with a blend of residential and mixed land uses that also provide for regional access.

General themes that were voiced from residents in each community related to transportation included the need for:

- Sidewalks
- Better road conditions
- Safe walking and biking areas
- Street lights
- Pedestrian crossings
- Safe (lower) vehicle speeds
- Improved drainage
- Increased transit stops
- Improved connectivity (railroad crossings)

Given the information provided by the residents and business owners, conceptual layouts and designs based upon the citizens concerns were presented to collect input. Based upon the community planning process, the following sections identify proposed projects for each community.

#### *Goshen Avenue (Avenue 304)*

Along the Goshen Avenue corridor between State Route 99 and Road 76, the project proposes to install new curb, gutter, sidewalk, railroad crossing improvements (long range), pedestrian

ramps, relocate utilities and undergrounding along portions of the north and south sides of Goshen Avenue. Land uses along this corridor include heavy and light industrial, commercial, municipal (water retention basin) and vacant. The right-of-way ranges between 84' and 110', with the narrower right-of-way (84') between State Route 99 and Camp Drive.



This project will include two (2) or four (4) travel lanes, a raised median from Camp Drive to Road 76 (per City of Visalia standards), Class I multi-use path extension between N. Miller Court Drive west to Camp Drive on the north side of Goshen Avenue, Class II bike lanes adjacent to the travel lanes along the corridor from Commercial Avenue to Camp Drive, cross walks, parallel parking, street lights, improved/new bus stops, street signage and sidewalks with curb and gutter for drainage. Storm water will be drained into existing and proposed storm water retention basins identified in the *Tulare County Housing Element – Action Program (Section 6 – Community of Goshen)* provided by Tulare County RMA.

### *Betty Drive*

The Betty Drive corridor extends between Elder Avenue and Robinson Road across the Union Pacific Railroad (UPRR) lines via a grade separated overcrossing. This project proposes to install Class II bike lanes along the north and south sides of Betty Drive, construct stairs west of the community park between Camp Drive and Betty in conjunction with the concrete pedestrian path and develop a multi-use path south of Betty Drive between Camp Drive and Robinson Avenue. Land uses affected by this project include residential, general and highway commercial and agricultural.



Throughout the ultimate 110' right-of-way, this proposed project will consist of two-travel lanes, parallel parking, Class II bike lanes, street lights and street signage. A set of steps east of the Betty Drive Overcrossing between Camp Drive and Betty Drive is also proposed. If necessary,

storm water will be drained into existing and proposed storm water retention basins identified in the *Tulare County Housing Element – Action Program (Section 6 – Community of Goshen)* provided by Tulare County RMA.

## Project Phasing

Tulare County RMA is proposing two types of projects coming from the community based upon the complexity of the project. The first types of projects are “shovel ready” that could be built immediately. They would be considered Phase 1 Projects and would have only minor needs for storm drain facilities, fence relocations, utility conflicts, etc. Phase 2 Projects are more inclusive and would be classified as medium to long range projects. These projects would need other infrastructure improvements such as storm water basins, major storm drain improvements, utilities to be undergrounded, etc.

Phase 1 Projects	Phase 2 Projects
Curb, gutter & sidewalk (storm drain water into existing system); pedestrian ramps; bulb outs (where appropriate)	Curb, gutter & sidewalk (new drainage system)
Street lights	Major storm drain facilities (new pipelines and storm water basins)
Bus shelters, benches, trash receptacles, etc.	Utility relocations (undergrounding)
Fence relocations	Major land acquisition
Street signage and striping	Railroad crossing improvements
Minor utility conflicts	
Minor land acquisition	



# Complete Street Policies

## Complete Street Goals

The purpose of the RMA Complete Streets Policy is to create a comprehensive and uniform Complete Streets vision and policy for Tulare County. This will allow the implementing entities to incorporate Complete Streets guidelines and standards into both development and redevelopment actions. The County's goals are:

- Tulare County's transportation network will be supported through a variety of feasible transportation choices, which allows for sustainable growth.
- The livability of neighborhoods and commercial centers located along the County's transportation corridors will be enhanced by a safe and inviting pedestrian environment.
- The design of multimodal roadway facilities will not compromise the needs of larger vehicles such as transit vehicles, fire trucks and freight delivery trucks.
- Inclusion of Complete Streets design elements will allow for design flexibility on different street functions and neighborhood contexts.
- Inclusion of Complete Streets design elements will improve the integration of land use and transportation, while encouraging economic revitalization through infrastructure improvements.

## Complete Streets Objectives

- To create an integrated and connected transportation network that supports transportation choices and sustainable growth.
- To ensure that all transportation modes are accommodated to the extent possible in all public roadway facilities in the County.
- To develop and use the latest design standards and guidelines in the design of Complete Streets.
- To provide flexibility in the implementation of this policy so that streets chosen for implementation of Complete Streets elements can be developed to fit within the context of their principal purpose and surroundings without compromising the safety of users and needs of larger vehicles.

## Complete Streets Policies

### Tulare County General Plan Policies

The Tulare County General Plan Update (2030) in complying with AB 1358 calls for 4 Complete Streets related principles including:

### *Principle 1: County-wide Collaboration*

Support countywide transportation plans that provide choices in travel modes.

### *Principle 2: Connectivity*

Emphasize connectivity among cities, communities, and hamlets to ensure County residents have access to jobs and services.

### *Principle 3: Community Circulation*

Anticipate and provide transit, traffic, and roadway connections that support the interconnectivity of all communities.

### *Principle 4: Pedestrian and Bicycle Facilities*

Plan for the development and expansion of pedestrian paths and bicycle facilities that provide residents with alternative modes of travel.

These principles are expressed mainly in following policies including:

- TC-1.6 Intermodal Connectivity
- TC-1.7 Intermodal Freight Villages
- TC-5.1 Bicycle/Pedestrian Trail System
- TC-5.2 Non-motorized Modes in Planning and Development

*The depiction below is an example of how complete streets can be designed to incorporate multiple modes of transportation.*



## **Complete Street Policy Design Criteria**

1. Tulare County promotes the incorporation of Complete Streets concepts and design standards in all appropriate new and retrofit County public streets (except State highways and freeways).
2. Tulare County will seek every opportunity to provide funding for the planning, design, and implementation of Complete Streets.
3. New Class I Multi-use Paths should be a minimum of eight (8) feet wide.

4. New Class II Bike Lanes should be a minimum of five (5) feet wide.
5. New sidewalks should be a minimum of five (5) feet wide.
6. Bulb-outs should be considered in areas of higher speed (35 mph or greater) where sufficient turning radii for trucks is available or as determined by the County Engineer.
7. As determined by the County Engineer, installation of posted speed limit vehicle activated traffic calming signs (VATCS) are encouraged in instances of high speed to promote safety.
8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.
9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.
10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.
11. Public streets excluded from this policy include those where:
  - Complete streets concepts is in conflict with existing laws, codes, or ordinances.
  - Compliance with this policy would conflict with goals or physical conditions related to the unique aspects of the location.
12. Exceptions from Complete Street Policies:
  - Accommodation is not necessary where non-motorized use is prohibited, such as freeways.
  - Cost of accommodation is excessively disproportionate to the need or probable use as determined by the County Engineer.
  - A documented absence of current or future need.

## Complete Street Mobility Plan

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for multimodal transportation accommodating all modes of transportation where appropriate, including walking, biking, car travel, and transit. The current functional classification system plan is shown in Appendix B.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasks the Governor’s Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014. Implementation of complete streets principles should be tailored to the individual jurisdiction and the individual roadway. The Complete Streets Program for Tulare County focuses on a network-based approach that has been tailored to the needs of the Community of Goshen. Another principle that is being applied is under SB 743, requiring a change to evaluating traffic using Vehicle Miles Traveled verses Level of Service under CEQA analysis, and under AB 32 in reducing Green House Gasses.



**Complete Streets:** According to the National Complete Streets Coalition, complete streets are a means by which, "... planners and engineers (can) build road networks that are safer, more livable, and welcoming to everyone.... Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities."

**Network-Based Complete Streets:** Combines individual travel mode networks into one multimodal transportation system, integrating infrastructure where appropriate, ultimately ensuring that all users can safely and efficiently access their destination.

**Vehicle Miles Traveled (VMT):** Vehicle miles traveled is the metric that identifies the total distance traveled in a car per driver. VMT drives roadway needs (the more people who drive, the more capacity and maintenance are needed on the roadway system). Under the Tulare County Climate Action Plan, in reducing VMT green house gas emissions are reduced, and the County has an overall target of reducing 6% of its green house gas emissions through a reduction in VMT.

Community Plans adopt these principles, which are combined into the following mission statement:

*The Community Complete Streets Network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit. This complete streets approach will enable residents to choose which travel mode best suits them. It also will ensure that streets are designed with the users in mind—accommodating for businesses, children, the elderly, bicyclists, and transit users.*

## Caltrans and Complete Streets

Under Caltrans District Order 64-R1, Caltrans requires that a Complete Streets Implementation Action Plan be developed and implemented for Caltrans owned and maintained Streets. Their Implementation Action plan provides a background by which the Tulare County Completes Street Plan will be implemented.

### *TCAG, Tulare County Regional Bicycle Transportation Plan, Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)*

TCAG in 2014 updated a Regional Bicycle Plan that does not include any bicycle facilities through the Community of Goshen. TCAG funded the grant for this Complete Streets Policy and in the RTP Action Element describe bicycle circulation patterns and Pedestrian policies focusing on the Americans with Disabilities Planning Strategies and Transportation Demand Management to increase pedestrian activity. In addition, rail and goods movement is part of the Sustainable Communities Strategy in lieu of utilizing diesel powered freight trucks.

### *Tulare County Climate Action Plan (CAP)*

The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% through a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their targets.

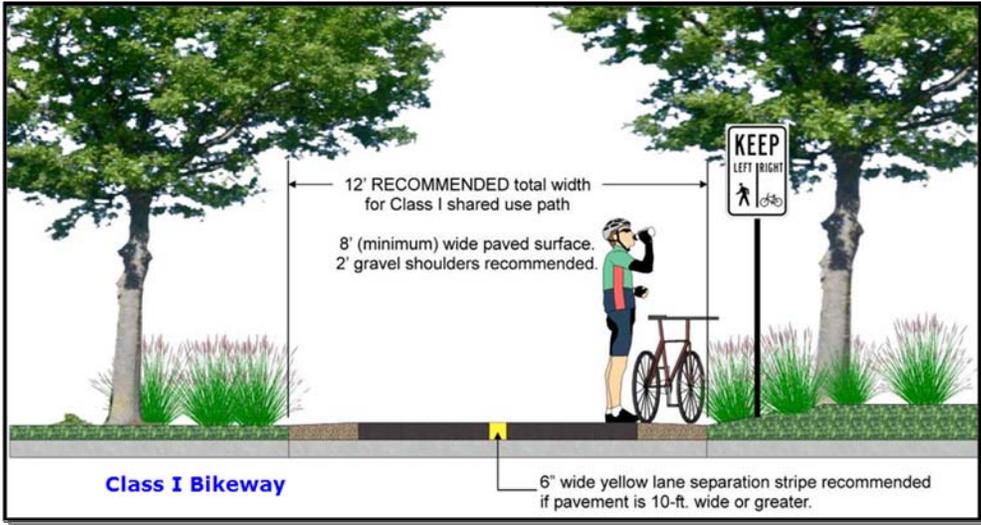


# Bicycle Facilities

Bicycle facilities consist of Class I, Class II, and Class III facilities as defined below. In Tulare County, this General Plan and the Bicycle Transportation Plan envision a system of bicycle lanes on roadways that will connect the activity centers of the communities to the residents. County has identified pedestrian corridors on the Community of Goshen Bicycle, Bus and Pedestrian Plan (see Appendix C).

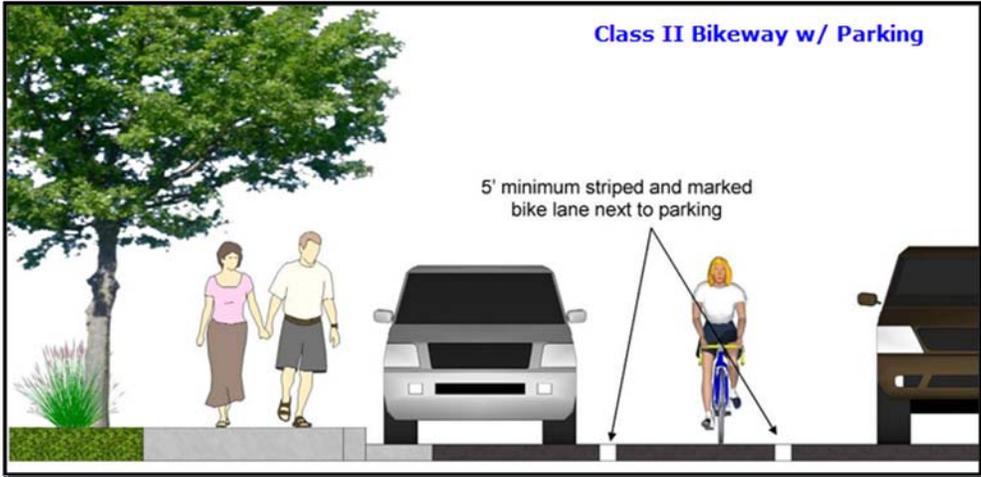
## Class I

Bike path providing completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. In Tulare County, Class I facilities will primarily be implemented through TCAG. Future bicycle facilities have also been identified through the *Bicycle Transportation Plan* (TCAG - 2010). There are no existing or proposed Class I bicycle facilities in Goshen.



## Class II

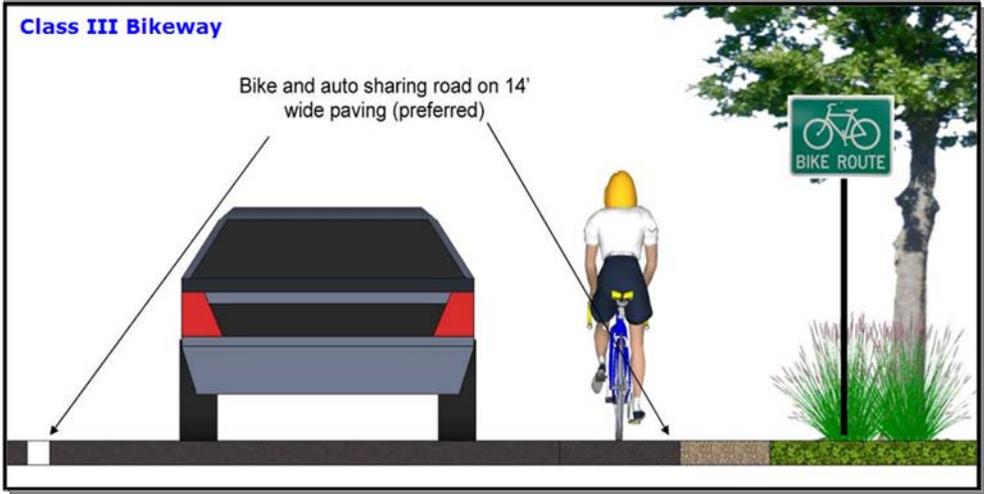
Bikeway that provides designated lanes for the use of bicycles through the use of striping on the roadway and signage designations for the facility. For the purposes of Complete Streets, the County is proposing Class II bicycle facilities on Betty Drive/Avenue 312, Goshen Avenue, Avenue 308, Effie Drive, Camp Drive and Avenue 310.





*Class III*

Bikeway that provides route designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. Class III facilities are proposed along Road 72 and Avenue 305. Although not signed on many roads in Goshen, bicyclists are allowed use the side of the road or share the road on all County roadway facilities excluding freeways.



**Pedestrian Facilities**

*Pedestrian Paths and Sidewalks*

Pedestrian paths are primarily developed as part of the roadway and trail systems of a community and reflect the interconnected nature of circulation and transportation systems as a whole. Constructing wide streets increases the distance a pedestrian must travel to cross a street, thereby making it inconvenient for public use and inhibiting pedestrian circulation in the community. Currently, limited continuous sidewalks are provided along major routes in the community. In addition to connecting available pedestrian resources, the communities have prioritized the completion of sidewalks along safe routes to school. Enhanced pedestrian crossings and sidewalks is considered in areas where high pedestrian demand occurs (such as to and around schools). An enhanced pedestrian path is proposed on the east embankment of the Betty Drive Railroad Overpass.

*Multiuse Trails*

Multiuse trails are facilities that can be used by bicycles, pedestrians, equestrians, and other recreational users. There is currently a multiuse trail in the Goshen Community north of Goshen Avenue (Avenue 304). Future multiuse trails are proposed to be extended west of the current multiuse trail north of Goshen Avenue.

**Transit Facilities**

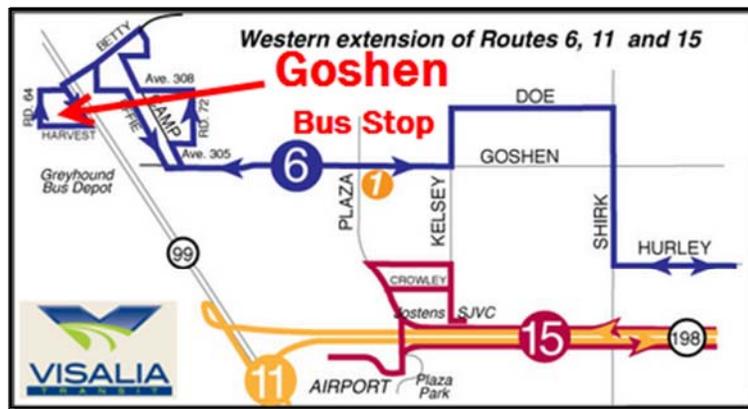
Transit options give users the ability to get to a destination without relying on the automobile. This also provides other community benefits, including reduced vehicle miles traveled (VMT). Reducing VMT will help the County achieve their greenhouse gas reduction target,

Public transportation services and facilities in Tulare County consist of public bus service, paratransit service, and could also consider park-and-ride locations.

### *Public Bus Service*

Public bus service is provided by Tulare County Area Transit (TCaT) in rural areas and by Local City transit in transitioning areas (Visalia Transit in Goshen), which enables commuters to travel within the communities and adjacent cities with minimal transfers. Existing transit routes and designated bus stops are shown in the following figures.

### **Goshen**



Additionally, Tulare County has provided guidance for including transit within facilities. These guidelines should be applied when considering new development to ensure appropriate connectivity and design features to support bus service.

### *Paratransit Service*

Paratransit is an alternative mode of passenger transportation that does not follow fixed routes or schedules. Typically, vans or minibuses are used to provide paratransit service. Paratransit services vary considerably on the degree of flexibility they provide their customers. The most flexible systems offer on-demand, call-up, door to door service from any origin to any destination in a service area.

### *Park-and-Ride Lots*

Park-and-ride lots provide places for people to meet up and carpool to areas outside of the Community. A Park and Ride facility could also provide a compressed natural gas refueling station. As the community's population grows and given the large number of commuters, a park-and-ride location would be best sited near the edges of the Community along Highway 99.

## **Cost Benefits Analysis, Implementation, and Funding Mechanisms**

Caltrans lists the following benefits of Complete Streets in their implementation plan. They include:

- Increased Transportation Choices: Streets that provide travel choices can give people the option to avoid traffic congestion, and increase the overall capacity of the transportation network.
- Economic Revitalization: Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- Improved Return on Infrastructure Investments: Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- Quality of Place: Increased bicycling and walking are indicative of vibrant and livable communities.
- Improved Safety: Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- More Walking and Bicycling: Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help children get physical activity and gain independence.

## Benefits of Complete Streets

The health benefits from walking and bicycle riding include increased overall health, and a reduction in air quality and green house emissions. According to the Caltrans accepted, Victoria Transport Policy Institute, walking has a \$.25 per mile health benefit, while the cost of Greenhouse Gas (GHG) reductions is \$23 per ton. According to the Federal Highway Administration, sidewalks reduce incidences to pedestrians over 80%.<sup>1</sup> According to Caltrans, the average costs of highway incidents are stated below.

<b>Cost of Highway Accident</b>	<b>Dollars Per Accident</b>
Fatal Accident	\$4,800,000
Injury Accident	\$67,400
Property Damage Only (PDO) Accident	\$10,200
Average Cost per Accident	\$52,500

<b>Cost of an Event</b>	<b>Dollars Per Event</b>
Cost of a Fatality	\$4,400,000

### **Cost of an Injury**

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<sup>1</sup> [http://www.dot.ca.gov/hq/tpp/offices/eab/benefit\\_cost/LCBCA-economic\\_parameters.html](http://www.dot.ca.gov/hq/tpp/offices/eab/benefit_cost/LCBCA-economic_parameters.html)



Level A (Severe)	\$221,400
Level B (Moderate)	\$56,500
Level C (Minor)	\$26,900
Cost of Property Damage	\$2,500

Source: California Department of Transportation

## Community Specific Complete Street Implementation Measures

As part of a network-based approach, the County has identified (and will implement through pursuing further roadway studies and infrastructure design updates) a complete network for pedestrians. The County will also work to deliver infrastructure to support all modes of transportation. In addition to the General Plan Circulation Element Implementation Section, the key implementation measures include:

1. Evaluating Roadways as potential Bike/Pedestrian travel routes,
2. Completing pedestrian infrastructure, as appropriate,
3. Providing safe and accessible pedestrian facilities in high use areas,
4. Designing and building sidewalks for safer routes to school,
5. Designating roadways for bicycle routes that are aligned with the Tulare County comprehensive bicycle network,
6. Coordination with County Transit.
7. Submitting the following list of project and cost to TCAG and Caltrans for consideration under further grant funding opportunities.

## Measure R

Bike/Transit/Environmental Projects (14% of Measure R Funding)

On November 7, 2006, the voters of Tulare County approved Measure R, imposing a ½ cent sales tax for transportation within the incorporated and unincorporated area of Tulare County for the next 30 years. The transportation measure will generate slightly more than \$652 million over 30 years to Tulare County's transportation needs.

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population, improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

## Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation



Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.

## Citizen Feedback

### Public Outreach Efforts

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Public outreach efforts were held in several formats including formally and informally. Formal community meetings were held at local schools, community service districts/public utility districts (CSDs/PUDs), town council forums and other well-known locations. Informal meetings were conducted with individual business or property owners associated to specific access concerns or other issues.

Publicity for meeting times and locations generally consisted of newspaper releases, local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's guardian, posting fliers at local community businesses, local school board meeting agendas, area congressional office and non-profit agency assistance, local senior centers and health clinics (if applicable), email and other forms of communication. Formal public meetings were held in the various communities shown below. A summary of additional information – Tulare County Resource Management Complete Streets and Community Plan Outreach (2014) – is located in the Appendix.

### Goshen Public Meetings

- Complete Streets Meeting May 15, 2014
- Complete Streets Meeting May 22, 2014
- Complete Streets Meeting May 28, 2014
- Complete Streets Meeting June 4, 2014
- Complete Streets Meeting June 18, 2014
- Complete Streets Meeting July 2, 2014
- Complete Streets Meeting July 23, 2014
- Complete Streets Meeting August 6, 2014

Community feedback was gathered and incorporated into the design of the Complete Street plans and further discussed in July and August 2014 meetings to receive further community and business owner responses. These designs were edited to include feasible improvements and cost estimates were assigned to each project within the respective community for each study roadway segment.

# Design Facilities

## Improvement Standards

The purpose public workshops or community meetings is to engage in discussions with local residents and business owners regarding specific topics, e.g., transportation related improvements. Transportation related facilities for public use are built within existing right of way (R/W) owned by a public agency, e.g., county, city or state. Within this R/W is a standard cross section, which is a term that is used to define the configuration of existing or proposed roadways at right angles to the centerline (CL). Typical sections show the width, thickness and descriptions of the pavement section, as well as the geometrics of the graded roadbed, side improvements and side slopes.

In Tulare County, the two most common cross sections are shown for two or four lane roads, varying in width based upon the number of lanes, parking, sidewalks, shoulders, bike lanes, etc. Figure 1 shows the cross section for two lane roads and Figure 2 identifies a typical four lane cross section.

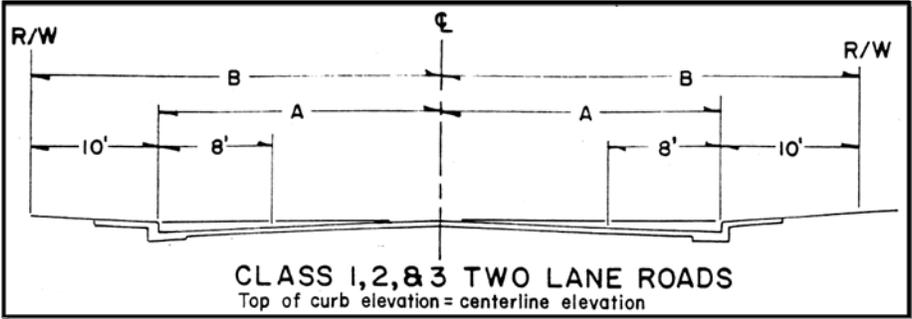


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

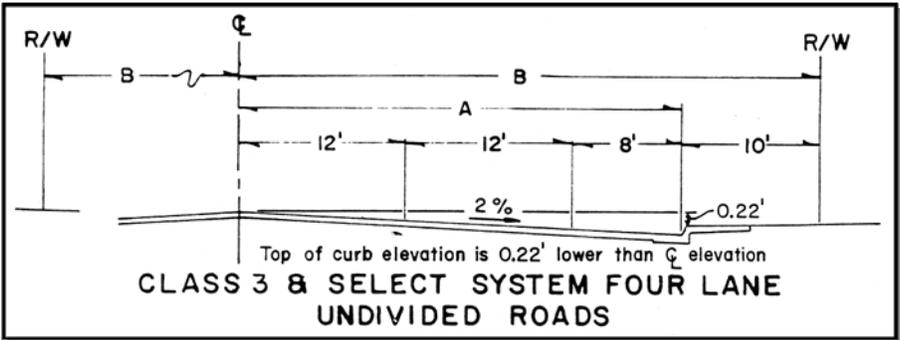


Figure 2 - Tulare County Class 3 Four Lane Road

Similarly, the City of Visalia has a standard cross section used for planning and engineering purposes. These standard cross sections were applied for the Goshen Avenue (Avenue 304) corridor where the roadway segment falls within the local jurisdiction of each respective agency,

i.e., County of Tulare and City of Visalia, to ensure consistency and safety for all transportation users.

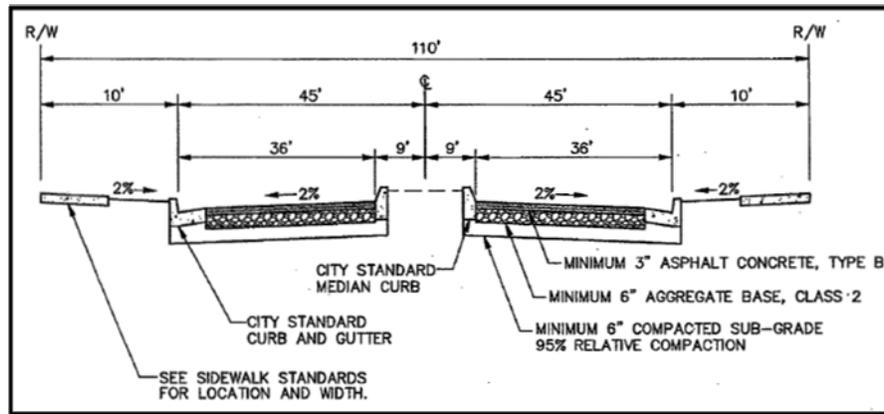


Figure 3 - Visalia Major Arterial

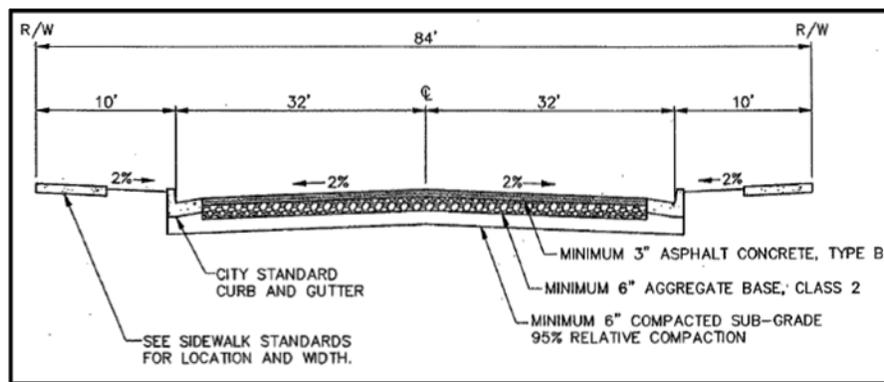


Figure 4 - Visalia Major Collector & Minor Arterial

## City of Visalia Complete Streets

Because Goshen Avenue (Avenue 304) improvements fall within jurisdictions of the City of Visalia and County of Tulare, the County section (Avenue 304) will be developed to the City of Visalia standards pertaining to Complete Streets to ensure continuity along the corridor. The following sections are from the City of Visalia 2030 General Plan.

### Complete Street Framework<sup>2</sup>

In September 2008, the Governor signed into law the California Complete Streets Act, requiring General Plans to develop a plan for a multi-modal transportation system. The goal of the Act is to encourage cities to rethink policies that emphasize automobile circulation and prioritize motor vehicle improvements, and come up with creative solutions that emphasize all modes of transportation. Complete Streets design has many advantages. When people have more

<sup>2</sup> City of Visalia 2030 General Plan (2014)



transportation options, there are fewer traffic jams and the overall capacity of the transportation network increases. Complete Street design attends to the needs of people who don't travel by automobile, who have often been overlooked. Additionally, increased transit ridership, walking, and biking can reduce air pollution, energy consumption, and greenhouse gas emissions, while improving the overall travel experience for road users.

To further the goal of optimizing travel by all modes, this General Plan incorporates the concept of "Complete Streets." Complete Streets are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation.

While there is no standard design template for a Complete Street, it generally includes one or more of the following features: bicycle lanes, wide shoulders, plenty of well-designed and well placed crosswalks, crossing islands in appropriate midblock locations, bus pullouts or special bus lanes, audible pedestrian signals, sidewalk bulb-outs, center medians, and street trees, planter strips and ground cover. Complete Streets create a sense of place and improve social interaction due to their emphasis on encouraging pedestrian activity.

### *Guiding Principles*

Visalia's Circulation Element relies upon three principles:

- Land use and the circulation system are interactive and interrelated;
- The City's traffic circulation planning efforts are integrated with those of the County and Caltrans in a cooperative, regional planning effort; and,
- State of the art transportation engineering is used, applying a Complete Streets framework, to bring planned improvements to reality considering the multi-modal, increased travel capacity and safety needs of the community.

Only through the development and implementation of all these principles can the City's commitment to a balanced, efficient circulation system be achieved.

### *Connectivity*

The major objective of the Circulation Element is to provide an interconnected street system with improved north-south and east-west connections for existing and future development in Visalia. The City's original street layout provided street connections linking neighborhoods with work places, but as the community has grown, access has not always improved.

Traditional grid street designs allow for through movement and good connections between and within neighborhoods. Short blocks offer a choice of routes and enable more direct connections. Variations from the traditional grid can allow for diagonal and curvilinear streets as well as larger or smaller blocks for maximum flexibility and improved connectivity.

In order to ensure that street layout in future development incorporates the need for neighborhood connectivity and the comfort and safety of pedestrians and bicyclists, it is essential that:

- New development is connected to the surroundings with an increased number of access points and pedestrian and bicycle connections to the neighborhood network;

- Blocks are short to allow for more direct connections;
- Neighborhood streets are designed at a human- scale, without excessively wide streets; and,
- Traffic controls are incorporated including speed limits, bulb outs, modern roundabouts, signage, and truck routes to restrict commercial traffic in neighborhoods.

The 2030 General Plan provides for new routes in partially developed portions of the Planning Area and expands the capacity and efficiency of the existing system. In addition, the Plan provides for narrower streets in some areas than might otherwise be designed based upon current traffic design standards and requirements alone.

## **Tulare County Pavement Management System**

### *Pavement Management*

Pavement management is the process of planning the maintenance and repair of a network of roadways or other paved facilities in order to optimize pavement conditions over the entire network. Pavement management incorporates life cycle costs into a more systematic approach to minor and major road maintenance and reconstruction projects. The needs of the entire network as well as budget projections are considered before projects are executed. Pavement management encompasses the many aspects and tasks needed to maintain a quality pavement inventory, and ensure that the overall condition of the road network can be sustained at desired levels.

### *Pavement Management System*

The Tulare County Pavement Management System (PMS) is a planning tool used to aid pavement management decisions. PMS software programs model future pavement deterioration due to traffic and weather, and recommend maintenance and repairs to the road's pavement based on the type and age of the pavement and various measures of existing pavement quality. Measurements can be made by persons on the ground, visually from a moving vehicle, or using automated sensors mounted to a vehicle. PMS software assists RMA staff to create composite pavement quality rankings based on pavement quality measures on roads or road sections. Recommendations are usually biased towards preventive maintenance, rather than allowing a road to deteriorate until it needs more extensive reconstruction.

Typical tasks performed by Tulare County PMS include:

- Inventory pavement conditions, identifying good, fair and poor pavements;
- Assign importance ratings for road segments, based on traffic volumes, road functional class, and community demand;
- Schedule maintenance of good roads to keep them in good condition; and,
- Schedule repairs of poor and fair pavements as remaining available funding allows.



Research has shown that it is far less expensive to keep a road in good condition than it is to repair it once it has deteriorated. This is why pavement management systems place the priority on preventive maintenance of roads in good condition, rather than reconstructing roads in poor condition. In terms of lifetime cost and long term pavement conditions, this will result in better system performance.

The County is proposing a Road Maintenance Plan (see Appendix D) for the community of Goshen that is a result of the PMS.

## Projects

### Complete Streets Project Plans

The plans and projects in the appendices are identified as part of the complete streets policy to identify corridors for various user types and to demonstrate examples of design policies. These plans and are the result of input obtained through the community outreach process, multiple Tulare County agencies and divisions and professional engineering consultants.

The five projects identified herein represent the priority improvements to the backbone of the complete streets network within the community of Goshen. Two of these projects have been developed to a 30% design stage and the remaining three projects have been preliminarily scoped and budgetary estimates have been prepared. These five projects were developed to provide the County and various funding agencies with a list of projects to move toward funding, design, and ultimately construction.

## Complete Streets Funding Opportunities

The following sections identify opinions of probable cost estimates for Complete Street transportation related improvements in Goshen. As shown in the tables, the funding sources include local, state and federal programs. Typically, local matches are required for acquiring state and federal funds. Measure R, a Tulare County sales tax for transportation, is available for such matches.

GOSHEN Community Development					
Complete Street Program - Summary					
Project Name	Project Description	Type of Project Designation	Estimated Cost	Purpose and Need	Potential Funding Sources
Goshen Complete Streets - Betty Drive Street Improvements	Betty Drive between Road 67 & Robinson Road (approx. 1950 feet), the project proposes to install ramps, class II bike lanes and lighting.	Complete Streets	\$ 124,472	Increase pedestrian safety and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Goshen Complete Streets - Goshen Avenue (Ave. 304) Street Improvements	Goshen Ave. between Commercial Road to Road 76 (approx. 4600 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class I bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 4,671,447	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Goshen Complete Streets - Effie Drive/Camp Drive Street Improvements (Truck Route)	[OPTION A]-Fig/Effie Drive between Road 67 & Goshen Ave. (approx. 4300 feet) & [OPTION B]-Camp Drive/Ave 310/Robinson between Betty Dr. & Goshen Ave. (approx. 6000 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class I bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 5,000,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Goshen Complete Streets - Harvest Avenue Street Improvements	Harvest Avenue between Road 64 & Road 66 (approx. 1900 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, class I bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	\$ 1,600,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Goshen Complete Streets - Road 76 Street Improvements (Truck Route)	Road 76 between Avenue 304 & Betty Dr., (approx. 5200 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway.	Complete Streets	\$ 5,500,000	Increase pedestrian safety, improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R

## Cost Estimates

Detailed cost estimates are included in Appendix E.

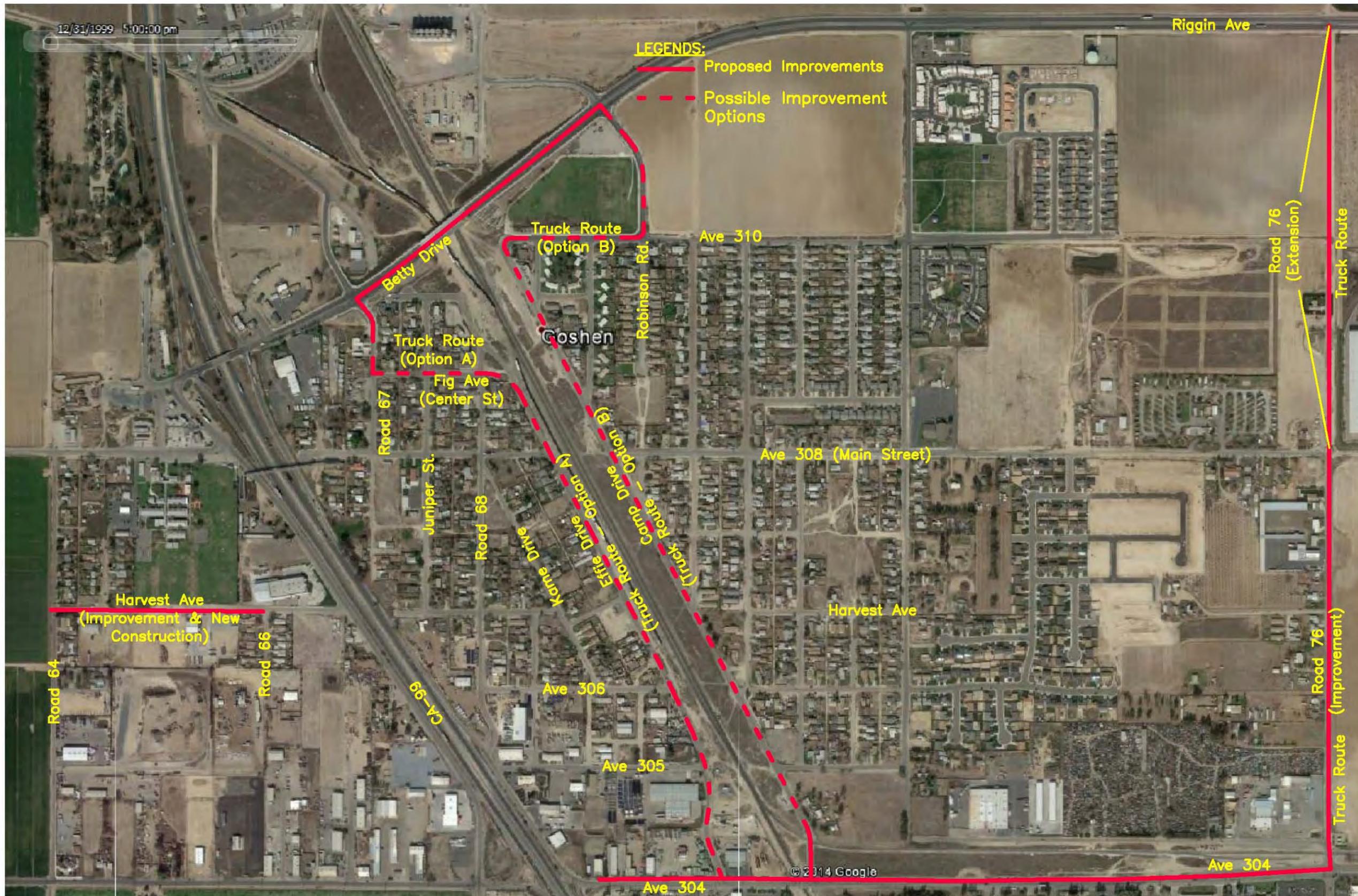
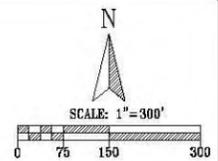


***Appendix A –***

**Proposed Complete Streets Projects**



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NO.	REVISIONS	DATE	BY

COUNTY OF TULARE  
 RESOURCE MANAGEMENT AGENCY  
 5861 SOUTH MOONEY BLVD.  
 VISALIA, CA 93277  
 (559)624-7000  
 WWW.TULARECOUNTY.CA.GOV/RMA



GOSHEN  
**POSSIBLE CIRCULATION  
 IMPROVEMENTS**  
 TULARE COUNTY

SCALE	1" = 300'
DIVISION	RMA DESIGN
JOB NO.	-
DESIGNED	JK
DRAWN	JK
CHECKED	RS
PROJECT	COMPLETE STREET PROJECT_GOS
DATE	July 23, 2014
SHEET No.	EX1





*Appendix B –*

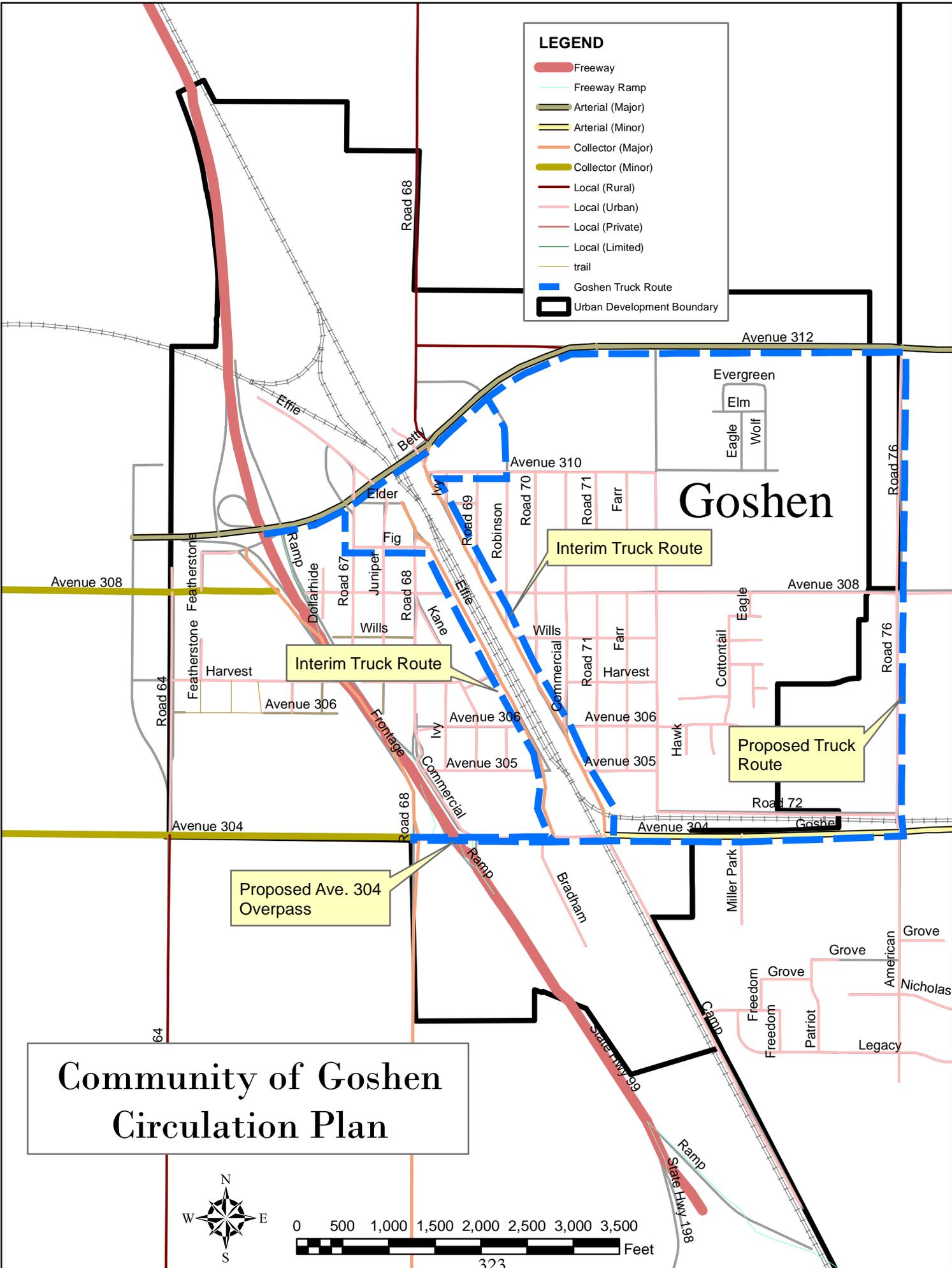
Circulation Plan



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**LEGEND**

- Freeway
- Freeway Ramp
- Arterial (Major)
- Arterial (Minor)
- Collector (Major)
- Collector (Minor)
- Local (Rural)
- Local (Urban)
- Local (Private)
- Local (Limited)
- trail
- Goshen Truck Route
- Urban Development Boundary



# Community of Goshen Circulation Plan



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***Appendix C –***

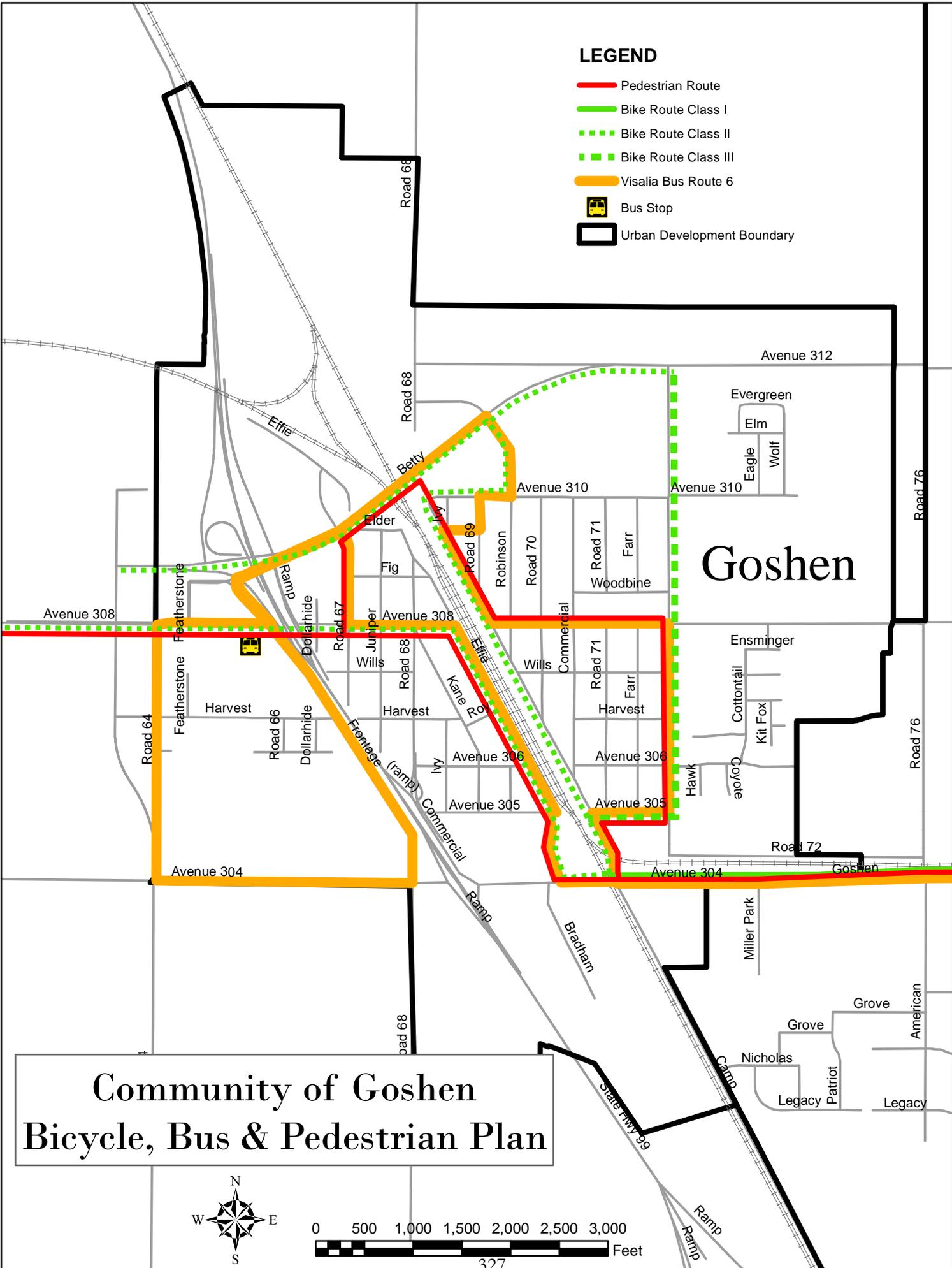
**Bicycle, Bus, and Pedestrian Plan**



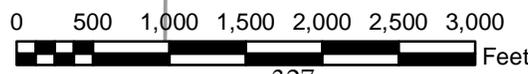
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**LEGEND**

-  Pedestrian Route
-  Bike Route Class I
-  Bike Route Class II
-  Bike Route Class III
-  Visalia Bus Route 6
-  Bus Stop
-  Urban Development Boundary



**Community of Goshen  
Bicycle, Bus & Pedestrian Plan**



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*Appendix D –*

Road Maintenance Plan



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**LEGEND**

- Chip Seal
- Black Seal
- Grind & Remix
- Overlay
- RMA Reconstruction
- AC Reconstruction
- Urban Development Boundary

# Goshen

## Community of Goshen Road Maintenance Plan



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***Appendix E –***  
Cost Estimates for Goshen



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**COST ESTIMATE - GOSHEN COMPLETE STREETS POLICY**

District-County 6-Tulare  
PM \_\_\_\_\_  
EA \_\_\_\_\_  
Program Code \_\_\_\_\_

**Project Description:**

Limits: Goshen Avenue: from SR 99 to Road 76  
\_\_\_\_\_

Proposed Improvements (Scope): Complete Streets Improvements per Project Description  
\_\_\_\_\_  
\_\_\_\_\_

Alternative: N/A  
\_\_\_\_\_

**SUMMARY OF PROJECT COST ESTIMATE:**

CONSTRUCTION COST	\$	<u>2,904,998</u>
CONST CONTINGENCY (25%)	\$	<u>726,249</u>
CONSTRUCTION MGMT	\$	<u>290,500</u>
RIGHT OF WAY CAPITAL	\$	<u>410,000</u>
RIGHT OF WAY ACQUISITION	\$	<u>49,200</u>
FINAL ENGINEERING	\$	<u>290,500</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$	<u>4,671,447</u>

Reviewed by District Program Manager \_\_\_\_\_

Approved By \_\_\_\_\_  
Project Manager (Signature)

Date \_\_\_\_\_

Phone No. (559) 734-5895

Sheet 1 of 7

**PRELIMINARY PROJECT COST ESTIMATE SUMMARY**

Dist-Co	6-Tulare
PM	-
EA	-
PP No.	0

**I. ROADWAY ITEMS**

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	11 451	CY	\$ 15	\$ 171 771	
Imported Borrow			\$ _____	\$ _____	
Clearing & Grubbing	1	LS	\$ 10 000	\$ 10 000	
Develop Water Supply			\$ _____	\$ _____	
Topsoil Reapplication			\$ _____	\$ _____	
Stepped Slopes and Slope Rounding (Contour Grading)			\$ _____	\$ _____	
				Subtotal Earthwork	\$ 181 771
<b>Section 2 Structural Section*</b>					
PCC Pavement (___ Depth)			\$ _____	\$ _____	
PCC Pavement (___ Depth)			\$ _____	\$ _____	
Asphalt Concrete (HMA)	5797	TON	\$ 100	\$ 579 729	
Lean Concrete Base			\$ _____	\$ _____	
Cement Treated Base			\$ _____	\$ _____	
Aggregate Base	4164	CY	\$ 60	\$ 249 849	
Treated Permeable Base			\$ _____	\$ _____	
Aggregate Sub-Base	4424	CY	\$ 30	\$ 132 732	
Pavement Reinforcing Fabric			\$ _____	\$ _____	
			\$ -	\$ -	
			\$ -	\$ -	
				Subtotal Pavement Structural Section	\$ 962 310
<b>Section 3 Drainage</b>					
Large Drainage Facilities			\$ _____	\$ _____	
Storm Drains	1	LS	\$ 50 000	\$ 50 000	
Pumping Plants			\$ _____	\$ _____	
Project Drainage (X Drains, Oversize, etc.)			\$ _____	\$ _____	
			\$ -	\$ -	
				Total Drainage	\$ 50 000

\* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.



