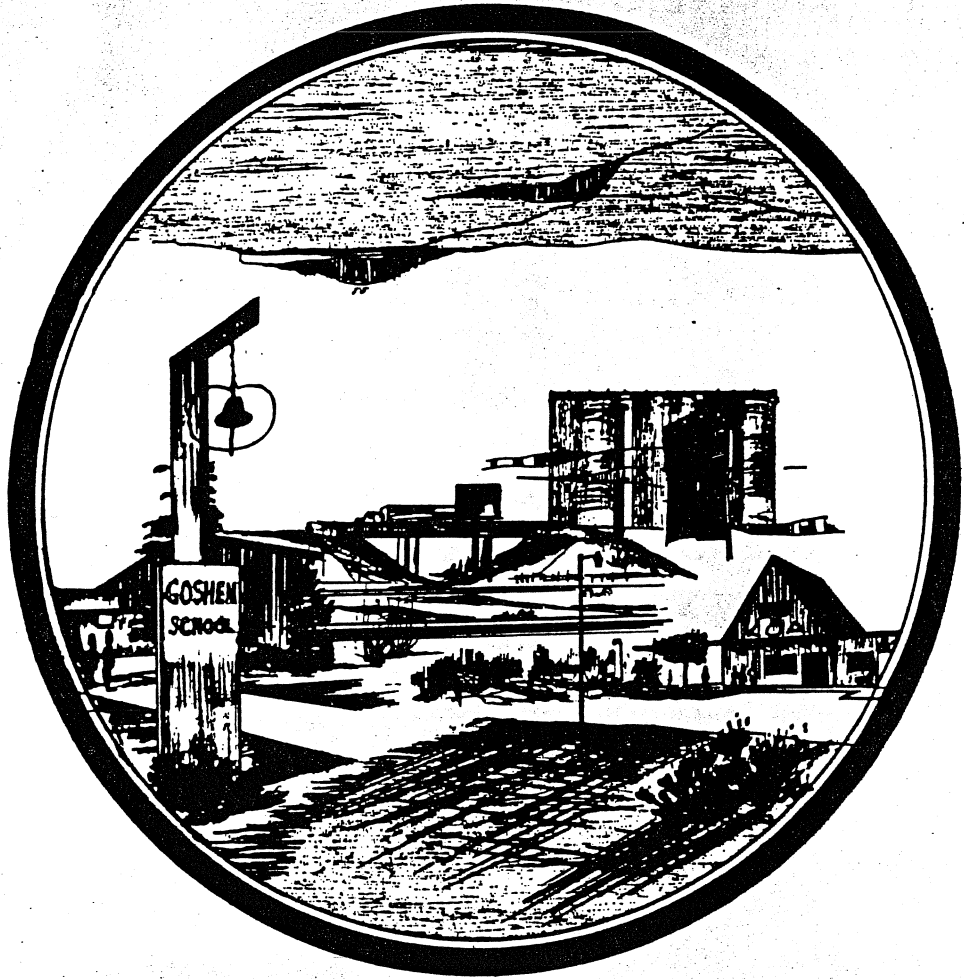


GOSHEN



COMMUNITY PLAN

PREPARED BY THE TULARE COUNTY PLANNING DEPARTMENT

GOSHEN

Approved: Tulare County Planning Commission
Resolution No. 5116, August 9, 1978.

Adopted: Tulare County Board of Supervisors
Resolution No. 78-2380, September 5, 1978.

PREPARED BY THE TULARE COUNTY PLANNING DEPARTMENT

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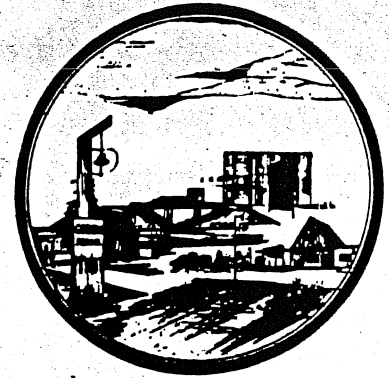
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CHAPTER I



Introduction and Setting

CHAPTER I

INTRODUCTION

This plan has been prepared in response to an increasing need for long term planning for the community of Goshen and has been developed in conjunction with interested groups and citizens. The need for such a plan has been recognized for some time. This need culminated in the adoption of Board of Supervisors Resolution No. 77-2738 on September 27, 1977, directing the Planning Department to prepare a community plan for Goshen.