**PRELIMINARY PROJECT COST ESTIMATE SUMMARY**

	Dist-Co
	6-Tulare
PM	-
EA	-
PP No.	0

Section 6 Minor Concrete	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Sidewalk	50132	SF	\$ 6	\$ 300 793	
Curb & Gutter	5043	LF	\$ 20	\$ 100 862	
Vee Gutter	4782	SF	\$ 10	\$ 47 816	
Driveway	6181	SF	\$ 12	\$ 74 176	
Curb Ramps	18	EA	\$ 3 500	\$ 63 000	
Median (Stamped Concrete)	39982	SF	\$ 10	\$ 399 825	
			Total Minor Concrete Items		\$ 986 472

Section 7 Roadside Management and Safety Section					
Vegetation Control Treatments			\$	\$	
Gore Area Pavement			1	\$	
Pavement beyond the gore area			2	\$	
Miscellaneous Paving			3	\$	
Erosion Control	1	LS	\$ 5 000	\$ 5 000	
Slope Protection			4	\$	
Slide Slopes/Embankment Slopes			5	\$	
Maintenance Vehicle Pull-outs			6	\$	
Off freeway Access (gates, stairways, etc.)			7	\$	
Roadside Facilities (Vista Points, Transit, Park and Ride, etc.)			8	\$	
Relocating roadside facilities/features			9	\$	
			Total Traffic Items		\$ 5 000
			SUBTOTAL SECTIONS 1 - 7		\$ 2 305 554

**PRELIMINARY PROJECT COST ESTIMATE SUMMARY**

	Dist-Co 6-Tulare
PM	-
EA	-
PP No.	0

**Section 8 Minor Items**

	<u>Unit Cost</u>	<u>Section Cost</u>
\$ 2 305 554 x( 5% )* = (Subtotal Section 1-7)	\$ 115 278	
	Total Minor Items	\$ 115 278

**Section 9 Roadway Mobilization**

\$ 2 420 831 x( 10% ) = (Subtotal Section 1-8)	\$ 242 083	
	Total Roadway Mobilization	\$ 242 083

**Section 10 Roadway Additions**

*Supplemental Work*

\$ 2 420 831 x( 10% )* (Subtotal Section 1-8)	\$ 242 083	
--------------------------------------------------	------------	--

*Contingencies*

\$ 2 420 831 x( 0% )** (Subtotal Section 1-8)	\$ -	
--------------------------------------------------	------	--

Total Roadway Additions \$ 242 083

TOTAL ROADWAY ITEMS - (Total of Section 1 - 10) \$ 2 904 998

Estimate Prepared By \_\_\_\_\_ Phone \_\_\_\_\_ Date \_\_\_\_\_  
(Print Name)

Estimate Checked By \_\_\_\_\_ Phone \_\_\_\_\_ Date \_\_\_\_\_  
(Print Name)

\* Use 5% - 10%.

\*\*Use appropriate percentage per Chapter 20.

**PRELIMINARY PROJECT COST ESTIMATE SUMMARY**

	Dist-Co 6-Tulare
PM	-
EA	-
PP No.	0

**II. STRUCTURE ITEMS**

	Structure 1	Structure 2	Structure 3	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Lengths - (ft)	_____	_____	_____	
Total Area - (ft <sup>2</sup> )	_____	_____	_____	
Footing Type (pile/spread)	_____	_____	_____	
Cost Per ft2 (incl. 10% mobilization and 20% contingency)	_____	_____	_____	
Total Cost for Structure	_____	_____	_____	
*Add additional structures as necessary				
				SUBTOTAL STRUCTURES ITEMS \$ _____ -
Railroad Related Costs	_____	_____	_____	\$ _____ -
				TOTAL STRUCTURES ITEMS \$ _____ -

Estimate Prepared By \_\_\_\_\_ Phone \_\_\_\_\_ Date \_\_\_\_\_  
 (Print Name)

(If appropriate, attach additional pages and backup)

**PRELIMINARY PROJECT COST ESTIMATE SUMMARY**

	Dist-Co
	6-Tulare
PM	-
EA	-
PP No.	0

**III. RIGHT OF WAY ITEMS**

	<u>Escalated Value</u>
A. Acquisition, including excess lands & damages to remainder(s) and Goodwill	\$ 10 000
B. Utility Relocation	\$ 400 000
C. Relocation Assistance	
D. Clearance/Demolition	
E. Title and Escrow Fees	
Total Right of Way Items	\$ 410 000

(Escalated Value)

Anticipated Date of Right of Way Certification \_\_\_\_\_  
 (Date to which values are escalated)

**F. Construction Contract Work**

Brief Description of Work

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Right of Way Brach Cost Estimate for Work\* \_\_\_\_\_

\*This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.

Estimate Prepared By \_\_\_\_\_ Phone \_\_\_\_\_ Date \_\_\_\_\_

---

**COST ESTIMATE - GOSHEN COMPLETE STREETS POLICY**

District-County 6-Tulare  
PM \_\_\_\_\_  
EA \_\_\_\_\_  
Program Code \_\_\_\_\_

**Project Description:**

Limits: Betty Drive: from SR 99 to Road 72  
\_\_\_\_\_

Proposed Improvements (Scope): Complete Streets Improvements per Project Description  
\_\_\_\_\_  
\_\_\_\_\_

Alternative: N/A  
\_\_\_\_\_

**SUMMARY OF PROJECT COST ESTIMATE:**

CONSTRUCTION COST	\$	85,843
CONST CONTINGENCY (25%)	\$	21,461
CONSTRUCTION MGMT	\$	8,584
RIGHT OF WAY CAPITAL	\$	-
RIGHT OF WAY ACQUISITION	\$	-
FINAL ENGINEERING	\$	8,584
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$	124,472

Reviewed by District Program Manager \_\_\_\_\_

Approved By \_\_\_\_\_  
Project Manager (Signature)

Date \_\_\_\_\_

Phone No. (559) 734-5895

Sheet 1 of 7

**PRELIMINARY PROJECT COST ESTIMATE SUMMARY**

Dist-Co	6-Tulare
PM	-
EA	-
PP No.	0

**I. ROADWAY ITEMS**

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation				\$	
Imported Borrow			\$	\$	
Clearing & Grubbing	1	LS	\$ 10 000	\$ 10 000	
Develop Water Supply			\$	\$	
Topsoil Reapplication			\$	\$	
Stepped Slopes and Slope Rounding (Contour Grading)			\$	\$	
				Subtotal Earthwork	\$ 10 000
<b>Section 2 Structural Section*</b>					
PCC Pavement (___ Depth)			\$	\$	
PCC Pavement (___ Depth)			\$	\$	
Asphalt Concrete (HMA)				\$	
Lean Concrete Base			\$	\$	
Cement Treated Base			\$	\$	
Aggregate Base				\$	
Treated Permeable Base			\$	\$	
Aggregate Sub Base				\$	
Pavement Reinforcing Fabric			\$	\$	
			\$ -	\$ -	
			\$ -	\$ -	
				Subtotal Pavement Structural Section	\$ -
<b>Section 3 Drainage</b>					
Large Drainage Facilities			\$	\$	
Storm Drains				\$	
Pumping Plants			\$	\$	
Project Drainage (X Drains, Oversize, etc.)			\$	\$	
			\$ -	\$ -	
				Total Drainage	\$ -

\* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.



**PRELIMINARY PROJECT COST ESTIMATE SUMMARY**

	Dist-Co 6-Tulare
PM	-
EA	-
PP No.	0

Section 6 Minor Concrete	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Stairs	15	CY	\$ 600	\$ 9 035	
Sidewalk	2349	SF	\$ 6	\$ 14 094	
Vee Gutter				\$ _____	
Driveway				\$ _____	
Curb Ramps				\$ _____	
Curb				\$ _____	
Median				\$ _____	
			Total Minor Concrete Items		\$ 23 129

Section 7 Roadside Management and Safety Section					
Vegetation Control Treatments			\$ _____	\$ _____	
Gore Area Pavement			\$ 1	\$ _____	
Pavement beyond the gore area			\$ 2	\$ _____	
Miscellaneous Paving			\$ 3	\$ _____	
Erosion Control	1	LS	\$ 5 000	\$ 5 000	
Slope Protection			\$ 4	\$ _____	
Slide Slopes/Embankment Slopes			\$ 5	\$ _____	
Maintenance Vehicle Pull outs			\$ 6	\$ _____	
Off freeway Access (gates, stairways, etc.)			\$ 7	\$ _____	
Roadside Facilities (Vista Points, Transit, Park and Ride, etc.)			\$ 8	\$ _____	
Relocating roadside facilities/features			\$ 9	\$ _____	
			Total Traffic Items		\$ 5 000
			SUBTOTAL SECTIONS 1 - 7		\$ 68 129

**PRELIMINARY PROJECT COST ESTIMATE SUMMARY**

	Dist-Co 6-Tulare
PM	-
EA	-
PP No.	0

**Section 8 Minor Items**

	<u>Unit Cost</u>	<u>Section Cost</u>
\$ <u>68 129</u> x( 5% )* =	\$ <u>3 406</u>	
(Subtotal Section 1-7)		
Total Minor Items		\$ <u>3 406</u>

**Section 9 Roadway Mobilization**

\$ <u>71 536</u> x( 10% ) =	\$ <u>7 154</u>	
(Subtotal Section 1-8)		
Total Roadway Mobilization		\$ <u>7 154</u>

**Section 10 Roadway Additions**

*Supplemental Work*

\$ <u>71 536</u> x( 10% )*	\$ <u>7 154</u>
(Subtotal Section 1-8)	

*Contingencies*

\$ <u>71 536</u> x( 0% )**	\$ <u>-</u>
(Subtotal Section 1-8)	

Total Roadway Additions \$ 7 154

TOTAL ROADWAY ITEMS - (Total of Section 1 - 10) \$ 85 843

Estimate Prepared By \_\_\_\_\_ Phone \_\_\_\_\_ Date \_\_\_\_\_  
(Print Name)

Estimate Checked By \_\_\_\_\_ Phone \_\_\_\_\_ Date \_\_\_\_\_  
(Print Name)

\* Use 5% - 10%.

\*\*Use appropriate percentage per Chapter 20.

**PRELIMINARY PROJECT COST ESTIMATE SUMMARY**

	Dist-Co 6-Tulare
PM	-
EA	-
PP No.	0

**II. STRUCTURE ITEMS**

	Structure 1	Structure 2	Structure 3	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Lengths - (ft)	_____	_____	_____	
Total Area - (ft <sup>2</sup> )	_____	_____	_____	
Footing Type (pile/spread)	_____	_____	_____	
Cost Per ft2 (incl. 10% mobilization and 20% contingency)	_____	_____	_____	
Total Cost for Structure	_____	_____	_____	
*Add additional structures as necessary				
				SUBTOTAL STRUCTURES ITEMS \$ _____ -
Railroad Related Costs	_____	_____	_____	\$ _____ -
				TOTAL STRUCTURES ITEMS \$ _____ -

Estimate Prepared By \_\_\_\_\_ Phone \_\_\_\_\_ Date \_\_\_\_\_  
 (Print Name)

(If appropriate, attach additional pages and backup)

**PRELIMINARY PROJECT COST ESTIMATE SUMMARY**

	Dist-Co
	6-Tulare
PM	-
EA	-
PP No.	0

**III. RIGHT OF WAY ITEMS**

	<u>Escalated Value</u>
A. Acquisition, including excess lands & damages to remainder(s) and Goodwill	\$ -
B. Utility Relocation	\$ -
C. Relocation Assistance	_____
D. Clearance/Demolition	_____
E. Title and Escrow Fees	_____
Total Right of Way Items	\$ -
(Escalated Value)	

Anticipated Date of Right of Way Certification \_\_\_\_\_  
 (Date to which values are escalated)

**F. Construction Contract Work**

Brief Description of Work

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Right of Way Brach Cost Estimate for Work\* \_\_\_\_\_

\*This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.

Estimate Prepared By \_\_\_\_\_ Phone \_\_\_\_\_ Date \_\_\_\_\_



***Appendix F –***  
Goshen Avenue 30% Submittal Plan Set



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INDEX OF SHEETS

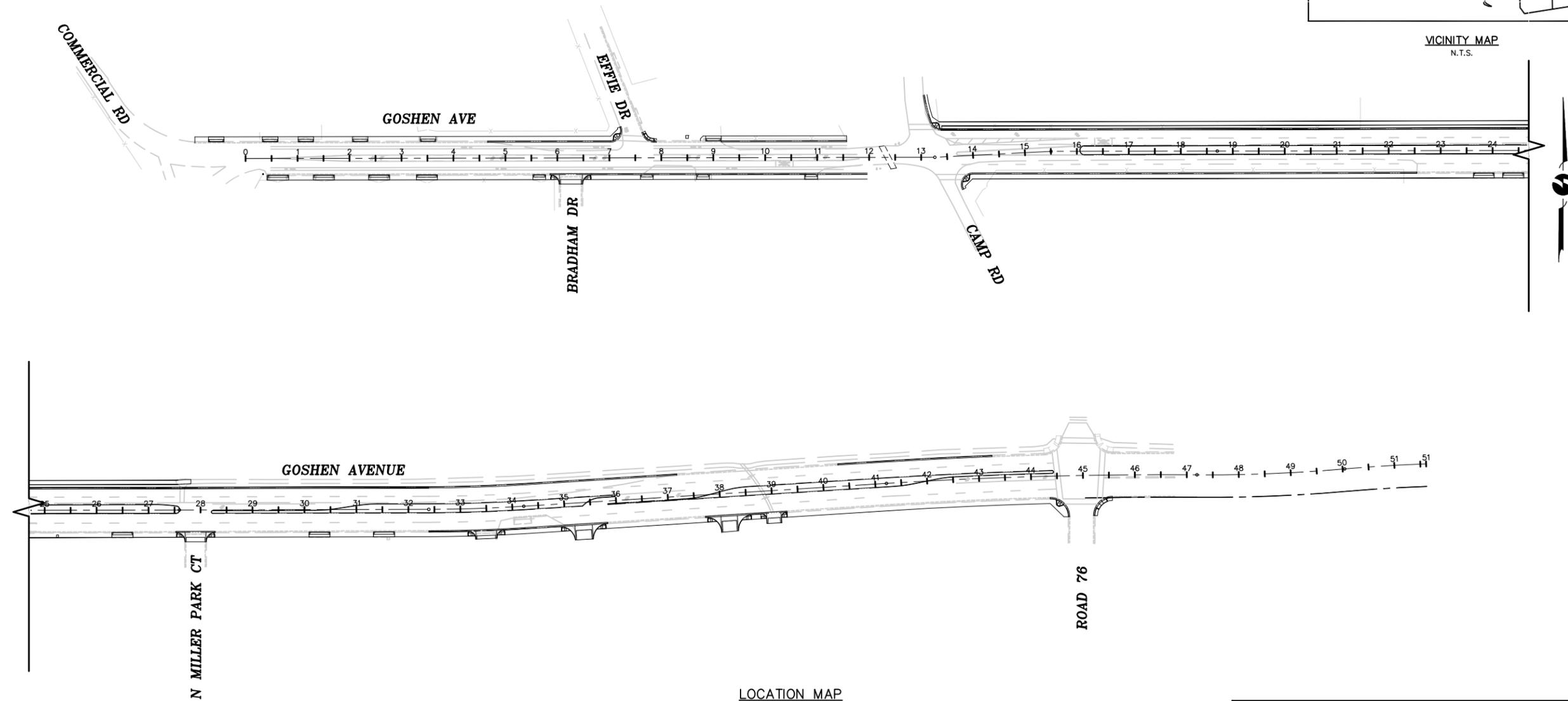
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2	X1	TYPICAL SECTIONS
3-7	L1-L5	LAYOUTS & GRADING
8	C1	CONSTRUCTION DETAILS
9-13	PD1-PD5	SIGNING & STRIPING
14-18	U1-U5	UTILITY PLAN

GOSHEN  
COUNTY OF TULARE

PROJECT PLANS FOR CONSTRUCTION ON  
**GOSHEN-COMPLETE STREETS POLICY**  
IN GOSHEN AND COUNTY OF TULARE  
AVENUE 304 (FROM SR 99 TO ROAD 76)



VICINITY MAP  
N.T.S.



LOCATION MAP  
SCALE 1"=100'

No.	REVISIONS	DESCRIPTION	DATE	BY

<input type="checkbox"/> PRELIMINARY	<input type="checkbox"/> APPROVED
<input type="checkbox"/> BID	<input type="checkbox"/> CONSTRUCTION
<input type="checkbox"/> RECORD	

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REDDING, CA  
Center Ave.  
92391  
(559) 734-5895

TITLE SHEET  
**GOSHEN-COMPLETE STREETS POLICY**  
PHASE 1 IMPROVEMENTS  
GOSHEN, CALIFORNIA

SCALE	N.T.S.
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DESIGNED	MJM
DRAWN	SMC
FILE	18807003.DWG
CHECKED	MJM
DATE	8-12-14

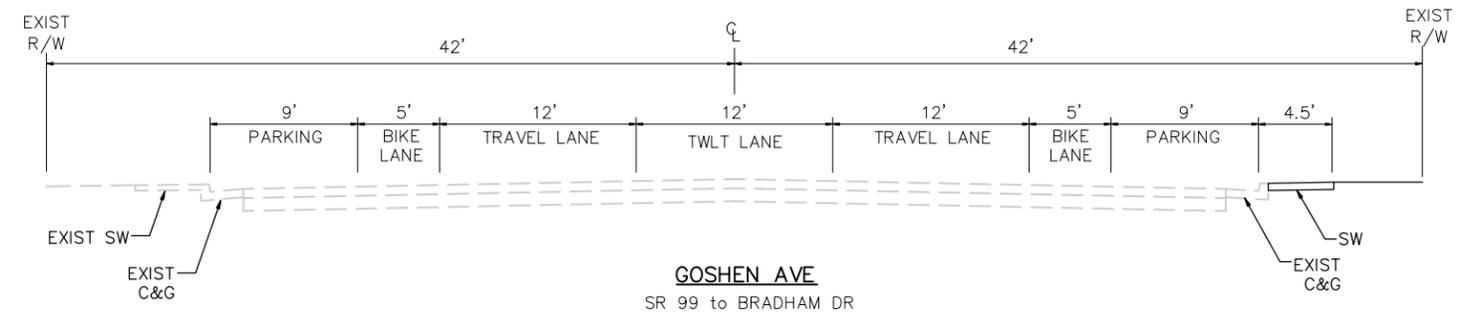
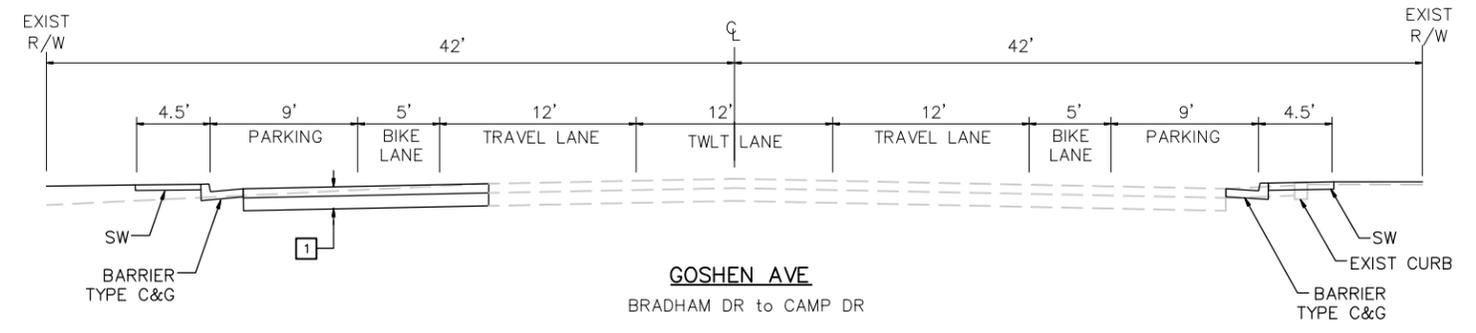
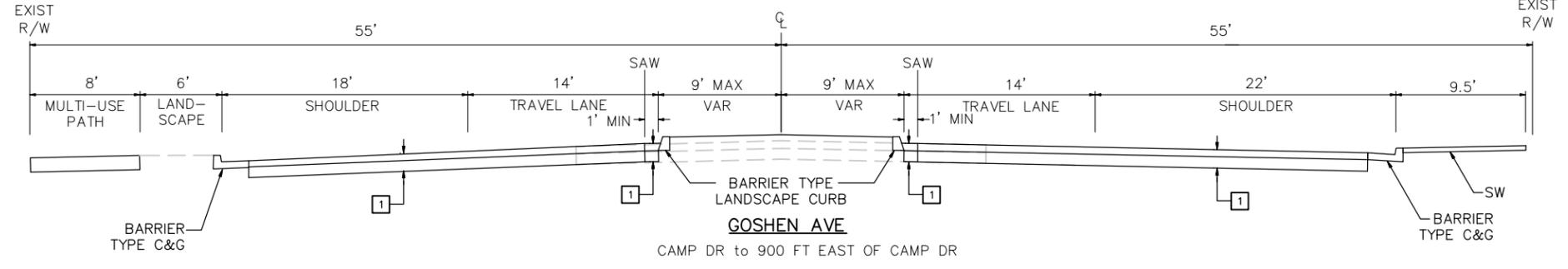
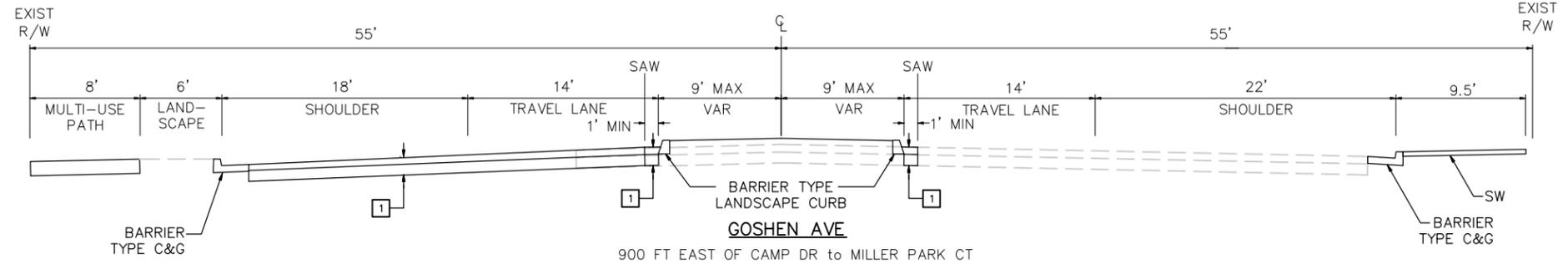
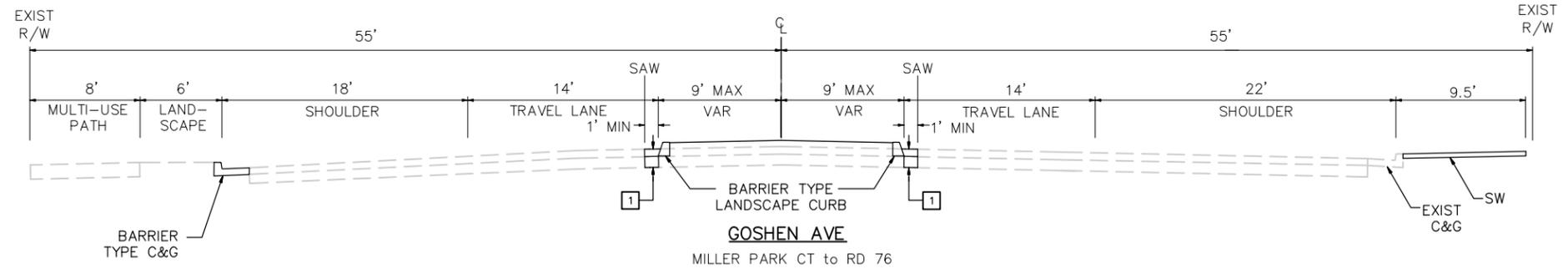
SHEET No.  
**T1**  
1 OF -

**811**  
Know what's below.  
Call before you dig.  
Contractor shall call  
Underground Service Alert at  
811 two working days prior  
to excavation

30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



APPROVED BY:		
	COMMUNITY SERVICES DIRECTOR GOSHEN	DATE
REVIEWED BY:		
MICHAEL J. WINTON P.E.	PROJECT MANAGER OMNI-MEANS LTD.	DATE



TYPICAL STRUCTURAL SECTIONS:

1 20-YEAR DESIGN  
TI=10.5, R=20  
0.55' HMA (TYPE B)  
0.80' AB (CLASS 2)  
0.85' SUBBASE (CLASS 2)

NO.	REVISIONS	DATE	BY

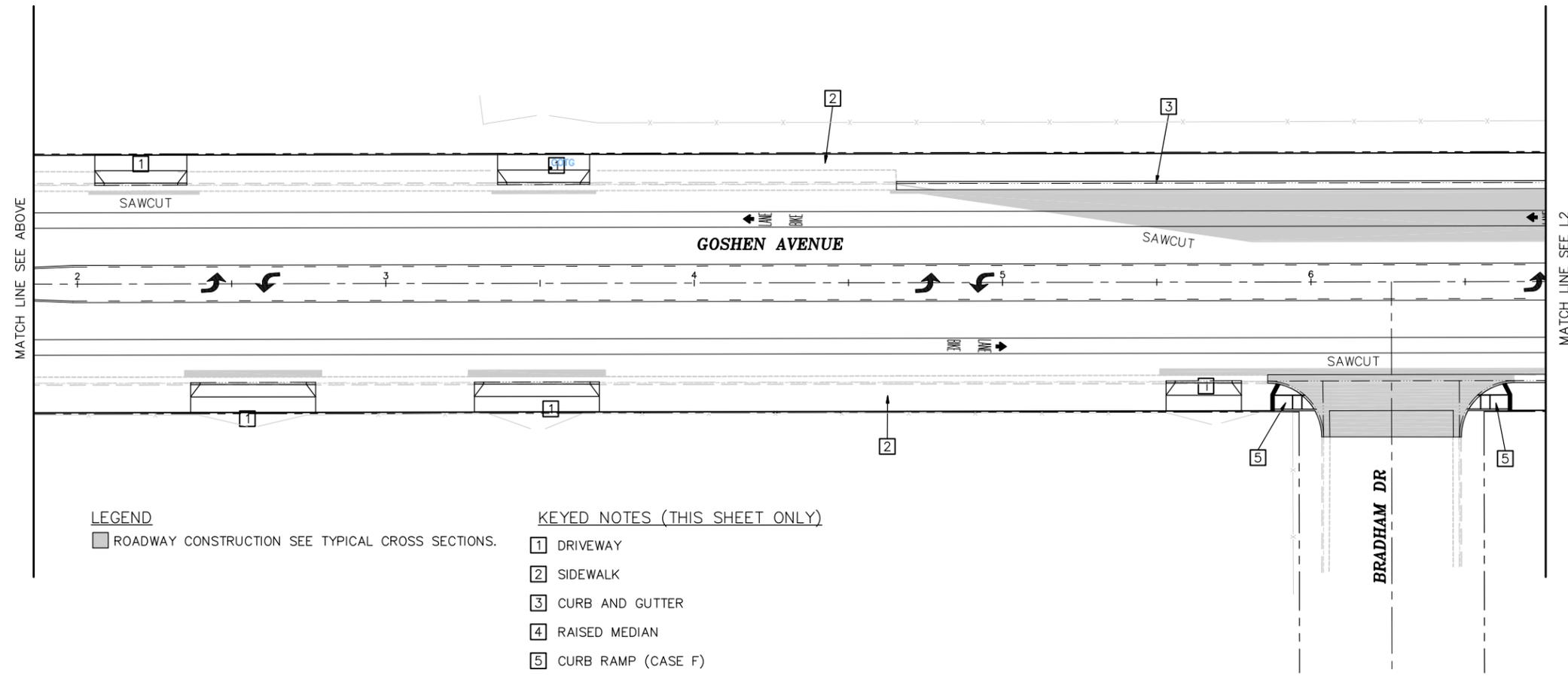
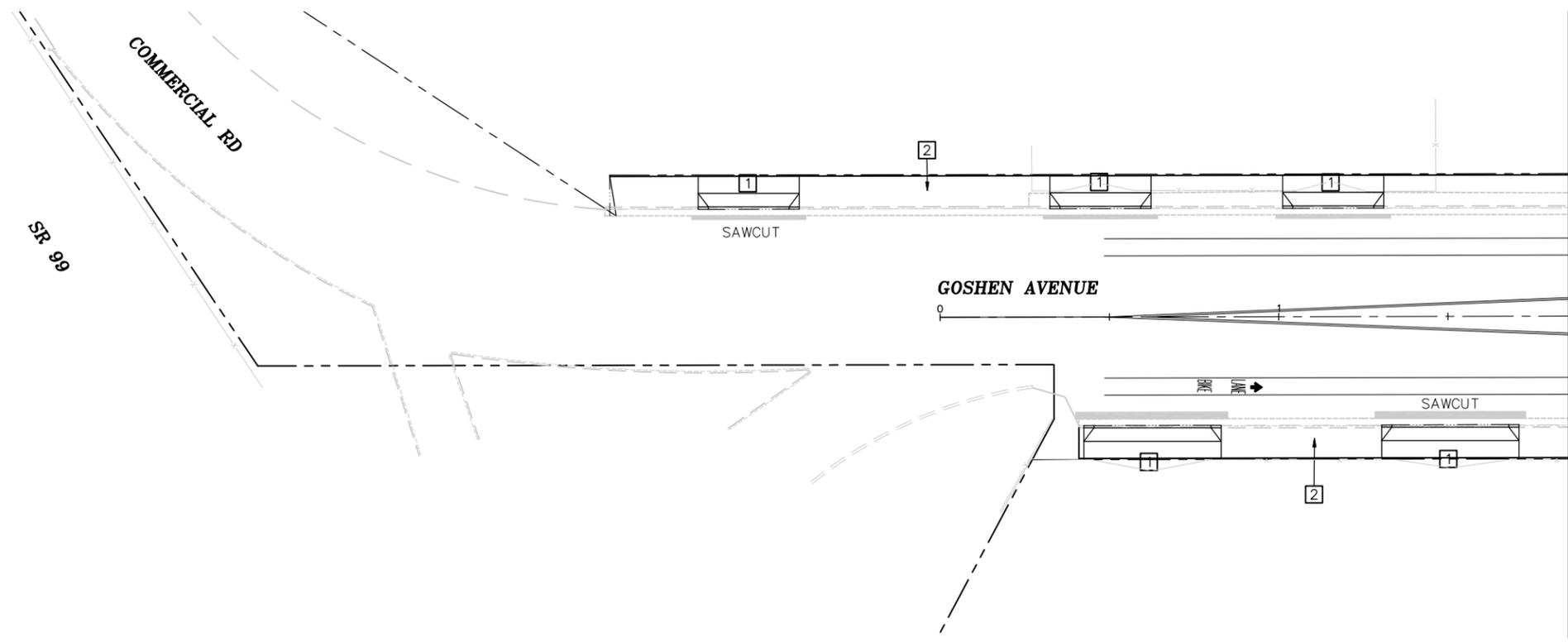
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<input type="checkbox"/> BID	<input type="checkbox"/> CONSTRUCTION
<input type="checkbox"/> RECORD	<input type="checkbox"/> RECORD

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Vernal, CA 92991  
(951) 734-5895

TYPICAL SECTIONS  
**GOSHEN-COMPLETE STREETS POLICY  
PHASE 1 IMPROVEMENTS  
GOSHEN, CALIFORNIA**

SCALE	1"=5'
JOB NO.	55-7300-11
DESIGNED	M/W
DRAWN	SMC
FILE	1880X004.DWG
CHECKED	M/W
DATE	8-12-14

SHEET No.  
**X1**  
**2** OF **-**



**LEGEND**

ROADWAY CONSTRUCTION SEE TYPICAL CROSS SECTIONS.

**KEYED NOTES (THIS SHEET ONLY)**

- 1 DRIVEWAY
- 2 SIDEWALK
- 3 CURB AND GUTTER
- 4 RAISED MEDIAN
- 5 CURB RAMP (CASE F)

**30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION**



SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	MJM
DRAWN	SMC
FILE	1880L003.DWG
CHECKED	MJM
DATE	8-12-14

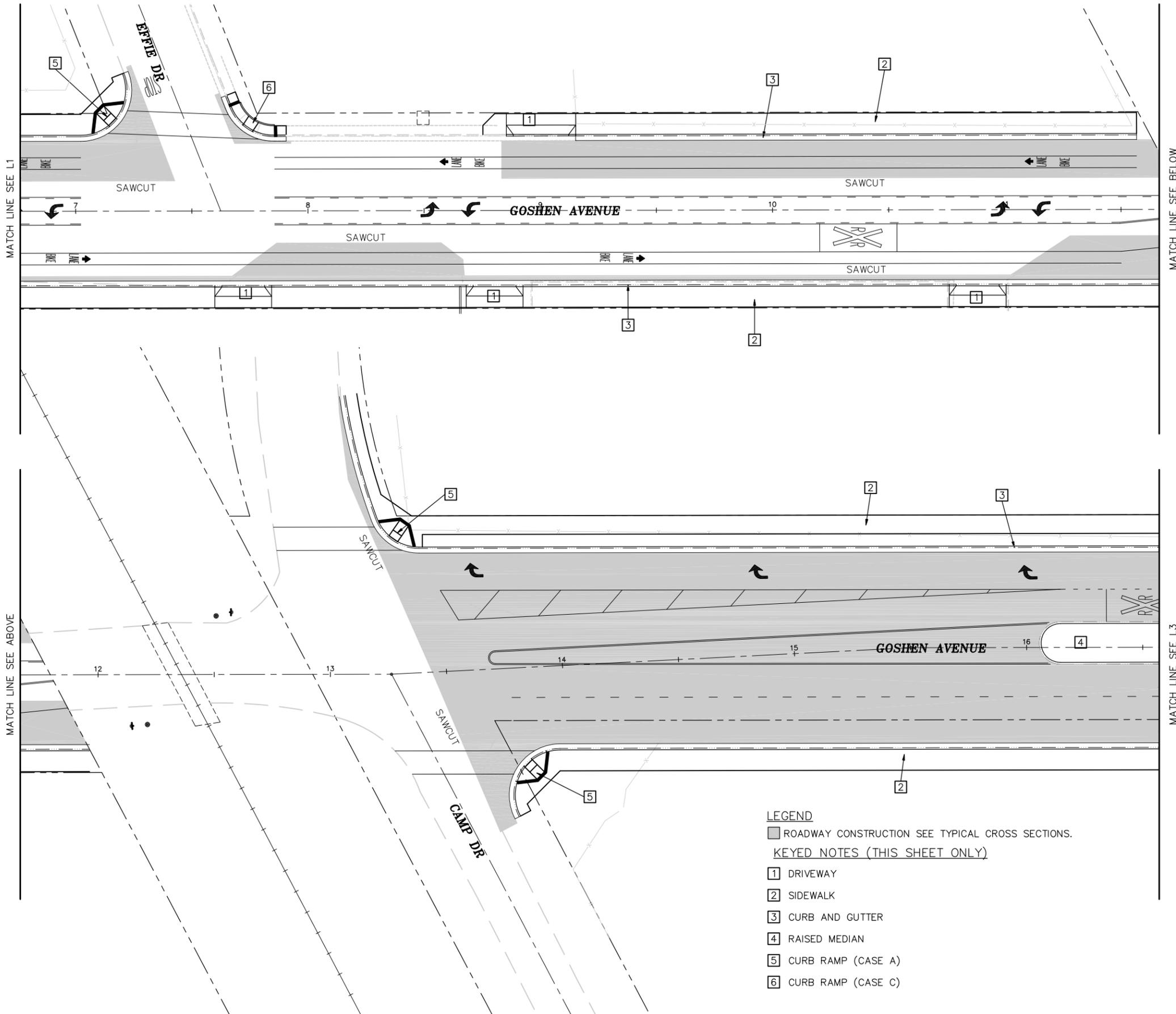
SHEET No.  
**L1**  
3 OF -

**LAYOUT & GRADING  
GOSHEN-COMPLETE STREETS POLICY  
PHASE 1 IMPROVEMENTS  
GOSHEN, CALIFORNIA**

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With offices in:  
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SANTA ANA, CA 92701  
REDDING, CA 96001  
(951) 734-5895

- PRELIMINARY
- APPROVED
- BID
- CONSTRUCTION
- RECORD

No.	DESCRIPTION	DATE	BY



**LEGEND**

ROADWAY CONSTRUCTION SEE TYPICAL CROSS SECTIONS.

KEYED NOTES (THIS SHEET ONLY)

- 1 DRIVEWAY
- 2 SIDEWALK
- 3 CURB AND GUTTER
- 4 RAISED MEDIAN
- 5 CURB RAMP (CASE A)
- 6 CURB RAMP (CASE C)

**30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION**



SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	MJM
DRAWN	SMC
FILE	1880L003.DWG
CHECKED	MJM
DATE	8-12-14

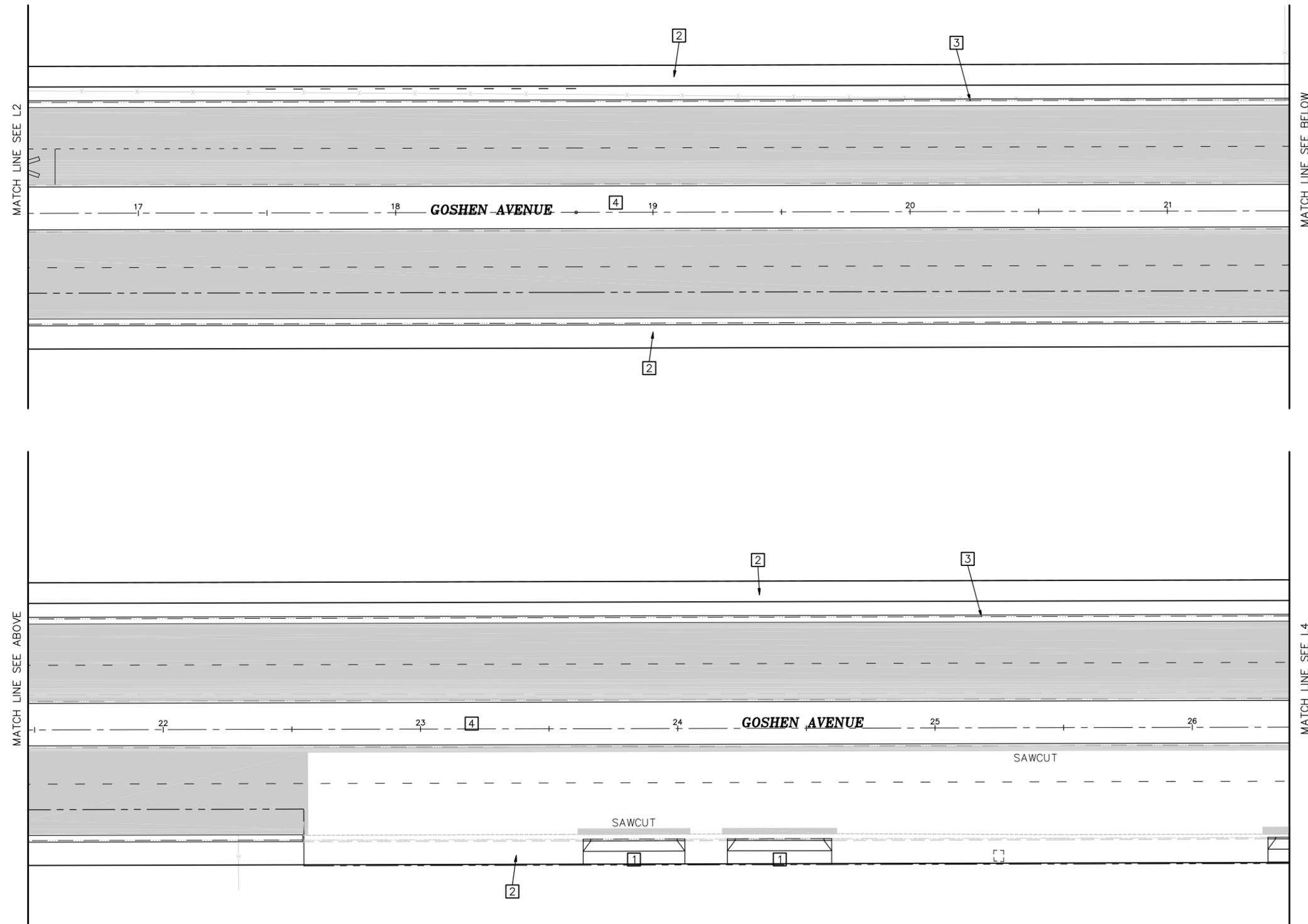
SHEET No.  
**L2**  
4 OF -

**LAYOUT & GRADING  
GOSHEN-COMPLETE STREETS POLICY  
PHASE 1 IMPROVEMENTS  
GOSHEN, CALIFORNIA**

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With offices in:  
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SUISEWILL  
Vernalis, CA 95291  
(559) 734-5895

- PRELIMINARY
- APPROVED
- BID
- CONSTRUCTION
- RECORD

No.	REVISIONS DESCRIPTION	DATE	BY



**LEGEND**

■ ROADWAY CONSTRUCTION SEE TYPICAL CROSS SECTIONS.

**KEYED NOTES (THIS SHEET ONLY)**

- 1 DRIVEWAY
- 2 SIDEWALK
- 3 CURB AND GUTTER
- 4 RAISED MEDIAN
- 5 CURB RAMP (CASE F)

**30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION**



SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	MJM
DRAWN	SMC
FILE	1880L003.DWG
CHECKED	MJM
DATE	8-12-14

SHEET No.  
**L3**  
5 OF -

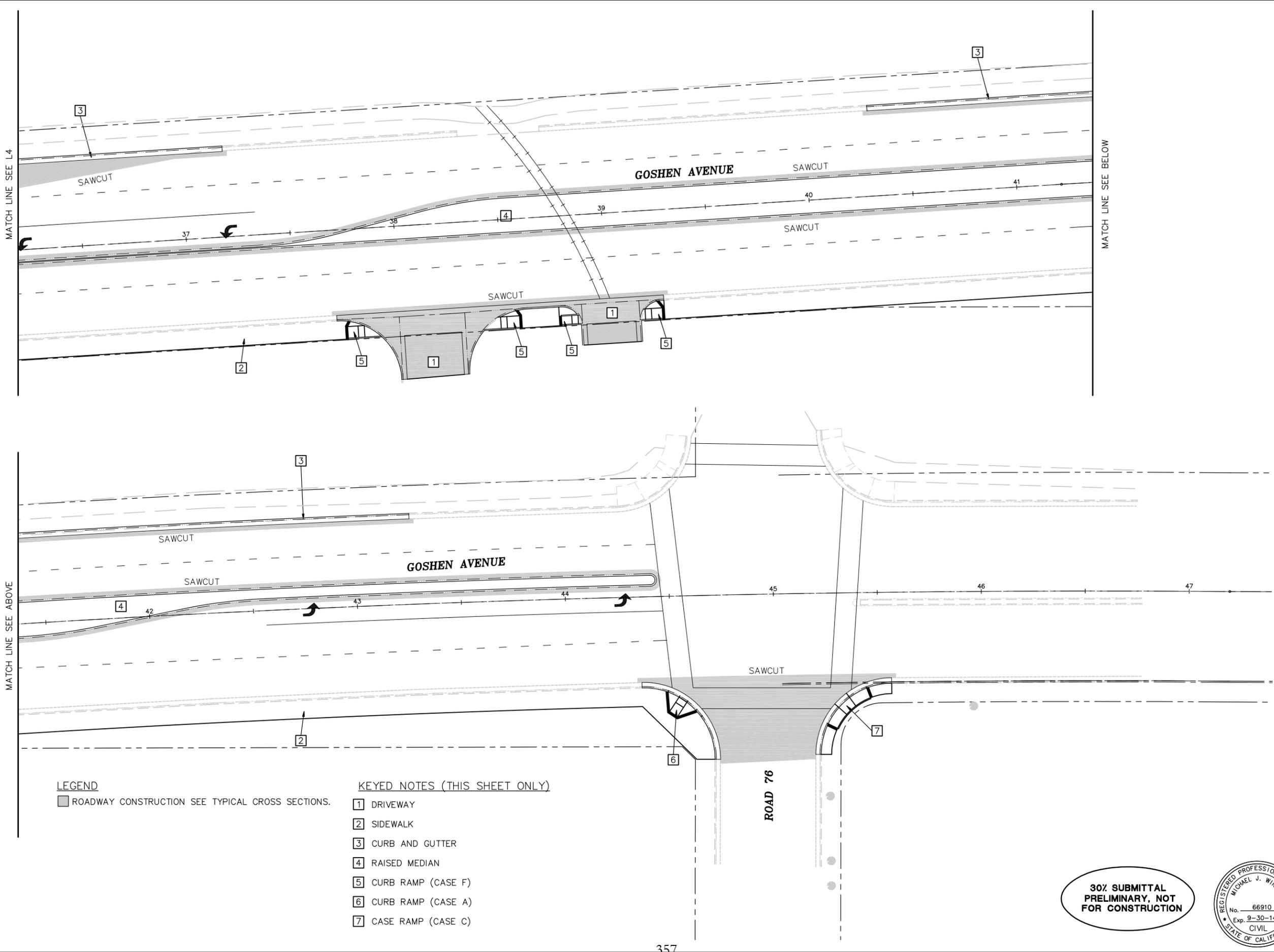
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GOSHEN-COMPLETE STREETS POLICY  
PHASE 1 IMPROVEMENTS  
GOSHEN, CALIFORNIA**



- PRELIMINARY
- APPROVED
- BID
- CONSTRUCTION
- RECORD

No.	DESCRIPTION	DATE	BY





**LEGEND**

ROADWAY CONSTRUCTION SEE TYPICAL CROSS SECTIONS.

**KEYED NOTES (THIS SHEET ONLY)**

- 1 DRIVEWAY
- 2 SIDEWALK
- 3 CURB AND GUTTER
- 4 RAISED MEDIAN
- 5 CURB RAMP (CASE F)
- 6 CURB RAMP (CASE A)
- 7 CASE RAMP (CASE C)

**30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION**



No.	REVISIONS	DATE	BY

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<input type="checkbox"/> BID	<input type="checkbox"/> CONSTRUCTION
<input type="checkbox"/> RECORD	

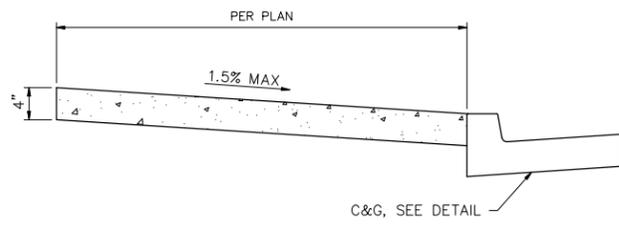
**omni·means**  
ENGINEERS PLANNERS  
With offices in:  
VISALIA Center Ave.  
SANTA ANA  
VINDIA, CA 92391  
(951) 734-5895

**LAYOUT & GRADING**  
**GOSHEN-COMPLETE STREETS POLICY**  
**PHASE 1 IMPROVEMENTS**  
**GOSHEN, CALIFORNIA**

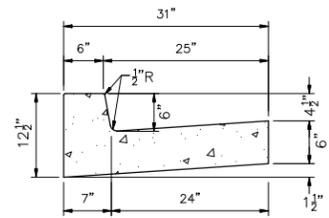
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CHECKED	MJW
DATE	8-12-14

SHEET No.  
**L5**  
**7** OF **-**

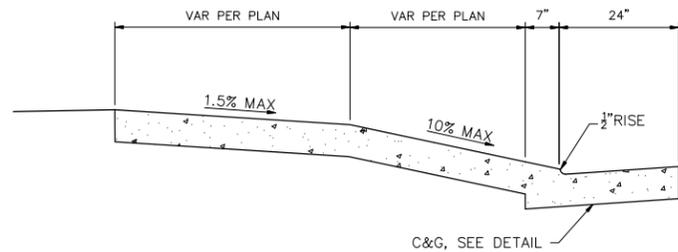
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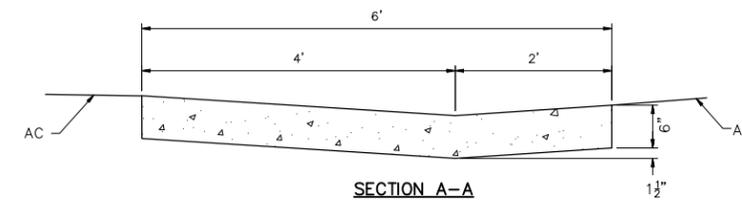
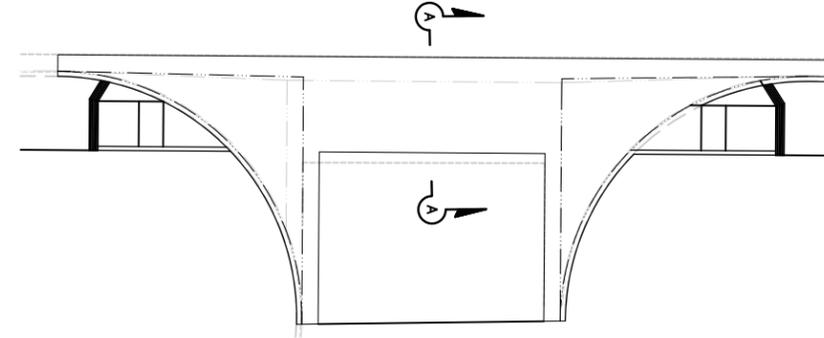
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N.T.S.



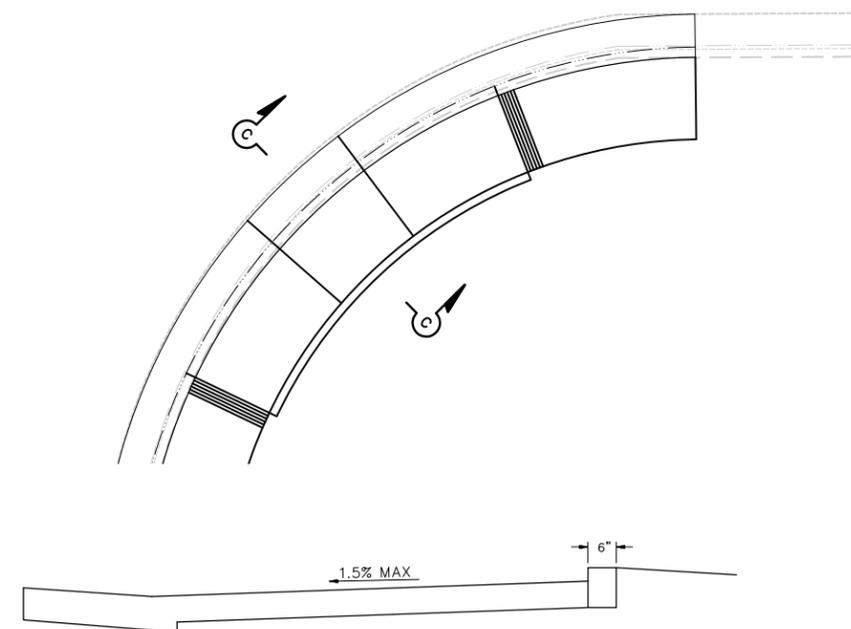
**CURB AND GUTTER DETAIL**  
N.T.S.



**DRIVEWAY DETAIL**  
N.T.S.



**CONTINUOUS GUTTER CURB RETURN DETAIL**  
N.T.S.



**CURB RAMP DETAIL**  
N.T.S.

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PRELIMINARY, NOT  
FOR CONSTRUCTION**



No.	DESCRIPTION	DATE	BY

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<input type="checkbox"/> BID	<input type="checkbox"/> CONSTRUCTION
<input type="checkbox"/> RECORD	<input type="checkbox"/> RECORD

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With offices in:  
VISALIA  
SANTA FE  
MADISON  
REDDING  
Center Ave.  
Visalia, CA 93291  
(559) 734-5895

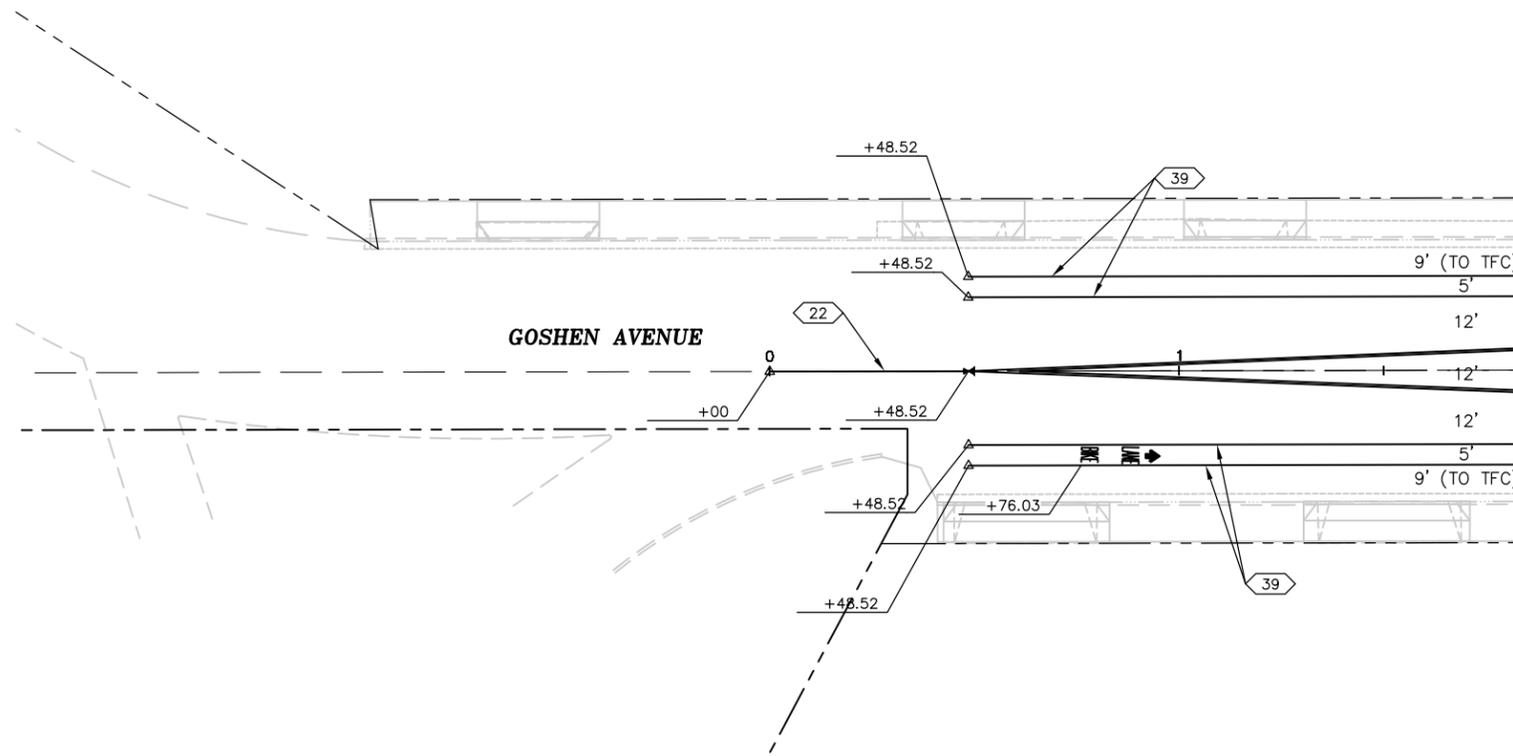
**LAYOUT & GRADING**  
**GOSHEN-COMPLETE STREETS POLICY**  
**PHASE 1 IMPROVEMENTS**  
**GOSHEN, CALIFORNIA**

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JOB NO.	55-7300-11
DESIGNED	M/W
DRAWN	SMC
FILE	1880C002.DWG
CHECKED	M/W
DATE	8-12-14

SHEET No.  
**C1**  
8 OF 8

**LEGEND:**  
(FOR SHEETS PD1 THROUGH PD5 ONLY)

- XX TRAFFIC LINE DETAIL PER STATE STANDARD PLANS.
- ⊥ FURNISH AND INSTALL NEW ROADSIDE SIGN(S), AS NOTED, AND POST. SEE SHEET XX FOR DETAILS.
- ⊥ FURNISH AND INSTALL NEW OBJECT MARKER, AS NOTED. SEE SHEET XX FOR DETAILS.
- ⊥ EXISTING SIGN TO REMAIN, UNLESS OTHERWISE NOTED.
- ONLY INSTALL PAVEMENT MARKING, WORD AS INDICATED, PER STATE STANDARD PLANS.
- ← INSTALL TYPE IV PAVEMENT ARROW, LEFT OR RIGHT, AS SHOWN ON PLAN.
- LIMIT OF STRIPING PATTERN.
- △ ANGLE POINT.
- CW CROSSWALK PAVEMENT MARKING



MATCH LINE SEE BELOW

**GENERAL NOTES:**  
(FOR SHEETS PD1 THROUGH PD5 ONLY)

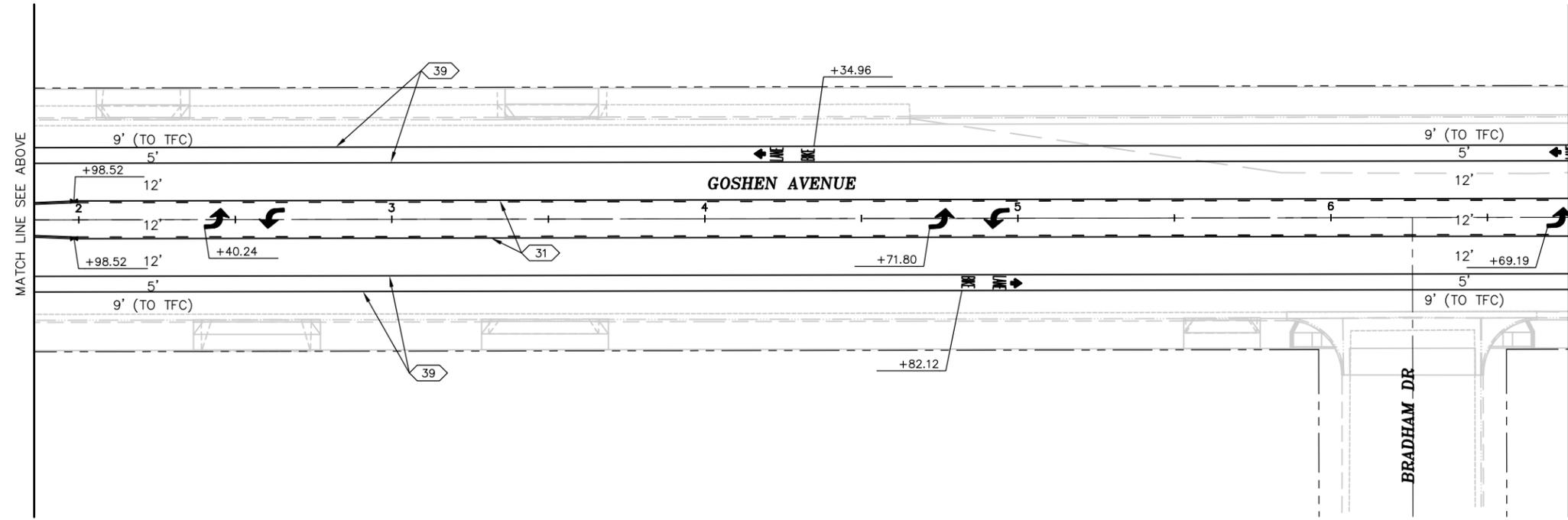
1. WORK SHALL BE DONE IN ACCORDANCE WITH THE 2010 EDITION OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS, THE 2012 EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND SIGN SPECIFICATION SHEETS, THE LATEST EDITIONS OF THE TULARE COUNTY STANDARD PLANS AND SPECIFICATIONS, AND THE SPECIAL PROVISIONS.
2. THESE PLANS ARE ACCURATE FOR SIGNING AND STRIPING ONLY.
3. ALL SIGNS SHALL BE AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING AND SHALL BE COVERED WITH AVERY DENNISON OL1000 ANTI-GRAFFITI OVERLAY FILM.
4. ALL STRIPING SHALL BE PAINT.
5. ALL CROSSWALKS SHALL BE 10 FEET WIDE, OUTSIDE EDGE TO OUTSIDE EDGE.



NO.	REVISIONS	DATE	BY

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<input type="checkbox"/> RECORD	<input type="checkbox"/> RECORD	<input type="checkbox"/> RECORD	<input type="checkbox"/> RECORD

**omni·means**  
ENGINEERS PLANNERS  
With offices in:  
WISALA, CALIFORNIA  
SUISE, CALIFORNIA  
WILSON, CALIFORNIA  
REDDING, CALIFORNIA  
Center Ave.  
Suite 200  
Windsor, CA 95991  
(530) 734-5895



MATCH LINE SEE ABOVE

MATCH LINE SEE PD2

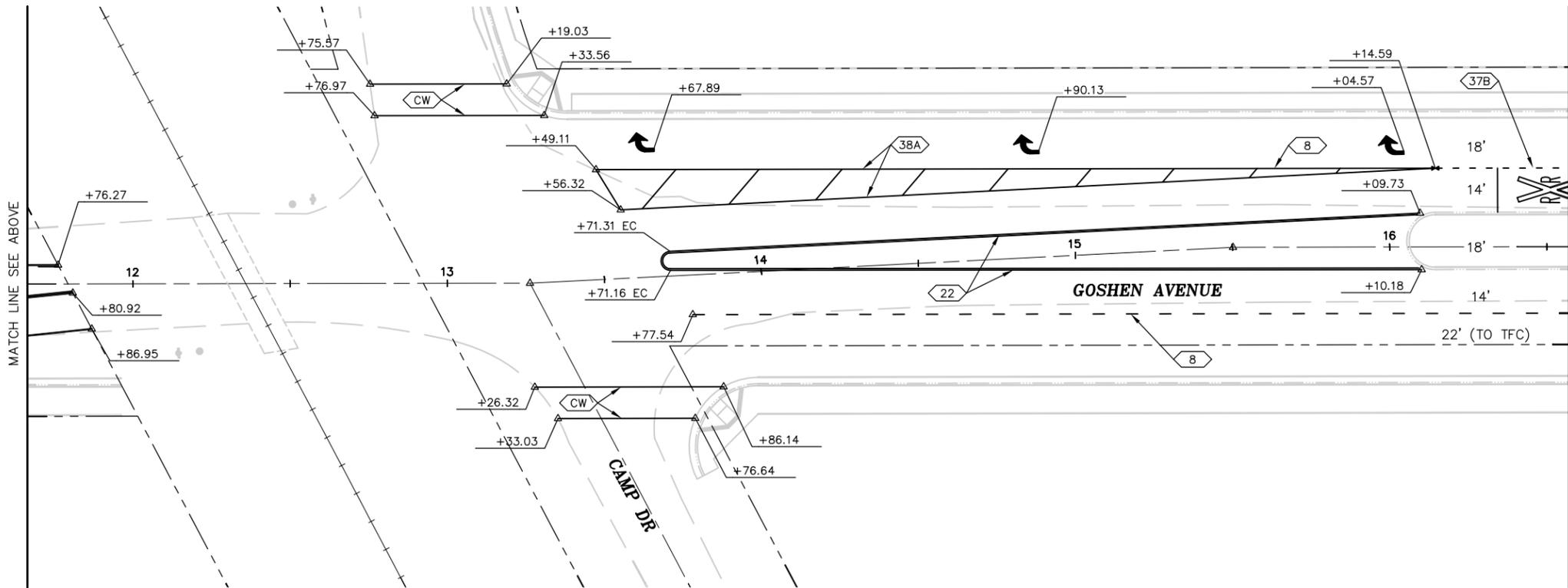
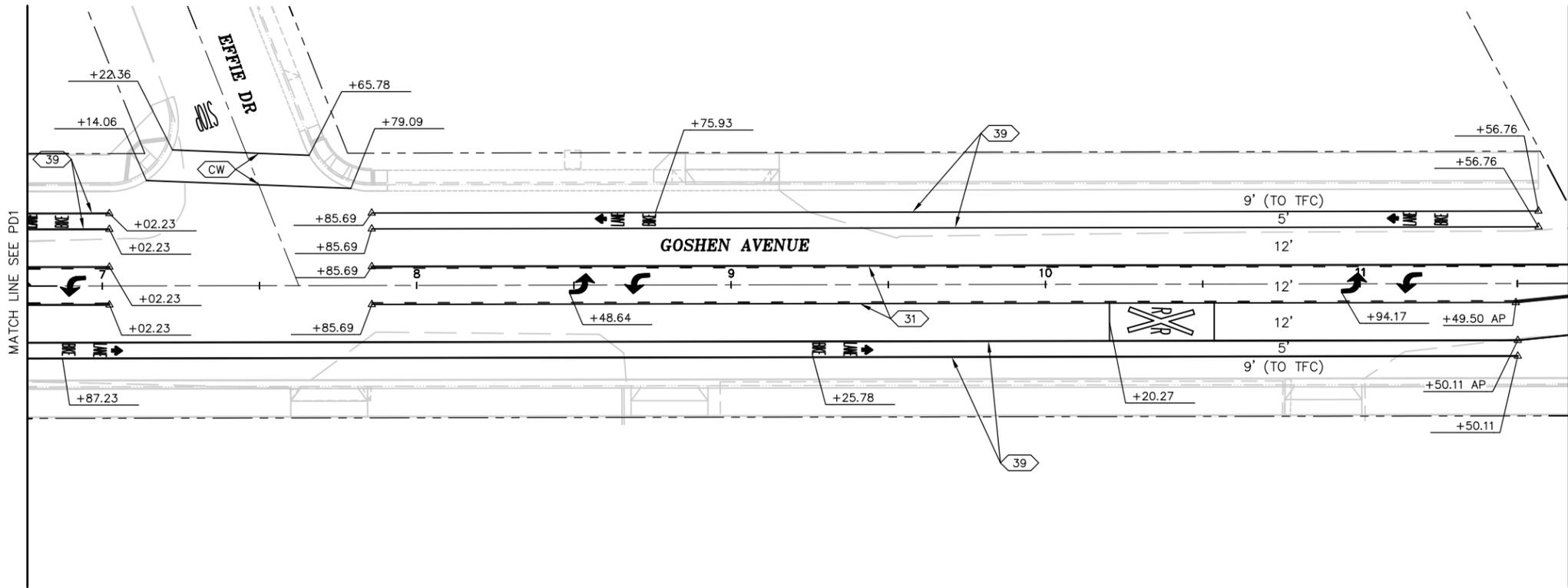
**SIGNING & STRIPING PLAN**  
**GOSHEN-COMPLETE STREETS POLICY**  
**PHASE 1 IMPROVEMENTS**  
**GOSHEN, CALIFORNIA**

SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	MJM
DRAWN	SMC
FILE	1880PD002.DWG
CHECKED	MJM
DATE	8-12-14

**30% SUBMITTAL**  
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**FOR CONSTRUCTION**



SHEET No.  
**PD1**  
9 OF 1



NO.	REVISIONS DESCRIPTION	DATE	BY

- PRELIMINARY
- APPROVED
- BID
- CONSTRUCTION
- RECORD

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 ENGINEERS PLANNERS  
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 WILSON, CA 92093  
 SAN JOSE, CA 95128  
 WASHINGTON, DC 20004  
 (951) 734-5895

**SIGNING & STRIPING PLAN**  
**GOSHEN-COMPLETE STREETS POLICY**  
**PHASE 1 IMPROVEMENTS**  
**GOSHEN, CALIFORNIA**

SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	MJM
DRAWN	SMC
FILE	1880PD002.DWG
CHECKED	MJM
DATE	8-12-14

SHEET No. **PD2**  
 10 OF -

30% SUBMITTAL  
 PRELIMINARY, NOT  
 FOR CONSTRUCTION



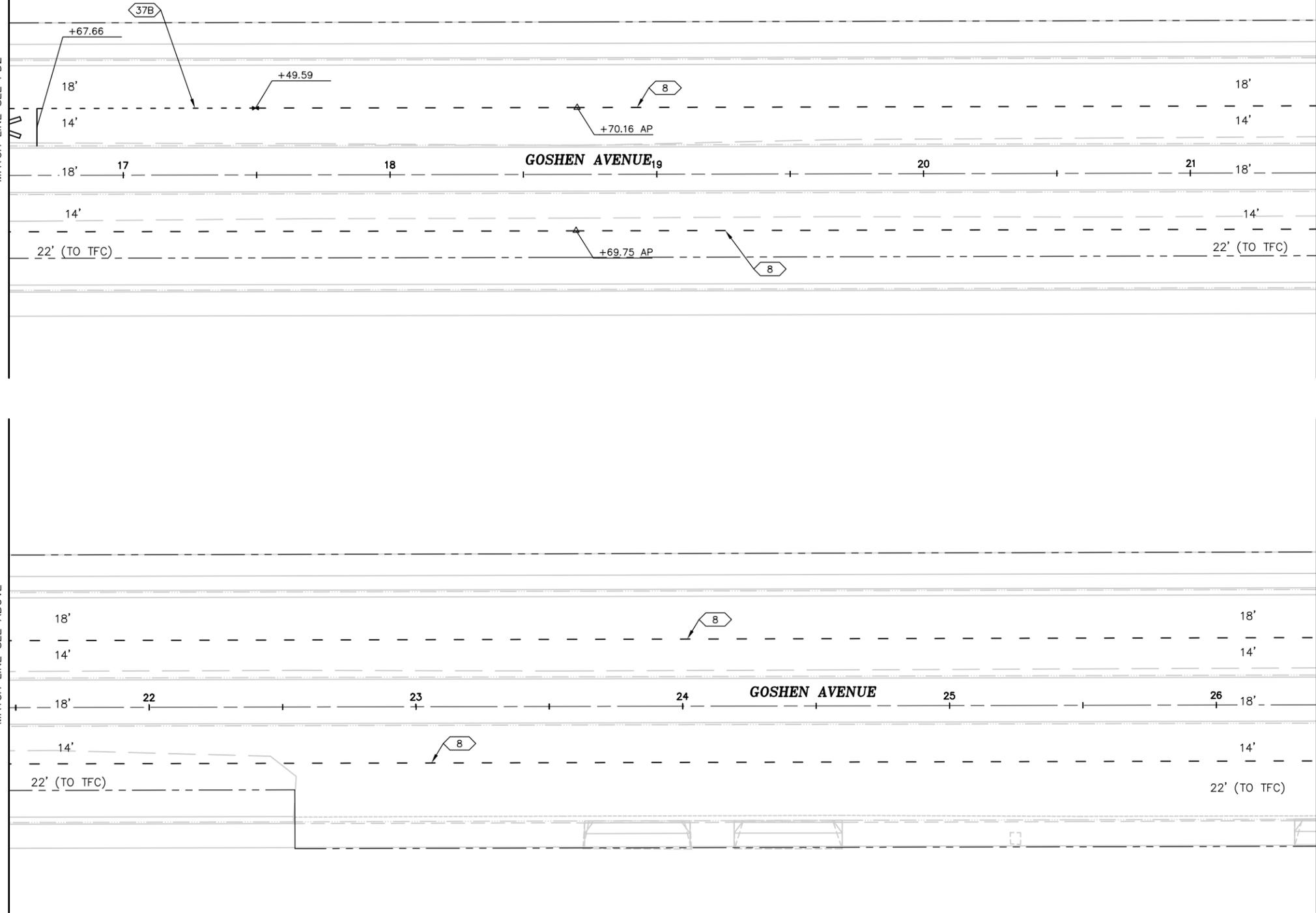
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MATCH LINE SEE ABOVE

MATCH LINE SEE PD2

MATCH LINE SEE PD4

MATCH LINE SEE BELOW



No.	DESCRIPTION	DATE	BY

- PRELIMINARY
- APPROVED
- BID
- CONSTRUCTION
- RECORD

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 ENGINEERS PLANNERS  
 With offices in:  
 WISLA Center Ave.  
 SUITE 200  
 WINDY CREEK  
 REDDING  
 (530) 734-5895

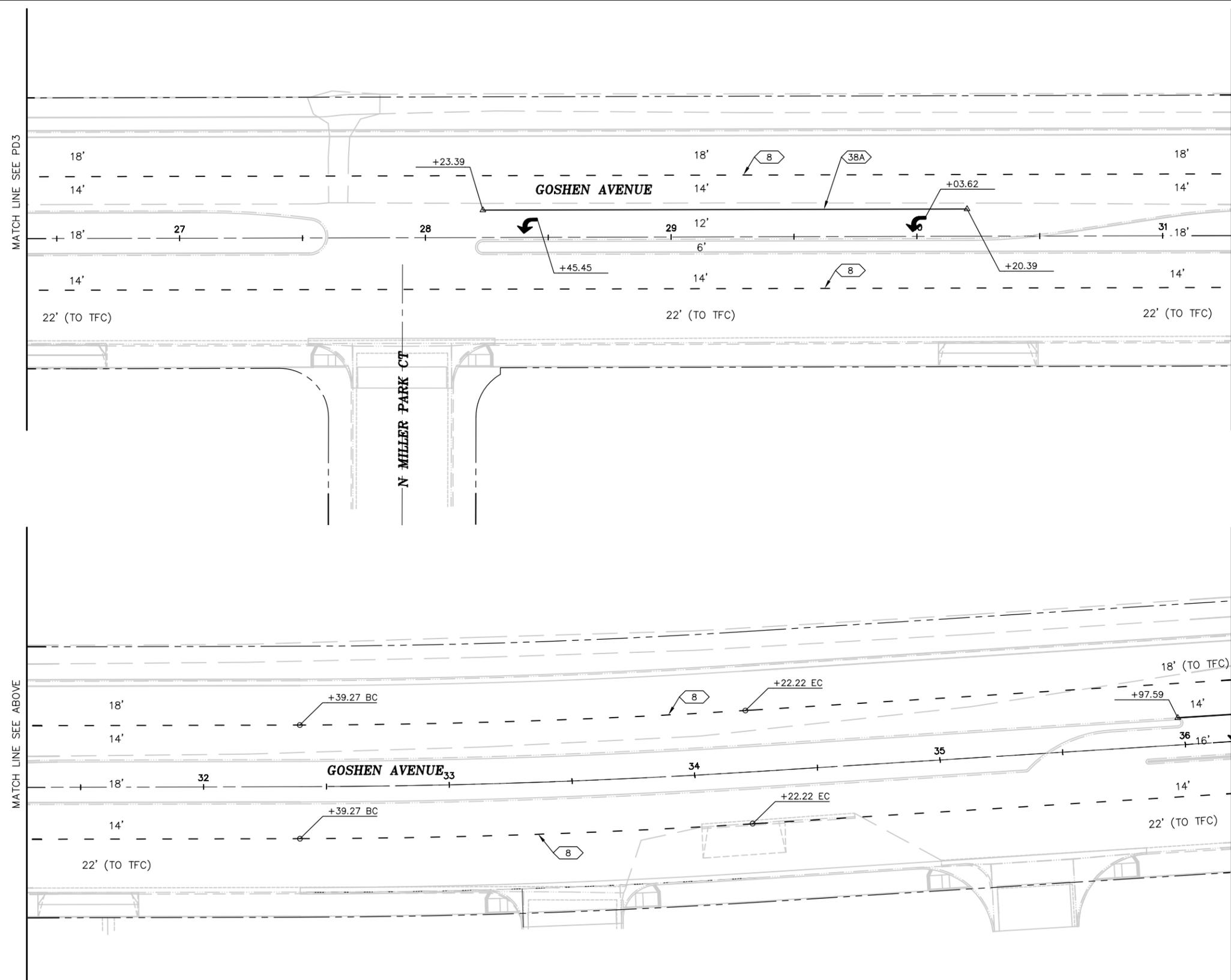
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**GOSHEN-COMPLETE STREETS POLICY**  
**PHASE 1 IMPROVEMENTS**  
**GOSHEN, CALIFORNIA**

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DRAWN	SMC
FILE	1880PD002.DWG
CHECKED	MJM
DATE	8-12-14

**30% SUBMITTAL  
 PRELIMINARY, NOT  
 FOR CONSTRUCTION**



SHEET No. **PD3**  
**11** OF **-**



MATCH LINE SEE BELOW

MATCH LINE SEE PD5

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PRELIMINARY, NOT  
FOR CONSTRUCTION



SCALE	1"=20'
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DESIGNED	M/JW
DRAWN	SMC
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CHECKED	M/JW
DATE	8-12-14

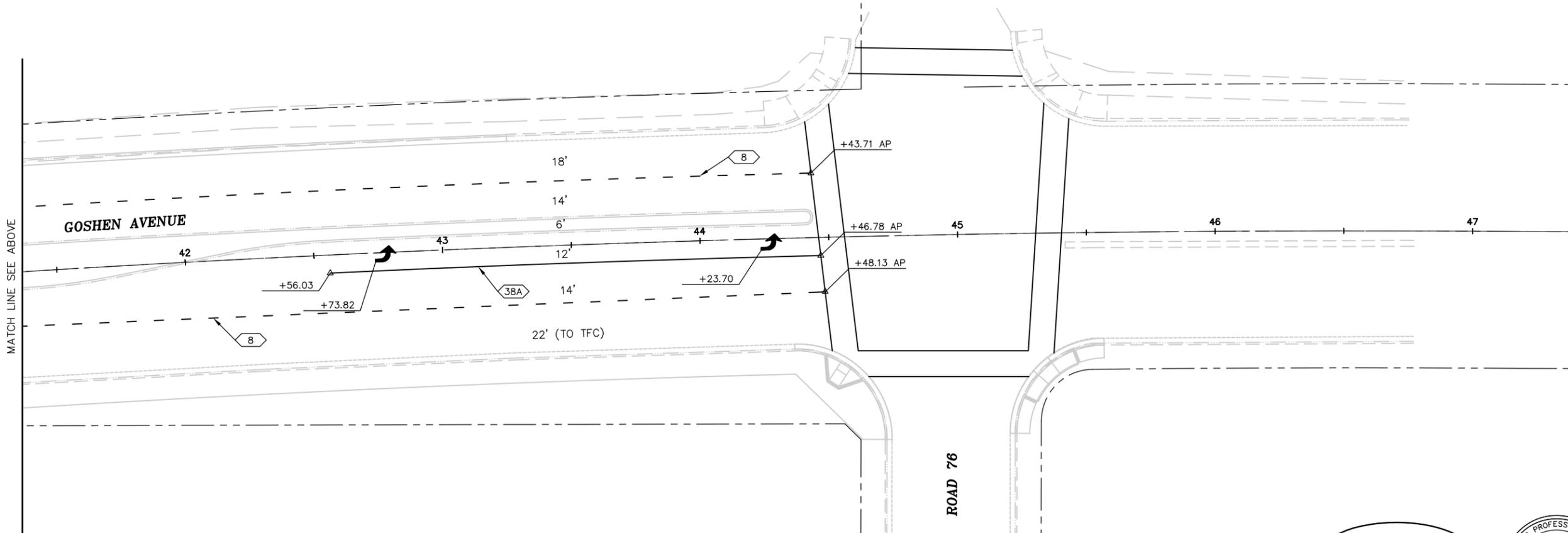
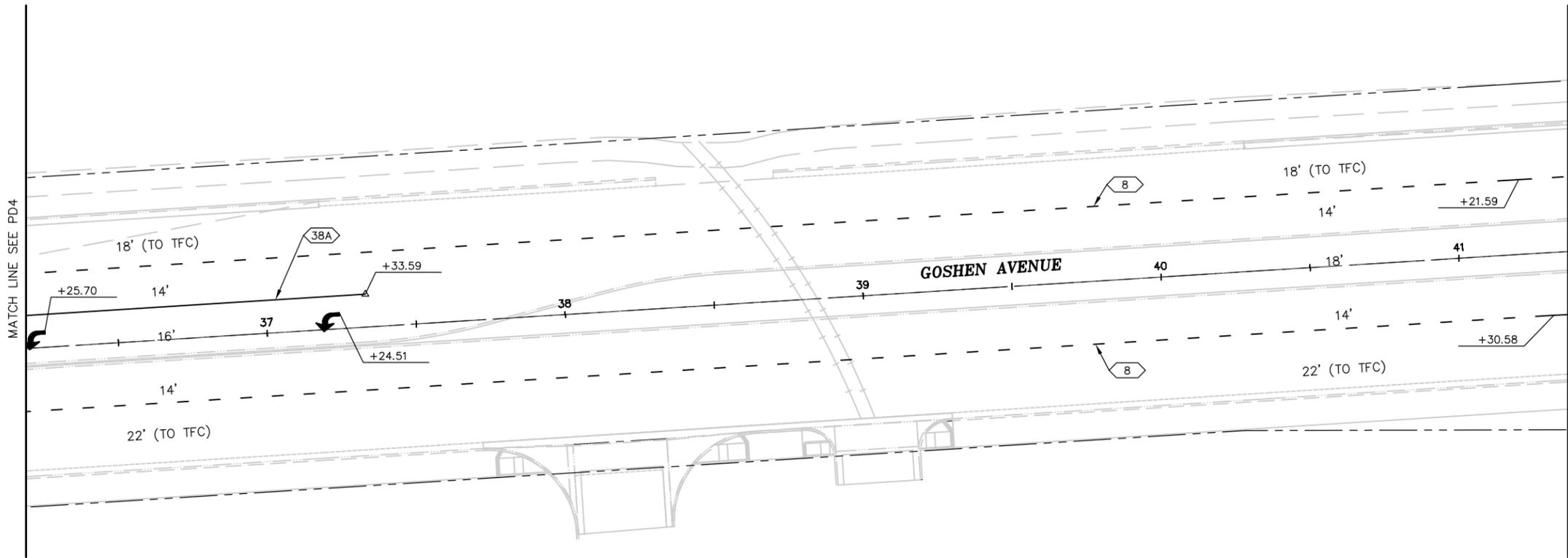
SHEET No.  
**PD4**  
12 OF -

**SIGNING & STRIPING PLAN**  
**GOSHEN-COMPLETE STREETS POLICY**  
**PHASE 1 IMPROVEMENTS**  
**GOSHEN, CALIFORNIA**

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SUISE  
MADISON  
REDDING  
Center Ave.  
Suite 200  
Visalia, CA 93291  
(559) 734-5895

- PRELIMINARY
- APPROVED
- BID
- CONSTRUCTION
- RECORD

No.	REVISIONS	DESCRIPTION	DATE	BY



ROAD 76

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PRELIMINARY, NOT  
FOR CONSTRUCTION



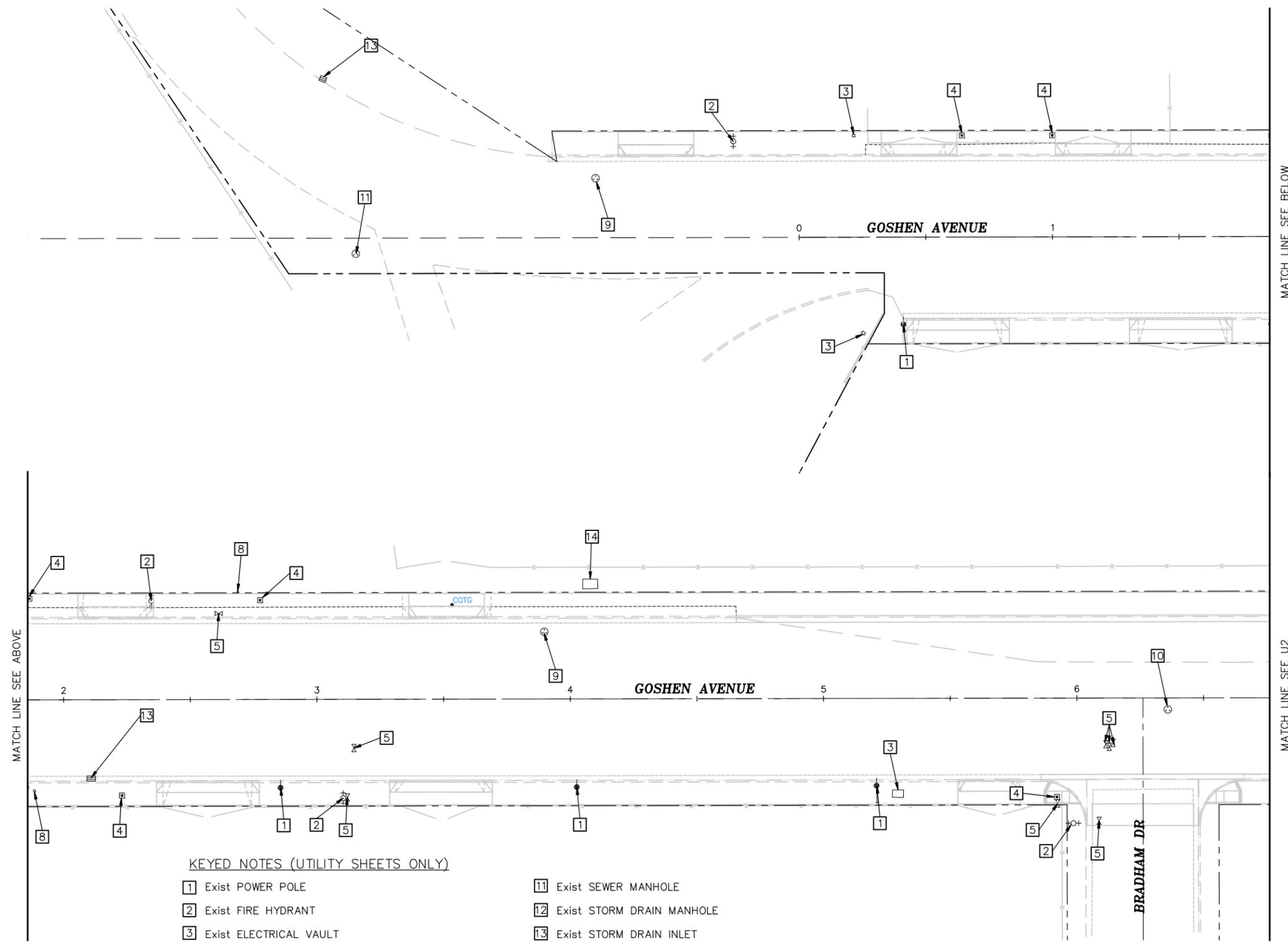
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DATE	8-12-14

SHEET No.  
**PD5**  
13 OF -

**SIGNING & STRIPING PLAN**  
**GOSHEN-COMPLETE STREETS POLICY**  
**PHASE 1 IMPROVEMENTS**  
**GOSHEN, CALIFORNIA**

- PRELIMINARY
- APPROVED
- BID
- CONSTRUCTION
- RECORD

No.	REVISIONS	DATE	BY



KEYED NOTES (UTILITY SHEETS ONLY)

- |                            |                                 |
|----------------------------|---------------------------------|
| 1 Exist POWER POLE         | 11 Exist SEWER MANHOLE          |
| 2 Exist FIRE HYDRANT       | 12 Exist STORM DRAIN MANHOLE    |
| 3 Exist ELECTRICAL VAULT   | 13 Exist STORM DRAIN INLET      |
| 4 Exist WATER METER        | 14 Exist ELECTRIC CABINET       |
| 5 Exist WATER VALVE        | 15 Exist TELEPHONE VAULT        |
| 6 Exist WATER VAULT        | 16 Exist UTILITY VAULT          |
| 7 Exist TELEPHONE CABINET  | 17 Exist GAS VALVE              |
| 8 Exist TELEPHONE PEDESTAL | 18 Proposed STORM DRAIN MANHOLE |
| 9 Exist TELEPHONE MANHOLE  | 19 Proposed STORM DRAIN INLET   |
| 10 Exist UTILITY MANHOLE   |                                 |

MATCH LINE SEE ABOVE

MATCH LINE SEE BELOW

MATCH LINE SEE U2



NO.	REVISIONS	DESCRIPTION	DATE	BY

<input checked="" type="checkbox"/> PRELIMINARY	<input type="checkbox"/> APPROVED
<input type="checkbox"/> BID	<input type="checkbox"/> CONSTRUCTION
<input type="checkbox"/> RECORD	

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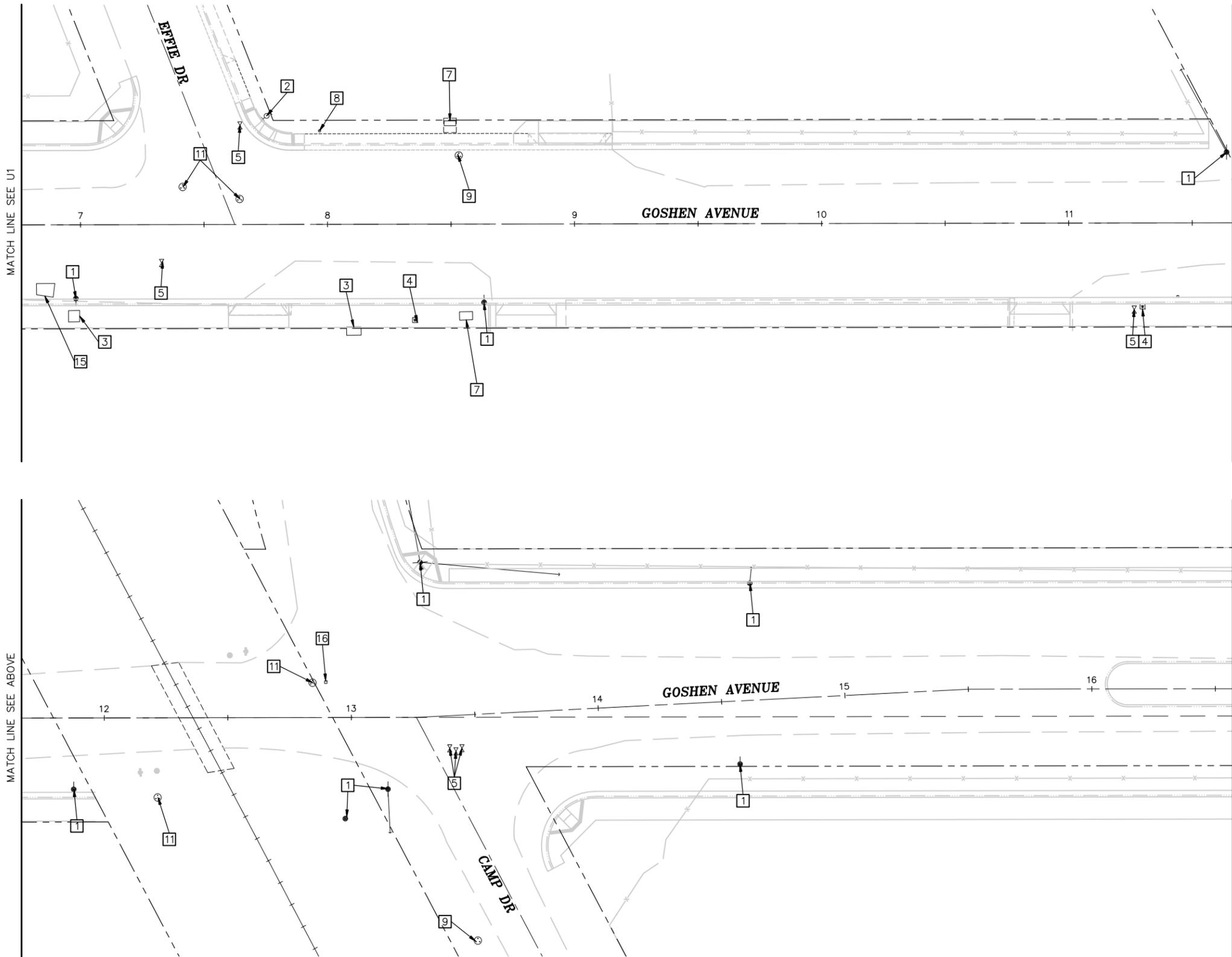
UTILITY PLAN  
**GOSHEN-COMPLETE STREETS POLICY  
 PHASE 1 IMPROVEMENTS  
 GOSHEN, CALIFORNIA**

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JOB NO.	55-7300-11
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CHECKED	MJM
DATE	8-12-14

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 FOR CONSTRUCTION**



SHEET No.  
**U1**  
 14 OF -



No.	REVISIONS DESCRIPTION	DATE	BY

- PRELIMINARY
- APPROVED
- BID
- CONSTRUCTION
- RECORD

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 VISALIA Center Ave.  
 VISALIA, CA 93291  
 WASHINGTON  
 WASHINGTON, DC 20004  
 REDDING  
 REDDING, CA 96001  
 (559) 734-5895

**UTILITY PLAN**  
**GOSHEN-COMPLETE STREETS POLICY**  
**PHASE 1 IMPROVEMENTS**  
**GOSHEN, CALIFORNIA**

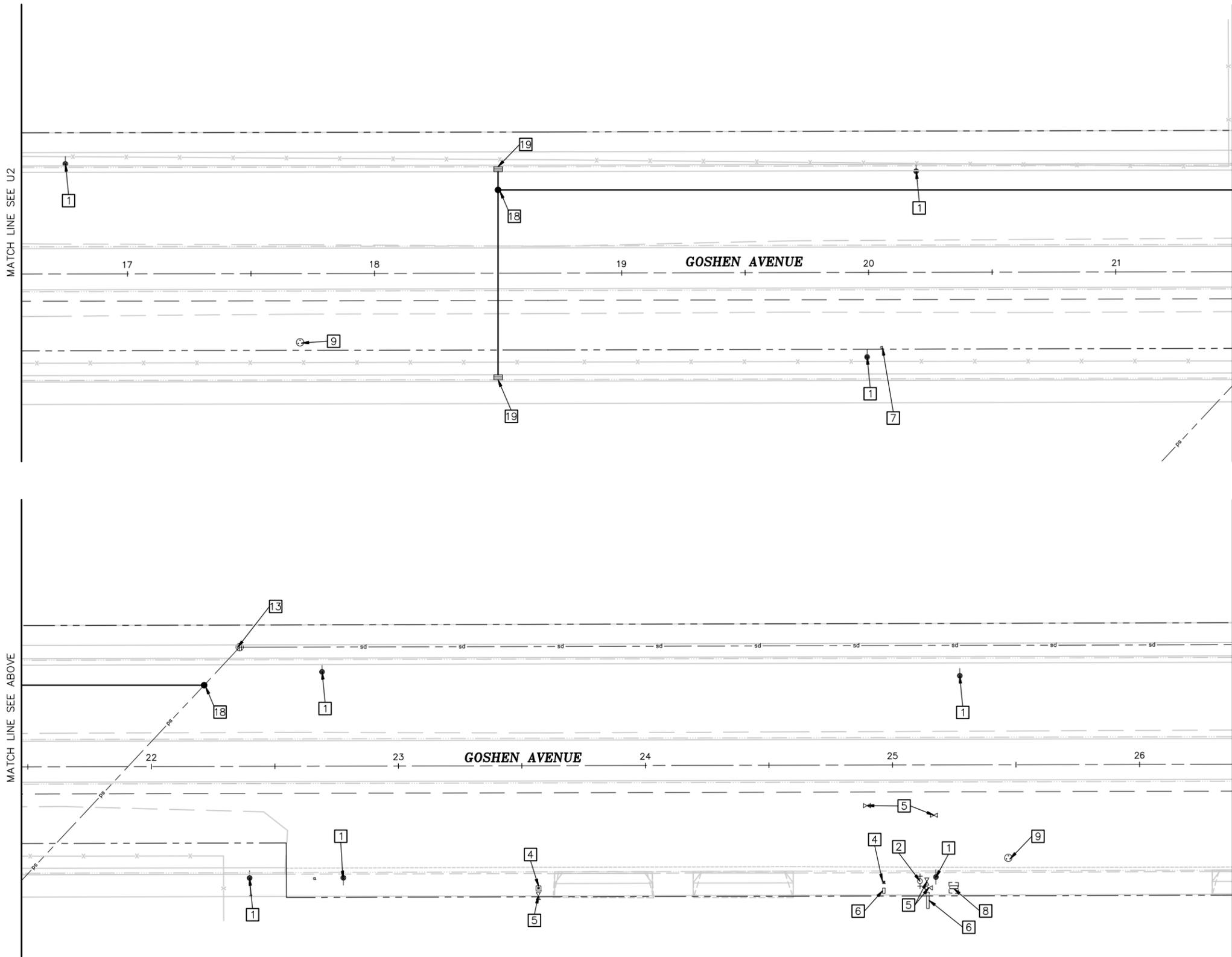
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 PRELIMINARY, NOT  
 FOR CONSTRUCTION**



SHEET No.  
**U2**  
 15 OF -

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MATCH LINE SEE U2

MATCH LINE SEE BELOW

MATCH LINE SEE ABOVE

MATCH LINE SEE U4



**30% SUBMITTAL  
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FOR CONSTRUCTION**



No.	DESCRIPTION	DATE	BY

- PRELIMINARY
- APPROVED
- BID
- CONSTRUCTION
- RECORD

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ENGINEERS PLANNERS  
With offices in:  
WESLEY, CALIFORNIA  
SANTA ANA, CALIFORNIA  
REDDING, CALIFORNIA  
Center Ave.  
Suite 200  
Wesley, CA 92391  
(951) 734-5895

**UTILITY PLAN**  
**GOSHEN-COMPLETE STREETS POLICY**  
**PHASE 1 IMPROVEMENTS**  
**GOSHEN, CALIFORNIA**

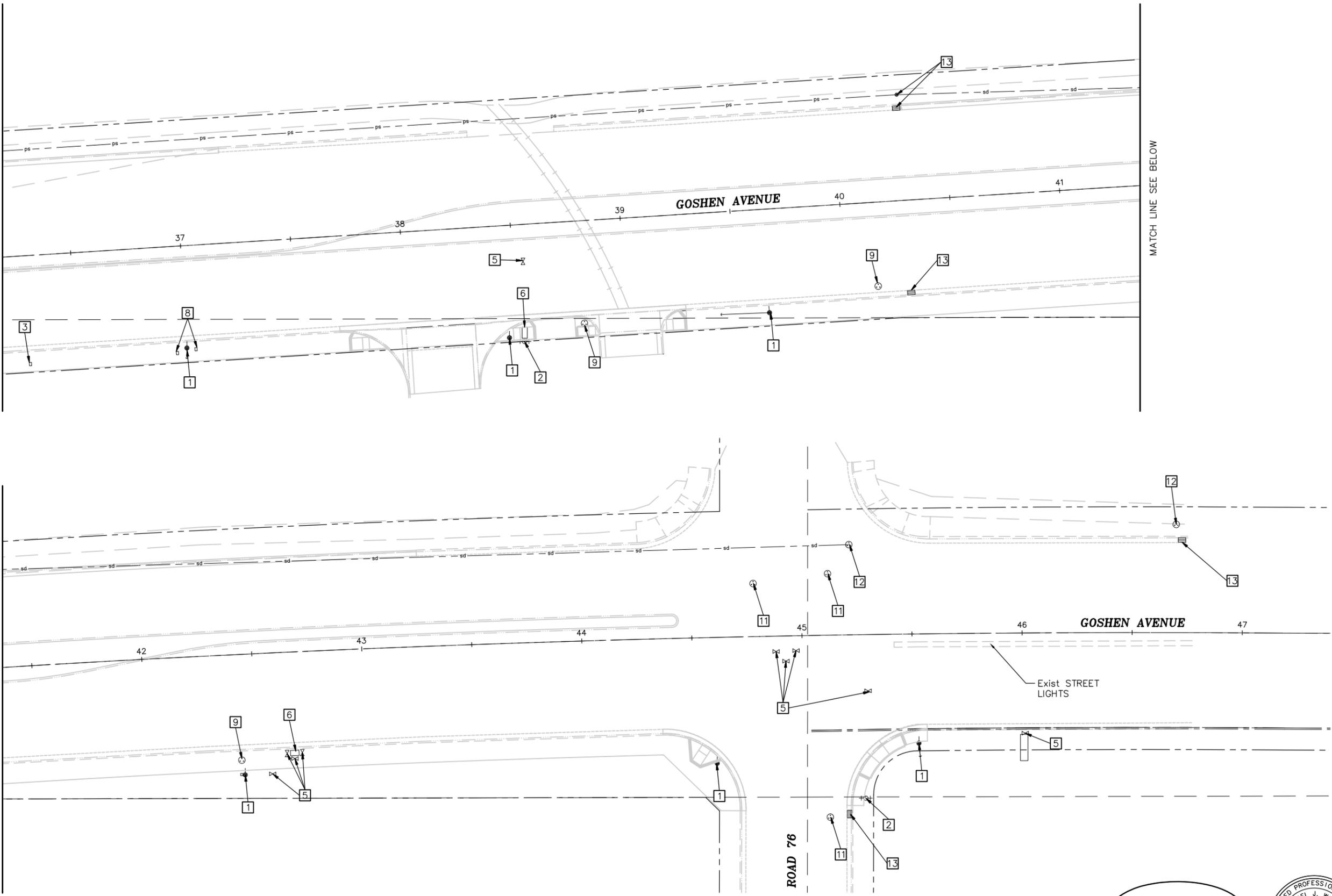
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CHECKED	MJW
DATE	8-12-14

SHEET No.  
**U3**  
16 OF -



MATCH LINE SEE U4

MATCH LINE SEE ABOVE



**30% SUBMITTAL  
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FOR CONSTRUCTION**



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JOB NO.	55-7300-11
DESIGNED	M/JW
DRAWN	SMC
FILE	1880U002.DWG
CHECKED	M/JW
DATE	8-12-14

SHEET No.  
**U5**  
18 OF -

**UTILITY PLAN**  
**GOSHEN-COMPLETE STREETS POLICY**  
**PHASE 1 IMPROVEMENTS**  
**GOSHEN, CALIFORNIA**

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(559) 734-5895

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- APPROVED
- BID
- CONSTRUCTION
- RECORD

No.	REVISIONS	DESCRIPTION	DATE	BY



***Appendix G –***  
Betty Drive 30% Submittal Plan Set



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INDEX OF SHEETS

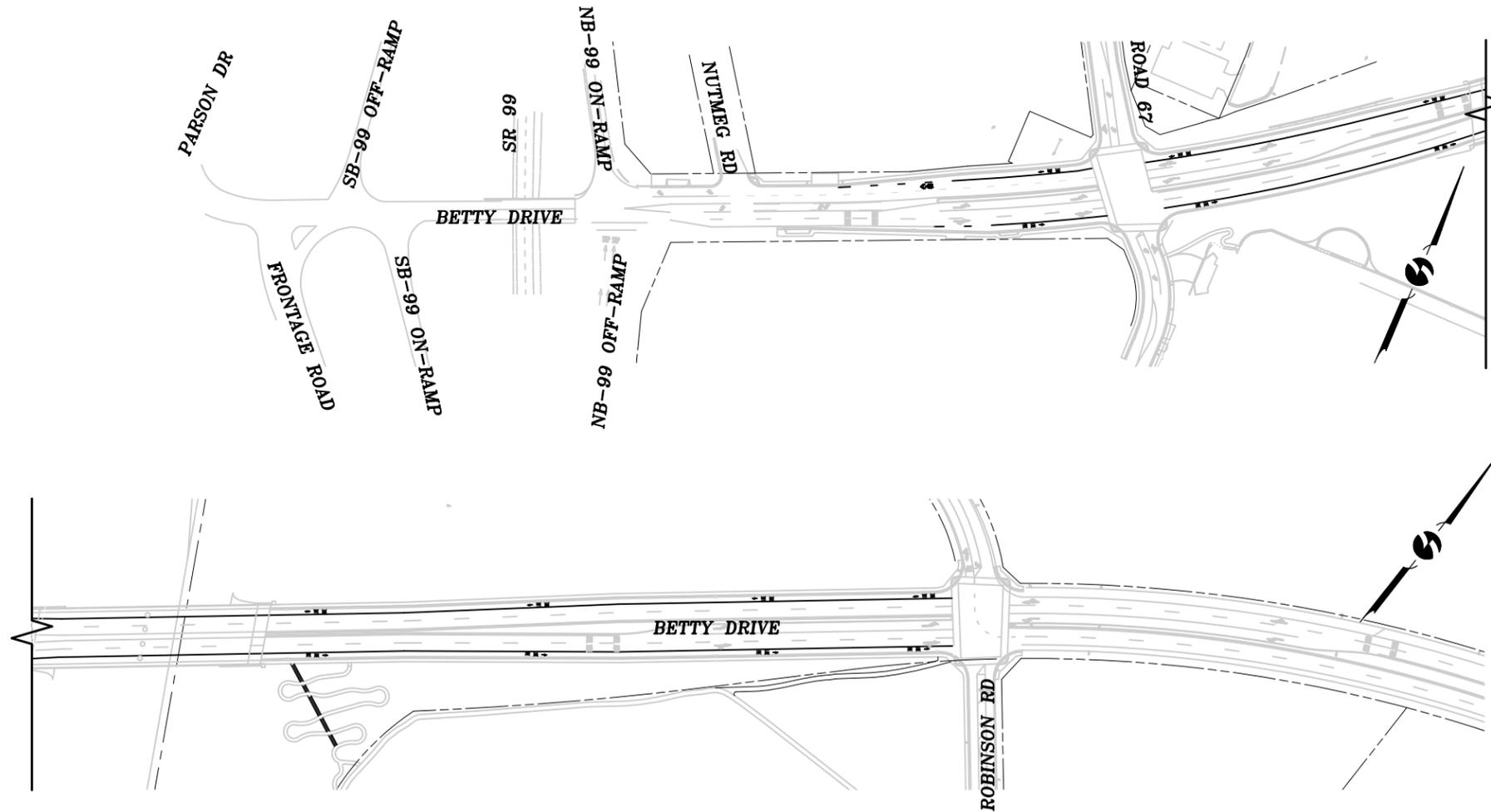
PAGE	SHEET NO.	DESCRIPTION
1	T1	TITLE SHEET
2	L1	LAYOUT & GRADING
3	C1	CONSTRUCTION DETAILS
4-6	PD1-PD3	SIGNING & STRIPING

GOSHEN  
COUNTY OF TULARE

PROJECT PLANS FOR CONSTRUCTION ON  
**BETTY DRIVE-COMPLETE STREETS POLICY**  
IN GOSHEN AND COUNTY OF TULARE  
BETTY DRIVE (FROM SR 99 TO ROAD 72)



VICINITY MAP  
N.T.S.



LOCATION MAP  
SCALE 1"=100'

No.	REVISIONS	DESCRIPTION	DATE	BY

<input checked="" type="checkbox"/> PRELIMINARY	<input type="checkbox"/> APPROVED
<input type="checkbox"/> BID	<input type="checkbox"/> CONSTRUCTION
<input type="checkbox"/> RECORD	

**omni • means**  
ENGINEERS PLANNERS  
With offices in:  
WISLA Center Ave.  
SUISE, CA 95291  
WILSON CREEK  
REDDING  
(959) 734-5895

TITLE SHEET  
**BETTY DRIVE-COMPLETE STREETS POLICY**  
PHASE 1 IMPROVEMENTS  
GOSHEN, CALIFORNIA

SCALE	N.T.S.
JOB NO.	55-7300-11
DESIGNED	M/JW
DRAWN	SMC
FILE	1880T004.DWG
CHECKED	M/JW
DATE	8-12-14

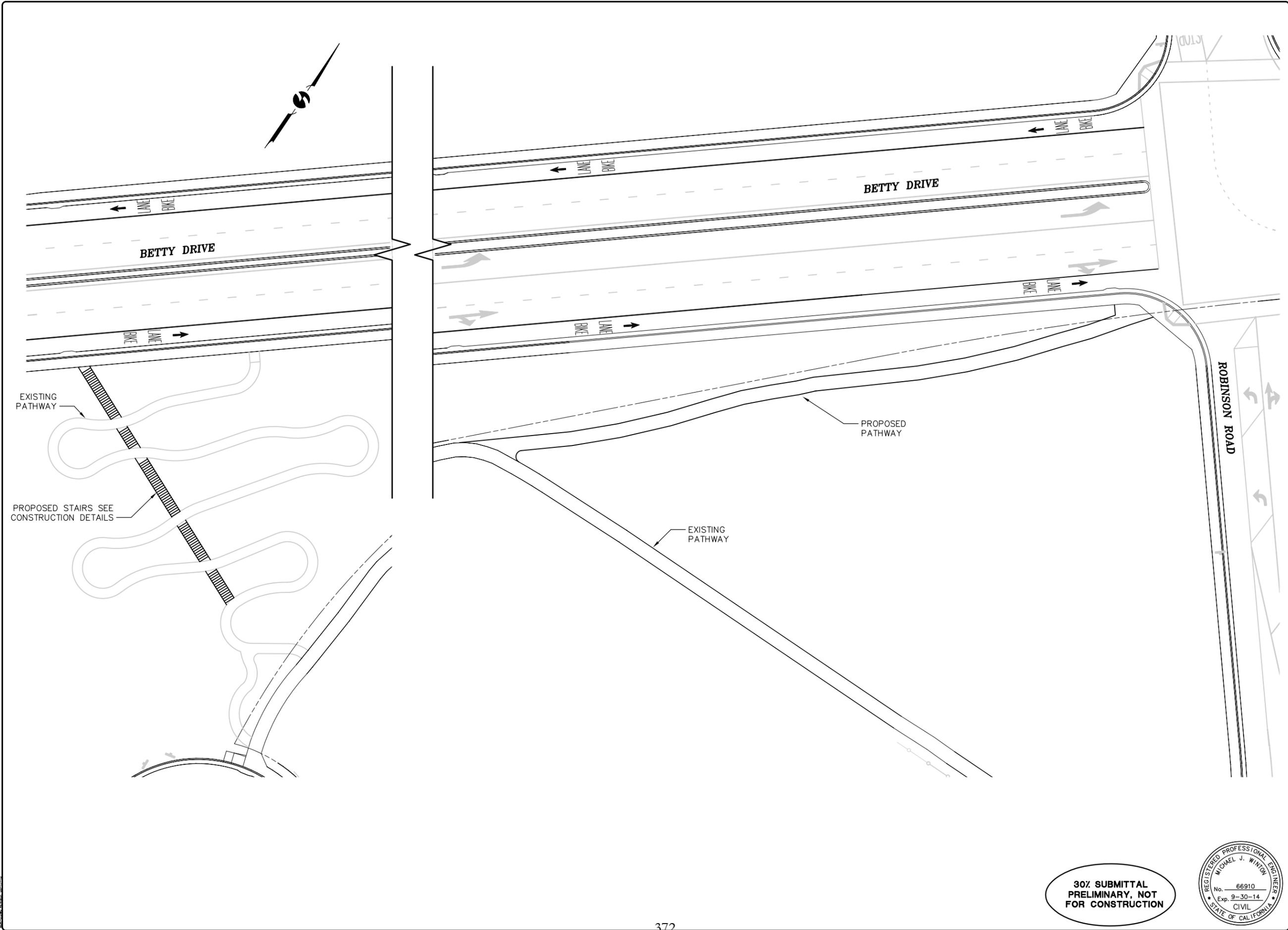
SHEET No.	T1
1 OF 6	

**811**  
Know what's below.  
Call before you dig.  
Contractor shall call  
Underground Service Alert at  
811 two working days prior  
to excavation

30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



APPROVED BY:		
	COMMUNITY SERVICES DIRECTOR GOSHEN	DATE
REVIEWED BY:		
MICHAEL J. WINTON P.E.	PROJECT MANAGER OMNI-MEANS LTD.	DATE



30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	M/W
DRAWN	SMC
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CHECKED	M/W
DATE	8-12-14

SHEET No.  
**L1**  
**2** OF **6**

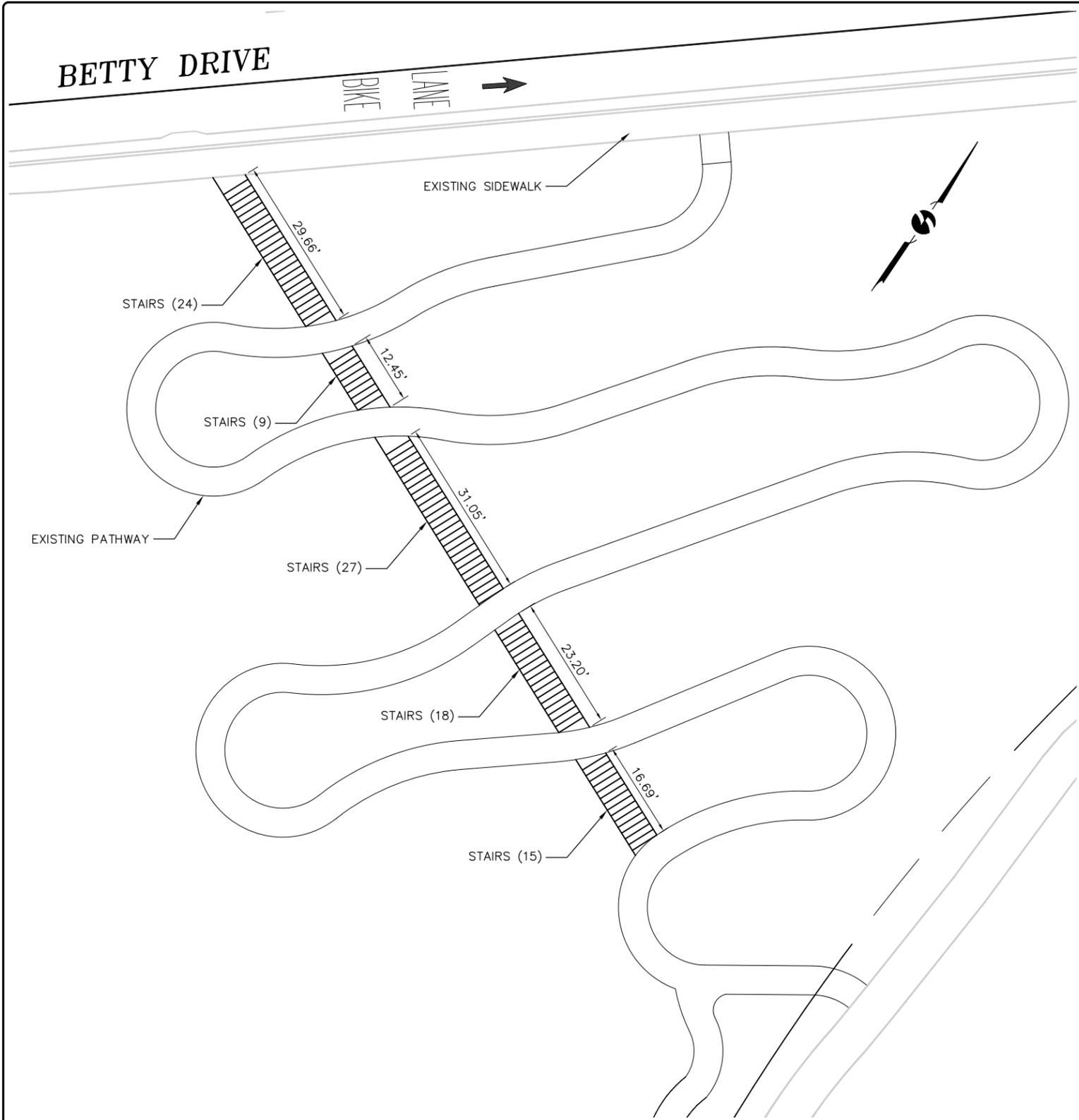
LAYOUT & GRADING  
**BETTY DRIVE-COMPLETE STREETS POLICY  
PHASE 1 IMPROVEMENTS  
GOSHEN, CALIFORNIA**



- PRELIMINARY
- APPROVED
- BID
- CONSTRUCTION
- RECORD

No.	DESCRIPTION	DATE	BY

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BETTY DRIVE

BIKE LANE

EXISTING SIDEWALK

STAIRS (24)

STAIRS (9)

STAIRS (27)

STAIRS (18)

STAIRS (15)

EXISTING PATHWAY



30% SUBMITTAL  
PRELIMINARY, NOT  
FOR CONSTRUCTION



SCALE	AS SHOWN
JOB NO.	55-7300-11
DESIGNED	M/W
DRAWN	SMC
FILE	1880C004.DWG
CHECKED	M/W
DATE	8-12-14

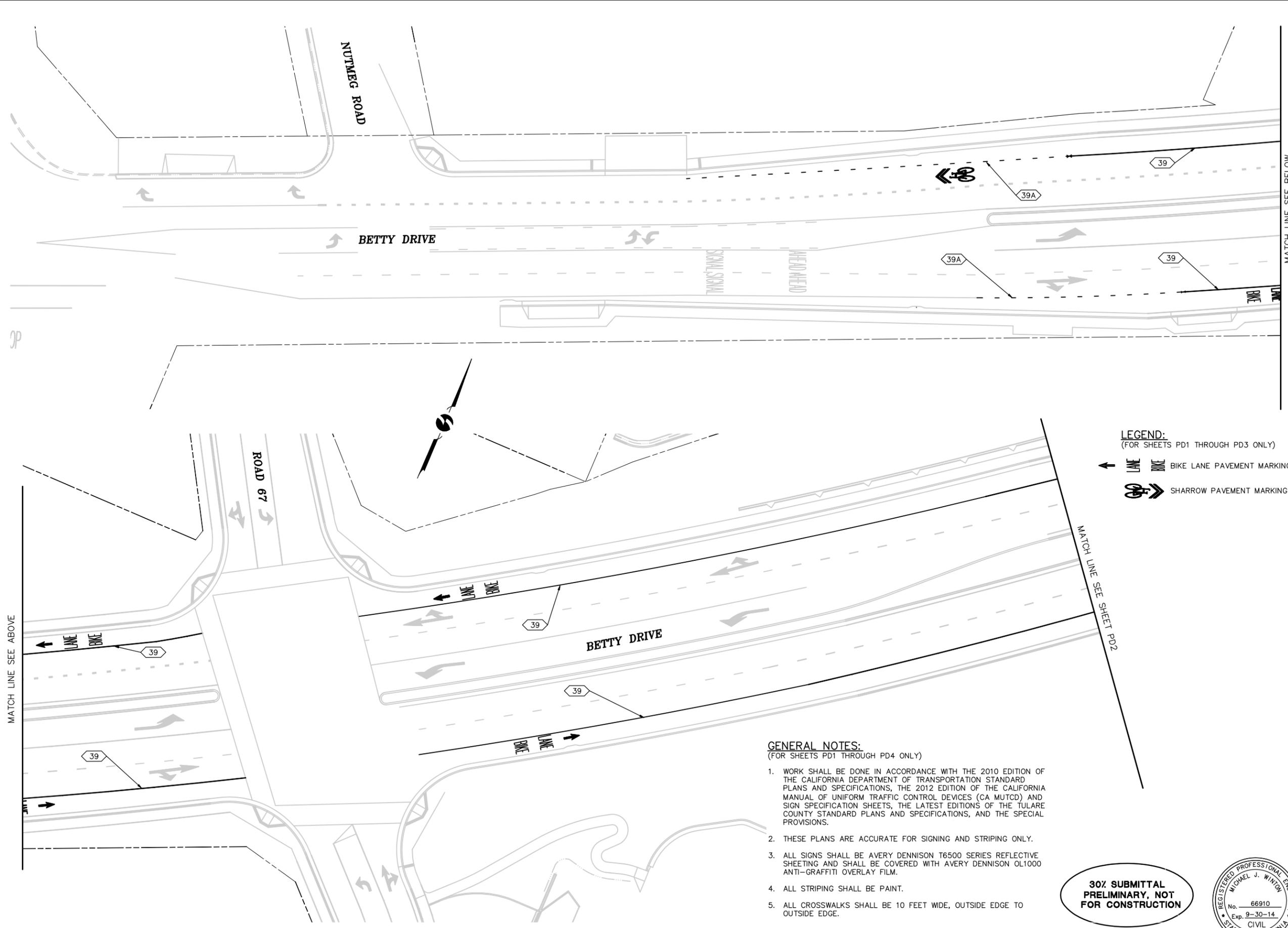
SHEET No.  
**C1**  
**3** OF **6**

CONSTRUCTION DETAILS  
**BETTY DRIVE-COMPLETE STREETS POLICY  
PHASE 1 IMPROVEMENTS  
GOSHEN, CALIFORNIA**



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NO.	REVISIONS DESCRIPTION	DATE	BY



**LEGEND:**  
(FOR SHEETS PD1 THROUGH PD3 ONLY)

LANE  
 BIKE LANE PAVEMENT MARKING  
 SHARROW PAVEMENT MARKING

- GENERAL NOTES:**  
(FOR SHEETS PD1 THROUGH PD4 ONLY)
1. WORK SHALL BE DONE IN ACCORDANCE WITH THE 2010 EDITION OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS, THE 2012 EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND SIGN SPECIFICATION SHEETS, THE LATEST EDITIONS OF THE TULARE COUNTY STANDARD PLANS AND SPECIFICATIONS, AND THE SPECIAL PROVISIONS.
  2. THESE PLANS ARE ACCURATE FOR SIGNING AND STRIPING ONLY.
  3. ALL SIGNS SHALL BE AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING AND SHALL BE COVERED WITH AVERY DENNISON 0L1000 ANTI-GRAFFITI OVERLAY FILM.
  4. ALL STRIPING SHALL BE PAINT.
  5. ALL CROSSWALKS SHALL BE 10 FEET WIDE, OUTSIDE EDGE TO OUTSIDE EDGE.

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PRELIMINARY, NOT  
FOR CONSTRUCTION**



NO.	REVISIONS DESCRIPTION	DATE	BY

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<input type="checkbox"/> BID	<input type="checkbox"/> CONSTRUCTION
<input type="checkbox"/> RECORD	

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ENGINEERS PLANNERS  
With offices in:  
WALNUT CREEK  
REDDING

Center Ave.  
92971  
Wesley, CA 92991  
(959) 734-5895

**SIGNING & STRIPING**

**BETTY DRIVE-COMPLETE STREETS POLICY  
PHASE 1 IMPROVEMENTS  
GOSHEN, CALIFORNIA**

SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	MJM
DRAWN	SMC
FILE	1880P0004.DWG
CHECKED	MJM
DATE	8-12-14

SHEET No.  
**PD1**

**4 OF 6**







***Appendix H –***  
Complete Streets Outreach



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TULARE COUNTY RESOURCE MANAGEMENT AGENCY  
COMPLETE STREETS AND COMMUNITY PLAN OUTREACH  
(2014)

GOSHEN COMMUNITY PLANNING AREA

1-Complete Streets Meeting: May 15, 2014 (Goshen Step-Up)

5/14/14-RMA Staff contacted Jessica Alvarado, Goshen Principal, and asked if the school would be willing to host the meeting at her school cafeteria. She agreed and offered to help distribute fliers. Ms. Alvarado would pass out the fliers to every classroom. She also indicated that a Step-up event would be held at the Goshen School on May 15, 2014, and we could have a table for the event. RMA Staff prepared materials and distributed them at the event.

2-Complete Streets Meeting: May 22, 2014

5/15/14-Staff contacted Manuel Fleming at Goshen CSD to request being placed on the May 22, 2014 Goshen CSD Agenda. Tulare County RMA was placed on the Goshen CSD Agenda. Goshen CSD distributed the fliers to their contacts.

3-Complete Streets Meeting: May 28, 2014

5/21/14- RMA Staff contacted Jessica Alvarado, Goshen Principal, and asked if the school would be willing to host the meeting at her school cafeteria. She agreed and also agreed to help distribute the fliers. Ms. Alvarado would pass out the fliers to every classroom.

5/21/14- 800 fliers were ordered from the print shop.

5/24/14- Staff dropped off 700 fliers and were distributed to the Goshen Elementary school.

4-Complete Streets Meeting: June 4, 2014

5/28/14-Staff coordinated with Raquel Gomez, Director of Community Initiatives, from CSET to help distribute the fliers at the school, senior center, and other local community businesses at no cost to the County. 2,500 fliers were ordered from the print shop.

6/4/14-At the June 4th meeting Family Health Care Staff, Josette Guzman and Roberto Garcia, Housing Specialist Self-Help Enterprises were present and willing to help with community outreach for future meetings held in Goshen. Contact information was exchanged.

5-Complete Streets Meeting: June 18, 2014

6/9/14-RMA Staff sent via email the flier for our Complete Streets Meeting to General Plan Subcommittee and Public Policy work group meeting.

6/11/14-Family Health Care requested 2,500 fliers and stated her staff, Ameri Corps, would distribute the fliers door to door in the community of Goshen.

6/13/14-RMA Staff distributed the fliers 2,500 fliers to Goshen Family Health Care Center 31180 Road 72 Visalia.

6/13/14-RMA Staff contacted local businesses Harley Davidson, RV, Area, Valero, Subway, Gongo Foods, via telephone to let business owners know of the ongoing meetings in Goshen.

6-Complete Streets Meeting: July 2, 2014

6/25/14-2,500 fliers were ordered from the print shop.

6/27/14-RMA Staff distributed door-to-door 2,500 fliers to Goshen Family Health Care.

7-Complete Streets Meeting: July 23, 2014

6/165,000 fliers were ordered from the print shop.

6/18/14-RMA Staff distributed 2,500 fliers to Goshen Family Health Care Center 31180 Road 72 Visalia. Josette Guzman, Family Health Care, agreed to help distribute fliers door to door.

6/23/14- Fliers for 8/6/14 Complete Streets Meeting passed out at the meeting.

8-Complete Streets Meeting: August 6, 2014

7/30- 2,500 fliers were ordered from the print shop.

6/24/14-RMA Staff contacted via email Janaki Jagannath, Community worker, and Marisa Lundin, California Rural Legal Assistance to invite them to our Complete Street Meeting 8/6/14.

7/30/14-RMA Staff distributed 2,500 fliers to Goshen Family Health Care Center 31180 Road 72 Visalia. Josette Guzman, Family Health Care, agreed to help distribute the fliers door to door.

**Complete Streets Planning Meeting  
Goshen, CA  
May 28, 2014**

Special Complete Streets Meeting-  
Goshen, CA  
Wednesday, May 28, 2014  
Goshen Elementary School- Cafeteria  
6505 Avenue 308  
Visalia, CA 93291

Are you concerned about flooding?

3-Yes

0-No

0-No response

Total: 3

The east sides of the railroad tracks on avenue 308 are often flooded. The flooding than causes the children to have to find alternate often time more dangerous routes to school.

Would you like to see storm drainage and gutters?

3-Yes

0-No

0-No Response

Total: 3

Storm drainage and gutters are needed on the rights side of the railroad tracks on Avenue 308 and Camp. This would assist with the flooding creating Goshen to be a safer more walk able community. This is especially important in a low income rural area.

Would you like to see a medical clinic in Goshen?

A clinic currently exists within Goshen which has brought medical assistance to a population that normally would be unable to afford care. All of the participants mentioned value that this has added to the community.

What are the top five streets most important streets to the community?

1.)Avenue 304 2.)Betty Drive 3.) Road 66 4.) Avenue 308 5.) Harvest Road

What kind of business would you like to see here?

Their currently is a vast amount of business surrounding the Goshen area. However, these businesses predominantly aim towards the needs of the transient population exiting from interstate 99. Therefore, many needs of the "local" community are still lacking. Grocery Store, Dollar Tree and other "local" deficiencies were mentioned by the community.

Locations for future crosswalks (Based on typical routes taken by the residents).

Betty Drive and Riggins require future sidewalks due to the number of pedestrians who continue to cross the railroad tracks that divide Goshen from East to West. The current cross walks due not occur in the most convenient of locations. This directly correlates to Causing pedestrians to create their own "routes" causing unsafe circumstances.

Traffic Control such as stop signs, speed limit, or advisory signs (school zone ahead).

Avenue 308 is considered a major artery for the community by the attendees. The avenue currently has no crosswalks or other traffic control measures geared towards kids safely walking to and from school. This is a huge deficit as avenue 308 is the main bus stop artery for various schools servicing Goshen. It is a huge safety concern as no safety signs

of any traffic control nature or measures exist. In addition, to the lack of signs, there are no crosswalks to safely designate an area for children to cross the street. Advisory signs cross walks and other traffic control measures that would facilitate a safe school zone would be welcomed as it would increase the walk able nature.

Would you like to see additional parks in Goshen?

3-Yes

0-No

0-No Response

Total: 3

The residents would really like to see a park on the West Side of Goshen near the school. The only park available on the West side of Goshen is the school park however; the park has limited hours and is mostly used by out of town soccer teams who use the whole field for hours. The school park is only a soccer field. There are no park amenities (swings, slides, sand box, etc.) A future location for the park could be on the West side of the school. There is an empty lot that could be cleaned up and used as a family park.

Additional Comments:

By the Harley Davidson Shop, 30681 California 99, next to the Goshen School numerous students walk from the area to campus. There are currently no crosswalks in that area.

Additional crosswalks needed at:

Harvest & Road 66

Road 66 & Avenue 304

Road 64& Harvest & Avenue 308 on Road 66-(frontage)

*County staff that was in attendance: Aaron Bock, Jose Saenz, Elizabeth Colegrove, Kyria Fierros, and Dave Bryant. The meeting had very fruitful discussions with very active community participants.*

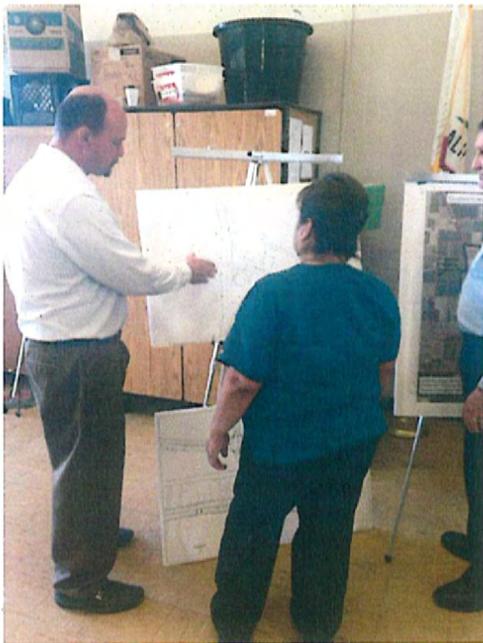
*Participants included adults, children, Goshen Elementary school officials, County Planners, and County Staff.*

*It was presented bilingual. Refreshments and cookies were offered.*

*The meeting was held in the Goshen Elementary Cafeteria, 6505 Ave 308 Visalia, and Ca.93291.*

*The meeting started at 2:15p.m. and ended at 3:15p.m.*

*We concluded the meeting by telling the community we would host another meeting Wednesday, June 4, 2014.*





The Tulare County Resource Management Agency will be hosting a  
**Complete Streets Community Planning Workshop** on  
*Wednesday, May 28, 2014 at 2:15 p.m.* at the  
**Goshen Elementary School Cafeteria**

**6505 Ave 308**

**Goshen, CA 93292**

New crosswalks!

New bus stops!

New Safe Routes to School!

Please come join us for a presentation to discuss Betty Drive and  
W. Goshen Avenue. We will be discussing new changes in the area.

A better, brighter Goshen for tomorrow!



El condo de Tulare va dar una **Presentación Informativa de  
Planificación** para la comunidad de Goshen el dia

*Miercoles, 28 de Mayo 2014 a las*

*2:15 p.m.* en la

**Escuela de Goshen - Cafeteria**

**6505 Ave 308**

**Goshen, CA 93292**

Nuevos pasos de peatones!

Nuevos Paradas de autobús!

Nuevas rutas y caminos seguros hacia la escuela!

Por favor, vengan a la presentación para discutir las calles de  
Betty y W. Goshen. Vamos a discutir areas de construccion que van a ocurri.

Una mejor comunidad de Goshen en el futuro!

# Complete Steets Meeting- Goshen

28-May-14

	Name	Phone Number	Address
1	Magdalena Laguna	651-3441	30951 Robinson Rd. Visalia 93291
2	Feliza Chavez	651-3902	30630 Rd 66 Visalia 93291
3	City Council	651-2294	60544 AVE 308 GOSHEN CA 93727
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**Complete Streets Planning Meeting  
Goshen, CA  
June 4, 2014**

**Special Complete Streets Planning Meeting  
Goshen, CA  
Wednesday, June 4, 2014  
Goshen Village II- Community Room  
31114 Road 72  
Visalia, CA 93291**

What are the top five streets most important streets to the community?

**1.) Avenue 308 2.) Farr Road 3.) Kame Drive 4.) Effie Road 5.) Road 72**

What kind of business would you like to see here?

**The community would like every effort to have their displaced stores to be relocated as there are no “replica’s” located in the area. If the Mexican and Subway do not relocated the nearest restaurants are in Visalia. In addition to keeping the status quo they residents requested an Autozone, McDonalds and mini shopping center with a grocery store. Currently for any fast food, groceries or auto supplies they must travel to Visalia or other larger metropolis.**

Locations for future crosswalks (Based on typical routes taken by the residents).

**Avenue 72 and Riggin over the railroad tracks.**

**Avenue 308 over the railroad track.**

Traffic Control such as stop signs, speed limit, or advisory signs (school zone ahead). **The community feels that traffic control and street lamps has not kept up with the community growth. The new clinic attracts a large amount of pedestrian traffic as the community is underprivileged and many members have no means other than walking or public transportation. This poses as significant safety issue as there are no traffic control signs and vehicles speed at 75 MPH+ in addition to the large amount of traffic coming into and out of the clinic.**

**The community also expressed a need for more signage. Due to the road improvements over the past years many semi-trucks get lost an wonder the area trying to look for the turn on to 99. This causes additional pedestrian through way traffic hazards.**

**The resident desire additional parks within the community boundaries other the areas currently provided within the school boundaries. There are two soccer fields, one located in the elementary and one located in the outskirts of Goshen. These fields are only meant for activities like soccer or football. There are neither sidewalks nor area with amenities for children to play within the community limits.**

The community also expressed concern over the speeding that occurs over Road 72.

Additional Comments:

*The community expressed their gratitude to the County employees for taking the time to hold a meeting for the community. The community feels there is a lot of construction that occurs and the community does not know what is exactly going on. The community also mentioned they prefer nightly meetings since the majority of them work during day hours.*

*A resident of Goshen stated the community would greatly benefit with a Senior Center. There are numerous residents who are elder and do not have transportation means. By providing a senior center close to home they are able to walk to the center.*

*Since the new construction of the Family Health Care clinic there has been a change in the dynamics of the area. A lot of speeding occurs and the residents are concerned with the fast traffic. The community suggested having a traffic count to show the average person's speed who passes through the road. A signage for the truck drivers would be beneficial since they would be altered to slow down for incoming traffic.*

*County staff that was in attendance: Reed Schenke, Aaron Bock, Jose Saenz, Elizabeth Colegrove, Kyria Fierros, and Dave Bryant. The meeting had very fruitful discussions with very active community participants.*

*Participants included adults, children, Family Health Care Staff, Self-Help Enterprise staff, and County Staff.*

*It was presented bilingual. Refreshments and cookies were offered.*

*The meeting was held in the Community Room at the Goshen Village II, 31114 Road 72 Visalia, CA.*

*The meeting started at 6:30p.m. and ended at 9:00p.m. After the meeting in the community room the attendees walked to Road 72 and discussed the needs in the streets of Goshen.*

*After the meeting the community was told they would host another meeting June 18, 2014.*









The Tulare County Resource Management Agency will be hosting a  
**Goshen Community Plan Update and Complete Streets Community  
Planning Workshop** on

*Wednesday, June 4, 2014 at 6:30 p.m.* at the

**Goshen Village II Community Room**

**31114 Road 72**

**Goshen, CA 93291**

New crosswalks!

New bus stops!

New Safe Routes to School!

Please come join us for a presentation to discuss Betty Drive and  
Goshen Avenue. We will be discussing new changes in the area.

A better, brighter Goshen for tomorrow!



El Condado de Tulare va dar una **Presentación Informativa de  
Planificación** para la comunidad de Goshen el dia

*Miercoles, 4 de Junio 2014 a las*

*6:30 p.m.* en la

**Goshen Village II Community Room**

**31114 Road 72**

**Goshen, CA 93291**

Nuevos pasos de peatones!

Nuevos Paradas de autobús!

Nuevas rutas y caminos seguros hacia la escuela!

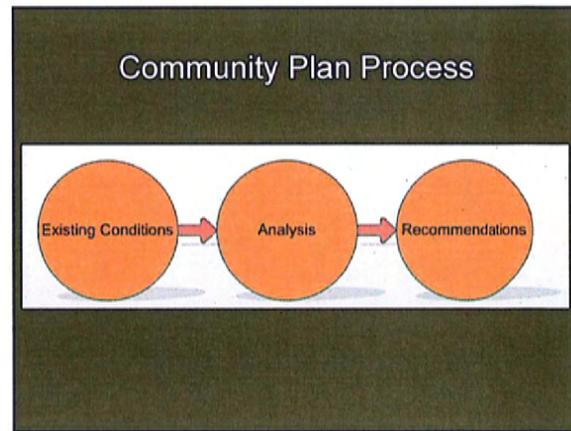
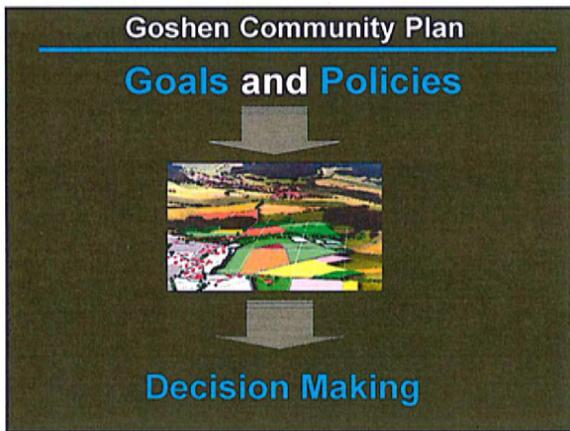
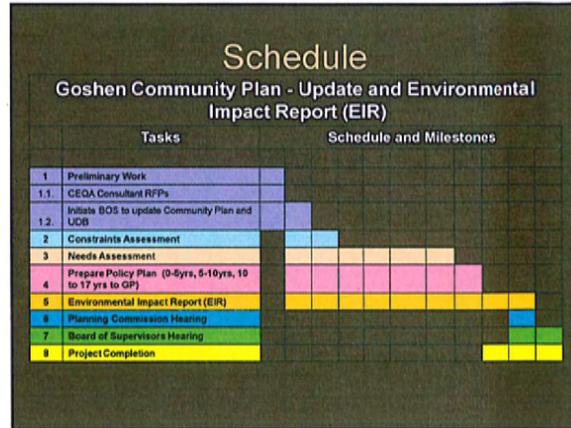
Por favor, vengan a la presentación para discutir las calles de  
Betty y Goshen. Vamos a discutir areas de construccion que van a ocurri.

Una mejor comunidad de Goshen en el futuro!

# Community Planning Meeting- Goshen

04-Jun-14

	Name	Phone Number	Address
	Elvio Sexto	6613447155	30874 69 Rd Goshen Co.
1	Josette Guzman	909-4223	3019 S. Martin Visalia
2	Barbara Barnes	747-4350	30747 Rd 108 Goshen
3	Roberto Garcia	731-9790	Self Help Enterprises
4	Nicou Ruiz	429-4575	Goshen School
5	Andru Alvarez	554-631-8043	820 Court St. Pixley
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### Plan Framework

- California State Law
- Planning Principles
- Tulare County General Plan Policies

### Community Conditions

- Staff / Consultant Research
- Citizen Participation
- Sharing Concerns
- Addressing Concerns

## Analysis and Recommendations

### One Major Purpose

1. Guide Future Decision Making

### Two Primary Documents

1. Goshen Community Plan
2. Environmental Impact Report



4. Land Use

- LU-1** To encourage the overall economic and social growth of the County while maintaining its quality of life standards and highly efficient land use *[New Goal]*.
- LU-7** To preserve and enhance the character and scale of Tulare County's communities, hamlets, and rural areas, including their design heritage and historic character *[New Goal]*.
- LU-1.1** **Smart Growth and Healthy Communities.** The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including walkable neighborhoods, creating a strong sense of place, directing growth toward existing communities, preserving open space, and creating a range of housing opportunities and choices.
- LU-4.1** **Neighborhood Commercial Uses.** The County shall encourage the development of small neighborhood convenience and grocery facilities to meet the everyday shopping and personal needs of immediately surrounding residential land uses in communities.
- LU-6.3** **Schools in Neighborhoods.** The County shall encourage school districts to locate new schools in areas that allow students to safely walk or bike from their homes.

### Three Primary Components

1. Urban Development Boundary
2. Land Use and Circulation
3. Policies to guide future decision making



5. Economic Development

- ED-1** To maintain a healthy and diverse local economy that meets the present and future employment, shopping, recreational, and service needs of Tulare County residents *[New Goal]*.
- ED-2** To promote business growth and industry diversification and maintain a favorable business climate and a supportive economic foundation *[New Goal]*.
- ED-3** To diversify the economic base of Tulare County through the expansion of non-agricultural industry clusters and through the development and expansion of recreation and visitor-serving attractions and accommodations *[New Goal]*.
- ED-1.6** **Develop Public/Private Partnerships.** The County shall pursue partnerships to encourage the development of public facilities and infrastructure improvements that benefit communities.

### Tulare County General Plan Update Guiding Policies



2. Planning Framework

- PF-1** To provide a planning framework that promotes the viability of communities, hamlets, and cities while protecting the agricultural, open space, scenic, cultural, historic, and natural resource heritage of the County *[New Goal]*.
- PF-2** To provide a realistic planning area around each unincorporated community that clearly delineates the boundaries of each community and provides a framework for economic development, the provision of public services, and an outstanding quality of life *[Urban Boundaries Element; Goal 3, Goal 1UB C][Urban Boundaries Element Amendment (88-01); 1988, Modified]*.
- PF-2.4** **Community Plans.** The County shall ensure that community plans are prepared, updated, and maintained for each of the communities.
- PF-2.7** **Improvement Standards in Communities.** The County shall require development within the designated UDBs to meet an urban standards for curbs, gutters, sidewalks, and community sewer and water systems.



10. Health and Safety

- HS-1** To protect County residents and visitors from injury and damage resulting from natural catastrophes, man-made events, and hazardous conditions *[New Goal based on Five County Seismic Safety Element (1974); Goals 1, 2, 3, 6, 9, 12 & 13, Pg. 11]*.
- Health and Safety for all Neighborhoods
- HS-9** To support healthy lifestyles among residents of Tulare County through the built environment and land use decisions that play an important role in shaping the pattern of community development, in either promoting or discouraging good health for its citizens *[New Goal]*.



14. Public Facilities and Services

PFS-1

To establish and maintain acceptable levels of service, minimize costs, and provide criteria for determining the location, capacity, and timing of existing and future public facilities and services [New Goal].

Adequate Quantity and Quality of Public Services

## Summary Complete Street Actions

Complete Streets policy:  
Aims to create a comprehensive, integrated, connected network

- For "all users" multi-modes, ages, and abilities
- Recognizes that all streets are different and balances user needs.
- Adaptable to both new and retrofit projects, including design, planning, maintenance, and operation, for the entire right-of-way
- Quantitative metrics to measure of progress referred to as best management practices

## Achieving General Plan Goals

- Increasing uses by right
- Creating flexibility for uses through mixed use overlays

## NEXT STEPS

- Residents and stakeholders participate in a walkable tour of the corridor study areas
- Participants review complete streets tools and strategies to help devise and solutions for the corridors.
- Preparation of preliminary layouts of each of the prioritized street segments highlighting the major improvements including horizontal layout of curbs, gutters, and sidewalks.
- Future Community Plan Workshops.

## Complete Streets



Thank You for Attending

**Complete Streets Planning Meeting  
Goshen, CA  
June 18, 2014**

**Special Complete Streets Planning Meeting-  
Goshen, CA  
Wednesday, June 18, 2014  
Goshen Village II- Community Room  
31114 Road 72  
Visalia, CA 93291**

Are you concerned about flooding?

**20-Yes**

**0-No**

**0-No response**

**Total: 20**

**Yes, During the rainy season the roads flood making it hard for the vehicles to pass. Avenue 69 has a lot of flooding making it difficult to walk on the sidewalks forcing pedestrians on to the street.**

Would you like to see storm drainage and gutters?

**20-Yes**

**0-No**

**0-No Response**

**Total: 20**

**Yes, Both storm drainage and gutters are highly desired. The community ranked sewers over gutters both importance and preference in project date completion.**

Would you like to see a medical clinic in Goshen?

**There currently is a medical clinic, Family Health Care Clinic. It offers various medical services however; the community would like to see a pharmacy. The closest pharmacy is located in city limits away from the community of Goshen. Currently transportation other than private is limited at best.**

What are the top five streets most important streets to the community?

**1.) Road 67 2.) Road 68 3.) Avenue 308 4.) Goshen Avenue 5.) Effie Dr.**

**Commercial and wills need massive improvements. Residents have lived in the area 18-20 years and have not seen improvements in the area.**

What kind of business would you like to see here?

**The community would like every effort to have their displaced stores to be relocated as there are no "replica's" located in the area. If the Mexican and Subway do not relocated the nearest restaurants are in Visalia. In addition to keeping the status quo they residents**

requested shopping center with a grocery store. Currently for any fast food, groceries or auto supplies they must travel to Visalia or other larger metropolis. The community also mentioned that with the new construction on Betty Drive the Arco and the Valero were going to be removed leaving only Shell Gas station, the station with the highest gas prices.

The community would also like to see a car wash. The community also would like to see a laundry mat. A lot of the area has small homes with no access to laundry services and again the closest one is in Visalia.

Locations for future crosswalks (Based on typical routes taken by the residents).  
Avenue 72 and Riggan over the railroad tracks.  
Avenue 308 over the railroad track.

Traffic Control such as stop signs, speed limit, or advisory signs (school zone ahead). The community feels that traffic control and street lamps has not kept up with the community growth. The new clinic attracts a large amount of pedestrian traffic as the community is underprivileged and many members have no means other than walking or public transportation. This poses as significant safety issue as there are no traffic control signs and vehicles speed at 75 MPH+ in addition to the large amount of traffic coming into and out of the clinic.

The community also expressed a need for more signage. Due to the road improvements over the past years many semi-trucks get lost and wonder the area trying to look for the turn on to 99. This causes additional pedestrian through way traffic hazards.

The community would also like to see lighting in the area. There is a lot of pedestrian traffic in the evenings and sometimes they are not visible.

Would you like to see additional parks in Goshen?

20-Yes

0-No

0-No Response

Total: 3

The resident desire additional parks within the community boundaries other the areas currently provided within the school boundaries. There are two soccer fields, one located in the elementary and one located in the outskirts of Goshen. These fields are only meant for activities like soccer or football. There are neither sidewalks nor area with amenities for children to play within the community limits.

The community would like to see public restrooms available at the park. Families walk quite a distance from their home to the park and sometimes find themselves without a nearby restroom.

The community also mentioned there needs to be parks by the catholic church.

Additional Comments:

*The community expressed their gratitude to the County employees for taking the time to hold a meeting for the community. The community feels there is a lot of construction that occurs and the community does not know what is exactly going on.*

*We tried to deliver the meeting to business owners surrounding the Goshen community. The Planning Division did numerous calls to business owners to invite them to attend the meeting. The staff of the Family Health Care outreach group helped tremendously by passing out 2,500 fliers to the community.*

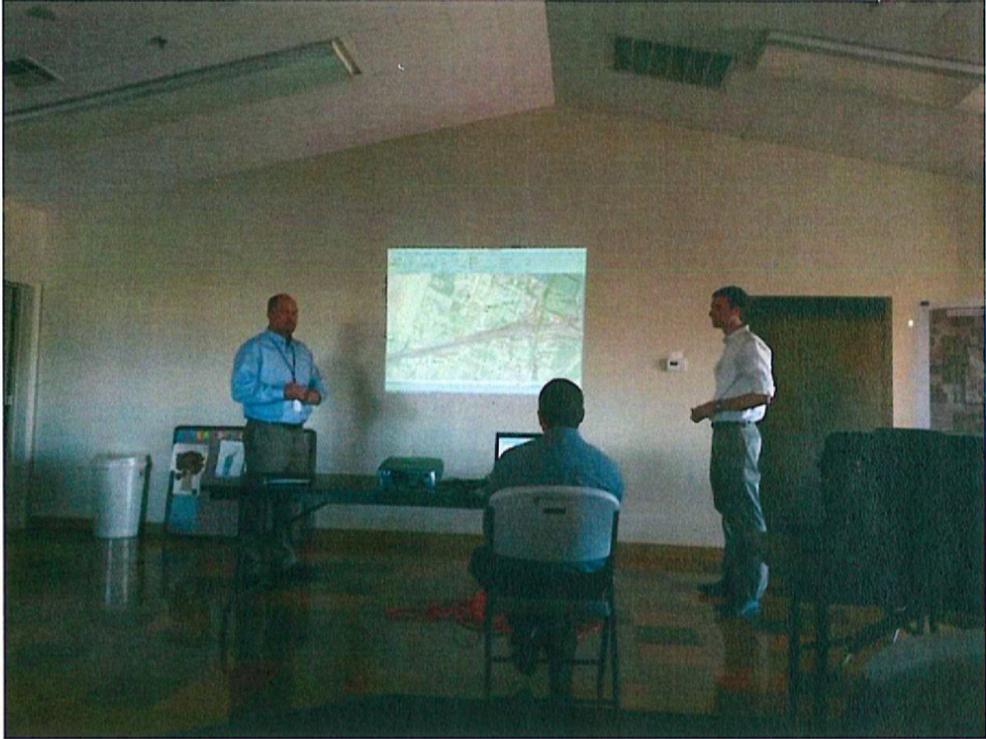
*A resident of Goshen stated the community would greatly benefit with a youth center. He mentioned there is currently no place for youth after hours to hang out. He mentioned in a community he used to live in they had after school sports, sports really changed youth because it involved them in extra circular activities rather than negative behaviors.*

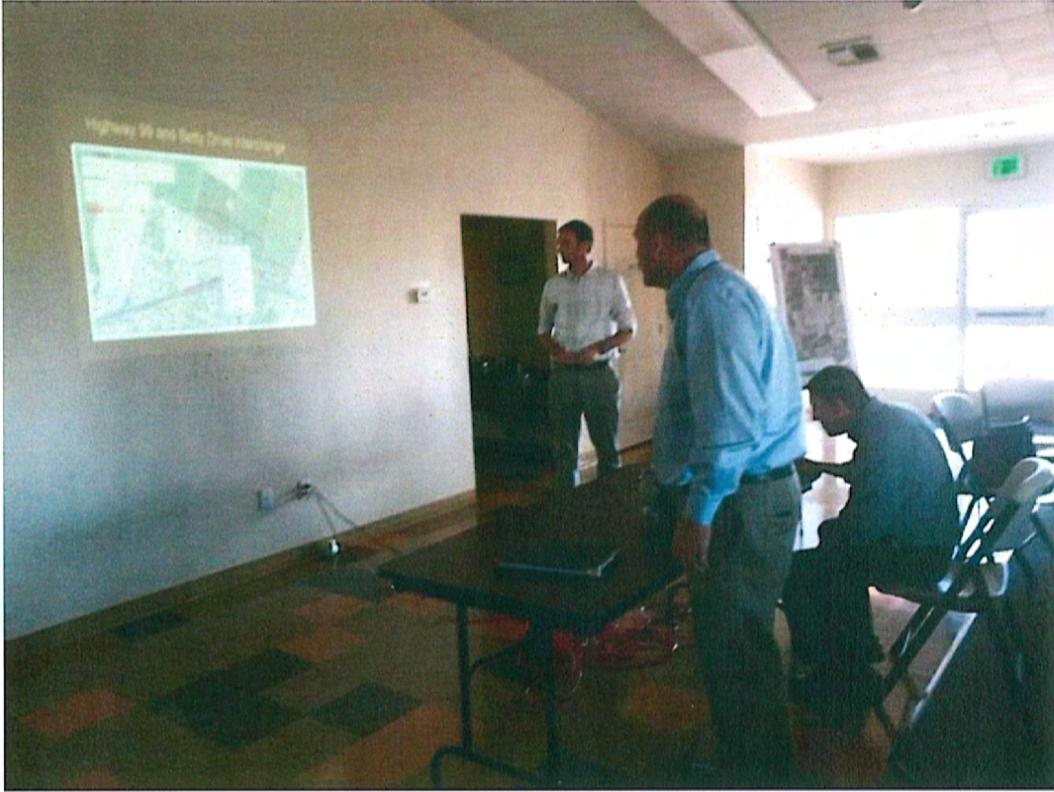
*The Community Based Sherriff officer, Rick Morley, was also in attendance and expressed his concerns with residents crossing the railroad tracks. He mentioned they had an issue with the amount of individuals crossing that they now cite residents who cross over. The officer said there needs to be a safe route that allows the community to cross without having to cross the tracks.*

*A few residents were concerned with the roads around their homes (Commercial and Road 72, where road 72 gets smaller) and mentioned there has not been road work in their area in over 18 years. The roads are in poor condition and need pot holes filled. They mentioned that when the new development of Goshen Village II came the roads were fixed surrounding the new development. They mentioned that it is not fair the roads are not fixed and only the new developments get new roads.*

*County staff that was in attendance: Reed Schenke, Aaron Bock, Jose Saenz, Benjmin Ruiz, Kyria Fierros, and Dave Bryant. The meeting had very fruitful discussions with very active community participants. Participants included a total of 22 adults, Family Health Care Staff, and County Staff. It was presented bilingual. Refreshments and cookies were offered. The meeting was held in the Community Room at the Goshen Village II, 31114 Road 72 Visalia, CA. The meeting started at 6:00p.m. and ended at 8:00p.m.*

*After the meeting the community was told RMA would host another meeting July 2, 2014.*







The Tulare County Resource Management Agency will be hosting a  
**Goshen Community Plan Update and Complete Streets Community  
Planning Workshop** on

***Wednesday, June 18, 2014 at 6:00 p.m.*** at the

**Goshen Village II Community Room**

**31114 Road 72**

**Goshen, CA 93291**

New crosswalks!

New bus stops!

New Safe Routes to School!

Please come join us for a presentation to discuss Betty Drive and  
Goshen Avenue. We will be discussing new changes in the area.

A better, brighter Goshen for tomorrow!



El Condado de Tulare va dar una **Presentación Informativa de  
Planificación** para la comunidad de Goshen el dia

***Miercoles, 18 de Junio 2014 a las***

***6:00 p.m.*** en la

**Goshen Village II Community Room**

**31114 Road 72**

**Goshen, CA 93291**

Nuevos pasos de peatones!

Nuevos Paradas de autobús!

Nuevas rutas y caminos seguros hacia la escuela!

Por favor, vengan a la presentación para discutir las calles de  
Betty y Goshen. Vamos a discutir areas de construccion que van a ocurri.

Una mejor comunidad de Goshen en el futuro!

# Complete Steets Meeting- Goshen

18-Jun-14

	Name	Phone Number	Address
	RUBEN ABOYTES	741 3472	6858 ELDERA V.
1	Tommy Jimenez	651 5113	30759 Rd 67 Goshen CA
2	Roberto Lara	651 9084	30989 RD 72
3	MARINA Lara	651-9084	30989 R 72 Goshen C.A.
4	Mary A Aguirre	651-1547	30981 Rd 72 Goshen CA
5	Clemmie Lopez	657-3121	30635 Rd 71 Goshen CA
6	MURRAY, RICK	972-3332	2404 W. BURRILL VISALIA
7	TEL/ALIAN, RANDY	6036-1500	103 S. STEVENSON VISALIA, CA 93291
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# Complete Steets Meeting- Goshen

18-Jun-14

	Name	Phone Number	Address
1	BARBARA BARNES	747-4356	30747 B RD 68 Visalia 93291
2	Josette Romero Guzman	909-4223	3018 S. Martin Visalia 93277
3	<del>JUSTIN HAZARD</del>	901-3727	<del>3046 W. EVERGREEN VISALIA</del>
4	Paula Valdez	736-6440	7082 Ave 300 Visalia 93291
5	Kevin Endres	(559) 651 0241	7041 AVE 304 GOOD YEAR COMMERCIAL TIRE CENTER
6	Mari & S. Jimenez	30687 Juniper	MOSHEN 93227
7	Maria Martinez	559 651 4087 30884 Road 69	Goshen 93227
8	Maria Martinez	(559) 651 4087	30884 Road 69 GOSHEN CA 93227
9	Clintia Fernandez	559-651-2269	30877 Rd 70 Goshen 93227
10	Frances Castro	651-3412	30863 Rd 70 Goshen
11	Florencia Romero	799-0274	30721 Effe Dr PO Box 39
12	Candido Romero	799-0274	30721 Effe Dr. Goshen 93227
13	Helan Gonzalez	651 3622	30988 Farr Visalia
14			
15			
16			
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**Complete Streets Planning Meeting-  
Walkability Tour  
Goshen, CA  
July 2, 2014**

**Special Complete Streets Walkability tour-  
Goshen, CA  
Wednesday, July 2, 2014  
Gong Co Foods Parking Lot  
30305 Bradham Drive  
Visalia, CA 93291**

Comments:

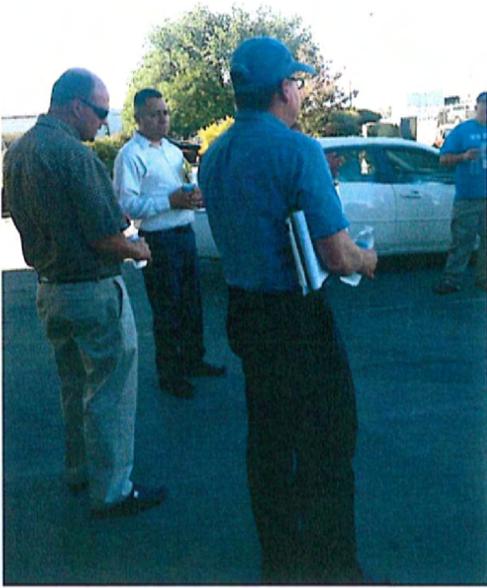
*The community expressed their gratitude to the County employees for taking the time to hold a meeting for the community. The community feels there is a lot of construction that occurs and the community does not know what is exactly going on.*

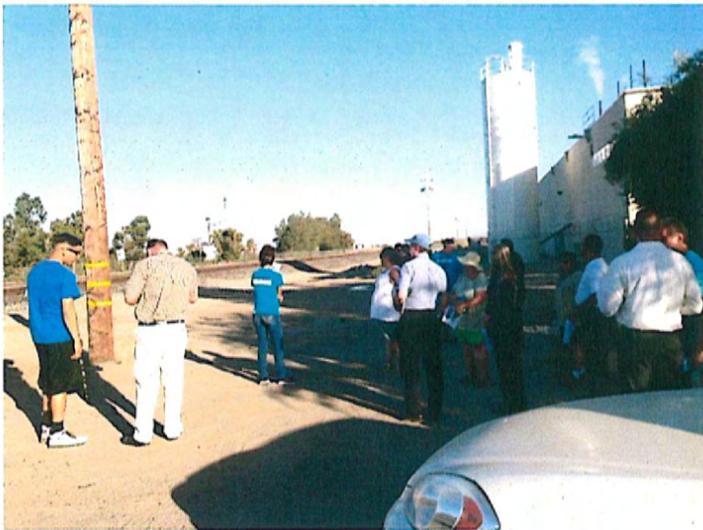
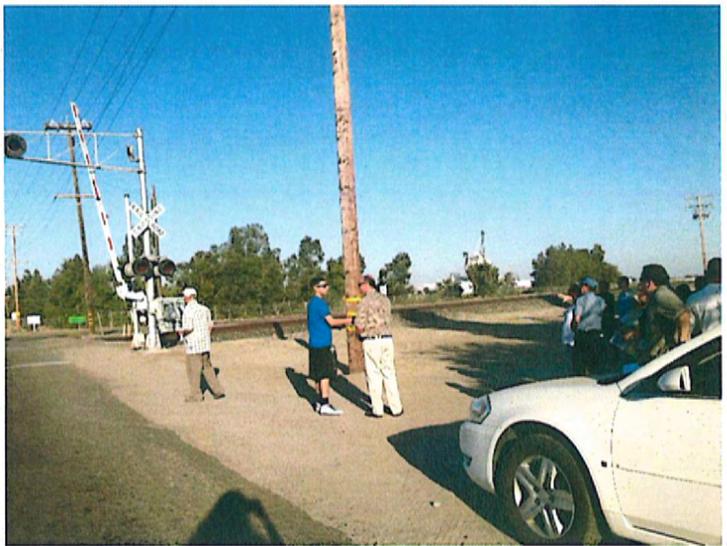
*We tried to deliver the meeting to business owners surrounding the Goshen community. The Planning Division did numerous calls to business owners to invite them to attend the meeting. The staff of the Family Health Care outreach group helped tremendously by passing out 2,500 fliers to the community.*

*We held the meeting at the Gong Co Foods parking lot, 30305 Bradham Drive Visalia, CA. Since the tour was a walkability tour we needed an area the community could park their cars and be able to stand in a safe location away from oncoming traffic on Avenue 304.*

*Staff Kyria Fierros went the week of 6/25 to speak to the owner Daniel Gong, to use the parking lot. Mr. Gong mentioned the parking lot was not in use when after 5:00p.m. and would be no problem at all.*

*County staff that was in attendance: Reed Schenke, Aaron Bock, Jose Saenz, Benjamin Ruiz, Kyria Fierros, Elizabeth Colegrove and Dave Bryant. The meeting had very fruitful discussions with very active community participants. Participants included a total of 22 adults, Family Health Care Staff, Pro Youth Heart Staff, and County Staff. It was presented bilingual. Bottled iced water was made available at the meeting. The meeting was held at Gong Co Food 30305 Bradham Drive Visalia, CA 93291. The meeting started at 6:00p.m. and ended approximately 7:15p.m. After the meeting the community was told they would host another meeting July 23, 2014.*







The Tulare County Resource Management Agency will be hosting a  
**Goshen Community Plan Update and Complete Streets Community  
Planning Workshop** on  
**Wednesday, July 2, 2014 at 6:00 p.m.** at the  
**Gong Co Foods Parking Lot**  
**30305 Bradham Drive**  
**Visalia, CA 93291**

New crosswalks!

New bus stops!

New Safe Routes to School!

Please come join us for a presentation to discuss Betty Drive and  
Goshen Avenue. We will be walking Goshen Avenue and discussing new changes.  
Refreshments will be provided.



El Condado de Tulare va dar una **Presentación Informativa de  
Planificación** para la comunidad de Goshen el dia

**Miercoles, 2 de Julio 2014 a las  
6:00 p.m.** en la

**Gong Co Foods Parking lot**  
**30305 Bradham Drive**  
**Visalia, CA 93291**

Nuevos pasos de peatones!

Nuevos Paradas de autobús!

Nuevas rutas y caminos seguros hacia la escuela!

Por favor, vengan a la presentación para discutir las calles de  
Betty y Goshen. Vamos a caminar Goshen Avenida y estaremos platicando de nuevos cambios.

# Community Planning Meeting - Goshen

7/2/2104

	Name	Phone Number	Address	
1	MONET PENA	824-5810	<del>4800</del> 505 N. COURT	Vis
2	Suan Valencia	731-5616	505 N. COURT	Vis
3	Suan Villarreal	731-8141	505 N. COURT	Vis
4	Lorina Fernandez	731-5620	505 N. COURT	Vis
5	Simon F. Ybarra	410-3055 799-2941	30558 FARR RD	Goshen.
6	CHRIS NELSON	967-7293	505 N. COURT	Vis
7	Kathy GARZA	651-0638	30619 KERRIE DR. GOSHEN	
8	BARBARA BARNES		30747 RD 68 GOSHEN	
9	OSCAR MADRIGAL	651-0931	30980 COMMERCIAL RD. GOSHEN	
10	Leticia Madrigal	651-0931	30980 Commercial Rd GOSHEN	
11	Rubén Abaytes	7413422	6858 ELDER AVE GOSHEN	
12	Tommy Jimenez	6515613	30759 Rd 67 Goshen	
13	Dorlyn Davis	356-5271	6214 W. Lark, Visalia	
14	Frank Ingo	901-0118	505 N. Court Visalia	
15	Rain Culbertson	786-5595	505 N. COURT Visalia	
16				
17				
18				
19				

**Complete Streets Planning Meeting  
Goshen, CA  
July 23, 2014**

**Special Complete Streets Planning Meeting-  
Goshen, CA  
Wednesday, July 23, 2014  
Goshen Village II- Community Room  
31114 Road 72  
Visalia, CA 93291**

Comments:

*We had a roundtable discussion with the attendees. Reed Schenke, Engineer IV, gave a in depth presentation about the changes occurring with the Betty Drive. He presented maps, with a detailed descriptions of possible changes and potential areas of projects.*

*Reed presented a sheet to the community of concerns the community has had over the past meetings. In each section he addresses communities' comments and the current status.*

*We had a good discussion with the residents, covered a range of topics (see the summary of comments sheet) and received valuable feedback on the project concepts. A Powerpoint presentation was available, but due to the interest of the group in attendance, we decided that the less formal focus group setting would obtain better feedback from the community.*

*County staff that was in attendance: Reed Schenke, Aaron Bock, Jose Saenz, Javed Khan, Michael Washam, Kyria Fierros, Elizabeth Colegrove and Dave Bryant. The meeting had very fruitful discussions with very active community participants.*

*Participants included a total 5 adults, Family Health Care Staff, and County Staff. The meeting was held in English however, we had two bilingual translators.*

*Bottled iced waters and cookies were made available at the meeting.*

*The meeting was held at the Goshen Village II- Community Room 31114 Road 72 Visalia, CA  
The meeting started at 6:00p.m. and ended approximately 7:45p.m.*

*After the meeting the community was told RMA would host another meeting August 6, 2014.*



# Goshen Workshop Issues and Status

7/23/2014

<b>Issue</b>	<b>Community Comments</b>	<b>Status</b>
<b>Street Sweeping</b>	The streets need to be swept up more. Sweepers should be going through more to clean up the piled dirt and other debris on the sides of the roads.	County road maintenance staff has been directed to spend additional resources on street sweeping in communities.  County has and will continue to prepare grant applications for purchase of a street sweeper (CMAQ or other fund source)
<b>Landscaping</b>	Interest was expressed to include more landscaping and trees when sidewalks are installed/constructed (Perhaps make this as a Policy in the Community Plan/Complete Streets?)	Hardscape landscaping will be considered with installation of new sidewalks. County does not have resources/funding to maintain greenscape (living landscaping). Landscaping maintenance in other areas is typically covered as part of HOA fees or as part of additional tax assessment district.
<b>Street Lighting</b>	Citizens would feel safer with more street lights installed.	Additional street lighting will be considered as upcoming projects move forward. Potential Projects to install additional streetlighting include: Betty Drive Interchange, Complete Streets Projects, Underground Utility District (Rule 20a) Projects.
<b>Truck Routes</b>	There were concerns and questions regarding truck traffic - Too many semi-trucks going through the neighborhoods (Perhaps plan a designated truck route with signs)  The community expressed a need for more signage. Due to the road improvements over the past years many semi-trucks get lost and wander the area trying to look for the turn on to 99. This causes additional pedestrian traffic hazards.	County is working to prepare a truck route signage plan. (review circulation plan)  Possible construction of new road projects to alleviate trucks and minimize traffic on residential roads (review possible project exhibits and discuss with community/get input)
<b>Graffiti</b>	There were general concerns regarding graffiti throughout Goshen	Graffiti on County property (public roadway and structures) can be reported to road maintenance division 685-2625 or RMA main offices at 624-7000. Graffiti on private property should be reported to Sheriff 636-4625.
<b>Ave 304 (Goshen Ave)</b>	There was a suggestion of the possibility of straightening out Goshen Avenue - Goshen Avenue curves a little near the Railroad area and increasing the traffic safety in this area	The Right of Way narrows at the railroad. As part of the Complete Streets program County will look at improvements to pedestrian and vehicle safety at the Ave 304 RR Crossing (review Goshen concept plan and discuss crossing treatments and issues)

<b>Issue</b>	<b>Community Comments</b>	<b>Status</b>
<b>Local Roadway Flooding</b>	During the rainy season the roads flood making it hard for the vehicles to pass. The worst culprit is the entrance to the apartments on Road 72.	County communities have historically been constructed with minimal underground stormdrain facilities. As new projects are constructed, stormdrain facilities will be incorporated as funding allows.  This specific location will be inspected by road maintenance for clogged inlets. If flooding occurs in other areas, it can be reported to road maintenance division at 685-2625 or RMA main offices at 624-7000.
<b>Crosswalks/RR Crossings</b>	Crosswalks at Avenue 72 and Rigglin. Avenue 308 over the railroad track.	Intersection of Avenue 72 and Rigglin is being reviewed to determine if it meets warrants for traffic signal. Traffic study to proceed after school returns from summer break.  County understands need for community connectivity at Ave 308. A pedestrian crossing at this location would be a long range solution. More feasible solutions include crossing improvement at Ave 304 and Improvements at Betty Drive. (review Betty Drive Concept plan)
<b>Bus Routes</b>	Preference to re-route buses along Rd 72 with a stop at the Health Center	County is looking into possible re-routing. This will be discussed with Visalia Transit. Other option might include County running services through Goshen in place of Visalia (would require a transfer).
<b>Road Maintenance</b>	Various community requests for road maintenance in both general and specific locations.	County operations staff has prepared a list of roads scheduled for maintenance- 5 years (review list).  Residents can contact road maintenance division at 685-2625 or RMA main offices at 624-7000 for specific concerns (potholes, safety issues, etc.)
<b>Betty Drive Interchange Project</b>	Community requests updates on status of Caltrans project. Concern for loss of local commercial establishments.	Caltrans has begun the property acquisition stage of the project. (review project alignment)  There has been some preliminary interest in developments after construction of the project. County is working to attract investment in the area.

Other Comments:

Road 70 Traffic Calming to slow vehicles

Storm drains at Ave 72, Effie, Rd 67 and Ave 308 – flooding after heavy rains

Streets in need of repair – rd 67 near fire station, rd 308 both sides of tracks, Goshen, Effie, Rd 72 and Ave 310

Signal Timing at Rd 67 and Rigglin



The Tulare County Resource Management Agency will be hosting a  
**Complete Streets Community Planning Workshop** on  
*Wednesday, July 23, 2014 at 6:00p.m.* at the  
**Goshen Village II**  
**31114 Road 72**  
**Visalia, CA 93292**

New crosswalks!

New bus stops!

Please come join us for a follow up presentation of Betty Drive and W. Goshen Avenue. We will be discussing new changes in the area and asking for community input. This is part of our series of meetings we have held in Goshen.

A better, brighter Goshen for tomorrow!

For more information call: Aaron or Kyria at 559-624-7000



El condado de Tulare va dar una **Presentación Informativa de Planificación y Ingeniería** para la comunidad de Goshen el día  
*Miercoles, 23 de Julio 2014 a las*

*6:00 p.m.* en la

**Goshen Village II**

**31114 Road 72**

**Visalia, CA 93292**

Nuevos pasos de peatones!

Nuevos Paradas de autobús!

Por favor, vengan a la presentación para discutir las calles de Betty y W. Goshen. Vamos a discutir areas de construccion que va ocurri. Esta es parte de una serie de reuniones que el condado esta haciendo.

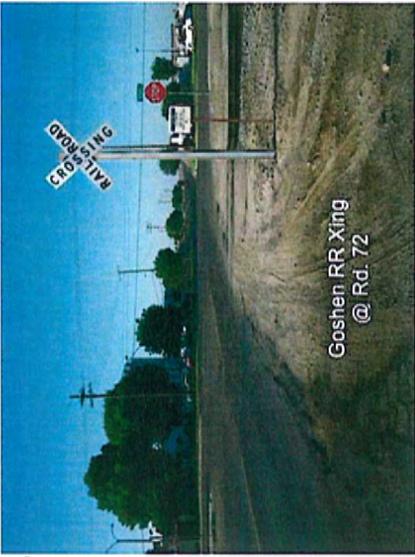
Si quiere mas informacion llame a: Aaron or Kyria -559-624-7000

# Complete Steets Meeting- Goshen

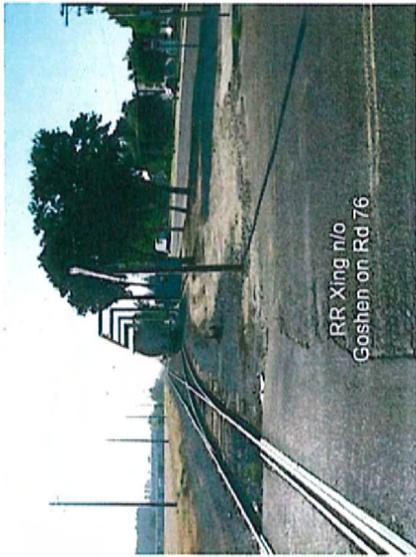
23-Jul-14

	Name	Phone Number	Address
1	Kyria Fiermes		
2	Aaron Beck		
3	Jose Suenz		
4	Elizabeth Colegrove		
5	Chime Novakette		
6	Jaxelle Guzman	559-909-4223	
7	<del>BARIS F. H. BARNES</del>	559-747-4356	
8	Vivian Larios		
9	Lluna Pantora	723 7127	30940 RD 72 #10
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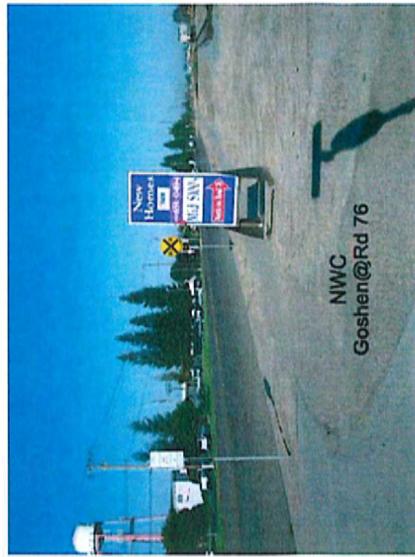
# GOSHEN INVENTORY PHOTOS



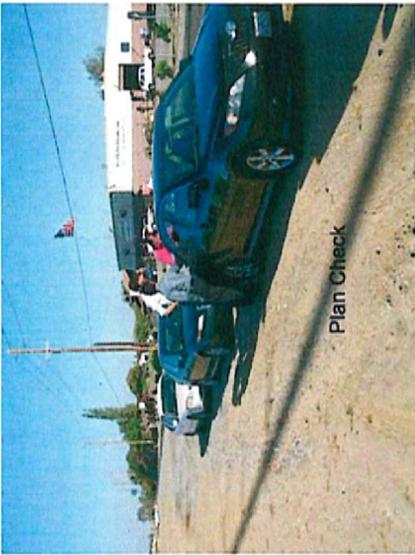
Goshen RR Xing  
@ Rd. 72



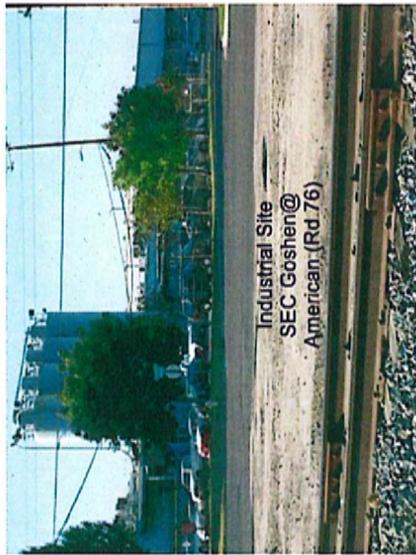
RR Xing n/o  
Goshen on Rd 76



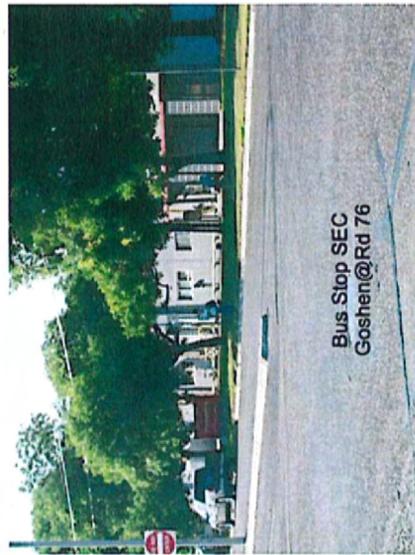
NWC  
Goshen@Rd 76



Plan Check



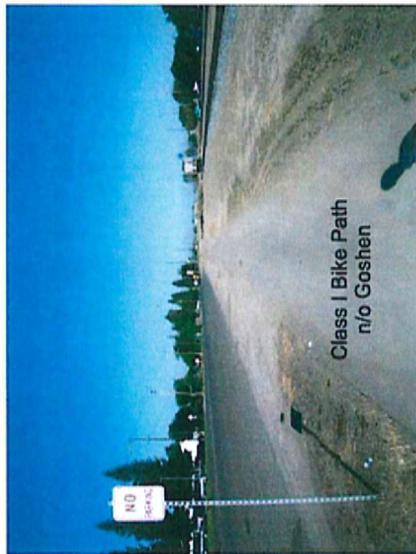
Industrial Site  
SEC Goshen@  
American (Rd. 76)



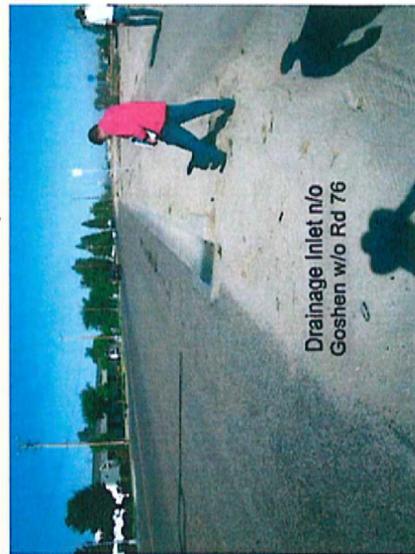
Bus Stop SEC  
Goshen@Rd 76



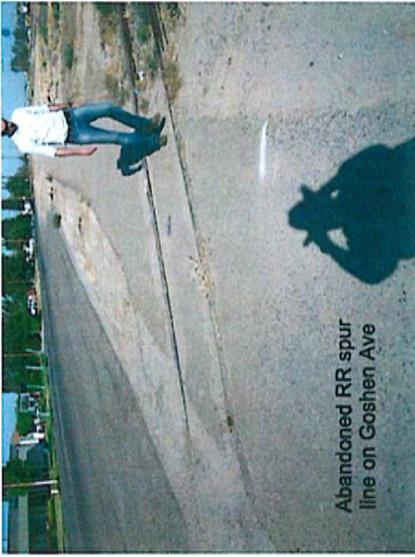
NEC  
Goshen@Rd 76



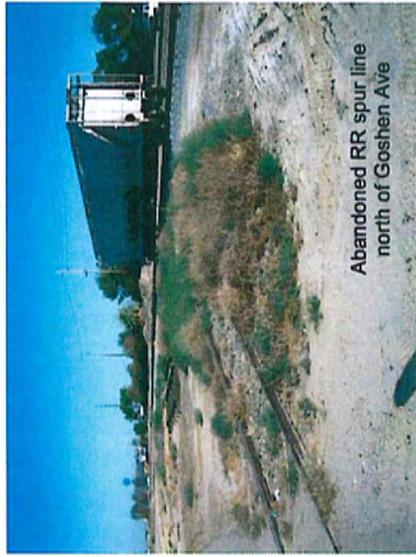
Class I Bike Path  
n/o Goshen



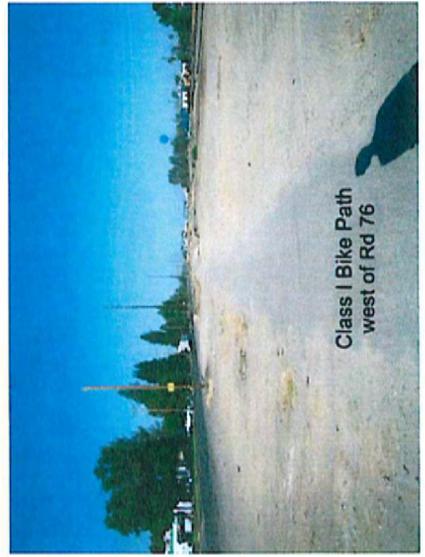
Drainage Inlet n/o  
Goshen w/o Rd 76



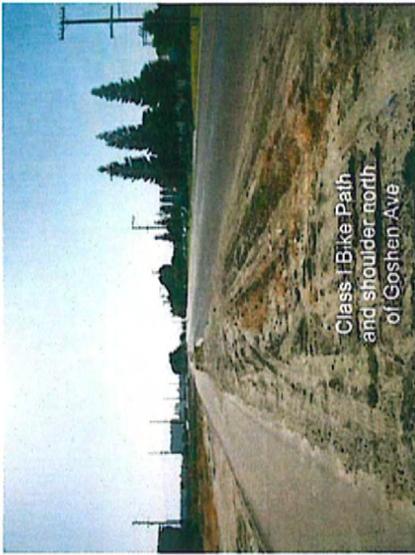
Abandoned RR spur line on Goshen Ave



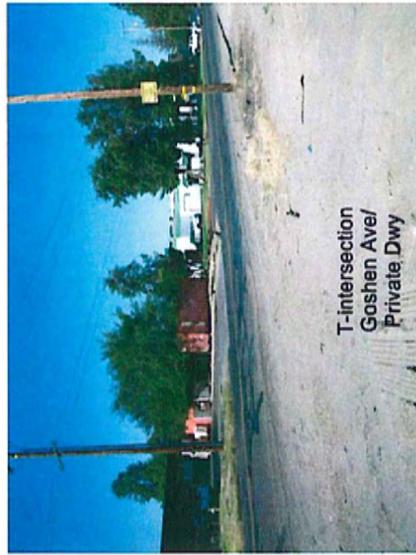
Abandoned RR spur line north of Goshen Ave



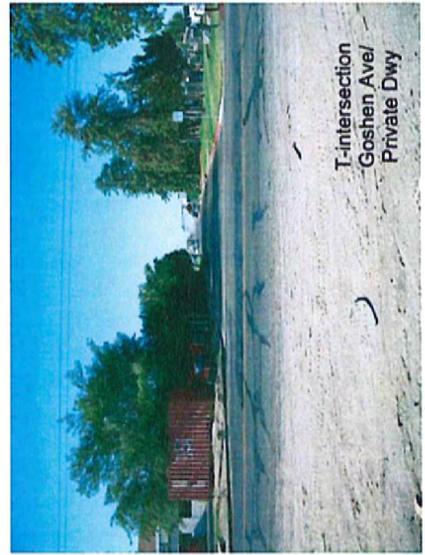
Class I Bike Path west of Rd 76



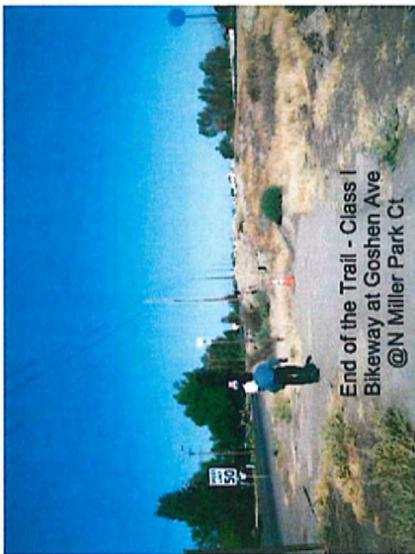
Class I Bike Path and shoulder north of Goshen Ave



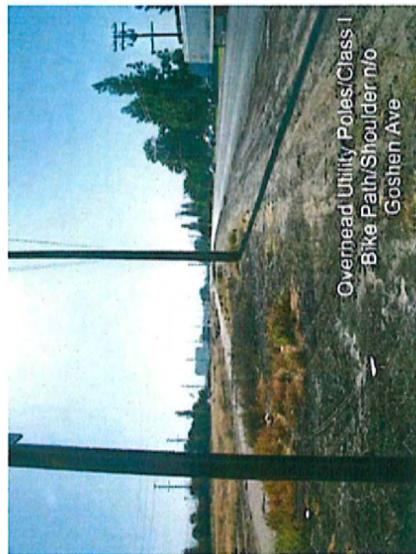
T-intersection Goshen Ave/Private Dwy



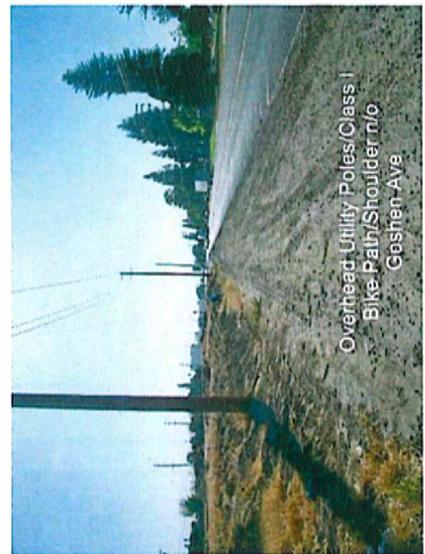
T-intersection Goshen Ave/Private Dwy



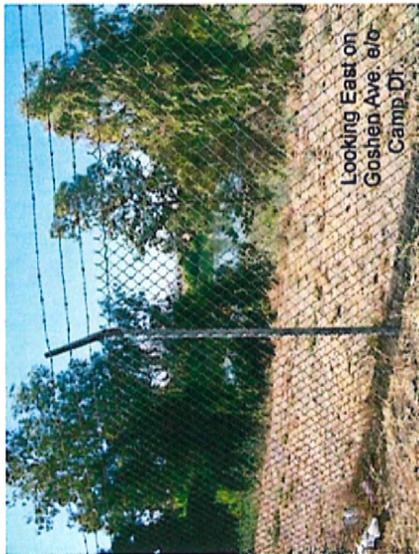
End of the Trail - Class I Bikeway at Goshen Ave @ N Miller Park Ct



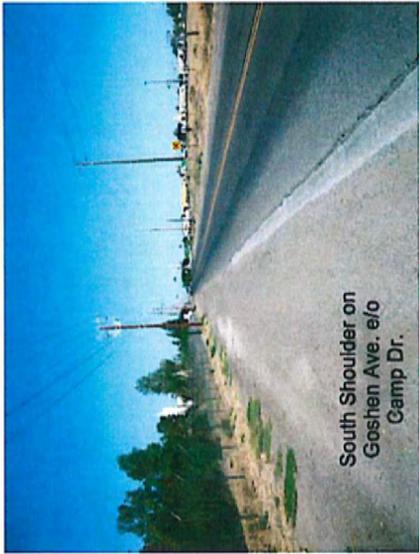
Overhead Utility Poles/Class I Bike Path/Shoulder n/o Goshen Ave



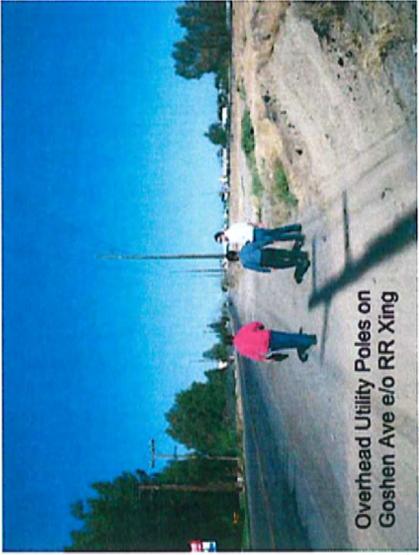
Overhead Utility Poles/Class I Bike Path/Shoulder n/o Goshen Ave



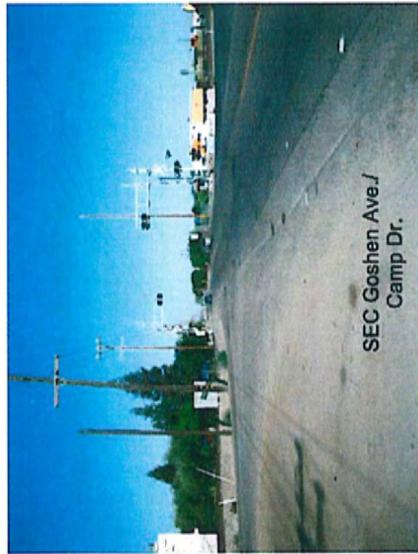
Looking East on  
Goshen Ave. e/o  
Camp Dr.



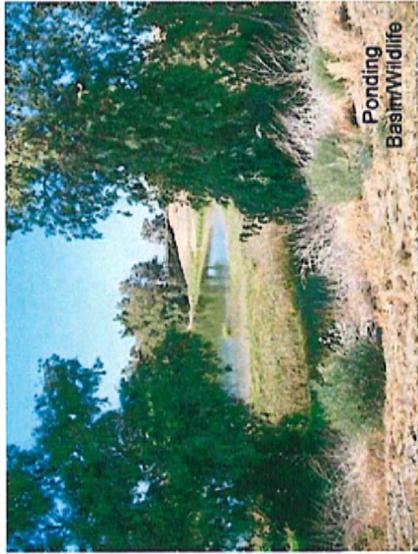
South Shoulder on  
Goshen Ave. e/o  
Camp Dr.



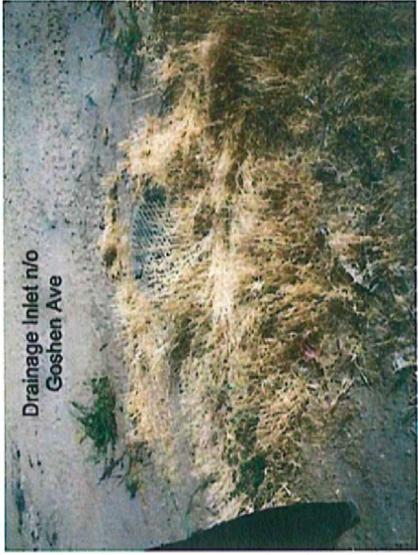
Overhead Utility Poles on  
Goshen Ave e/o RR Xing



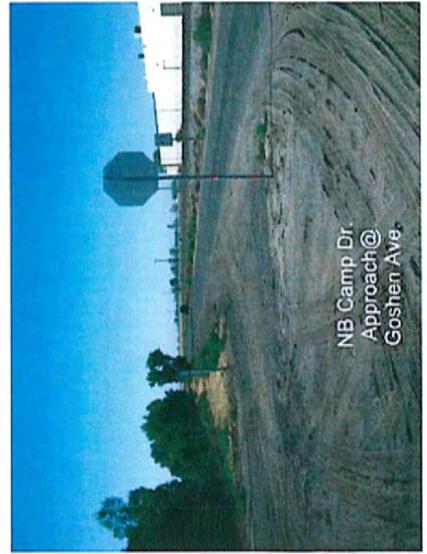
SEC Goshen Ave./  
Camp Dr.



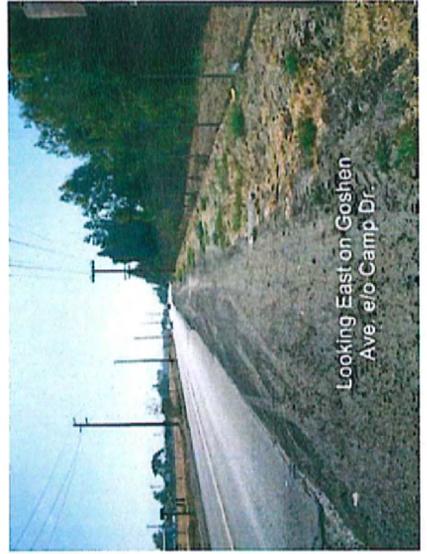
Ponding  
Basins/Wildlife



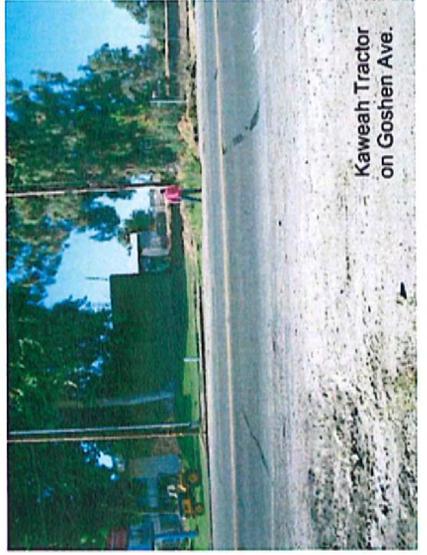
Drainage Inlet n/o  
Goshen Ave



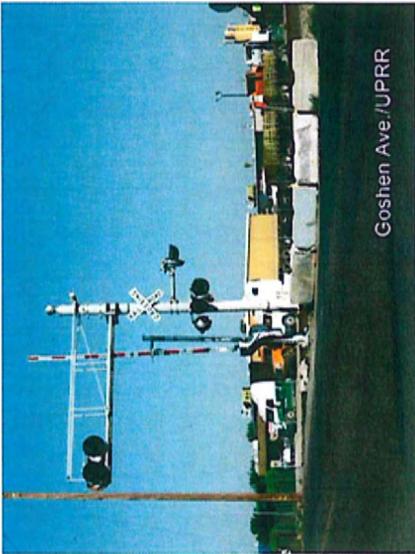
NB Camp Dr  
Approach@  
Goshen Ave.



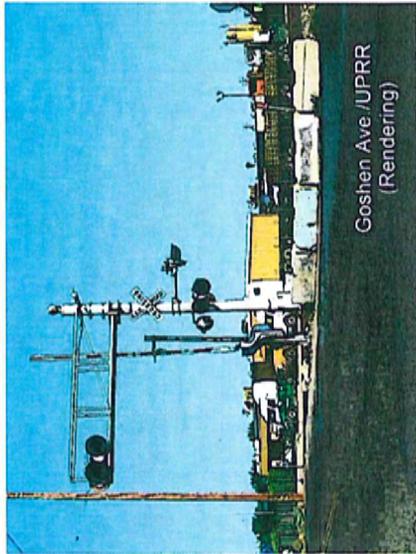
Looking East on Goshen  
Ave. e/o Camp Dr.



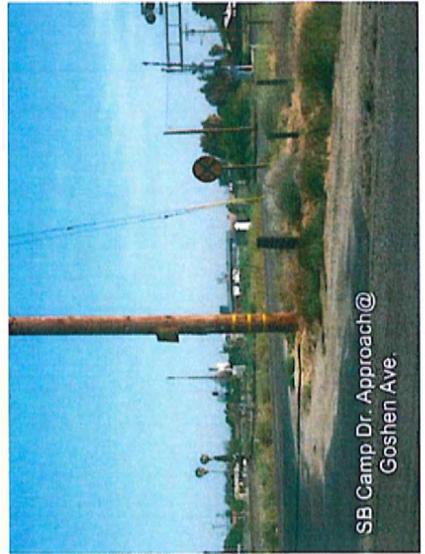
Kaweath Tractor  
on Goshen Ave.



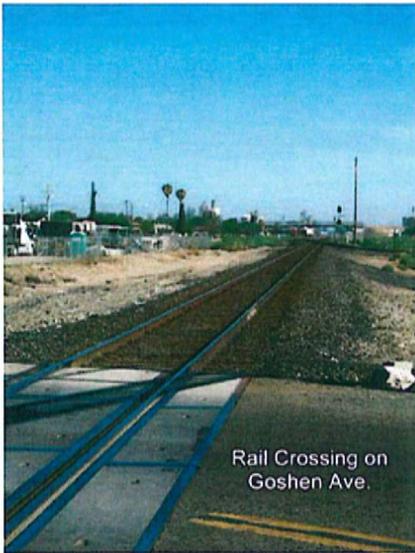
Goshen Ave./UPRR



Goshen Ave./UPRR  
(Rendering)



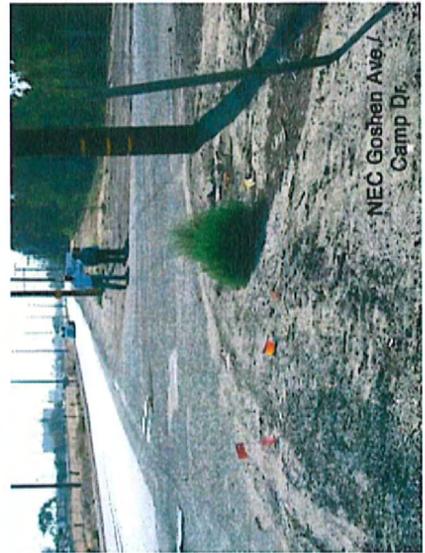
SB Camp Dr. Approach@  
Goshen Ave



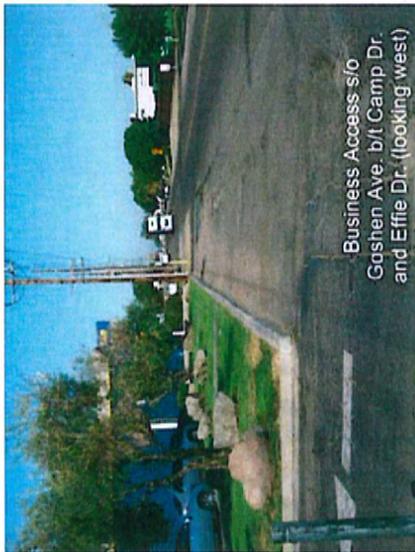
Rail Crossing on  
Goshen Ave.



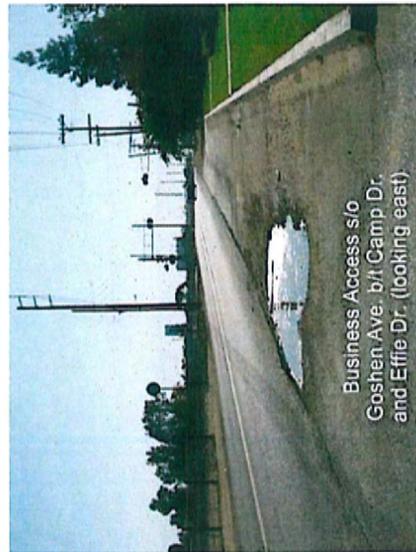
UPRR



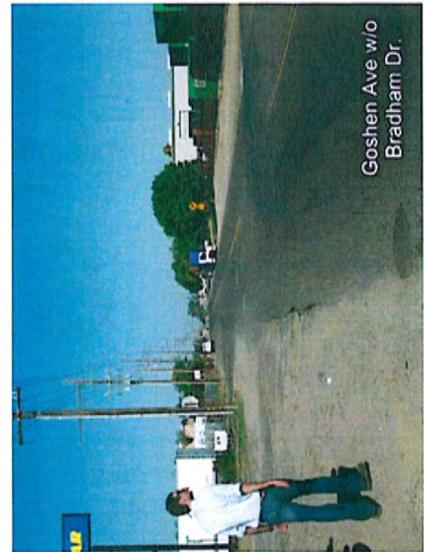
NEC Goshen Ave./  
Camp Dr.



Business Access s/o  
Goshen Ave. b/t Camp Dr.  
and Effie Dr. (looking west)



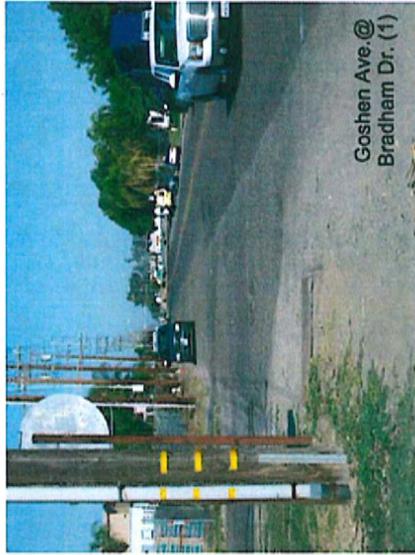
Business Access s/o  
Goshen Ave. b/t Camp Dr.  
and Effie Dr. (looking east)



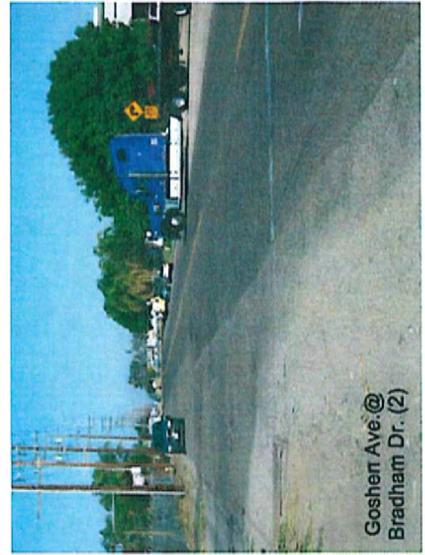
Goshen Ave w/o  
Bradham Dr.



NB Effie Dr. Approach@Goshen Ave



Goshen Ave.@  
Bradham Dr. (1)



Goshen Ave.@  
Bradham Dr. (2)



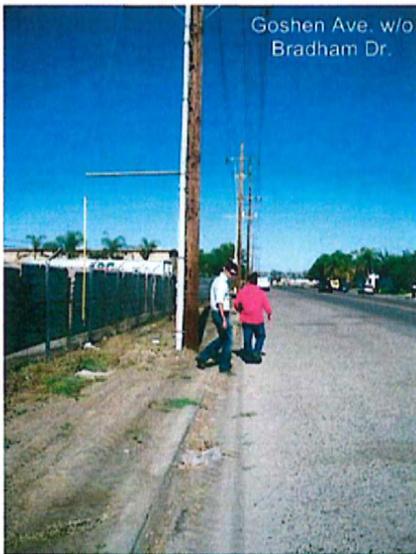
Bradham Dr. s/o  
Goshen Ave



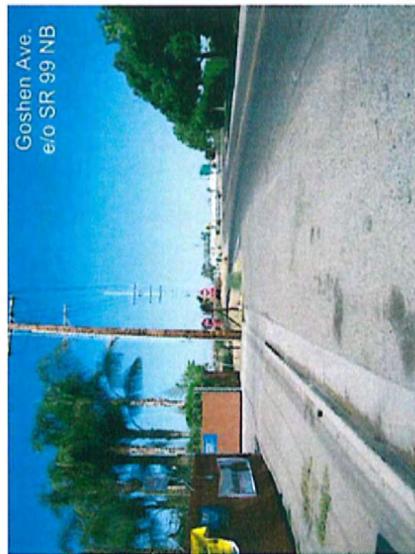
Goshen Ave.  
@Bradham Dr. (3)



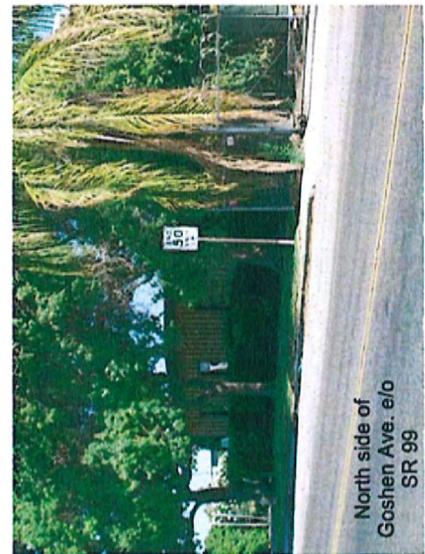
SWC Goshen Ave  
@Bradham Dr



Goshen Ave. w/o  
Bradham Dr.



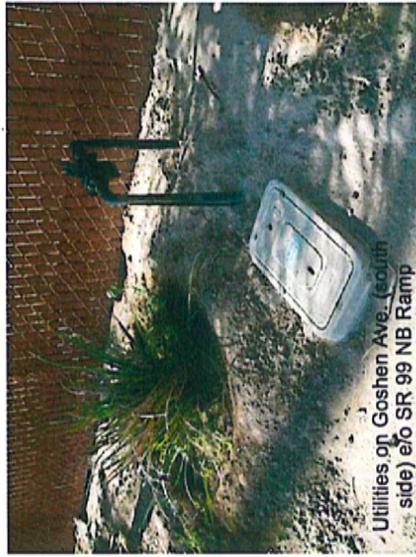
Goshen Ave.  
e/o SR 99 NB



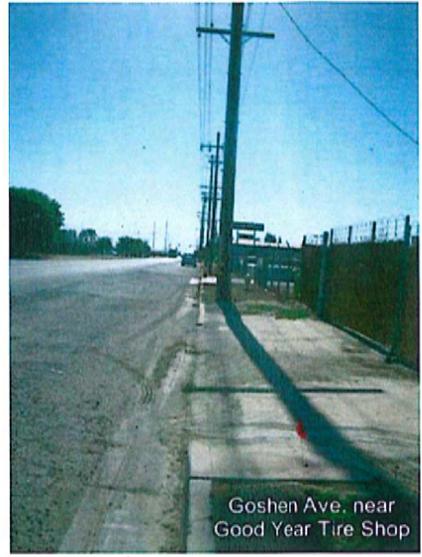
North side of  
Goshen Ave. e/o  
SR 99



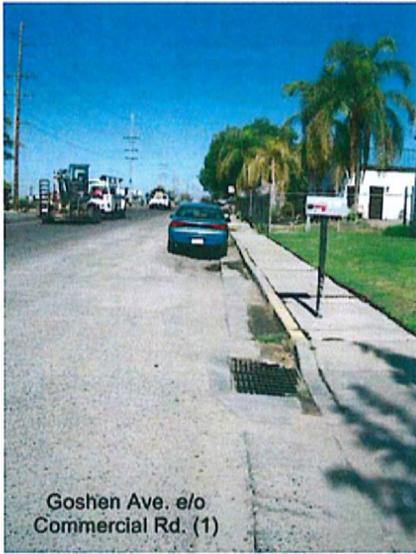
DI on Goshen Ave. (south side)  
e/o SR 99 NB Ramp



Utilities on Goshen Ave. (south  
side) e/o SR 99 NB Ramp



Goshen Ave. near  
Good Year Tire Shop



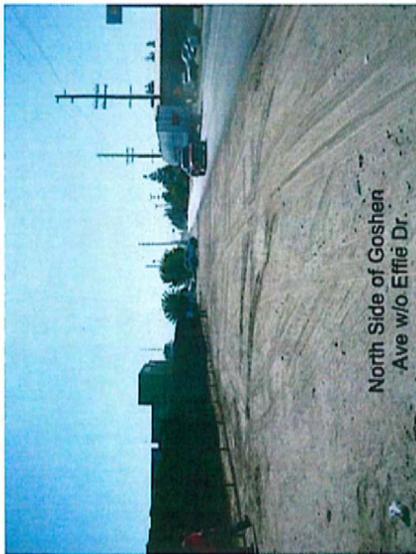
Goshen Ave. e/o  
Commercial Rd. (1)



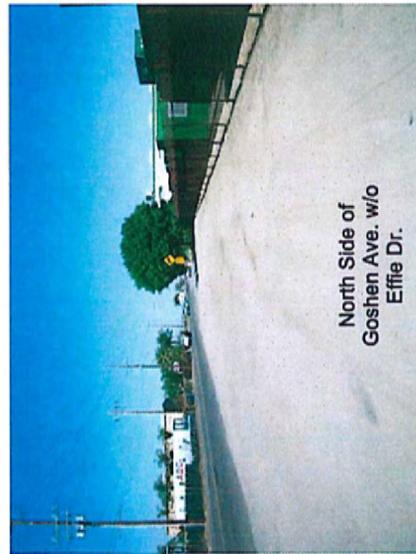
Goshen Ave. e/o  
Commercial Rd. (2)



End of Sidewalk on  
Goshen e/o Effie Dr.



North Side of Goshen  
Ave w/o Effie Dr.



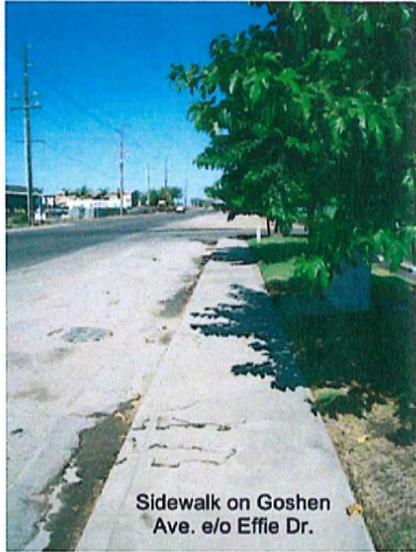
North Side of  
Goshen Ave. w/o  
Effie Dr.



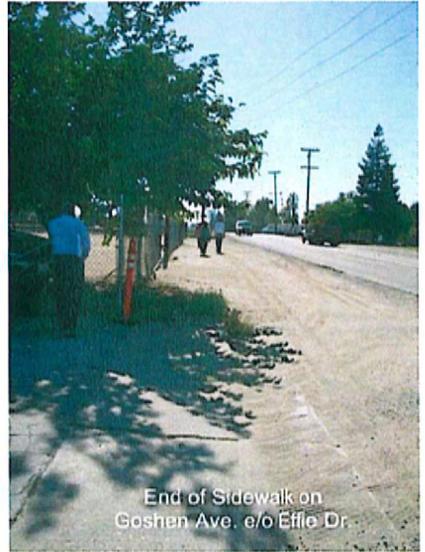
NEC Goshen Ave./  
Effie Dr.



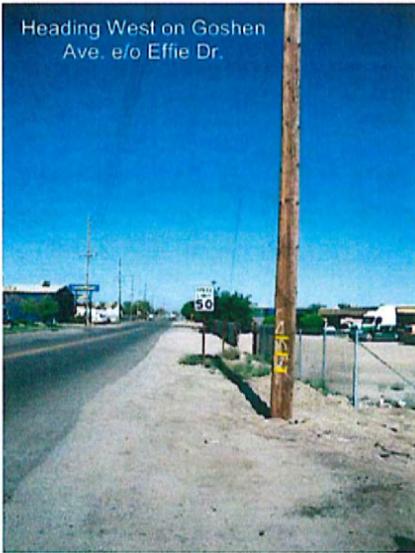
DI on Goshen Ave. @ Effie Dr.



Sidewalk on Goshen Ave. e/o Effie Dr.



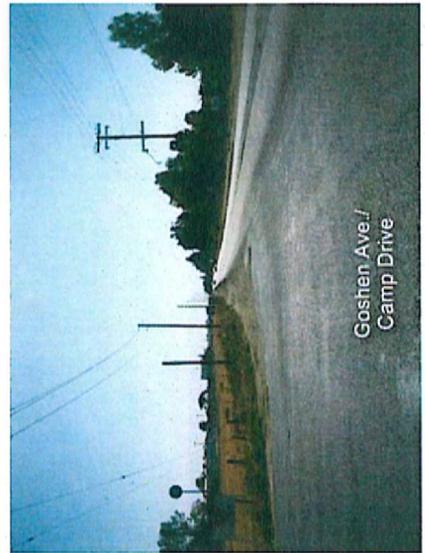
End of Sidewalk on Goshen Ave. e/o Effie Dr.



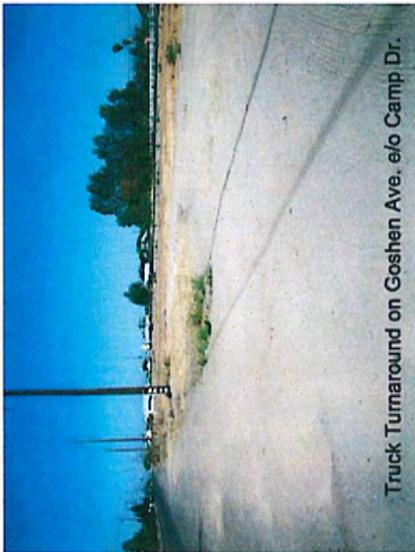
Heading West on Goshen Ave. e/o Effie Dr.



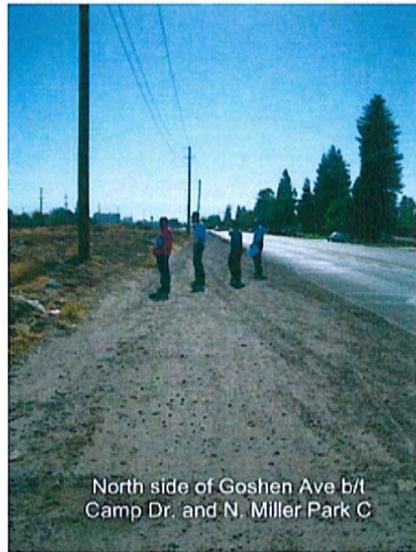
UPRR Crossing on Goshen Ave.



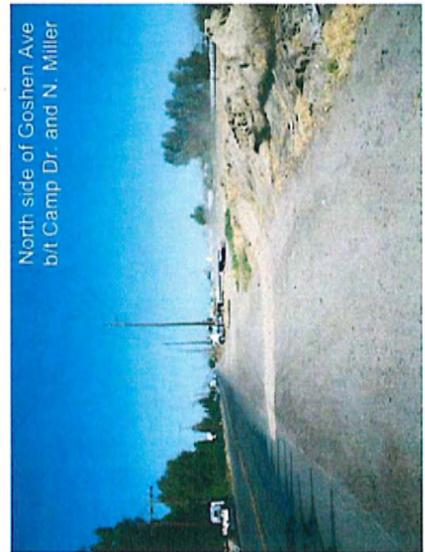
Goshen Ave./  
Camp Drive



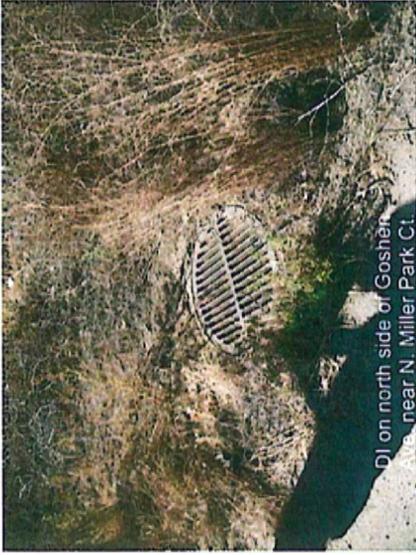
Truck Turnaround on Goshen Ave. e/o Camp Dr.



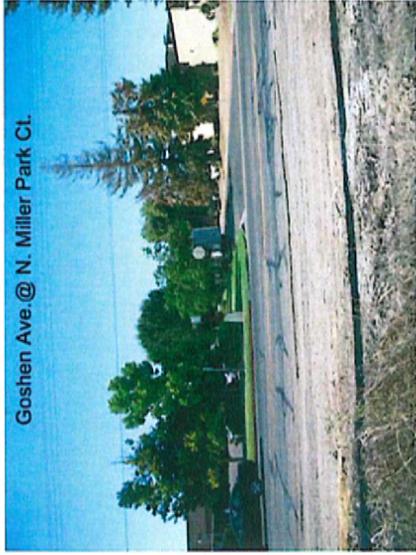
North side of Goshen Ave b/l  
Camp Dr. and N. Miller Park C



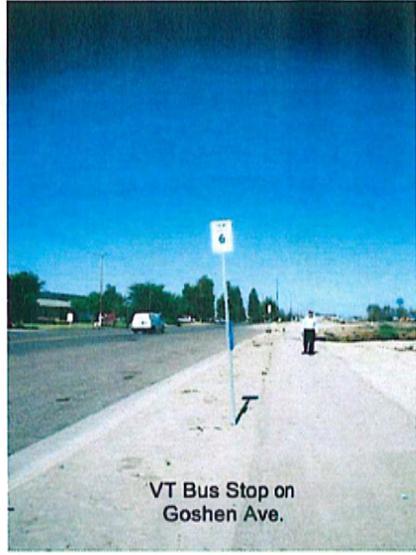
North side of Goshen Ave  
b/l Camp Dr. and N. Miller



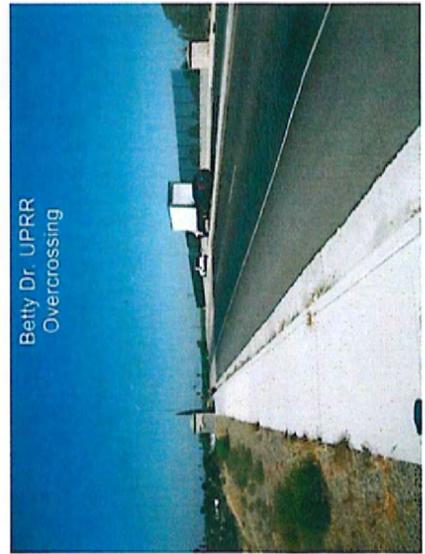
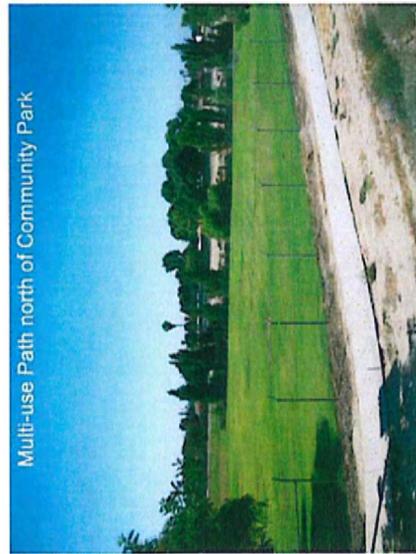
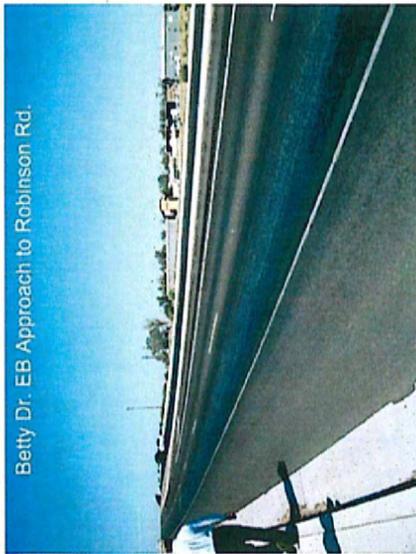
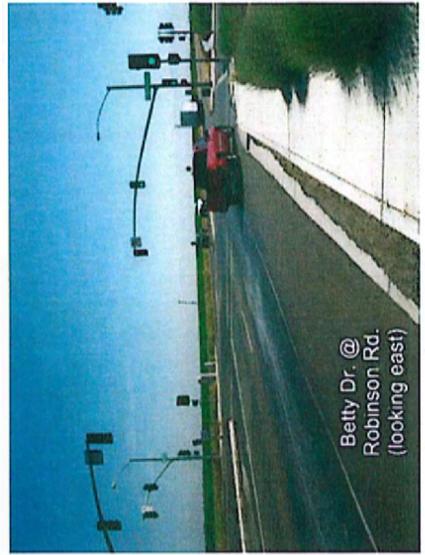
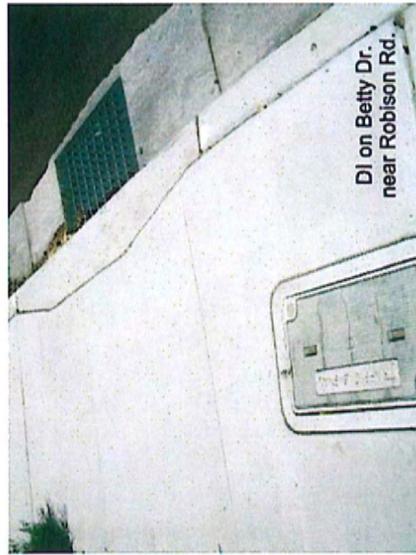
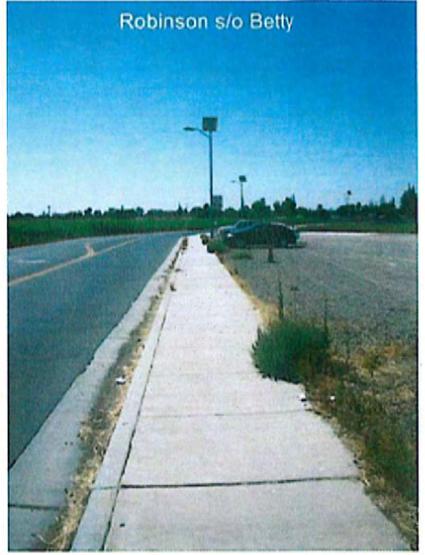
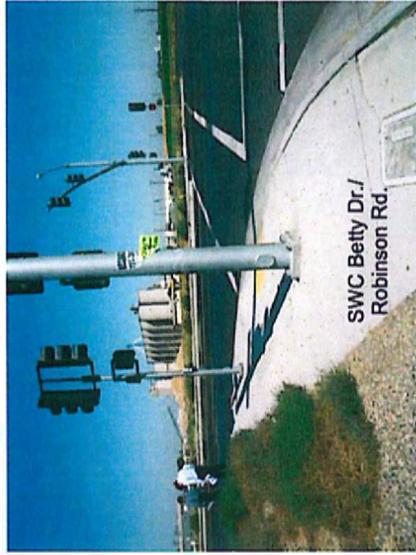
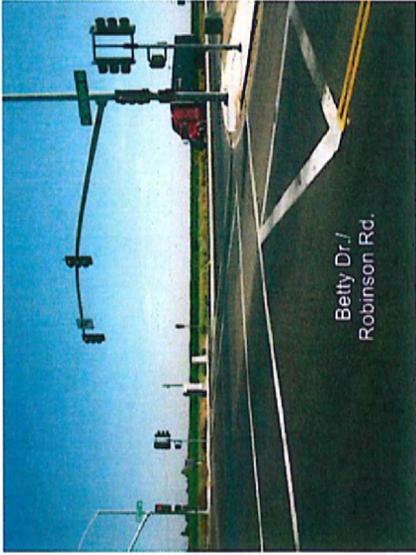
DJ on north side of Goshen Ave near N. Miller Park Ct.

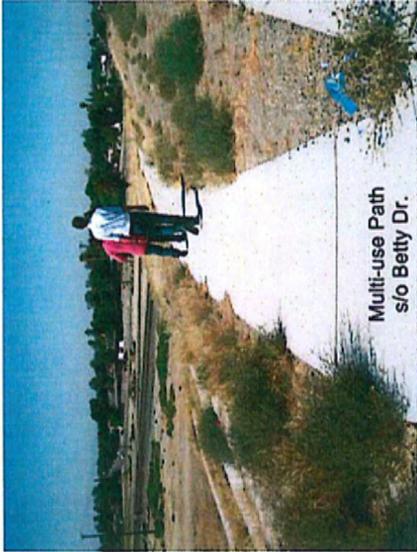


Goshen Ave. @ N. Miller Park Ct.



VT Bus Stop on Goshen Ave.

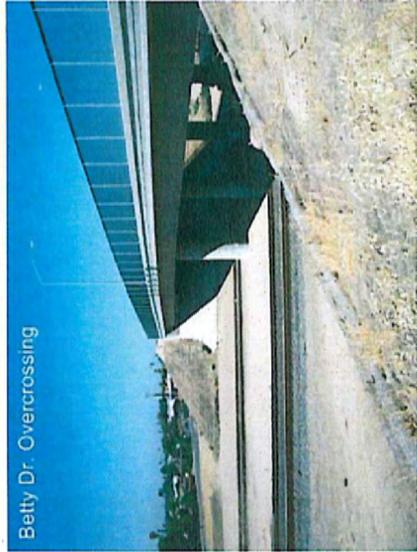




Multi-use Path  
s/o Betty Dr.



Multi-use Path b/t  
Betty Dr. and Camp Dr.



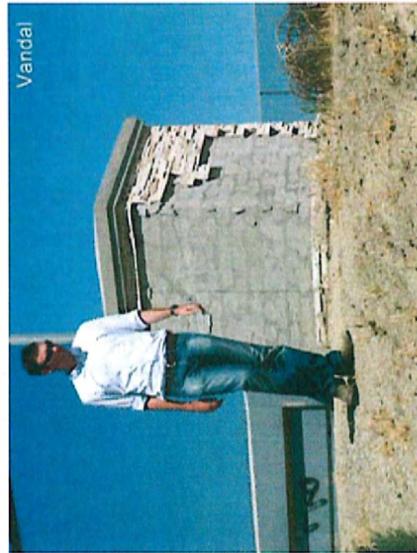
Betty Dr. Overcrossing



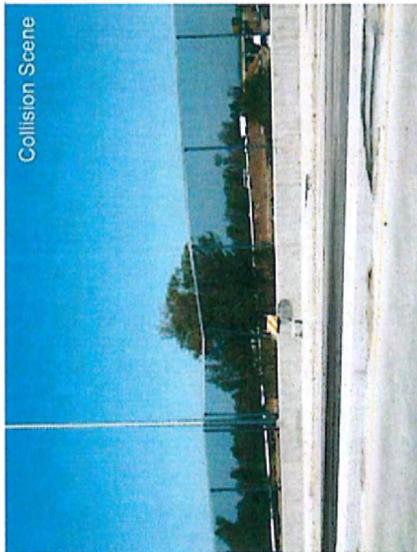
Multi-use Path



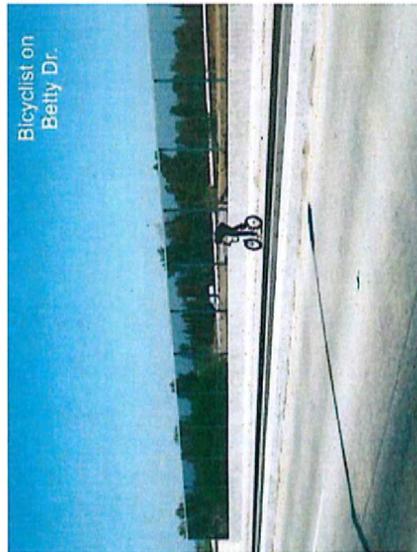
Multi-use Path  
w/ Switchbacks



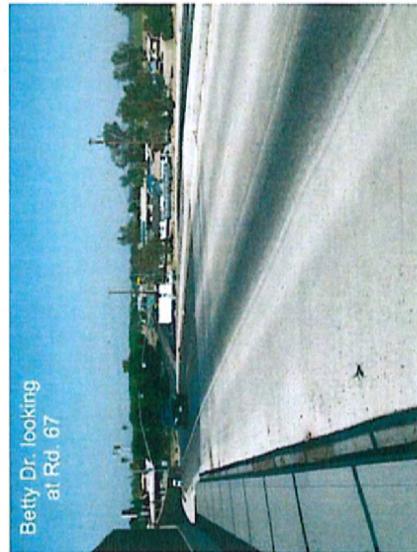
Vandal



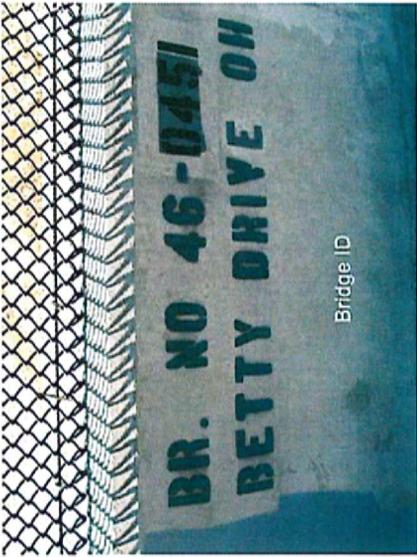
Collision Scene



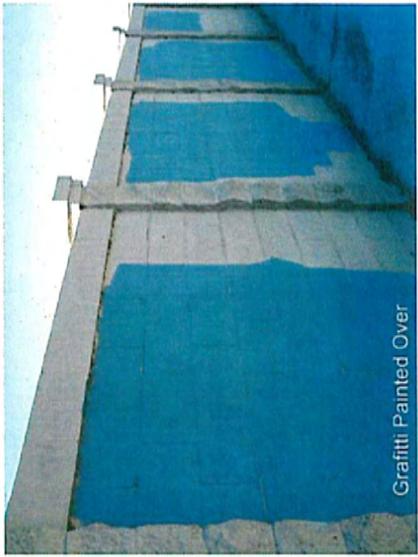
Bicyclist on  
Betty Dr.



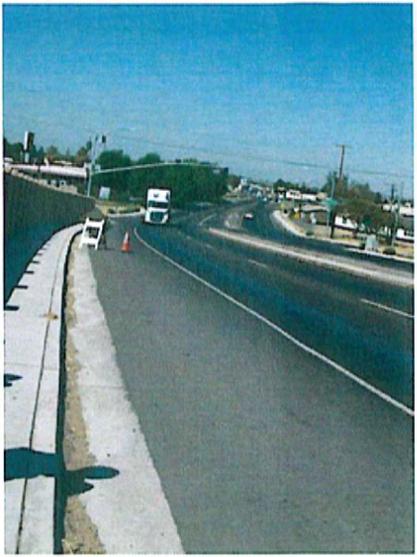
Betty Dr. looking  
at Rd. 67



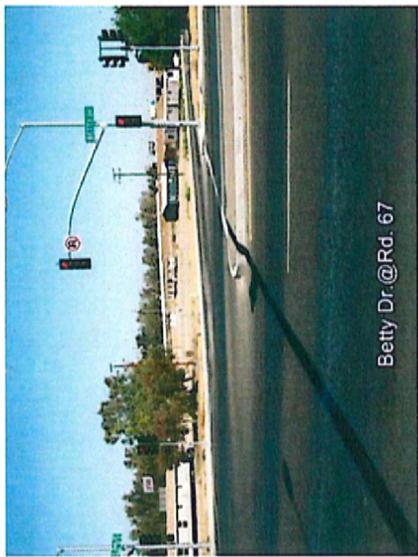
Bridge ID



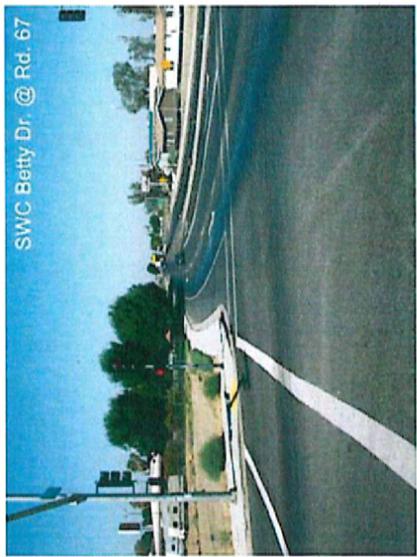
Graffiti Painted Over



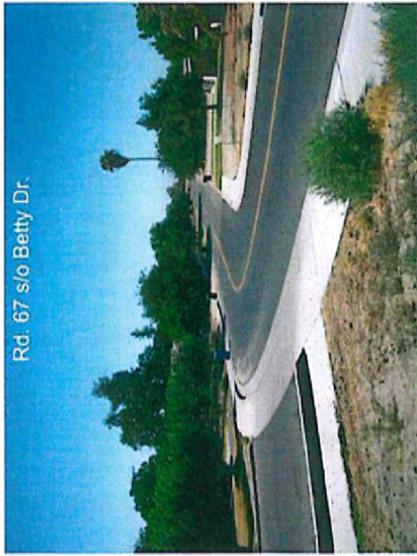
DI on Betty Dr.  
e/o Rd. 67



Betty Dr. @ Rd. 67



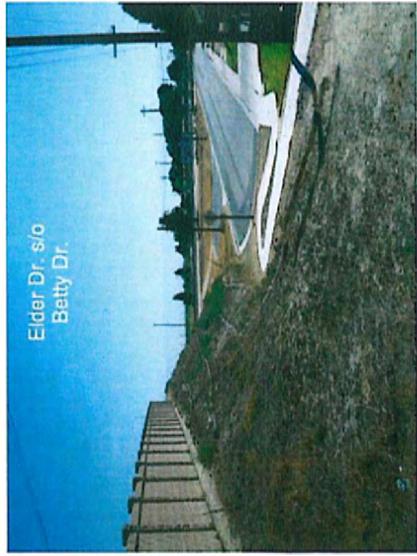
SWC Betty Dr. @ Rd. 67



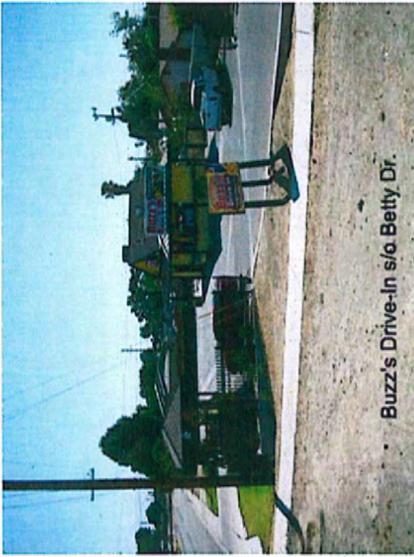
Rd. 67 s/o Betty Dr.



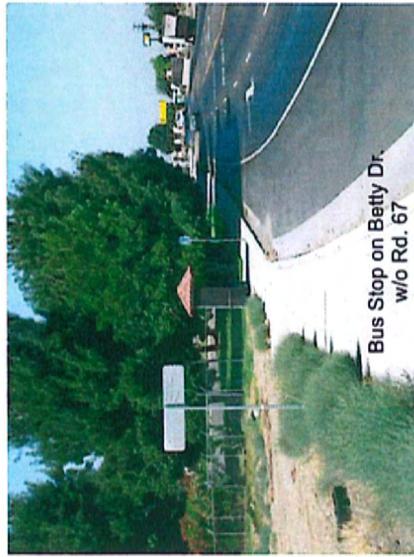
Rd. 67 s/o  
Betty Dr.



Elder Dr. s/o  
Betty Dr.



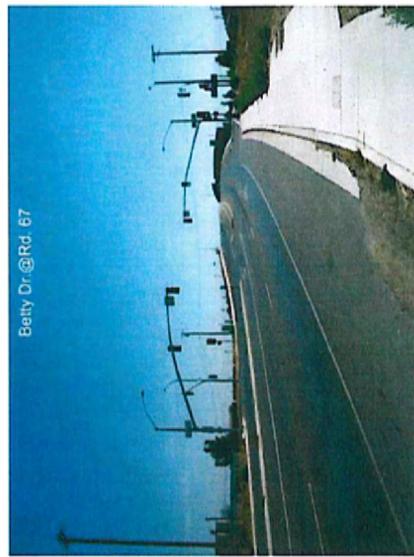
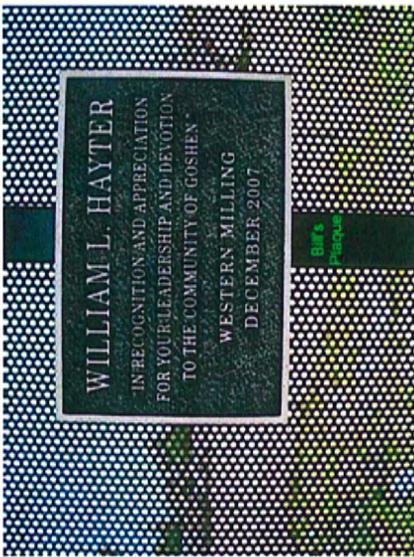
Buzz's Drive-In s/o Betty Dr.



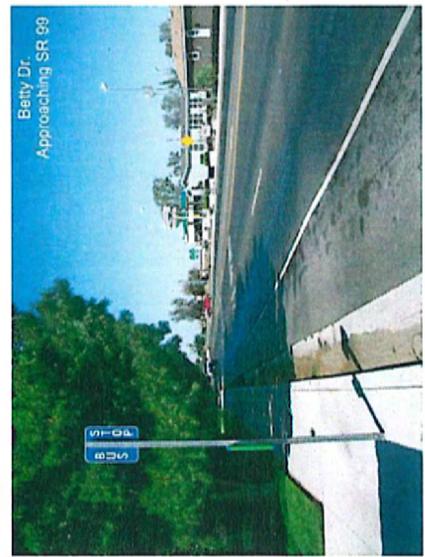
Bus Stop on Betty Dr.  
w/o Rd. 67



Bus Stop on Betty Dr.  
w/o Rd. 67



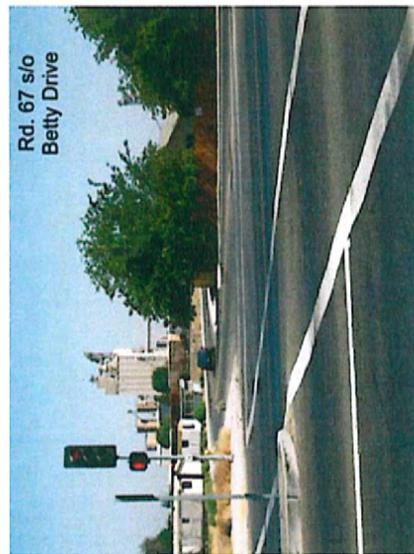
Betty Dr. @ Rd. 67



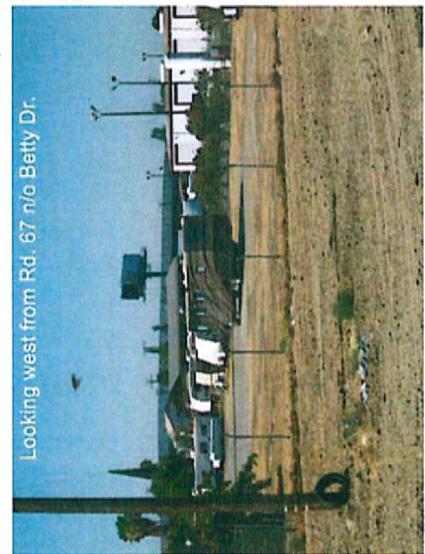
Betty Dr.  
Approaching SR 67



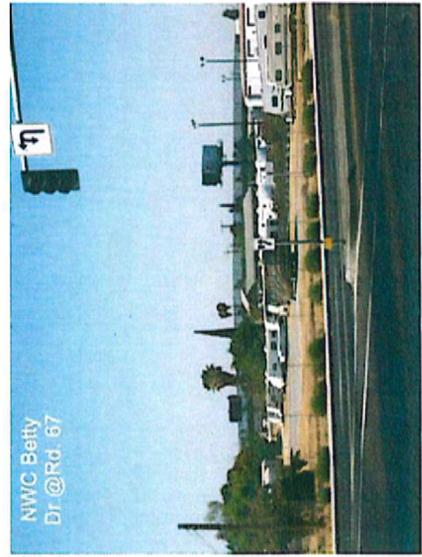
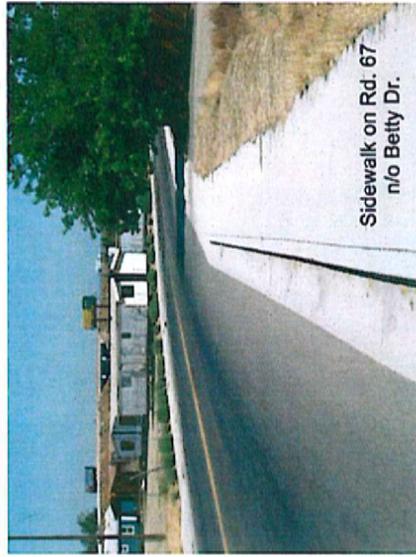
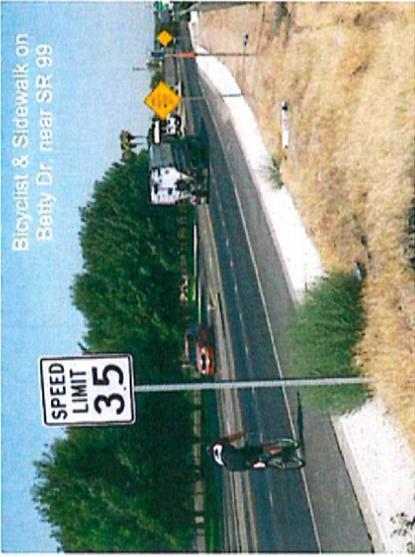
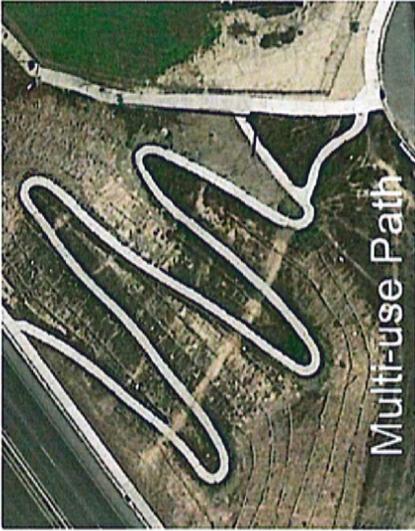
Betty Drive  
Sidewalk w/o Rd. 67



Rd. 67 s/o  
Betty Drive



Looking west from Rd. 67 n/o Betty Dr.



# Goshen Community Plan Update

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# Goshen Community Plan Update

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## A-7 Highway 99 Corridor Design Guidelines

# Goshen Community Plan Update

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## CHAPTER 5 AESTHETICS



Source: Caltrans, Philip S. Raine Highway 99 Safety Roadside Rest Area near Tipton

The Highway 99 corridor passes through 54 miles of California's most productive farmland, over rivers and creeks, all with the majestic Sierra Nevada Mountains providing a rugged backdrop to the spectacular vistas viewed from the highway.

### **HIGHWAY APPEARANCE**

Tulare County is located in a predominately agricultural region of central California. The terrain in the County varies. The western portion of the County includes a portion of the San Joaquin Valley (Valley), and is generally flat, with large agricultural areas with generally compact, interspersed towns. In the eastern portion of the County are foothills and the Sierra Nevada mountain range. State Highway 99 is located on the Valley floor, which is very fertile and has been intensively cultivated for many decades.

Agriculture and related industries, such as agricultural packing and shipping operations, and small and medium sized manufacturing plants, make up the economic base of the Valley region.

The communities within the corridor are small and rural, surrounded by agricultural uses such as row crops, orchards, and dairies. From several locations on major roads and highways throughout the County, electric towers and telephone poles are noticeable.



View of Family Tree Farms Research Center. One of the quaint landmarks along the Corridor.

Mature trees, residential, commercial, and industrial development, utility structures, and other vertical forms are visible in the region because of the flat terrain. Where such vertical elements are absent, views are expansive. Most structures are small; usually one story in height, though occasionally two story structures can be seen at commercial or industrial (such as agricultural-industrial) complexes. The County provides a wide range of views from both mobile and stationary locations.<sup>1</sup>

“Tulare County’s existing General Plan identifies State designated scenic highways and County designated eligible highways. There are three highway segments designated as eligible by the State. These include State Route 198 from Visalia to Three Rivers, State Route 190 from Porterville to Ponderosa, and State Route 180 extending through Federal land in the northern portion of Tulare County. State Route 198 closely follows around Lake Kaweah and the Kaweah River, while State Route 190 follows around Lake Success and the Tule River. Both Scenic Highways travel through agricultural areas of the valley floor to the foothills and the Sierra Nevada Range... Additionally, the General Plan Update identifies preserving the rural agricultural character of SR 99 and SR 65, as valuable to the County and communities.”<sup>2</sup>

Highway beautification affects quality of the drive along the corridor. It also provides a positive impression of Tulare County. This impression can affect the ability to attract businesses.

### Tulare County Highway 99 Enhancement and Beautification Strategies<sup>3</sup>

- ***Site Design Strategies – Orientation to the Freeway***

Where practical, new uses that cater to travelers such as service stations, restaurants and retail commercial development should be designed to orient the front of the building and

<sup>1</sup> General Plan Update 2030: Recirculated Draft EIR (RDEIR) p. 3.1-11

<sup>2</sup> Goals and Policies Report p. 7-2 (August 2012)

<sup>3</sup> Tulare County Highway 99 Enhancement and Beautification Strategies, Karl Schoettler, July, 2015

parking lots toward the freeway, whereas equipment storage areas should be screened or out of site.

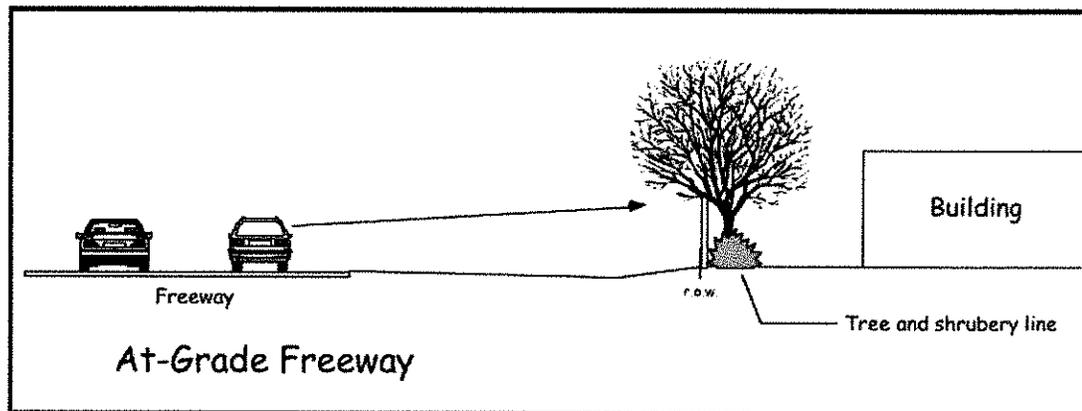
- **Site Design – Orientation Away from the Freeway Screening Strategies**

Screening can be accomplished by landscaping, or a combination of landscaping and fencing. However, fencing alone should be avoided. Where fencing is used, it should always be combined with landscaping on the freeway side of the site, even if this is only perennial climbing vines.

- **Design Guidelines**

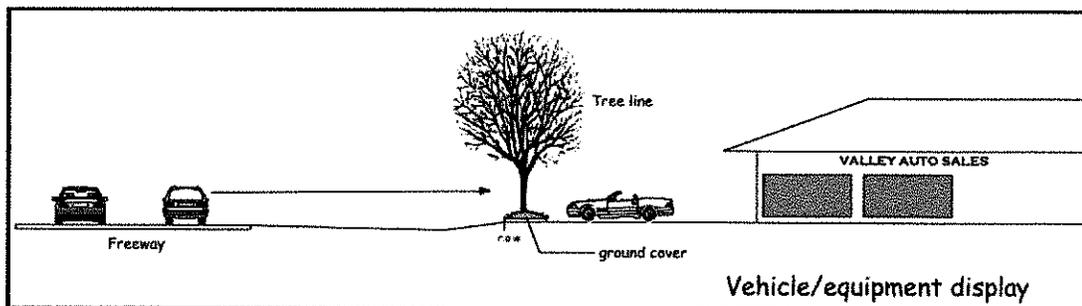
- 1) *Screening along at-grade freeway for uses that do not need freeway exposure.*

Where the freeway is at-grade, abutting uses that do not need freeway exposure should be screened with trees and shrubs. Solid masonry or wood fencing may also be used but should be planted with perennial climbing vines on the freeway side. Chain link fencing with slats can also provide screening but should be planted with perennial climbing vines.



- 2) *Freeway at-grade where business look to display vehicles to the freeway.*

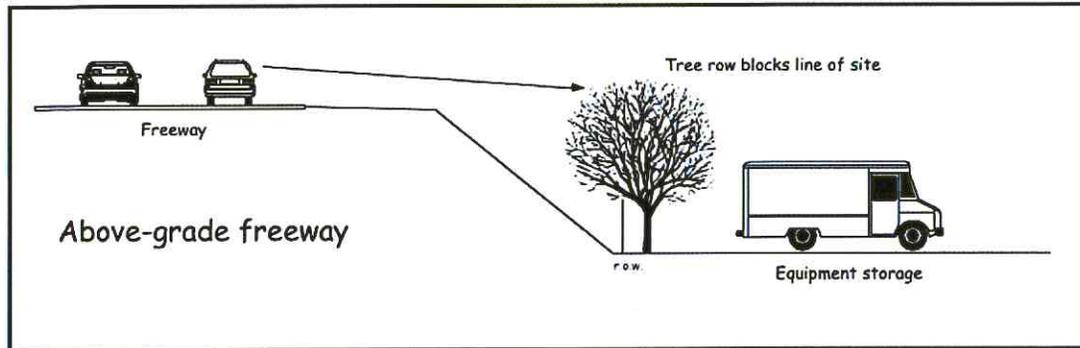
Where a business displays vehicles or equipment for sale along the freeway, it is critical that landscaping be provided to “soften” the view. A landscape planter along the right-of-way line with a combination of trees and perennial ground cover plants is recommended.



- 3) *Freeway above-grade.*

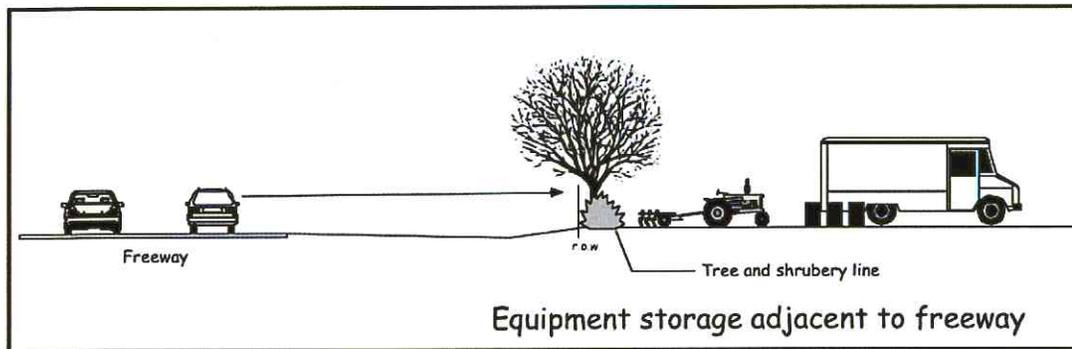
Where the freeway is above-grade, it is important that unsightly storage areas be

screened with a solid line of trees. Caltrans could also consider the opportunity to install a small screening wall at the top of the grade.



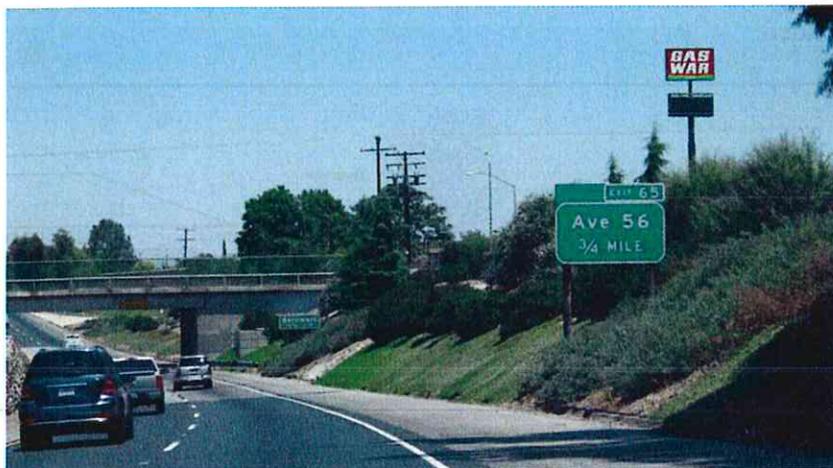
4) *Equipment storage adjacent to freeway.*

Regardless of the freeway's orientation to the abutting property, unsightly equipment and vehicle storage yards should be screened with an appropriate combination of landscaping and fencing. Fencing should be solid masonry, wood or chain link with slats. All fencing should be accented with perennial climbing vines.



5) *Freeway below-grade.*

Though not as critical as above- and at-grade views, where the freeway is below grade, abutting uses can be screened with trees and shrubs.



6) *Tree Rows/Side Screening.*

Because Highway 99 is geographically located through much of the County at an angle, side-view angles of storage and equipment areas are common. These views can be screened through the use of tree rows along the side property line.

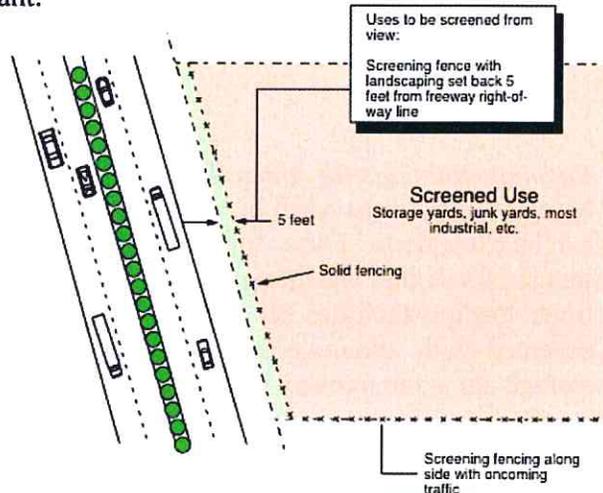
7) *Signs.*

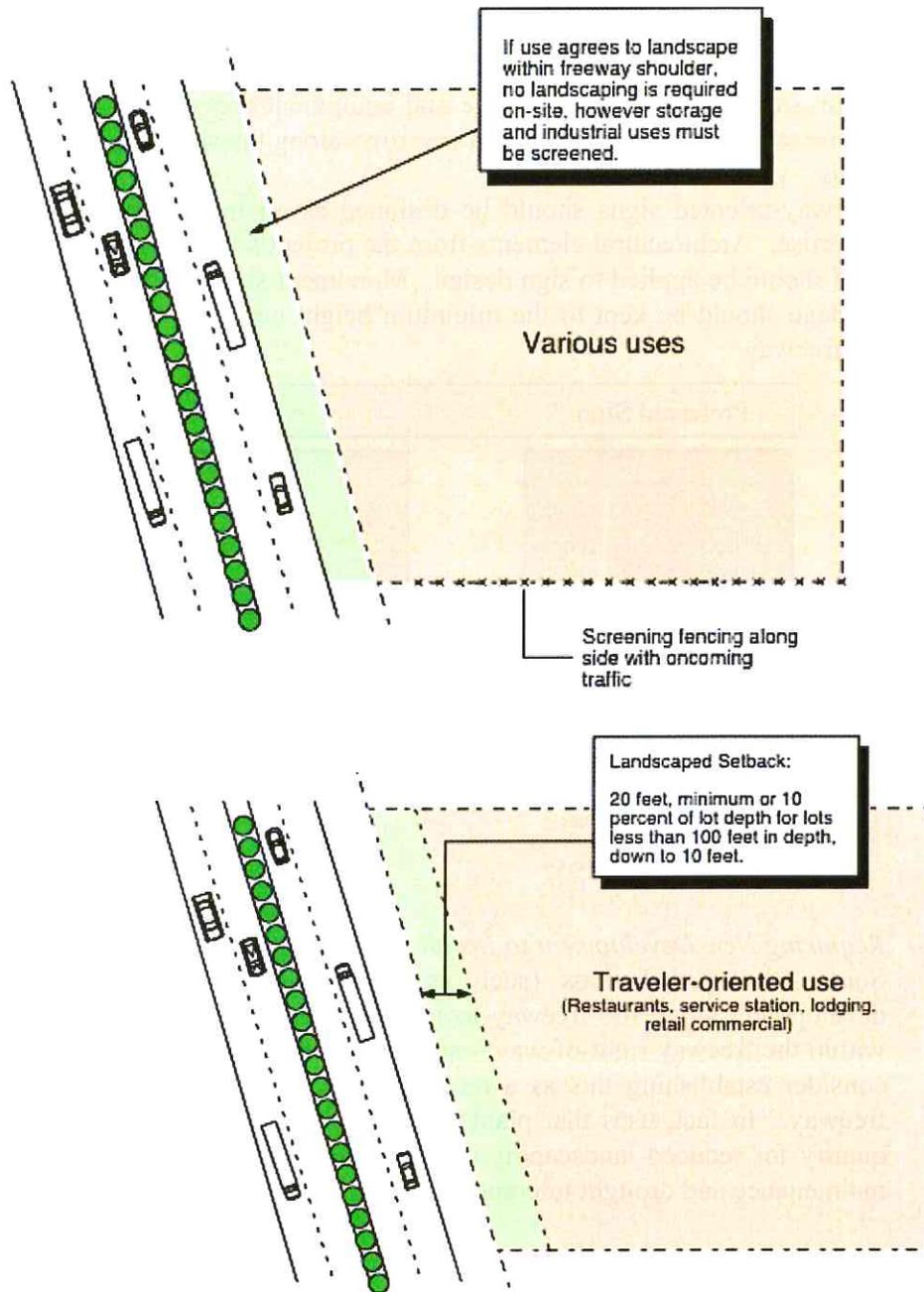
Freeway-oriented signs should be designed as an integral part of the project they advertise. Architectural elements from the project's buildings (stucco, bricks, siding, etc.) should be applied to sign design. Monument signs are preferred over pole signs. Signage should be kept to the minimum height necessary to achieve visibility from the freeway.



8) *Requiring New Development to Install Landscaping in the Freeway Right-of-Way.*

Some other jurisdictions (such as Fresno County) have been requiring new development along the freeway to install water efficient irrigation and landscaping within the freeway right-of-way – adjacent to the development. Tulare County could consider establishing this as a requirement for future development adjacent to the freeway. In fact, uses that plant vegetation within the freeway right-of-way could qualify for reduced landscaping on site. Any new landscaping must be simple, low maintenance and drought tolerant.





- ***Recommendations for Amending the Zoning Ordinance***

Screening will most often be appropriate for industrial and storage uses. However there can be exceptions. For example, the Kraft dairy processing facility south of Tulare is an industrial use that was designed with an attractive frontage on the freeway, even though truck loading facilities are visible from the freeway. These parts of the facility are accented with attractive landscaping. Furthermore there is not unsightly equipment storage along the freeway side of the facility.

- 1) All new development that does not require screening should provide a 20 foot landscaped setback along the freeway. Parcels shallower than 100 feet should provide a landscaped setback that is 20 percent of the depth of the parcels, down to a minimum of 10 feet.
- 2) Uses such as storage and equipment yards, junk yards, industrial uses, etc. should provide screening and landscaping adjacent to the freeway. A minimum five foot wide landscaping setback along the freeway should be provided, with a screening fence behind the landscaping.
- 3) Uses that provide landscaping and irrigation improvements within the freeway right-of-way (in coordination with and permitted by Caltrans) do not need to provide landscaping setback, although storage yards and similar facilities must still provide screening via fencing and landscaping.
- 4) Screening fencing should include installation of fencing at least eight feet high. Higher fencing may be required depending on the position of the site with respect to the freeway and the nature of the proposed use. Fencing should be either solid masonry or chain link with vinyl screening slats, or a suitable alternative. All fencing should be planted with perennial climbing vines on the freeway side of the fence.

- ***Re-use of Existing Sites***

The re-use of existing previously-developed sites along the Highway presents a difficult situation but can also present an opportunity for positive change. Many existing uses were developed with limited consideration to aesthetics. The Zoning Ordinance considers these to be “legal non-conforming” sites – they were designed according to the standards as the time, but do not necessarily conform to current zoning standards. In agricultural areas, the County has encouraged beneficial re-use of these sites whenever expansion occurs or a new use is established as per General Plan Policy LU-2.5 Agricultural Support Facilities.

- ***Creeping Uses***

The County must remain observant about the issues of “creeping uses.” This occurs when someone establishes a use along the freeway without obtaining permits – and the use grows incrementally and may ultimately become “established” through the attainment of appropriate entitlements. A common example is where someone begins storing equipment and the site eventually evolves into a large equipment storage yard. Such uses should require prompt enforcement action to remedy the situation before they become non-compliant.

- ***Signage***

Signs for new development should be limited to the maximum height needed to ensure visibility. No sign should be higher than 50 feet. Where practical, signs should be grouped on one monument-style sign. This will help to preclude a “forest” of pole signs. The County should also adopt a limitation on the maximum area (size) of signage for each business. Using such a limitation would reduce the potential for a clutters of signs to occur.



- ***Other Strategies for Improving the Corridor***

Additional strategies for improving the Corridor include the following considerations: Strategies for screening or otherwise visually improving existing unsightly areas, creative ideas for irrigation, Use of compost for weed control, welcome signage, billboards, code enforcement strategies, trash pickup, and beautification awards.

- ***Strategies for Improving Existing Unsightly Areas***

There are some key portions of the 99 corridor in Tulare County that could improve their appearance. Simple, relatively low cost, low-water-using strategies could go a long way toward improving the image along Highway 99. Screening unsightly views includes two strategies:

- 1) *The establishment of screening planting (shrubs and trees).*
- 2) *The establishment of screening fencing.*

The establishment of planting is the preferred strategy, since fencing can be expensive.

- 1) ***Landscaping***

Any new landscaping must be simple, low maintenance and drought tolerant. Plant species must be on Caltrans' approved planting list. A screening plant that meets these qualities is the oleander. Thousands were planted in the median of Highway 99 but have been removed to accommodate widening of the freeway. Re-examining the use of oleanders along selected portions of the margins of the freeway to screen unsightly views may be appropriate.



2) *Perennial Climbing Vines on Fencing for Screening*

Perennial Climbing vines can be trained onto existing chain link fences along the freeway's borders to screen views from the road. This is especially appropriate where narrow shoulders prevent planting shrubs and trees.



View of the more pronounced features along the Corridor is screened (or softened with vegetation)

- ***Creative Ideas for Irrigation***

Most new plantings will require irrigation (at least to get established). This can be a challenge in many areas as there are not existing water systems. In some areas water lines could be extended from existing Caltrans facilities or local water systems if feasible. However in other areas water supply is not available. There are some creative ideas for

providing water:

1) *Low-Water Demand plants.*

A key to reducing the need for irrigation is the selection of plants with a low demand for water. Some species like oleanders require no water once established.

2) *Water Trucks/Tanks.*

In areas with no water source nearby a water tank could be placed along the freeway margin in a safely-accessible location (such as adjacent to a frontage road). A water truck would fill the tank as needed and a valve with a timer (perhaps solar powered) would open to provide drip irrigation to plants. Once the plants are established and don't need supplemental water, the tank could be removed and used elsewhere.

3) *Use Irrigation Tail Water.*

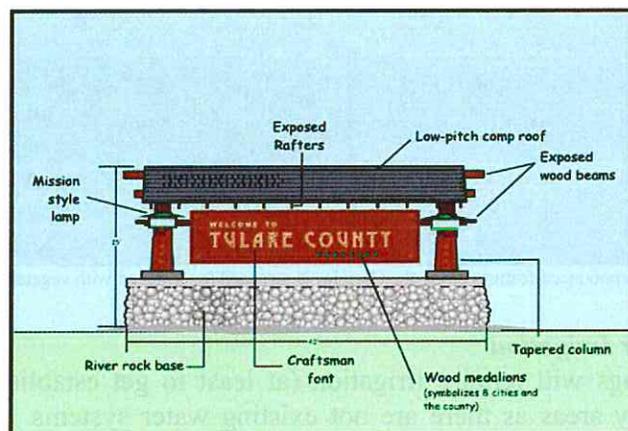
There are several irrigation tail-water ponds adjacent the freeway. It might be possible to draw water from these ponds or use other irrigation tailwater from adjacent agricultural operations. Solar power pumps could be used to draw water as feasible, thereby eliminating the need to connect to the power grid.

- ***Use of Compost for Weed Control***

Weed control is a constant task along the freeway. The use of herbicides is being curtailed and mechanical methods (mowing) is expensive. An idea that could be considered is the application of compost. Public agencies are now producing significant quantities of compost (as they are required by State law to divert increasing amounts of landscape waste from landfills). Compost could be supplied by local agencies and applied along freeway shoulders by Caltrans to reduce weed growth – as long as the application of compost does not interfere with storm drainage.

- ***Welcome Signage***

It is proposed that attractive “Welcome to Tulare County” signs be established at the borders to the County (as the south and north entrances to the County). Whatever design is used for welcome signs it is recommended that historic styles and native materials be used, such as stone, cobbles and timber (as opposed to materials like plastic and stucco).



“Sample Welcome to Tulare County” signs

- ***Billboards***

Billboards are an important form of advertising along the corridor. This plan does not propose any policies to restrict billboards but does provide some suggestions for ways that billboards can improve aesthetics of the corridor, including:

- 1) *Require Visual Mitigation:*

Any new billboards should be required to establish a certain number of trees within the new vicinity of the billboard. For example, a new billboard could be required to plant ten 15-gallon trees in the vicinity of the billboard, along with establishing an irrigation supply and responsibility for long term maintenance.

- 2) *Improving the appearance of existing small billboards:*

Billboards first began to appear along highways in the early 1900's. They were typically designed with architectural treatments, so they were visually attractive. Typical treatments included lattice panels and decorative wood framework. This is contrasted with utilitarian billboard architecture of today – typically massive steel structures. There are actually several existing small billboards along Highway 99 that harken back to the old style in the area. The County could promote (or even require) architectural treatment of new small billboards in this fashion, including maintenance.

- ***Code Enforcement Strategies***

One way to improve unsightly properties along the highway is through code enforcement. This should generally be used as a last resort. Code enforcement should be targeted primarily toward illegal signs, unscreened equipment storage, junk yards, and substandard structures.

- ***Trash Pickup***

Unfortunately trash accumulating along the margins of the highway is a constant problem. Two key ways to address this problem have been the use of the County work crews and also Caltran's Adopt-a-Highway program. The use of work crews is likely a more effective method of highway cleanup but can be expensive and typically requires safety measures to protect the work crews.

- ***Beautification Awards***

The County could establish a Highway 99 beautification program to recognize businesses and property owners who beautify their properties along the freeway.

- ***Recommended Planting List***

- 1) Recommended Trees

Valley Oak (*Quercus Lobata*)  
Engelmann Oak (*Quercus englemannii*)  
Coast Live Oak (*Quercus agrifolia*)  
Interior Live Oak (*Quercus wislinzeni*)

- 2) Recommended Shrubs

Western Redbud (*Cercis occidentilis*)  
California Coffeeberry (*Rhamnis californica*)  
Toyon (*Heteromeles arbutifolia*)

Coyote Brush (*Baccharis pilularis*)  
Manzanita (*Arctostaphylos* 'Howard McMinn')  
Oleander (*Nerion oleandrum*)  
Deer Grass (*Muhlenbergia rigens*)

3) Recommended Groundcovers

Salvia bee's bliss (*Salvia leucophylla*)  
Dwarf Coyote Brush (*Baccharis pilularis* 'pigeon point')

- **Sample Zoning Ordinance Amendment Recommendations**

The sample language below shows recommended amendments to a typical zone district to incorporate yard (setback) standards as well as standards for freestanding signs on parcels that abut State Highway 99. These standards could be applied to all residential, commercial and industrial zones that abut the highway.

**Yards (setback) standards:**

Parcels Abutting Highway 99: Where a lot abuts the right of way of State Highway 99 there should be a yard of not less 20 feet, which should be landscaped with a combination of turf, shrubs and trees. For industrial and storage uses that do not desire visual exposure to the freeway, a setback of five feet should be provided along with solid fencing and landscaping between the fence and freeway right-of-way.

**Outdoor Advertising Display Signs:**

Freestanding signs for uses abutting Highway 99 should be limited to 50 feet in height, with a maximum of 100 square feet of sign face per side. Multiple uses on a single site (or group of parcels functioning as a single site) should be limited to one freestanding sign for all uses.

- **Funding Strategies**

There are a variety of funding sources that could be tapped for corridor improvements.

United States Environmental Protection Agency-EPA

Region 9 Office:

75 Hawthorne Street

San Francisco, CA. 94105

<http://www.epa.gov/region09/funding/index.html>

- EPA's Continuing Program Grants

- Project Grants

Funding Sources for Communities:

1. Brownfields Assessment Demonstration Pilots

Purpose	To provide funding to governmental agencies and non-profits to assess or cleanup Brownfield sites in an effort to encourage reuse of contaminated or potentially contaminated sites.
Eligible Applicants	States, cities, towns, counties, U.S. Territories, Indian tribes and nonprofit organizations are eligible to apply.
Award Amount	Assessment: up to \$400,000; Cleanup: \$200,000 per grant; Coalition Assessments; up to \$750,000; RLF: \$1Million per applicant
Total Awarded in Fiscal Year	\$62.5 mil nationally in FY13. CA - \$62.5 million. HI - \$400,000 NV - \$1 million.
Matching Share	Assessment: None Cleanup/RLF: 20%
Priorities	Proposals are scored based on: <ul style="list-style-type: none"> <li>• Community Need</li> <li>• Strength of Project Description</li> <li>• Budget &amp; Leveraging</li> <li>• Programmatic capability</li> <li>• Community engagement &amp; partnerships</li> <li>• Project Benefits to the community.</li> </ul>

2. Clean Water State Revolving Fund

Purpose	Low-interest-loan program established by the Clean Water Act for local agencies for water quality improvement projects. U.S. EPA provides funds to each State to establish ongoing loan programs. The State administers the SRF and makes loans for projects that address point and non point sources of water pollution.
Eligible Applicants	Public entities (e.g., municipalities, special districts) for construction of treatment facilities. Public & private entities are eligible for non point source control projects & for estuary protection.
Award Amount	Loan Amount: Varies in each state.
Total Awarded in Fiscal Year	FY13 Allotment: AZ - \$9.5M; CA - \$101.1M; HI - \$10.9M; NV - \$6.9M
Matching Share	State match is 20%
Key Dates: Application Due; Selection	Due: Open Selection: Varies
Priorities	<ul style="list-style-type: none"> <li>• Increase use of loans for innovative projects that address nonpoint source pollution.</li> <li>• Encourage use as a potential primary financing sources for implementing community-based comprehensive watershed</li> </ul>

	management.
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### 3. Environmental Education (EE)

Purpose	To provide financial support for projects which design, demonstrate or disseminate environmental education practices, methods or techniques.  EE sub award grants program supports EPA's efforts to increase public awareness and knowledge about environmental issues and provide participants in EE grant-funded projects the skills necessary to make informed environmental decisions and to take responsible actions toward the environment.
Eligible Applicants	Local, Tribal, or state education agencies, colleges & universities, nonprofit organizations, state environmental agencies, & non-commercial educational broadcasting agencies.
Award Amount	Amount: 2012 Grant - One award for \$216,000. 2012 EE Sub-grant: \$150,000
Total Awarded in Fiscal Year	EE Subgrant: \$150,000 in FY12
Matching Share	25% non-federal of total cost required.
Priorities	Applicants must demonstrate project's potential for wide application and must address one educational AND one environmental priority issue.  Educational: <ul style="list-style-type: none"> <li>• Community Projects</li> <li>• Human Health and Environment</li> <li>• Career Development</li> </ul> Environmental: <ul style="list-style-type: none"> <li>• Protecting Air Quality</li> <li>• Safety of Chemicals</li> <li>• Cleaning Up Our Communities</li> <li>• Protecting America's Waters</li> </ul>

### 4. Environmental Justice through Pollution Prevention (EJP2)

Purpose	To provide financial support for communities working on solutions to local environmental and public health issues. The program assists recipients in building collaborative partnerships to help them understand and address environmental and public health issues in their communities.
Eligible Applicants	An eligible applicant <b>MUST</b> be: <ol style="list-style-type: none"> <li>1. An Incorporated non-profit community-based organizations-</li> </ol>

	<p>including environmental justice networks, faith-based organizations and those affiliated with religious institutions, OR</p> <ol style="list-style-type: none"> <li>2. A federally recognized tribal government, OR</li> <li>3. A tribal organization.</li> </ol> <p>In addition: an eligible applicant must be able to demonstrate that it has worked directly with the affected community (see Request for Applications for more detail).</p>
Award Amount	Approximately \$30,000
Total Awarded in Fiscal Year	\$1,500,000 in FY 2013
Matching Share	No matching share required.
Priorities	To support activities designed to educate, empower and enable communities to understand environmental and public health issues and to identify ways to address these issues at the local level.

#### 5. Nonpoint Source Water Pollution Control

Purpose	Established by the federal Clean Water Act 319, these funds are for the implementation of State non point source pollution control programs. Each State passes through a portion of these funds to other entities for implementing specific NPS management practices. State water quality agencies are the lead agencies for these grant programs.
Eligible Applicants	Public and private entities including nonprofits, local state governments, tribes, special districts, educational institutions, and government agencies. State Water Quality Agencies issue the RFP.
Award Amount	Variable. Past awards range from \$20,000 to \$1,000,000
Total Awarded in Fiscal Year	FY13 Funding: AZ=\$2.4m; CA = \$7.8m; HI = \$1.14m; NV = \$1.26m; AS, CNMI and GU = \$401k <i>each</i>
Matching Share	40% non-federal match on grant to State. Project match varies by State.
Key Dates: Application Due; Selection	Due: Varies by State
Priorities	<ul style="list-style-type: none"> <li>• Restoration of impaired waters through watershed-based plans and TMDL implementation.</li> <li>• Solving problems caused by NPS.</li> <li>• Enhancing aquatic &amp; riparian habitats.</li> <li>• Collaboration/Partnership among multiple interests.</li> <li>• Commitments to sustained water quality improvements.</li> </ul>

#### 6. Pollution Prevention Incentives for States (PPIS)

Purpose	To build and support state pollution prevention (P2) capabilities and to test, at the state level, innovative pollution prevention approaches and methodologies.
Eligible Applicants	State agencies, federally-recognized tribes, territories and possessions.

	States are encouraged to form partnerships with other P2 providers.
Award Amount	Up to \$200,000 per grant.
Total Awarded in Fiscal Year	Usually \$395,000 for Region 9
Matching Share	50% matching share required.
Priorities	<ul style="list-style-type: none"> <li>• Support projects under the sector focus areas in EPA's P2 Program Strategic Plan –Electronics, Chemical and Manufacturing Industries, Hospitality, Buildings and Construction (especially, residences and schools) – with the potential to scale up to statewide, regional, or national levels;</li> <li>• Promote efforts targeting specific P2 opportunities for small businesses, communities, and tribes that can be scaled up to statewide, regional, or national levels; and/or</li> <li>• Support programs or projects that promote product redesign, green product standards, environmentally preferable purchasing, or green chemistry with potential to influence regional or national markets.</li> </ul>

## 7. Small Business Innovation & Research (SBIR)

The U. S. Environmental Protection Agency (EPA) SBIR Program supports small businesses (500 or fewer employees) to develop and commercialize new environmental technologies.

Phase I awards are \$100,000 for six months and are used for “proof of concept” of the proposed technology.

Phase II awards of up to \$300,000 are then available for two years to further develop and commercialize the technology.

Phase II companies that obtain qualifying third party investment are also eligible for a commercialization “option” or supplement of \$100,000.

2015 EPA SBIR Phase I solicitation is now OPEN and is currently scheduled to close on Jan. 7, 2016. The solicitation includes the following topics:

### **Air and Climate**

- Lab-on-a-chip sensors for organic pollutants in homes

### **Integrated Cookstove-Heating-Electricity Generation for Small Homes**

- Integrated cooking, heating, and electric power generation

### **Manufacturing**

- Non-toxic and biodegradable plastics

**Toxic Chemicals**

- Less toxic coatings

**Water**

- Resource and/or Energy Recovery

**Building Materials**

- Innovative Construction Materials

**Homeland Security**

- Decontamination of railroad and subway cars

**CALTRANS TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM****Transportation Enhancement (TE) program Overview**

California receives about \$75 million per year. A local or State funding share is required in each reimbursed phase of work. The TE Program is a reimbursable capital-improvement program. Projects must comply with federal environmental requirements and other federal regulations, including those for considering disadvantaged business enterprises in consultant selection and for paying prevailing wages during construction.

**Transportation Enhancement Funds project eligibility**

Transportation Enhancement activities must have a direct relationship-by function, proximity or impact-to the surface transportation system. Activities must be over and above normal projects, including mitigation. This list is exclusive. Only these activities are eligible to be accounted for as Transportation Enhancement activities. They are: 1. Provision of facilities for pedestrians and bicycles. 2. Provision of safety and educational activities for pedestrians and bicyclists. 3. Acquisition of scenic easements and scenic or historic sites. 4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities). 5. Landscaping and other scenic beautification. 6. Historic preservation. 7. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals). 8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails). 9. Control and removal of outdoor advertising. 10. Archaeological planning and research. 11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity. 12. Establishment of transportation museums.

**Application process**

California's TE dollars are divided into two places: 1) Regional Transportation Planning Agencies select three quarters of the projects. These are programmed into the Regional Transportation Improvement Program (RTIP) and become part of the Statewide

Transportation Improvement Program (STIP). 2) The twelve Department districts select the remaining projects. These are programmed into the Interregional Transportation Improvement Program (ITIP) and also become part of the STIP. Projects must meet the criteria for statewide significance to be considered for the ITIP.

Office of State Landscape Architecture

<http://www.dot.ca.gov/hq/TransEnhAct/index1.htm>

Links to other useful sites: Environmental Enhancement and Mitigation (EEM) Program

### CALTRANS ADOPT-A-HIGHWAY PROGRAM

The Caltrans Adopt-A-Highway Program provides an avenue for individuals, organizations, or businesses to help maintain sections of roadside within California's State Highway System. Groups have the option to participate as volunteers or to hire a maintenance service provider to perform the work on their behalf.

The Adopt-A-Highway program, which began in 1989, has been one of the truly successful government-public partnerships of our time. More than 120,000 Californians have cleaned and enhanced over 15,000 shoulder-miles of roadside.

Participation can include one or more of the following activities:

- Removing litter (work frequency varies with location).
- Planting and establishing trees or wildflowers.
- Removing graffiti.
- Controlling vegetation.

The Adopt-A-Highway (AAH) Program is solely administered by the California Department of Transportation (Caltrans). Adoptions usually span a two-mile stretch of roadside, and permits are issued for five-year periods. Groups in good standing may renew their permits indefinitely. Participation is free for all volunteers, and signs are included at no charge.

California Department of Transportation

<http://adopt-a-highway.dot.ca.gov/index.htm>

## RESOURCES AGENCY OFFICE OF THE SECRETARY, CALIFORNIA

The EEM Program was established by the Legislature in 1989 and amended on September 26, 2013. It offers \$7 million each fiscal year for grants to state, local, federal and nonprofit organizations. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility (CA Constitution, Art. XIX, and Sec.1).

The EEM Program encourages projects that produce multiple benefits which reduce greenhouse gas emissions, increase water use efficiency, reduce risks from climate change impacts, and demonstrate collaboration with local, state and community entities.

Grants are awarded in the following categories:

**Urban Forestry Projects** are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants.

**Resource Lands Projects** are for the acquisition, restoration, or enhancement of resource lands (watersheds, wildlife habitat, wetlands, forests, or other significant natural areas) to mitigate the loss of or detriment to such lands within or near the right of way for transportation improvements.

**Mitigation Projects Beyond the Scope of the Lead Agency** responsible for assessing the environmental impact of the proposed transportation improvement.

The Guidelines and Application are published by Agency each year. Agency evaluates project proposals and provides a list of recommended projects to the California Transportation Commission (CTC) for consideration. Agency administers the approved grants.

Applications available for \$10 million in Grants for Environmental Enhancement and Mitigation Projects.

EEM Program applications are available from the Resources Agency.

# Goshen Community Plan Update

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# Goshen Community Plan Update

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## **APPENDICES**

Appendix A: Planning Commission Resolutions

Appendix B: Board of Supervisors Resolution

# Goshen Community Plan Update

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# Goshen Community Plan Update

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## Appendix A: Planning Commission Resolutions

# Goshen Community Plan Update

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BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF THE FINAL )  
ENVIRONMENTAL IMPACT REPORT )  
FINDINGS OF FACT, STATEMENT OF )  
OVERRIDING CONSIDERATIONS, AND )  
MITIGATION MONITORING AND REPORTING ) RESOLUTION NO. 9438  
PROGRAM FOR THE GOSHEN COMMUNITY )  
PLAN UPDATE (GPA 14-001) INCLUSIVE OF )  
ZONING ORDINANCE AMENDMENTS FOR )  
GOSHEN MIXED USE OVERLAY DISTRICT )  
(PZC 15-009), GOSHEN BY-RIGHT DISTRICT )  
(PZC 18-002), AND GOSHEN ZONING )  
DISTRICT MAP (PZC 15-008) )

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors certify the Final Program Environmental Impact Report (“EIR”)(SCH # 2014021057), under California Environmental Quality Act Sections 15080 through 15097 of the state CEQA Guidelines generally, for General Plan Amendment No. GPA 14-001, which is inclusive of the Goshen Community Plan Update, amendments to Section 18.9 (PZC 15-009), Section 16 (PZC 18-002), and the Zoning District Map (PZC 15-008) of Ordinance No. 352, the Zoning Ordinance, for the Community of Goshen. The General Plan Amendment is required to i) update the Goshen Community Plan, ii) approve a Zoning Ordinance amendment to add Goshen to the Mixed Use Overlay zoning district and, iii) approve an amendment to Section 16 of the Zoning Code to allow additional by-right uses, located in the Community of Goshen The unincorporated community of Goshen is located within Sections 13, 24 & 25, Township 18 South, Range 23 East and Sections 18, 19 & 30, Township 18 South, Range 24 East MDB&M.

WHEREAS, on December 10, 2013, the Tulare County Board of Supervisors approved the Economic Development and Planning Branch’s proposal to update the Goshen Community Plan;

WHEREAS, this resolution of the Tulare County Planning Commission recommends that the Board of Supervisors certify the EIR, the Mitigation Monitoring and Reporting Program (“MMRP”), and CEQA Findings of Fact (“FOF”) for the Goshen Community Plan Update (GPA14-001), Goshen Mixed Use Overlay District (PZC 15-009), Goshen By-Right Uses (PZC 18-002), and Goshen Zoning District Map (PZC 15-008), as being in compliance with the California Environmental Quality Act (“CEQA”) and the State CEQA Guidelines;

WHEREAS, the Project Final Environmental Impact Report (Exhibit “A”) is attached and incorporated by reference herein;

WHEREAS, the Project Final Environmental Impact Report (Final EIR) was published on the Tulare County Resource Management Agency, Planning Division website on April 13, 2018;

and the published Final EIR includes the clean version of the Draft EIR, which incorporates the errata identified in the Final EIR (Exhibit “A”)

WHEREAS, the Environmental Assessment Officer has reviewed and authorized the processing of the EIR for the Goshen Community Plan Update, Goshen Mixed Use Overlay District (PZC 15-009), Goshen By-Right Uses (PZC 18-002), and Goshen Zoning District Map (PZC 15-008);

WHEREAS, a Notice of Preparation (NOP) was prepared for the Project and circulated on February 24, 2014, to responsible agencies, interested groups and individuals for a 30-day review period ending March 26, 2014;

WHEREAS, a public scoping meeting was held on March 6, 2014, at the Tulare County Resource Management Agency Main Conference Room, and there was no attendance from any agencies or the public in general;

WHEREAS, an Environmental Impact Report (EIR) for General Plan Amendment No. GPA14-001, Mixed Use Overlay District PZC 15-009, By-Right Uses PZC 18-002, and Zoning District Map PZC 15-008, was prepared by Tulare County Staff and approved for public review by the Tulare County Environmental Assessment Officer; and submitted for 45-day public review, comment, and response on February 23, 2018;

WHEREAS, the Draft EIR was released on February 23, 2018, which included an evaluation of existing resources and potential Project impacts, and the proposed mitigation measures to reduce any impacts to a less than significant level; and

WHEREAS, on February 23, 2018, under CEQA Guidelines Section 15087, the Notice of Availability for this EIR was sent for publishing to the Visalia Times-Delta (a newspaper of general circulation in Tulare County), posting of the Notice of Completion for this EIR at the State Clearinghouse with the requisite copies of the Draft EIR to be mailed to affected public agencies, and notification to interested parties, for public review, with a review period that started on February 23, 2018, and closed on April 9, 2018;

WHEREAS, this EIR and MMRP are for the Goshen Community Plan Update inclusive of, the Goshen Community Plan Update General Plan Amendment No. GPA14-001, Goshen Mixed Use Overlay District PZC 15-009, Goshen By-Right Uses PZC 18-002, and Goshen Zoning District Map PZC 15-008;

WHEREAS, the Goshen Community Plan Update will become consistent with the General Plan 2030 Update, and will include the following primary goals and objectives;

1. Land Use and Environmental Planning – Promote development within planning areas next to the Regional Highway 99 Corridor in order to implement the following General Plan goals:
  - a) Update the affected Urban Development Boundary to include newly expanded Enterprise Zone areas;

- b) Ensure that the text and mapping of the Community Plan Designations and Zoning Reclassifications address various development matters such as encouraging Agricultural Adaptive Reuse activities, recognizing Non-Conforming Use activities, and facilitating Ministerial Permit approvals;
  - c) Encourage infill development within Urban Development Boundaries, thereby discouraging leapfrog development within Tulare County;
  - d) Reduce development pressure on agriculturally-designated lands within the Valley Floor, thereby encouraging agricultural production to flourish;
  - e) Reduce vehicle miles travelled throughout the County, thereby positively affecting air quality and greenhouse gas reduction; and
  - f) Help to improve the circulation, transit and railroad transportation system within this community, including, but not limited to, laying the groundwork for the construction of key projects such as Safe Routes to Schools, Complete Streets, and Bike Lanes/Pedestrian Paths.
2. Improvements for a “disadvantaged community” – It is expected that the community planning areas will be improved for the following reasons:
    - a) With faster project processing resulting from an updated community plan, increased employment opportunities are more likely to be provided by the private sector as proposed project developments can be approved as expeditiously as possible;
    - b) Increased housing grant awards are more likely to occur based on updated community plans that are consistent with the policies of the recently adopted (August 2013) General Plan Update and Housing Element; and
    - c) With updated community plans, enhanced infrastructure grant awards are more likely, thereby providing access to funding to install or upgrade road, water, wastewater, and storm water facilities.
  3. Strengthening Relationship with Tulare County Association of Governments (TCAG) – An important benefit of this expedited community plan process will be the opportunity for RMA to strengthen the County’s relationship with the Tulare County Association of Governments (TCAG) in that this and other community plans will help to facilitate the funding and implementation of several key transportation programs such as Safe Routes to Schools, Complete Streets, and Bike/Pedestrian Projects. By pursuing these transportation programs through a heightened collaborative process, the likelihood of getting actual projects in the ground will be realized faster than historically achieved. In doing so, these communities and others can become safer and healthier by providing a more efficient transportation network.

WHEREAS, a Draft EIR for the Project (SCH # 2014021057) has been prepared pursuant to CEQA Statute and Guidelines, and is incorporated into the FEIR with (i) written Responses to Comments made during the CEQA review period, (ii) the MMRP, (iii) changes and revisions thereto, (iv) Findings of Fact; and (v) Statement of Overriding Consideration;

WHEREAS, the EIR was duly circulated for a 45-day public review period commencing on February 23, 2018, and ending April 9, 2018;

WHEREAS, in accordance with state and local ordinance, RMA Staff has given due notice of the public hearing for the EIR that would be held for the purpose of receiving comment on the environmental documents for GPA 14-001, PZC 15-009, PZC 18-002, and PZC 15-008;

WHEREAS, on or before Friday, April 13, 2018, a Notice of Public Hearing and Completion of Final Environmental Impact Report was duly sent to public agencies, pertinent departments, and interested parties, and published in the Visalia Times-Delta for a Planning Commission meeting set for April 25, 2018;

WHEREAS, written comments were submitted by agencies during the comment period, and after due consideration thereof, written responses were prepared for said comments by Staff;

WHEREAS, comments were received by the California Department of Transportation and the City of Visalia, and whereas a copy of the written responses dated on or before Friday, April 13, 2018, was duly sent to the commenting public agencies, at least 10 days before the action taken;

WHEREAS, a public hearing was conducted on April 25, 2018, at the regular Planning Commission Meeting in the Board of Supervisors Chambers, where there was opportunity for public testimony to be received on the project;

WHEREAS, on April 25, 2018, staff presented evidence to the Commission;

WHEREAS, this resolution recommended approval and certification of the EIR and MMRP for the Goshen Community Update at the meeting on April 25, 2018;

WHEREAS, Staff responded to comments provided prior to, during, and after the 45-day review period commencing on February 23, 2018, and ending on April 9, 2018;

WHEREAS, the Commission finds that the Staff of Tulare County RMA has conducted the necessary investigations (including environmental review of this matter); and provided additional information affecting this EIR and MMRP at the public hearings noticed, convened and conducted for this matter; and based on substantial evidence, submitted this EIR for the consideration of, and action by, the Commission;

WHEREAS, through a good faith and substantial analysis of environmental impacts from this Project in the EIR, staff found, and the Commission agrees, that all impacts are less than significant with the exception of Agricultural, Biological, Cultural, Hazards and Hazardous Materials, Hydrology and Water Quality, Transportation and Traffic, and Utility and Service Systems resources, which will be less than significant with mitigation and Noise, which could be significant and unavoidable after implementation of all feasible mitigation measure; and therefore, the EIR and MMRP were the appropriate level of environmental review under CEQA for this Project;

WHEREAS, this resolution hereby certifies and incorporates the following documents by reference including the Response to Comments (Exhibit "B"), Mitigation Monitoring and Reporting Program (MMRP) (Exhibit "C"), Findings of Fact (FOF) (Exhibit "D"), and Statement of Overriding Consideration (SOC) (Exhibit "E"), pursuant to the FEIR that has been prepared for the Goshen Community Plan Update (GPA 14-001), including Zone Ordinance Amendment PZC 15-009 for the

Goshen Mixed Use Overlay District, Zone Ordinance Amendment PZC 18-002 for the Goshen By-Right Uses, and Zone Ordinance Amendment PZC 15-008 for the Goshen Zoning District Ordinance Map.

WHEREAS, at that meeting of the Planning Commission public testimony was received by Chad Tafti, in favor of the Project, and recorded in regards to the Goshen Community Plan.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. This Planning Commission hereby recommends certification, based on their findings and on substantial evidence in the record, that the analysis presented in the Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program (MMRP) for the Goshen Community Plan Updated inclusive of GPA 14-001, PZC 15-009, PZC 18-002, and PZC 15-008, has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970.

2. The Commission further finds that the public review period for the Draft EIR ended on April 9, 2018, and that a Public Hearing for the Final EIR was opened and closed at the conclusion of the items discussion, at a regular meeting of the Commission held on April 25, 2018.

3. The Commission is deemed the recommending body with respect to the Project EIR and Community Plan Update, unless duly appealed to the Tulare County Board of Supervisors. In the context of the California Environmental Quality Act ("CEQA"), the County is the "Lead Agency."

4. Therefore, the findings made in regards to this Environmental Impact Report and Mitigation Monitoring and Reporting Program for the Project are recommended by the Planning Commission as the Lead Agency on April 25, 2018, by Resolution No. 9438.

5. Consistent with Public Resource Code section 21081 and Guidelines sections 15091 through 15093 (including Public Resources Code section 21061.1 and Guidelines section 15364 relating to the definition of "feasibility"), the Commission hereby makes various findings relating to the less than significant effects identified in the Project EIR. Based on substantial evidence in the EIR and pursuant to the discussion in each section of the EIR, and the Public Record of Proceedings, the Commission finds and declares that the mitigation measures included in the MMRP are required to reduce potential impacts related to Agricultural, Biological, Cultural, Hazards and Hazardous Materials, Hydrology and Water Quality, Transportation and Traffic, and Utility and Service Systems, and that Project-related impacts would be reduced to less than significant with the adoption of these measures. The Commission also finds that the Project has the potential to have significant cumulative impacts related to Noise. The EIR evaluated all known mitigation measures and concluded that additional mitigation measures beyond compliance with agency regulation are not feasible, and that the Project would result in a significant and unavoidable cumulative impact to the environment.

AND, BE IT FURTHER RESOLVED as follows:

A. The Commission finds that the County is required to undertake Mitigation Measures (see Exhibit C), that are restrictive and applied only to this Community Plan. Therefore, the public will benefit from the Project as it will implement the General Plan and advance socially desirable community improvements that are environmentally and economically sound.

B. The Commission, after considering all of the evidence presented and based on substantial evidence, certifies the Statement of Overriding Considerations, which is set forth in attached Exhibit "E" and in the Final EIR, all of which are incorporated herein by reference.

C. The Commission confirms that the documents and other materials that constitute the public record of proceedings (which supports the Commission's decision made herein) are available at the Tulare County Resource Management Agency at 5961 South Mooney Boulevard, Visalia, California 93277, (559) 624-7000. The custodian for these documents and other materials is Mr. Hector Guerra, Chief Environmental Planner, Environmental Planning Division, Tulare County Resource Management Agency.

D. The Planning Commission hereby recommends that the Board of Supervisors certify and adopt the Environmental Impact Report, Findings of Fact, and the Mitigation Monitoring and Reporting Program, and certify and adopt the Statement of Overriding Considerations for GPA 14-001, PZC 15-009, PZC 15-008, and PZC 18-002.

The foregoing resolution was adopted upon motion of Commissioner Gong, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on April 25, 2018, by the following roll call vote:

AYES: Elliott, Aguilar, Whitlatch, Millies, Gong, Dias  
NOES:  
ABSTAIN:  
ABSENT: Pitigliano

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

- A – Final Environmental Impact Report
- B – Responses to Comments
- C – Mitigation Monitoring and Reporting Plan (MMRP)
- D – Findings of Fact (FOF)
- E – Statement of Overriding Consideration (SOC)

BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AMENDMENTS TO THE	)	
LAND USE, CIRCULATION, OPEN SPACE	)	
AND PLANNING FRAMEWORK ELEMENTS	)	RESOLUTION NO. 9439
OF THE TULARE COUNTY GENERAL PLAN	)	
GOSHEN COMMUNITY PLAN 2018 UPDATE	)	
(GPA 14-001).	)	

Resolution of the Tulare County Planning Commission recommending the adoption of the proposed amendments to the Land Use, Transportation and Circulation, Open Space, and Planning Framework Elements of the Tulare County General Plan for the Goshen Community by the Board of Supervisors.

WHEREAS, the Tulare County Board of Supervisors, by Resolution No. 2013-0860, on December 10, 2013 initiated the action to amend the Tulare County General Plan pursuant to title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California, and

WHEREAS, the Planning Commission has been given notice of the proposed amendment to the General Plan as provided in Section 65854 of the Government Code of the State of California, and

WHEREAS, staff has made such investigation of fact bearing upon the proposed amendments to assure action consistent with the procedures and purposes set forth in the California Government Code, the State General Plan Guidelines, and other elements of the Tulare County General Plan, and

WHEREAS, a public notice was printed in the Visalia Times-Delta on Friday, April 13, 2018, ten days prior to a public hearing and that hearing was held at which public testimony was received at a regular meeting of the Planning Commission on April 25, 2018; and

WHEREAS, the Chairman of the Planning Commission Opened the Public Hearing and thereby an opportunity for public testimony was provided at a regular meeting of the Planning Commission on April 25, 2018, and

WHEREAS, the Chairman of the Planning Commission reminded the audience after the Staff presentation of the Goshen Community Plan (see attached exhibits for existing and proposed land use and circulation plans hereby incorporated by reference), that the public hearing was still open, and for anyone with comments to approach the Commission, and

WHEREAS, at that meeting of the Planning Commission public testimony was received by Chad Tafti, in favor of the Project, and recorded in regards to the Goshen Community Plan.

NOW, THEREFORE, BE IT RESOLVED as follows:

- A. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Final Environmental Impact Report (FEIR) and Mitigation Monitoring

and Reporting Program (MMRP) for compliance with the California Environmental Quality Act (CEQA), and the State Guidelines for the Implementation of CEQA, prior to taking action on the proposed amendments to the Land Use and Transportation Circulation Elements of the Tulare County General Plan for the Goshen community.

B. This Planning Commission, after considering all the evidence presented, hereby determines the following findings to be relevant in evaluating the proposed general plan amendment:

1. The amendment of the Land Use Element to incorporate the land use designations contained in the Goshen Community Plan Update is recommended to the Board of Supervisors for approval.
2. The amendment of the Circulation Element to incorporate circulation plan designations contained in the Plan is recommended to the Board of Supervisors for approval.
3. Changes to the Planning Framework Element and Open Space Element to update the Urban Development Boundary are proposed, as set forth in the Goshen Community Plan adopted in GPA 14-001 and affirmed in the General Plan 2030 Update for the Planning Framework Element, adopted by the Tulare County Board of Supervisors in August 2012.
4. Amendments to the Zoning Ordinance to implement the Community Plan will reflect and remain consistent with the Land Use Plan for the community.
5. State law requires that the County General Plan shall be internally consistent. The proposed amendments are consistent with the Land Use, Planning Framework, Environmental Resources Management Element (Open Space Element), and Transportation and Circulation Elements of the Tulare County General Plan.
6. The Environmental Assessment Officer approved the Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program (MMRP) prepared for the project.
7. This Planning Commission hereby finds, based on substantial evidence that the analysis presented in the Final Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program (MMRP) for GPA 14-001 have been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act of 1970.

8. RMA Staff conducted public outreach as part of community plan update and complete streets.

AND, BE IT FURTHER RESOLVED as follows:

A. This Planning Commission hereby recommends that the Tulare County Board of Supervisors certify the EIR and MMRP (SCH # 2014021057) and adopt the Goshen 2018 Community Plan Update 14-001 by Resolution No. 9438.

B. The Planning Commission hereby recommends that the Tulare County Board of Supervisors adopt General Plan Amendment No. GPA 14-001 the Goshen Community Plan 2018 Update and amendments to the Land Use, Circulation, Open Space and Planning Framework Elements of the Tulare County General Plan.

The foregoing Resolution No. 9439 was adopted upon motion by Commissioner Dias, seconded by Commissioner Millies, at a regular meeting of the Planning Commission on April 25, 2018, by the following roll call vote for the Goshen Community Plan.

AYES: Elliott, Aguilar, Whitlatch, Millies, Gong, Dias

NOES:

ABSTAIN:

ABSENT: Pitigliano

TULARE COUNTY PLANNING COMMISSION

  
Michael Washam, Secretary

Exhibits:

A – 2018 Goshen Community Plan Update

# Goshen Community Plan Update

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BEFORE THE PLANNING COMMISSION

COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF AN AMENDMENT TO SECTION 18.9 )  
OF ORDINANCE NO. 352 TO ESTABLISH A MIXED-USE )  
COMBINING ZONE WITHIN THE GOSHEN URBAN ) RESOLUTION NO. 9440  
DEVELOPMENT BOUNDARY, AS PROPOSED IN CHANGE )  
OF ZONE NO. PZC 15-009. )

Resolution of the Tulare County Planning Commission recommending that the Board of Supervisors amend Section 18.9: “MU” Mixed-Use Combining Zone of Ordinance No. 352, the Zoning Ordinance, as set forth in attached Exhibit A, to establish a Mixed-Use Overlay Combining Zoning District within the Goshen Urban Development Boundary, consistent with the Goshen Community Plan 2018 Update.

WHEREAS, the proposed Zoning Ordinance Amendment was initiated by the Tulare County Board of Supervisors as part of the General Plan Initiation (GPI 13-004) request for the Goshen Community Plan Update on December 10, 2013 by Resolution No. 2013-0860; and

WHEREAS, a petition has been filed pursuant to the regulations contained in Section 17 of the Ordinance No. 352, and

WHEREAS, the Planning Commission has given notice of the Ordinance amendment as provided in Section 18 of County Ordinance No. 352 and Section 65854 of the Government Code of the State of California, and

WHEREAS, staff has performed necessary investigations, prepared a written report (made a part hereof), and recommended approval of this Zoning Ordinance amendment, and

WHEREAS, a public notice was printed in the Visalia Times-Delta on Friday, April 13, 2018, ten days prior to a public hearing and that hearing was held at which public testimony was received at a regular meeting of the Planning Commission on April 25, 2018; and

WHEREAS, a public hearing was held and an opportunity for public testimony was provided at a regular meeting of the Planning Commission on April 25, 2018, and

WHEREAS, at that meeting of the Planning Commission public testimony was received by Chad Tafti, in favor of the Project, and recorded in regards to the Goshen Community Plan.

NOW, THEREFORE, BE IT RESOLVED as follows:

A. This Planning Commission hereby certifies that it has reviewed and considered the information contained in the Final Environmental Impact Report (EIR) and proposed amendment to Section 18.9 “MU” Mixed-Use Combining Zone to establish a Mixed-Use Combining Zoning District within the Goshen Urban Development Boundary, together with all comments received during the

public review process, consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, prior to taking action on the zone change.

B. This Planning Commission hereby determines the following findings were relevant in evaluating this application:

1. The Tulare County Board of Supervisors, by Resolution No. 2013-0860, initiated action to amend the Tulare County General Plan for the Goshen community pursuant to Title 7, Chapter 3, Articles 5 and 6 of the Government Code of the State of California.
2. The purpose of this proposal is to obtain the appropriate zoning consistent with the Goshen Community Plan 2018 Update and to promote sustainability through mixed land uses while providing economic development and prosperity in the Community of Goshen.
3. The purpose of this Mixed-Use Combining Zoning District is to provide design flexibility, streamline the approval process, promote economic development, and reduce vehicles miles traveled by locating residential uses within proximity of employment areas.
4. Section 18.9 has currently established additional Mixed-Use Combining Zoning Districts uses in 27 Community, Hamlet, and Legacy Boundaries in Tulare County. The community of Goshen will be added.
5. Within the Mixed-Use Overlay Zoning District, all uses outlined in the M-1, C-3, C-2, R-1, R-2, and R-3 uses are allowed. Uses and activities that are found by the Planning Director to be similar to, and compatible with, those specific zoning districts are also allowed. Uses and activities determined to be compatible by the Planning Commission and the Board of Supervisors with the above-mentioned zoning districts are also allowed.
6. All conditional uses allowed in the M-1, C-3, C-2, R-1, R-2, and R-3 zoning districts shall also be allowed by right with the exception of the following uses and combination of uses: Auto wrecking and Residential, Battery Manufacture and Residential or Commercial, Biomass Fuel Production and Residential, Flammable Liquids over 10,000 gallons, Hazardous Waste Facility, Planing Mills and Residential or Commercial, Sand blasting, Slaughterhouse and Residential, Solid Waste Recycling and Residential, Super service stations and Residential, Airport, and Heliport.
7. All uses shall be non-detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the community, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust, gas,

noise, odor, vibrations and other hazards. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

8. The Director of Planning has the option of deferring any land use application allowed in this district to the Planning Commission for review and decision.

C. This Planning Commission, after considering all of the evidence presented, hereby finds the proposed Zoning Ordinance amendment to be consistent with the purpose of Ordinance No. 352 and further finds the petition is in conformance with the adopted General Plan for the County of Tulare.

AND, BE IT FURTHER RESOLVED as follows:

D. This Planning Commission hereby recommends that the Board of Supervisors find that the Mixed-Use Combining Zoning District may have a significant effect on the environment, and that the Final EIR, Mitigation Monitoring & Reporting Program and the Statement of Overriding Considerations prepared for the Mixed-Use Combining Zoning District reflects the independent judgment of the County and has been completed in compliance with the California Environmental Quality Act and the State Guidelines for the Implementation of the California Environmental Quality Act.

E. This Planning Commission hereby recommends that the Tulare County Board of Supervisors approve the Change of Zone No. PZC 15-009, an amendment to Ordinance 352, Section 18.9: "MU" Mixed-Use Combining Zone to establish a Mixed Use Combining Zone District in the Goshen UDB, consistent with the Goshen Community Plan 2018 Update.

The foregoing resolution was adopted upon motion of Commissioner Millies, seconded by Commissioner Whitlatch, at a regular meeting of the Planning Commission on April 25, 2018, by the following roll call vote:

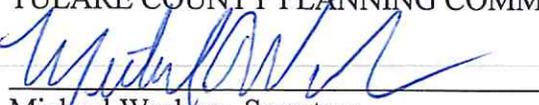
AYES: Elliott, Aguilar, Whitlatch, Millies, Gong, Dias

NOES:

ABSTAIN:

ABSENT: Pitigliano

TULARE COUNTY PLANNING COMMISSION



Michael Washam, Secretary

Exhibits:

A – Section 18.9: "MU" Mixed-Use Combining Zone

# Goshen Community Plan Update

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# Goshen Community Plan Update

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Appendix B: Board of Supervisors Resolution

# Goshen Community Plan Update

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# BEFORE THE BOARD OF SUPERVISORS COUNTY OF TULARE, STATE OF CALIFORNIA

IN THE MATTER OF A GENERAL PLAN ) **\*\*\*Corrected Copy\*\*\***  
 AMENDMENT (GPA 14-001) FOR THE ) **Resolution No. 2018-0392**  
 GOSHEN COMMUNITY PLAN 2018 ) **Ordinance No. 3530, 3534, and 3535**  
 UPDATE AND ASSOCIATED ZONING )  
 ORDINANCE AMENDMENTS )

UPON MOTION OF SUPERVISOR ENNIS, SECONDED BY SUPERVISOR CROCKER, THE FOLLOWING WAS ADOPTED BY THE BOARD OF SUPERVISORS, AT AN OFFICIAL MEETING HELD JUNE 5, 2018, BY THE FOLLOWING VOTE:

AYES: SUPERVISORS CROCKER, VANDER POEL, SHUKLIAN, WORTHLEY,  
 AND ENNIS  
 NOES: NONE  
 ABSTAIN: NONE  
 ABSENT: NONE



ATTEST: MICHAEL C. SPATA  
 COUNTY ADMINISTRATIVE OFFICER/  
 CLERK, BOARD OF SUPERVISORS

BY: Mary Ravello  
 Deputy Clerk

\* \* \* \* \*

That the Board of Supervisors:

1. Held a Public Hearing at 9:30 a.m. or shortly thereafter.
2. Certified and adopted the Final EIR under the California Environmental Quality Act (CEQA), including Findings of Fact, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program (MMRP) for the Goshen Community Plan 2018 Update (GPA 14-001) as being in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, including CEQA findings, and adopted the Mitigation Monitoring and Reporting Programs.
3. Adopted the Goshen Community Plan 2018 Update (GPA 14-001), and Amendments to the General Plan Planning Framework Element, Open Space (Environmental Resources Management) Element, Land Use Element, Circulation Element (Part I) and the Community Plans Element (Part II);

4. Waived the final reading and adopt Amendments to Section 18.9 and Section 16 of Tulare County Ordinance No. 352, the Zoning Ordinance, and Map Amendments to rezone properties consistent with the Goshen Community Plan 2018 Update as follows:
  - A. Zone Ordinance Amendment (PZC 15-009) to Section 18.9 to adopt a Mixed-Use Combining Zone within the Goshen Urban Development Boundary (UDB).
  - B. Zone Ordinance Amendment (PZC 18-002) to Section 16 to allow additional by-right uses within the Goshen UDB.
  - C. Zone Ordinance Amendment (PZC 15-008) as set forth in Zoning District Ordinance Map consistent with the Goshen Community Plan 2018 Update.
5. Adopted the findings of approval set forth in Planning Commission Resolution No. 9438 (Final EIR), Planning Commission Resolution No. 9439 (Goshen Community Plan 2018 Update), Planning Commission Resolution No. 9349 (Section 18.9 Mixed-Use), Planning Commission Resolution No. 9431 (Section 16 By-Right Uses) and Planning Commission Resolution No. 9442 (Zoning District Ordinance Maps).
6. Authorized the Chairman to sign any and all necessary zoning changes under Ordinance 352, and specifically changes to Sections 18.9 and Section 16 to add the Community of Goshen to include the Mixed-Use Combining Zone and additional by-right uses.
7. Directed the Clerk of the Board to publish once in the Visalia Times-Delta newspaper the summary of the ordinance amendments and amended zoning map with the names of the Board of Supervisors voting for and against the amendment and to post a certified copy of the full ordinance amending the Tulare County Zoning Ordinance with the names of the Board of Supervisors voting for and against the amendment, within fifteen (15) days as required by Section 25124 et. seq.
8. Directed the Environmental Assessment Officer, or designee, of the Tulare Resource Management Agency to file the Notice of Determination with the Tulare County Clerk.
9. Approved more detailed findings contained in Exhibit "A" incorporated by reference herein.
10. Authorize the Director of the Resource Management Agency, or designee, to make appropriate technical revisions to the General Plan Amendment, Community Plans, and associated project documents

## **EXHIBIT “A” Detailed Findings**

### **A. Goshen 2018 Update (General Plan Amendment 14-001)**

WHEREAS, on April 25, 2018 the Planning Commission held a public hearing on the Goshen Community Plan 2018 Update, which included an application for the Goshen Community Plan 2018 Update, and includes PZC 15-009 Mixed-Use Combining Zone (Section 18.9), PZC 18-002 By-Right Uses (Section 16), PZC 15-008 Zoning District Ordinance Map (Rezoning Plan), collectively referred to as the Goshen Community Plan 2018 Update (GPA 14-002); and

WHEREAS, upon conclusion of the public hearing, the Planning Commission recommended the Board of Supervisors certify and adopt the Final Environmental Impact Report, including the Findings of Fact (FOF), Statement of Overriding Considerations (SOC), and Mitigation Monitoring and Reporting Program (MMRP), as being in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, including CEQA findings, and adopt the Mitigation Monitoring and Reporting Program and approve the Goshen Community Plan 2018 Update; and

WHEREAS, the Board of Supervisors held a public hearing on June 5, 2018 to consider the proposed Goshen Community Plan 2018 Update; and

WHEREAS, the Board of Supervisors finds the public hearing for the Goshen Community Plan 2018 Update was properly noticed in accordance with state law and the Tulare County Ordinance Code.

WHEREAS, the Board of Supervisors finds the Goshen Community Plan 2018 Update is compatible, integrated and internally consistent with the existing policies of and with the Tulare County General Plan.

WHEREAS, the Board of Supervisors accepts and incorporates by reference herein, the findings of facts and recommendations adopted by the Planning Commission as follows:

1. Planning Commission Resolution No. 9438, in the matter of the Certification and Adoption of the Certification and Adoption of the FEIR under California Environmental Quality Act (CEQA), including the Findings of Fact, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program (MMRP) for the Goshen Community Plan 2018 Update (PC Package Attachment 1 – CEQA Resolution).
2. Planning Commission Resolution No. 9439, to adopt the Goshen Community Plan 2018 Update (GPA 14-001), and Amendments to the General Plan Planning Framework Element, Open Space (Environmental Resources Management) Element, Land Use Element, Circulation Element (Part I) and the Community Plans Element (Part II) (PC Package Attachment 2 –GPA Resolution).

3. Planning Commission Resolution No. 9440, in the matter of an Amendment to Section 18.9 of Ordinance No. 352, the Zoning Ordinance, and establish the Mixed Use Combining Zone within the Community of Goshen Urban Development Boundary (PC Package Attachment 3 – Section 18.9 Resolution).
4. Planning Commission Resolution No. 9441, in the matter of an Amendment to Section 16 of Ordinance No. 352, the Zoning Ordinance, to allow additional by-right uses within the Community of Goshen Urban Development Boundary (PC Package Attachment 4 – Section 16 Resolution).
5. Planning Commission Resolution No. 9442, in the matter of an Amendment to Ordinance No. 352, the Zoning Ordinance, as set forth in the Zoning District Ordinance Map and Goshen Rezoning Plan, consistent with the Goshen Community Plan 2018 Update. (PC Package Attachment 5 – Rezoning Plan Resolution).

NOW, THEREFORE, BE IT RESOLVED as follows:

- A. The Board of Supervisors certifies that: (1) the Final EIR has been completed in compliance with CEQA; (2) the Final EIR was presented to the Board of Supervisors, and that the Board of Supervisors reviewed and considered the information contained in the Final EIR prior to approving the project; and, (3) the Final EIR reflects Tulare County's independent judgment and analysis.
- B. The Board of Supervisors adopts the Findings of Fact, Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program (MMRP) for the Goshen Community Plan 2018 Update included in PC Package Attachment 1 of the Board Report for this agenda item, dated June 5, 2018.

NOW BE IT FURTHER RESOLVED as follows:

- C. The Board of Supervisors adopts the entirety of all of the above findings and actions as one General Plan Amendment No. GPA 14-001.
- D. The Board of Supervisors hereby waives the final reading of Change of Ordinance 352 and adopts amendments to the Tulare County Zoning Ordinance 352 pertaining to Section 18.9 - Mixed-Use Combining Zone, to Section 16 - Variances and Special Uses, and Zoning District Map Changes.
- E. The Board of Supervisors authorizes the Chairman to sign any and all necessary zoning changes under Ordinance 352, and specifically changes to Sections 18.9 and Section 16 to add the community of Goshen to include Mixed Use Combining Zone and additional By-Right uses.
- F. The Board of Supervisors directs the Clerk of the Board to publish once in the Visalia Times-Delta newspaper the summary of the ordinance amendments and amended zoning map with the names of the Board of Supervisors voting for and against the amendment and to post a certified copy of the full ordinance

amending the Tulare County Zoning Ordinance with the names of the Board of Supervisors voting for and against the amendment, within fifteen (15) days as required by Section 25124 et. seq.

- G. The Board of Supervisors directs the Environmental Assessment Officer, or designee, of the Tulare Resource Management Agency to file Notices of Determination with the Tulare County Clerk.
- H. The Board of Supervisors authorizes the Director of the Resource Management Agency, or designee, to make appropriate technical revisions to the General Plan Amendment, Goshen Community Plan 2018 Update, and associated project documents.

ORDINANCE NO. 3530

AN ORDINANCE AMENDING ORDINANCE NO. 352, THE ZONING ORDINANCE OF TULARE COUNTY, PERTAINING TO ESTABLISH SECTION 18.9 OF ORDINANCE NO. 352, THE ZONING ORDINANCE, A MIXED-USE OVERLAY COMBINING ZONE FOR GOSHEN, UNLESS OTHERWISE PROVIDED IN THIS ORDINANCE PZC 15-009.

THE BOARD OF SUPERVISORS OF THE COUNTY OF TULARE DO ORDAIN AS FOLLOWS:

Section 1. SECTION 1. Section 18.9 is hereby added to Tulare County Ordinance No. 352, as amended from time to time, to read as follows:

The following regulations shall apply in the communities of Goshen, Ducor, Terra Bella, Traver, Strathmore, Pixley, Tipton, Earlimart, Alpaugh, East Orosi, London, Richgrove, Sultana, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract, Tooleville, Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem unless otherwise provided in this Ordinance unless otherwise provided in this Ordinance.

**PURPOSE A.** The purpose of this zone is to allow for mixed uses. Allowing a mix of uses promotes flexibility in the types of entitlements that can be issued. Economic Development can be pursued with a wide variety of development potential. In addition, mixed use can allow for decreased vehicles miles traveled if residential uses are mixed with uses for employment.

**APPLICATION B.** This overlay zone only applies to the communities of Goshen, Ducor, Terra Bella, Traver, Strathmore, Pixley, Tipton, Earlimart, Alpaugh, East Orosi, London, Richgrove, Sultana, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract, Tooleville, Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem.

**USE C.** No building or land shall be used and no building shall be hereafter erected or structurally altered, except for one or more of the following uses allowed in this this overlay zone are outlined in the community plan for Goshen, Ducor, Terra Bella, Traver, Strathmore, Pixley, Tipton, Earlimart, Alpaugh, East Orosi, London, Richgrove, Sultana, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract, Tooleville, Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville, Waukena, West Goshen, and Yettem, unless otherwise provided in this Ordinance.

Within the Mixed Use Zoning District, all uses outlined in the M-1, C-3, C-2, C-1 and R-1, R-2, R-3 uses are allowed. Uses and activities that are found by the Planning Director to be similar to and compatible with those specific zoning districts are also allowed. In addition, use and activities

determined to be compatible by the Planning Commission and the Board of Supervisors with the above mentioned zoning districts are also allowed.

All conditional uses allowed in these zoning districts shall also be allowed by right with exception of the following combination of uses:

All uses shall not be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood, or to the general welfare of the county. All uses shall limit impacts related to smoke, fumes, dust, gas, noise, odor, vibrations and other hazards to be considered an allowed use without the need for a special use permit. All allowed uses are subject to the determination of appropriateness by the Director of Planning.

The Director of Planning has the option of deferring any land use application allowed in this district to the Planning Commission for review and decision.

Uses/Combination of Uses reviewed by Planning Commission
Autowrecking and Residential
Battery Manufacture and Residential or Commercial
Biomass Fuel Production and Residential
Flammable Liquids over 10,000 gallons
Hazardous Waste Facility
Planing Mills and Residential or Commercial
Sand blasting
Slaughterhouse and Residential
Solid Waste Recycling and Residential
Super service stations and Residential
Airport
Helipoint

**DEVELOPMENT STANDARDS D. 1.** Height: No building or structure hereafter erected or structurally altered shall exceed six (6) stories or seventy five (75) feet to uppermost part of roof.

2. Front Yard: 0 Feet

3. Side Yard: Where a lot abuts upon the side of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a side yard of not less than five (5) feet. Where a reversed corner lot rears upon a lot in any "R" Zone, the side yard on the street side of the reversed corner lot shall be not less than fifty (50) percent of the front yard required on the lots in the rear of such corner lot. In all other cases, a side yard for a commercial building shall not be required.

4. Rear Yard: Where a lot abuts upon the rear of a lot in any "R" Zone (R-A, R-O, R-1, R-2 and R-3), there shall be a rear yard of not less than fifteen (15) feet. In all other cases, a rear yard for a commercial building shall not be required.

1 5. Lot Area: The minimum lot area shall be ten thousand (10,000) square feet; provided, however,  
2 that where a lot has less area than herein required and was of record at the time this paragraph  
3 became effective, said lot may be occupied by not more than one (1) main building subject to the  
4 provisions of this Section.

5 6. Floor Area Ratio: The maximum Floor Area Ratio is 2. The Floor Area Ratio is the amount of  
6 square feet of all structure allowed on a parcel based on parcel size.

7 7. Distance between structures: The minimum distance between structures is 10 feet.

8 8. Parking: Off-street parking and loading shall be required in conformance with Section 15.

9 9. Fences, Walls, and Screening: Where the side or rear lot line of a site adjoins or is located across  
10 an alley from any "R" Zone (R-A, R-O, R-1, R-2, and R-3), there shall be a solid wall, fence or  
11 equivalent landscaping screening at least six (6) feet in height located along the common lot line,  
12 except in the required front or side yard. Open storage of materials and equipment shall be  
13 permitted only within an area surrounded and screened by a solid wall or fence or compact  
14 evergreen hedge (with solid gates where necessary), not less than six (6) feet in height, provided  
15 that no materials shall be stored to a height greater than that of the wall, fence, or hedge.  
16 Fulfillment of the requirement of this paragraph shall not be required for buildings and uses which  
17 were established in accordance with all applicable buildings and zoning regulations and which were  
18 existing in a commercial or manufacturing zone on the effective date of this paragraph, until such  
19 time as a permit or other grant of approval for expansion, alteration or development of property is  
20 approved by Tulare County.

21  
22 E. All other Development Standards are outlined in the Community Plan(s) for Goshen, Ducor,  
23 Terra Bella, Traver, Strathmore, Pixley, Tipton, Earlimart, Alpaugh, East Orosi, London,  
24 Richgrove, Sultana, El Monte Mobile Village, Hypericum, Jovista, Matheny Tract Tooleville,  
25 Allensworth, Delft Colony, East Tulare Villa, Lindcove, Monson, Seville, Teviston, Tonyville,  
26 Waukena, West Goshen, and Yettum, unless otherwise provided in this Ordinance. Conformance  
27 to development standards is required for all development; however, the Planning Director, Planning  
28 Commission, or Board of Supervisors may provide exemptions to particular development standards  
29 when deemed appropriate

30  
31 Section 2. This Ordinance shall take effect thirty (30) days from the date of the passage  
32 hereof, or if published more than 15 days after the date of passage, then 30 days after publication,  
33 whichever is later, and, shall be published once in the Visalia Times Delta, a newspaper printed and

1 published in the County of Tulare, State of California, together with the names of the members of  
2 the Board of Supervisors voting for and against the same.

3 THE FOREGOING ORDINANCE was passed and adopted by the Board of Supervisors of  
4 the County of Tulare, State of California, on the 5th day of June, 2018, at a regular meeting of said  
5 Board, duly and regularly convened on said day, by the following roll call vote:

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AYES:  
Supervisors Crocker, Vander Poel,  
Shuklian, Worthley, and Ennis

NOES:  
None

ABSENT:  
None

  
Chairman, Board of Supervisors



ATTEST: MICHAEL C. SPATA  
County Administrative Officer/Clerk  
Board of Supervisors

By:   
Deputy



1 use issues that may not be compatible with adjacent uses. These impacts may include but are not  
2 limited to; hours of operation (night time), noise (i.e. power tools such as impact drivers, or  
3 loudspeaker, etc.) air quality (idle running vehicles) traffic, (number of vehicles) and odor. The  
4 Permit Center process is to determine the whether the use is by right or must go through the  
5 traditional use permit process.

6 The following uses and zones shall be considered:

7 **Animal hospital, clinic, and veterinarian office wherein only small/domestic animals (i.e.  
8 dogs, cats, etc.) are treated. C-1, C-2, C-3, M-1, M-2.**

9 **Antique and art store. C-2, C-3, M-1, M-2, R-3.**

10 **Antique store. C-1, C-2, C-3, M-1, R-2, R-3.**

11 **Apartment Hotel O, CO, C-1, C-2, C-3, M-1, R-3.**

12 **Apparel stores. CO, C-1, C-2, C-3, M-1, R-3.**

13 **Arcades, including video. O, CO, C-1, C-2, C-3, M-1, R-3.**

14 **Assemblage of people for educational or entertainment purposes. O, CO, C-1, C-2, C-3, M-1,  
15 M-2.**

16 **Assembly of electric appliances such as lighting fixtures, irons, fans, toasters and electric toys,  
17 refrigerators, washing machines, dryers, dishwashers and similar home appliances. C-2, C-3,  
18 M-1, M-2.**

19 **Assembly of small electrical equipment such as home and television receivers. O, CO, C-1,  
20 C-2, C-3, M-1, R-3.**

21 **Assembly of typewriters, business machines, computers, and similar mechanical equipment.  
22 O, CO, C-1, C-2, C-3, M-1, M-2, R-3.**

23 **Automated car wash (coin operated only). O, CO, C-1, C-2, C-3, M-1, M-2, R-3, AP.**

24 **Automobile parking lots, public parking areas or storage garages. O, CO, C-1, C-2, C-3, M-1,  
25 M-2, R-3, AP.**

26 **Automobile supply stores. O, CO, C-1, C-2, C-3, M-1, R-3.**

27 **Automobile washing, including the use of mechanical conveyors, blowers and steam cleaning.  
28 C-2, C-3, M-1, M-2.**

29 **Bakery [employing not more than five (5) persons on premises]. O, CO, C-1, C-2, C-3, M-1,  
30 R-3.**

- 1 Bakery goods store. CO, C-1, C-2, C-3, M-1.
- 2 Banks and financial institutions. C-1, C-2, C-3, M-1, R-3.
- 3 Barber shop or beauty parlor. C-1, C-2, C-3, M-1, R-3.
- 4 Bed and Breakfast Home with three or more guests rooms (Up to 5). CO, C-1, C-2, C-3, M-1,  
5 R-3, R-2).
- 6 Bicycle shops. Structure. CO, C-1, C-2, C-3, M-1, R-3.
- 7 Billiard or Pool hall Structure. C-2, C-3, M-1.
- 8 Bird store or pet shop. O, CO, C-1, C-2, C-3, M-1.
- 9 Blueprinting and Photostatting shop. CO, C-1, C-2, C-3, M-1, AP.
- 10 Boat sales and service. O, CO, C-1, C-2, C-3, M-1.
- 11 Book binding. O, CO, C-1, C-2, C-3, M-1, R-3.
- 12 Book or stationary store. O, CO, C-1, C-2, C-3, M-1, R-3.
- 13 Business and professional schools and colleges. CO, C-1, C-2, C-3, M-1.
- 14 Business, professional and trade schools and colleges. CO, C-1, C-2, C-3, M-1.
- 15 Catering Shops. CO, C-1, C-2, C-3, M-1.
- 16 Ceramic shops. CO, C-1, C-2, C-3, M-1.
- 17 Christmas tree sales lots as a temporary use. CO, C-1, C-2, C-3, M-1.
- 18 Church. CO, C-1, C-2, C-3, M-1.
- 19 Clothes cleaning and pressing establishment. CO, C-1, C-2, C-3, M-1.
- 20 Clothing and costume rental. CO, C-1, C-2, C-3, M-1.
- 21 Confectionery store. CO, C-1, C-2, C-3, M-1.
- 22 Conservatory of Music. CO, C-1, C-2, C-3, M-1.
- 23 Contractor's Storage Yards. CO, C-1, C-2, C-3, M-1, AP.
- 24 Dairy products store. CO, C-1, C-2, C-3, M-1.
- 25 Digesters. M-1
- 26 Department store. CO, C-1, C-2, C-3, M-1.
- 27 Drug store or pharmacy. CO, C-1, C-2, C-3, M-1.
- 28 Dry goods or notions store. CO, C-1, C-2, C-3, M-1.
- 29 Electric appliance stores and repairs. CO, C-1, C-2, C-3, M-1.

- 1 Expansion, Alteration or Replacement of non-conforming buildings and uses. CO, C-1, C-2,
- 2 M-1, R-1, R-2, R-3, R-A.
- 3 Family Day Care Home, Large (Up to Ca State maximum). CO, C-1, C-2, R-1, R-2, R-3, RA.
- 4 Family Day Care Home, small. CO, C-1, C-2, R-1, R-2, R-3, RA.
- 5 Feed and seed stores. CO, C-1, C-2, C-3, M-1, AP.
- 6 Fire Station. CO, C-1, C-2, C-3, M-1, AP.
- 7 Firewood sales yard. CO, C-1, C-2, C-3, M-1.
- 8 Florist shop. CO, C-1, C-2, M-1, R-1, R-2, R-3, RA.
- 9 Furniture store. CO, C-1, C-2, C-3, M-1.
- 10 Furniture warehouses for storing personal household goods, provided ground floor front is
- 11 devoted to stores. CO, C-1, C-2, C-3, M-1.
- 12 Gasoline filling station. CO, C-1, C-2, C-3, M-1.
- 13 Gift, novelty or souvenir. CO, C-1, C-2, M-1, R-2, R-3, RA.
- 14 Glass shop, retail, excluding major service activities. C-2, C-3, M-1.
- 15 Grocery store. CO, C-1, C-2, C-3, M-1.
- 16 Grocery store, fruit store or supermarket. C-1, C-2, C-3, M-1.
- 17 Gunsmith shops. CO, C-1, C-2, C-3, M-1.
- 18 Healthcare Facilities. All Zones
- 19 Hobby and art supply store. CO, C-1, C-2, C-3, M-1.
- 20 Hospital, sanitarium and nursing home. C-1, C-2, C-3, M-1, PO.
- 21 Household and office equipment and machinery repair shops. C-2, C-3, M-1, PO.
- 22 Household appliance stores. CO, C-1, C-2, C-3, M-1.
- 23 Ice storage house of not more than 5-ton storage capacity. CO, C-1, C-2, C-3, M-1, AP.
- 24 Incidental manufacturing, processing and treatment of products. C-2, C-3, M-1.
- 25 Interior decorating store. CO, C-1, C-2, C-3, M-1.
- 26 Jail or correctional (public facilities only). C-2, C-3, M-1, M-2.
- 27 Jewelry store, including clock and watch repair. CO, C-1, C-2, C-3, M-1.
- 28 Laundries. C-2, C-3, M-1.
- 29 Laundry, coin operated machines only. CO, C-1, C-2, C-3, M-1.
- 30 Leather goods and luggage stores. CO, C-1, C-2, C-3, M-1.

- 1 **Linen supply services. C-2, C-3, M-1.**
- 2 **Liquor store. Not within 300' of residential/School Site. CO, C-1, C-2, C-3, M-1.**
- 3 **Locksmiths. CO, C-1, C-2, C-3, M-1.**
- 4 **Massage or physiotherapy establishment. CO, C-1, C-2, C-3, M-1.**
- 5 **Meat market or delicatessen store. CO, C-1, C-2, C-3, M-1.**
- 6 **Medical and orthopedic appliance stores. CO, C-1, C-2, C-3, M-1, PO.**
- 7 **Medical laboratory. CO, C-1, C-2, C-3, M-1, PO.**
- 8 **Memorial building, theatre, auditorium. CO, C-1, C-2, C-3, M-1, R-3.**
- 9 **Micro-brewery. \*Allowed in C-1 and C-2 in conjunction with a restaurant. M-1, M-2, C-**
- 10 **3,\*C-2,\*C-1**
- 11 **Mini-warehouses. C-2, C-3, M-1, AP.**
- 12 **Mobile home for use by caretaker or night watchman. CO, C-1, C-2, C-3, M-1.**
- 13 **Motorcycle sales and service. C-2, C-3.**
- 14 **Musical instrument repair shops. CO, C-1, C-2, C-3, M-1.**
- 15 **Name plates. CO, C-1, C-2, C-3, M-1, R-3.**
- 16 **Nursery school. CO, C-1, C-2, M-1, R-1, R-2, RA, R3, R-A.**
- 17 **Office, business or professional. CO, C-1, C-2, M-1, R-1, R-2, R-3, PO.**
- 18 **Opticians and optometrists shops. CO, C-1, C-2, C-3, M-1, PO.**
- 19 **Paint and wallpaper stores. C-1, C-2, C-3, M-1.**
- 20 **Pet shops. CO, C-1, C-2, C-3, M-1.**
- 21 **Photo processing pick-up and delivery outlets. CO, C-1, C-2, C-3, M-1.**
- 22 **Photographic and blueprint processing and printing. CO, C-1, C-2, C-3, M-1.**
- 23 **Photographic developing and printing. CO, C-1, C-2, C-3, M-1.**
- 24 **Photographic supply stores. CO, C-1, C-2, C-3, M-1.**
- 25 **Picture framing shops. CO, C-1, C-2, C-3, M-1.**
- 26 **Plumbing fixtures for retail sales. CO, C-1, C-2, C-3, M-1.**
- 27 **Plumbing shops. C-2, C-3, M-1.**
- 28 **Police station. O, CO, C-1, C-2, C-3, M-1, M-2.**
- 29 **Post Office. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, PO.**
- 30 **Pressing establishments. C-2, C-3, M-1.**
- 31 **Printing, lithography, engraving. CO, C-1, C-2, C-3, M-1.**

- 1 **Private club, fraternity, sorority and lodge. CO, C-1, C-2, C-3, M-1.**
- 2 **Private greenhouses and horticultural collections. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-**
- 3 **A.**
- 4 **Public library. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A.**
- 5 **Public Park or playground. O, MR, CO, C-1, C-2, C-3, M-1, M-2 R-1, R-2, R-3, R-A, AP.**
- 6 **Public utility structure. CO, C-1, C-2, C-3, M-1, MR, RO, R-1, R-2, R-3, R-A, PO, O, AP.**
- 7 **Radio and television broadcasting studios. C-2, C-3, M-1.**
- 8 **Radio and television repair shops. C-2, C-3, M-1.**
- 9 **Radio, microwave and television towers (Over 75 feet or within 2 miles of an airport)**
- 10 **C-2, C-3, M-1, M-2.**
- 11 **Real Estate Offices. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A**
- 12 **Recreation center. CO, C-1, C-2, C-3, M-1.**
- 13 **Repairing and altering of wearing apparel. CO, C-1, C-2, C-3, M-1.**
- 14 **Resort. CO, C-1, C-2, C-3, M-1.**
- 15 **Restaurant. CO, C-1, C-2, C-3, M-1.**
- 16 **Restaurant, tea room or cafe. CO, C-1, C-2, C-3, M-1, R-1, R-2, R-3, R-A.**
- 17 **Retail office equipment sales. CO, C-1, C-2, C-3, M-1.**
- 18 **Retail sales of sporting goods, boats, boat motors, boat trailers, trailer coaches and their**
- 19 **repair, rental and storage. O, CO, C-1, C-2, C-3, M-1.**
- 20 **Retail stores and offices incidental to and located on the site of a hotel, motel, resort,**
- 21 **restaurant or guest ranch. O, CO, C-1, C-2, C-3, M-1.**
- 22 **Rug and carpet cleaning and dyeing. CO, C-1, C-2, C-3, M-1.**
- 23 **Satellite antenna sales. CO, C-1, C-2, C-3, M-1.**
- 24 **Satellite television antennas. CO, C-1, C-2, C-3, M-1.**
- 25 **School, private. CO, C-1, C-2, C-3, M-1, PO.**
- 26 **School, public. CO, C-1, C-2, C-3, M-1, PO.**
- 27 **Scientific instrument stores. CO, C-1, C-2, C-3, M-1.**
- 28 **Secondhand stores, pawn shops and thrift shops. CO, C-1, C-2, C-3, M-1.**
- 29 **Shoe repair shop. CO, C-1, C-2, C-3, M-1.**
- 30 **Shoe store. CO, C-1, C-2, C-3, M-1.**

- 1 **Sign painting shops. C-2, C-3, M-1.**
- 2 **Small appliance sales and service. CO, C-1, C-2, C-3, M-1.**
- 3 **Soda fountains. CO, C-1, C-2, C-3, M-1.**
- 4 **Sporting goods store. CO, C-1, C-2, C-3, M-1.**
- 5 **Stamp and coin stores. CO, C-1, C-2, C-3, M-1.**
- 6 **Storage of petroleum products for use on the premises. CO, C-1, C-2, C-3, M-1.**
- 7 **Studios (except motion picture). CO, C-1, C-2, C-3, M-1.**
- 8 **Tinsmith. C-2, C-3, M-1.**
- 9 **Tire sales (no retreading or recapping). C-2, C-3.**
- 10 **Tobacco and cigar stores. CO, C-1, C-2, C-3, M-1**
- 11 **Tourist Court. CO, C-1, C-2, C-3, M-1.**
- 12 **Toy store. CO, C-1, C-2, C-3, M-1.**
- 13 **Trailer and recreation vehicle sales, service and rentals. C-2, C-3, M-1, M-2, AP.**
- 14 **Travel agencies. CO, C-1, C-2, C-3, M-1.**
- 15 **Variety store. CO, C-1, C-2, C-3, M-1.**
- 16 **Video machine and tape sales/rental. CO, C-1, C-2, C-3, M-1.**
- 17 **Warehouses except for the storage of fuel or flammable liquids and explosives. CO, C-1, C-2,**
- 18 **C-3, M-1.**
- 19 **Watch and clock repair shop. CO, C-1, C-2, C-3, M-1.**
- 20 **Wedding chapel. CO, C-1, C-2, C-3, M-1.**

21           Section 2. This Ordinance shall take effect thirty (30) days from the date of the passage  
22 hereof, or if published more than 15 days after the date of passage, then 30 days after publication,  
23 whichever is later, and, shall be published once in the Visalia Times-Delta, a newspaper printed and  
24 published in the County of Tulare, State of California, together with the names of the members of  
25 the Board of Supervisors voting for and against the same.

26  
27  
28

1 THE FOREGOING ORDINANCE was passed and adopted by the Board of Supervisors of  
2 the County of Tulare, State of California, on the 5th day of June, 2018, at a regular meeting of said  
3 Board, duly and regularly convened on said day, by the following roll call vote:

4  
5 AYES:

6 Crocker, Vander Poel, Shuklian,

7 Wothley, and Ennis

8  
9 NOES:

10 None

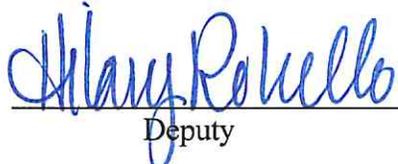
11  
12 ABSENT:

13 None

14  
15  
16   
17 Chairman, Board of Supervisors

18  
19 ATTEST: MICHAEL C. SPATA  
20 County Administrative Officer/Clerk  
21 Board of Supervisors



By:   
Deputy



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THE FOREGOING ORDINANCE was passed and adopted by the Board of Supervisors of the County of Tulare, State of California, on the 5th day of June 2018, at a regular meeting of said Board, duly and regularly convened on said day, by the following roll call vote:

AYES:

Crocker, Vander Poel, Shuklian

Worthley, and Ennis

NOES:

None

ABSENT:

None

  
Chairman, Board of Supervisors



ATTEST: MICHAEL C. SPATA  
County Administrative Officer/Clerk  
Board of Supervisors of Tulare County

By:   
Deputy

AE-40

AE-40

AE-40

18

AE-40

M-1

M-1

Avenue 312

M-1-MU

Betty Drive

R-2-MU

C-2-MU

R-1-MU

R-2-MU

R-1-MU

R-3-MU

R-1-MU

R-1-MU

Avenue 310

R-3-MU

R-1

R-3

R-1

R-1

R-1

R-1

R-1

R-1

R-2

R-2-MU

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R-1-MU

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M-1-MU

C-2

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C-2

R-3

R-1-MU

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C-2-MU

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R-3

R-3

R-3

R-2

Zone Change for Goshen Community Update (PZC 15-008)

Proposed Zoning

 C-2	 M-1	 R-1	 R-2-MU
 C-2-MU	 M-1-MU	 R-1-MU	 R-3
 C-O	 M-2	 R-2	 R-3-MU

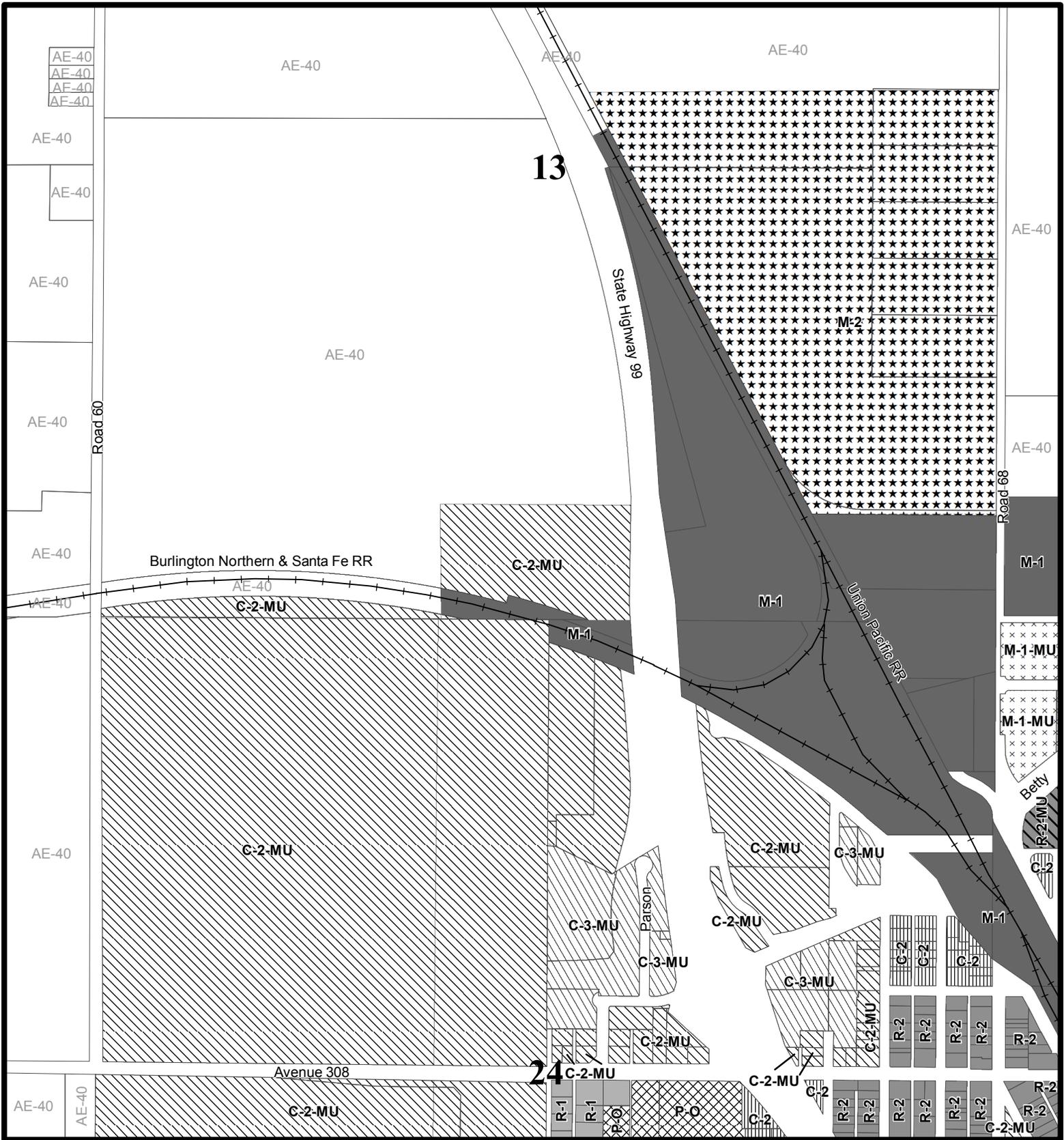
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ORDINANCE NO. 3535  
AMENDING A PORTION OF PART 302  
S 1/4 OF SEC. 18, & N 1/2 OF SEC. 19, T18S, R24E, M.D.B. & M.

OF  
**OFFICIAL ZONING MAP**  
**COUNTY OF TULARE, CA**

TULARE COUNTY BOARD OF SUPERVISORS  
ADOPTED: 6/5/18



**Zone Change for Goshen Community Update  
(PZC 15-008)**

**Proposed Zoning**

	C-2		M-1		P-O		R-2-MU
	C-2-MU		M-1-MU		R-1		
	C-3-MU		M-2		R-2		

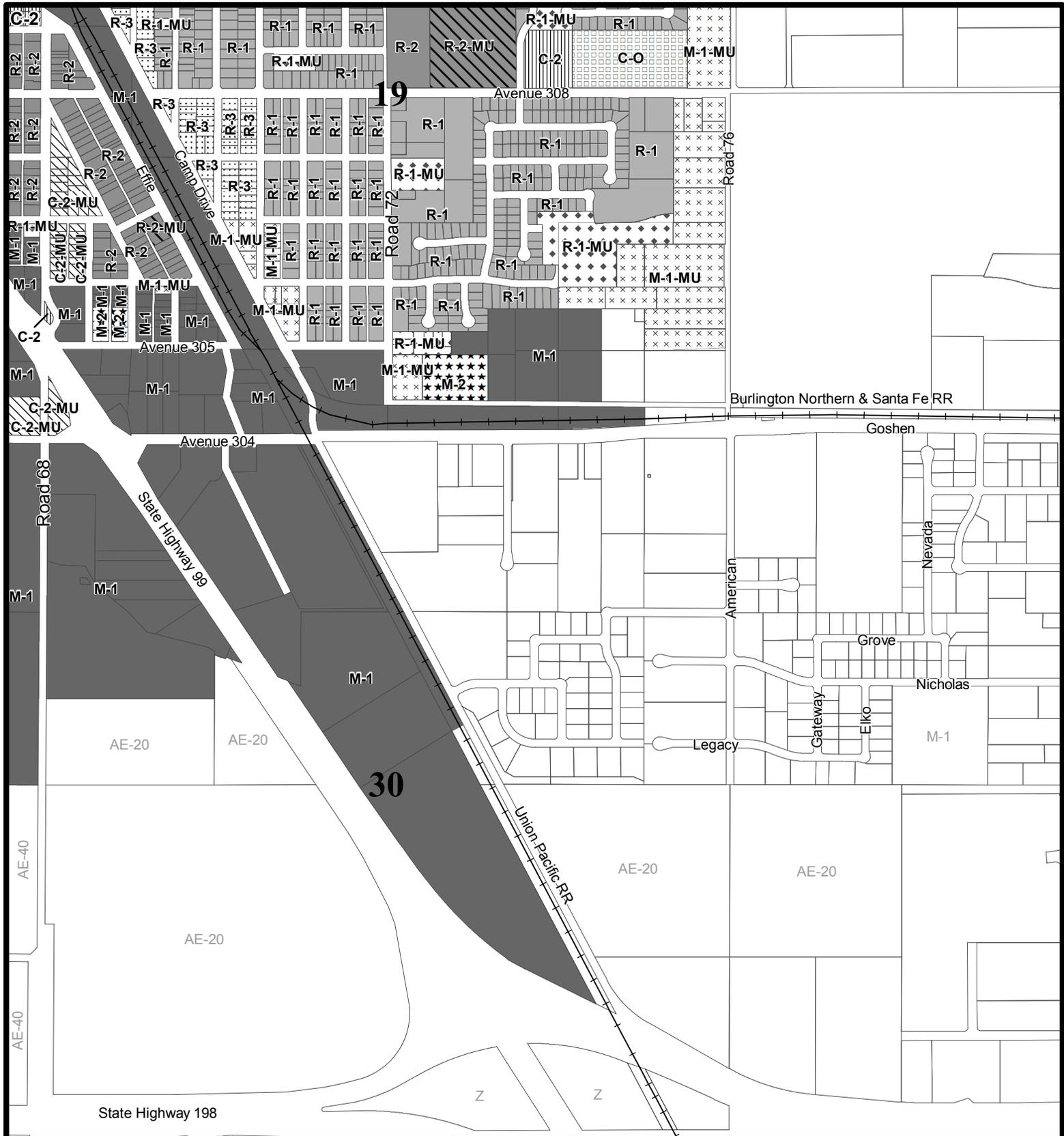


ORDINANCE NO. 3535  
 AMENDING A PORTION OF PART 378  
 ALL OF SEC. 13, & N 1/2 OF SEC. 24, T18S, R23E, M.D.B. & M.

**OFFICIAL ZONING MAP  
 COUNTY OF TULARE, CA**

TULARE COUNTY BOARD OF SUPERVISORS  
 ADOPTED: 6/5/18





**Zone Change for Goshen Community Update  
(PZC 15-008)**

**Proposed Zoning**

	C-2		M-1		R-1		R-2-MU
	C-2-MU		M-1-MU		R-1-MU		R-3
	C-O		M-2		R-2		

0 400 800 1,200 Feet

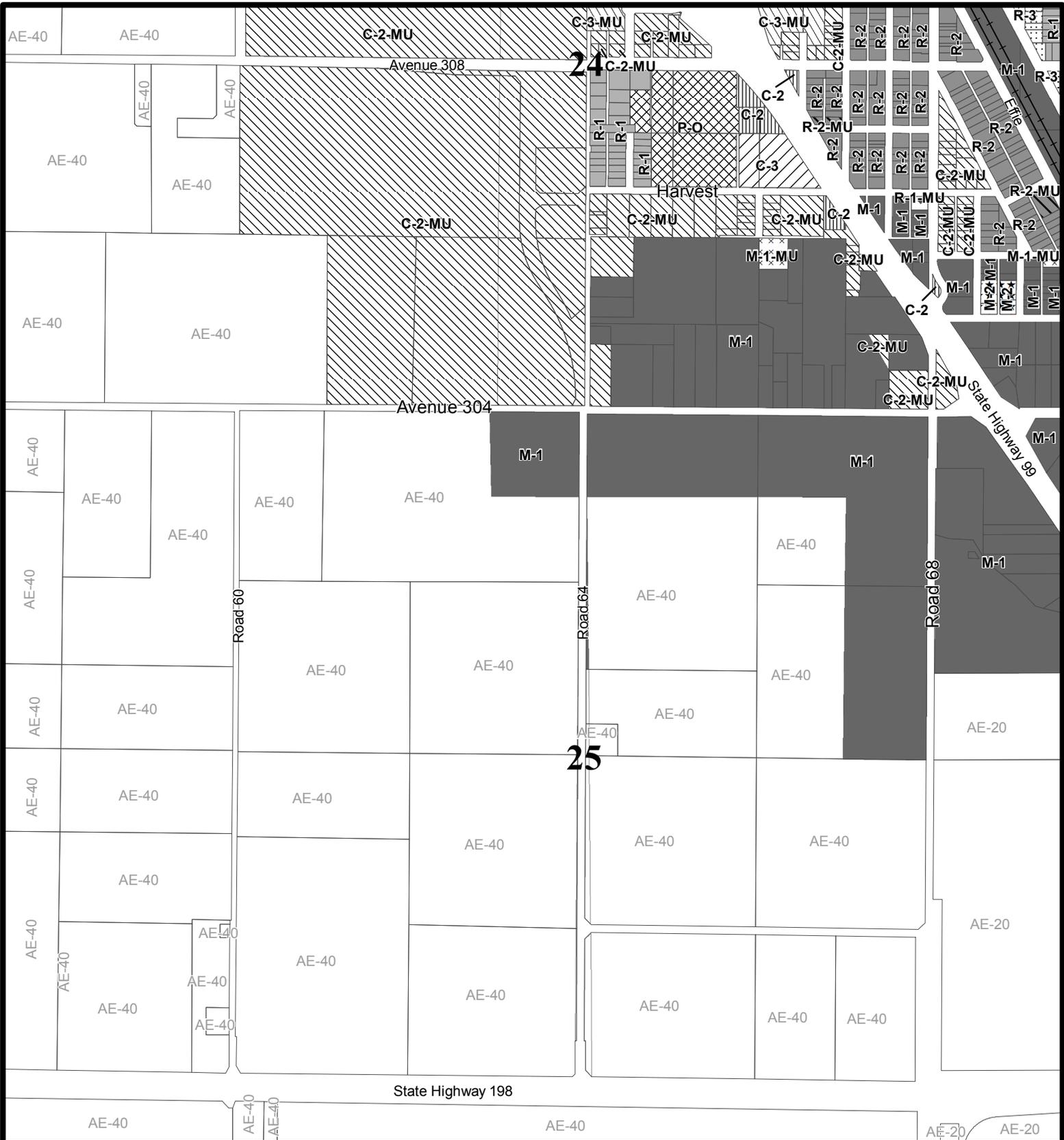


**ORDINANCE NO. 3535**  
**AMENDING A PORTION OF PARTS 302 & 306**  
**S 1/2 OF SEC. 19, & ALL OF SEC 30., T18S, R23E, M.D.B. & M.**

**OF**  
**OFFICIAL ZONING MAP**  
**COUNTY OF TULARE, CA**

**TULARE COUNTY BOARD OF SUPERVISORS**  
**ADOPTED: 6/5/18**





**Zone Change for Goshen Community Update  
(PZC 15-008)**

**Proposed Zoning**

AE-40	C-3-MU	P-O	R-2-MU
C-2	M-1	R-1	R-3
C-2-MU	M-1-MU	R-1-MU	
C-3	M-2	R-2	

0 400 800 1,200 Feet



**ORDINANCE NO. 3535**  
**AMENDING A PORTION OF PARTS 378 & 422**  
**S 1/2 OF SEC. 24, & ALL OF SEC. 25, T18S, R23E, M.D.B. & M.**

**OF**  
**OFFICIAL ZONING MAP**  
**COUNTY OF TULARE, CA**

**TULARE COUNTY BOARD OF SUPERVISORS**  
**ADOPTED: 6/5/18**

AE-40

AE-40

AE-40

18

AE-40

M-1

M-1

Avenue 312

M-1-MU

Betty Drive

R-2-MU

C-2-MU

R-1-MU

R-2-MU

R-1-MU

R-3-MU

R-1-MU

R-1-MU

Avenue 310

R-3-MU

R-1

R-3

R-1

R-1

R-1

R-1

R-1

R-1

R-2

R-2-MU

R-1

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R-1

R-1-MU

R-1

R-1

M-1-MU

C-2

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R-2

R-2

R-2

R-2

R-2

R-2

C-2

R-2

C-2-MU

R-2

R-3

R-3

R-3

R-3

R-3

R-3

R-2

Zone Change for Goshen Community Update (PZC 15-008)

Proposed Zoning

	C-2		M-1		R-1		R-2-MU
	C-2-MU		M-1-MU		R-1-MU		R-3
	C-O		M-2		R-2		R-3-MU

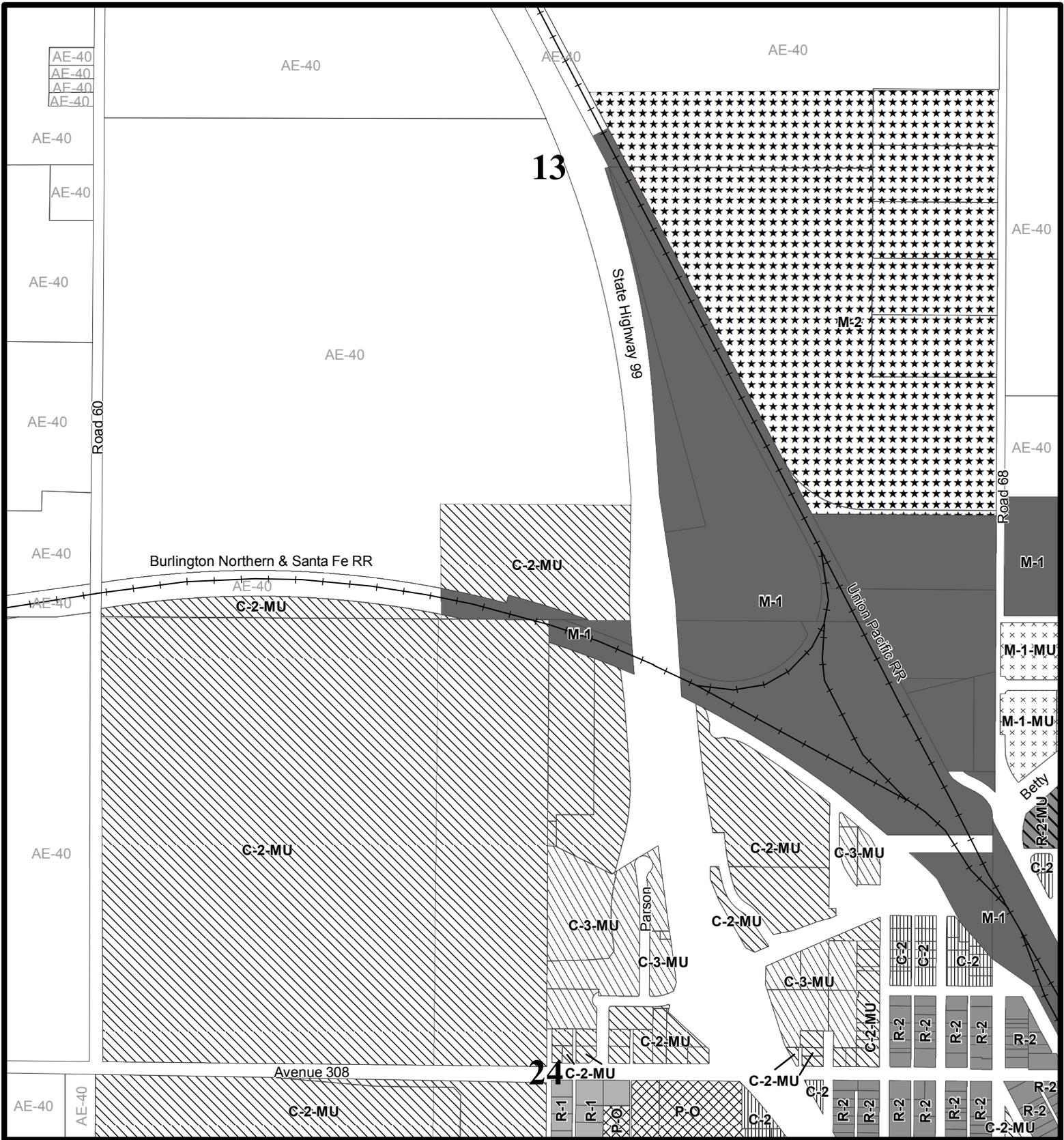
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ORDINANCE NO. 3535 AMENDING A PORTION OF PART 302 S 1/4 OF SEC. 18, & N 1/2 OF SEC. 19, T18S, R24E, M.D.B. & M.

OFFICIAL ZONING MAP COUNTY OF TULARE, CA

TULARE COUNTY BOARD OF SUPERVISORS ADOPTED: 6/5/18



**Zone Change for Goshen Community Update  
(PZC 15-008)**

**Proposed Zoning**

 C-2	 M-1	 P-O	 R-2-MU
 C-2-MU	 M-1-MU	 R-1	
 C-3-MU	 M-2	 R-2	

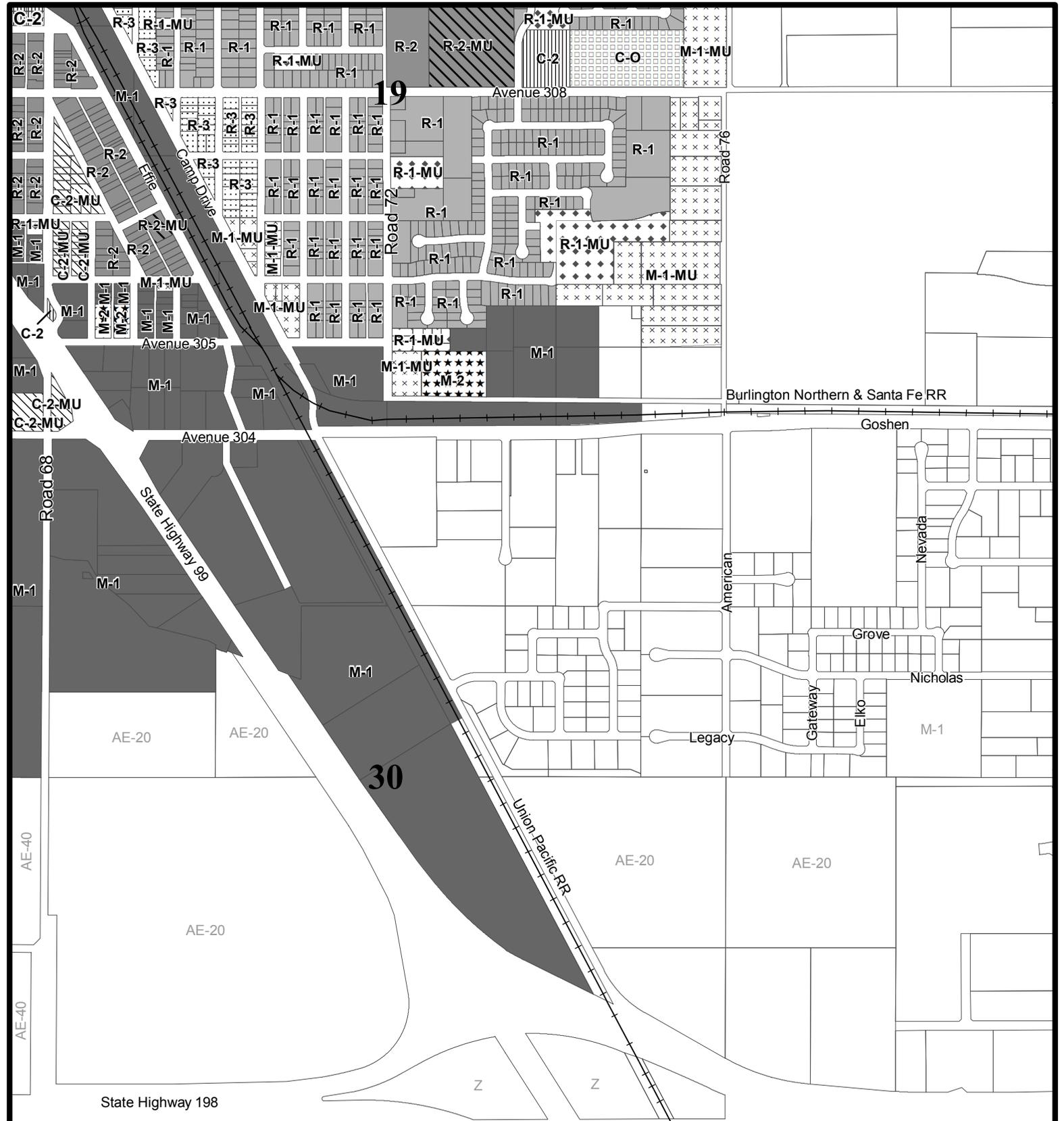


ORDINANCE NO. 3535  
 AMENDING A PORTION OF PART 378  
 ALL OF SEC. 13, & N 1/2 OF SEC. 24, T18S, R23E, M.D.B. & M.

**OFFICIAL ZONING MAP  
 COUNTY OF TULARE, CA**

TULARE COUNTY BOARD OF SUPERVISORS  
 ADOPTED: 6/5/18





**Zone Change for Goshen Community Update  
(PZC 15-008)**

**Proposed Zoning**

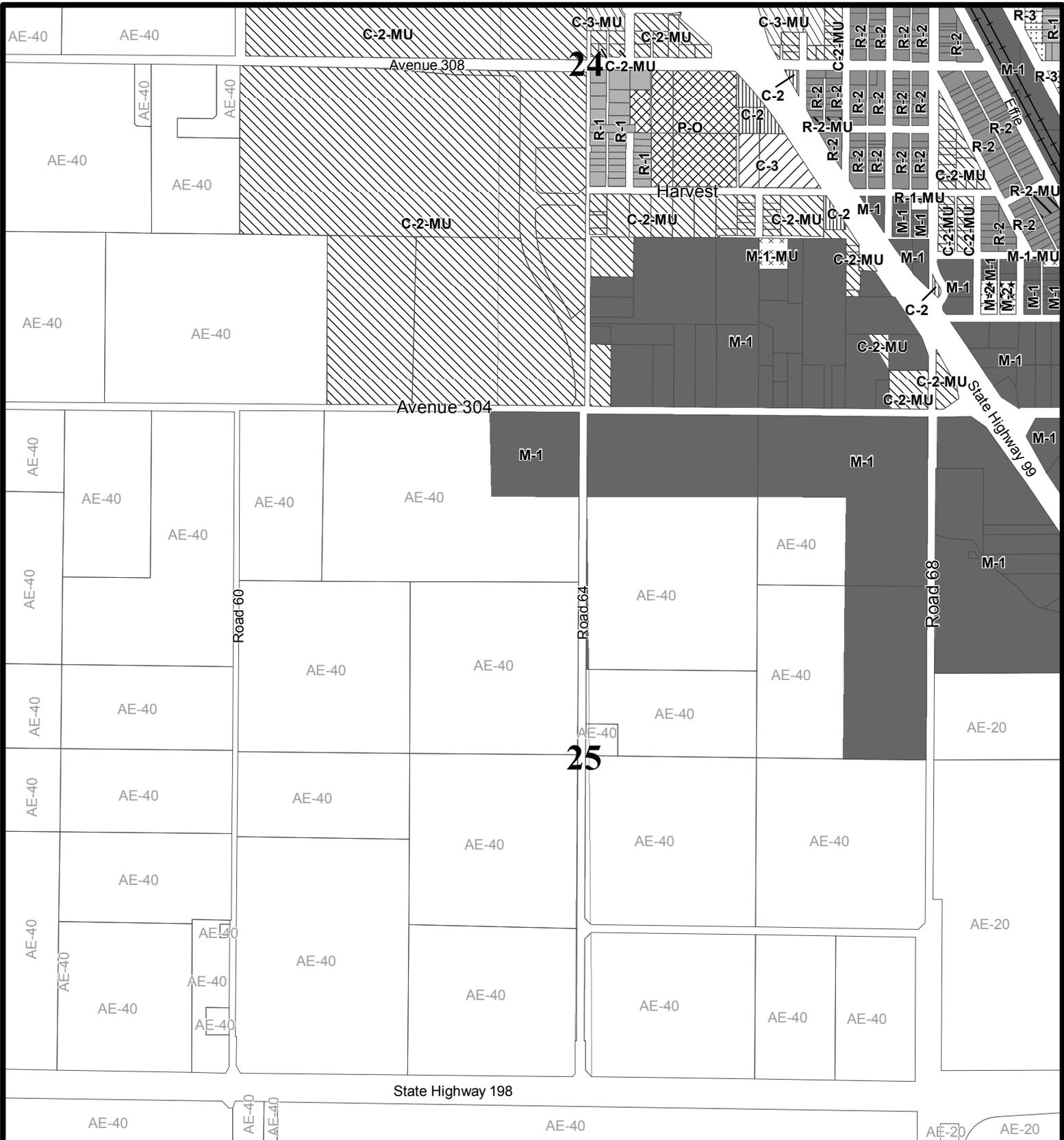
	C-2		M-1		R-1		R-2-MU
	C-2-MU		M-1-MU		R-1-MU		R-3
	C-O		M-2		R-2		



**ORDINANCE NO. 3535**  
**AMENDING A PORTION OF PARTS 302 & 306**  
**S 1/2 OF SEC. 19, & ALL OF SEC 30., T18S, R23E, M.D.B.& M.**

**OF**  
**OFFICIAL ZONING MAP**  
**COUNTY OF TULARE, CA**

**TULARE COUNTY BOARD OF SUPERVISORS**  
**ADOPTED: 6/5/18**



**Zone Change for Goshen Community Update  
(PZC 15-008)**

**Proposed Zoning**

	AE-40		C-3-MU		P-O		R-2-MU
	C-2		M-1		R-1		R-3
	C-2-MU		M-1-MU		R-1-MU		
	C-3		M-2		R-2		

0 400 800 1,200 Feet



**ORDINANCE NO. 3535**  
**AMENDING A PORTION OF PARTS 378 & 422**  
**S 1/2 OF SEC. 24, & ALL OF SEC. 25, T18S, R23E, M.D.B. & M.**

**OF**  
**OFFICIAL ZONING MAP**  
**COUNTY OF TULARE, CA**

**TULARE COUNTY BOARD OF SUPERVISORS**  
**ADOPTED: 6/5/18**