The 1978 Goshen Community Plan is a collection of goals, objectives, and policies for the physical development of the community for the next 20 years. The primary purpose of the plan is to outline community goals regarding physical development and to promote the general welfare of the community. Upon adoption by the Tulare County Planning Commission and the Board of Supervisors, the plan will serve as a general guide for both public and private decisions affecting the community, and provide for the overall direction, density, and type of growth consistent with the needs of the community.

Although this is the first Community Plan for Goshen, it is not to be considered absolute. Planning is a continuous process and to be effective requires periodic re-evaluation and revision to reflect changing needs and priorities. Thus, the plan should be reviewed on a yearly basis; however, unless unforeseen changes occur, the basic goals, objectives, and policies should not require major alterations but the specific development proposals should be refined and revised as a part of the continuing planning process.

COMMUNITY PLAN CONTENT

Section 65302 of the Government Code of the State of California defines a general plan as "a statement of development policies" including diagrams and text setting forth objectives, principles, standards and plan proposals. The law requires that a plan include the following elements: Land Use, Circulation, Housing, Conservation, Open Space, Seismic Safety, Noise, Scenic Highways, and Safety. The Tulare County General Plan addresses these plan elements on a county-wide basis and, therefore, the County's development policies emphasize county-wide issues and concerns.

On the other hand, a community plan must respond to the problems and needs of the particular community and the content of the plan must be directed toward these problems and needs. As these problems are more often expressed in terms of physical development needs at the community level, in Tulare County a community plan concentrates upon land use and circulation planning. This does not mean that the other elements will not be addressed. Depending upon the community, a community plan will contain part or all

the so called "mandated" elements, plus other elements which, in the judgement of the community, are important to the physical development of the community. These other elements include, but are not limited to: Recreation, Transit, Public Services and Facilities, Public Buildings, Community Design, Redevelopment and Historical Preservation. However, for the most part, the typical community plan speaks to land use and circulation.

The Land Use Element is to consist of:

- 1) An identification of land use issues, in terms of assumptions and constraints.
- 2) A series of goals, objectives, and policies.
- 3) A description of the areas of proposed land uses, including text, map, and standards for physical development.
- 4) An implementation strategy, including a description of the measures necessary to achieve the community's land use objectives.

The Circulation Element must contain:

- 1) An identification and analysis of circulation needs and issues.
- 2) A statement of circulation goals, objectives, and policies.
- 3) A diagram or maps of the proposed circulation system.
- 4) A description of the proposed circulation system and the interrelationship among the parts.
- 5) Standards for the location, design and operation of the circulation system.
- 6) A guide to the implementation of the circulation system.

The community plan also contains an environmental impact analysis of the plan in conformance with the California Environmental Quality Act. This environmental evaluation may also be utilized as the basis for determining impacts of development projects undertaken after the plan is adopted.

REGIONAL SETTING

The community of Goshen is located approximately 31 miles south of Fresno on State Highway 99 on the western edge of Tulare County.

It is 1-1/2 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 northwest of the city limits of Visalia, 6-1/2 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.

The community is square in shape, is bisected in a northwest-southeasterly direction by State Highway 99 and the Southern Pacific Railroad which divides the community into approximately three equal 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.

HISTORICAL PERSPECTIVE

Goshen came into being as Goshen Junction in 1872 as a result 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, a number of the 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 grow rapidly, perhaps due to the alkali visible to train passengers on the depot's ground, which unfavorably impressed potential settlers.

During the period 1884 to 1888, Goshen and other railroad towns served as shipping points for wheat growers during the bonanza wheat-growing years in Tulare County. Huge warehouses were built to store the wheat. In 1885, Goshen's first school was constructed and the Central Pacific changed its name to the Southern Pacific 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. An aerial photograph of Goshen dated September 12, 1937, reveals the following:

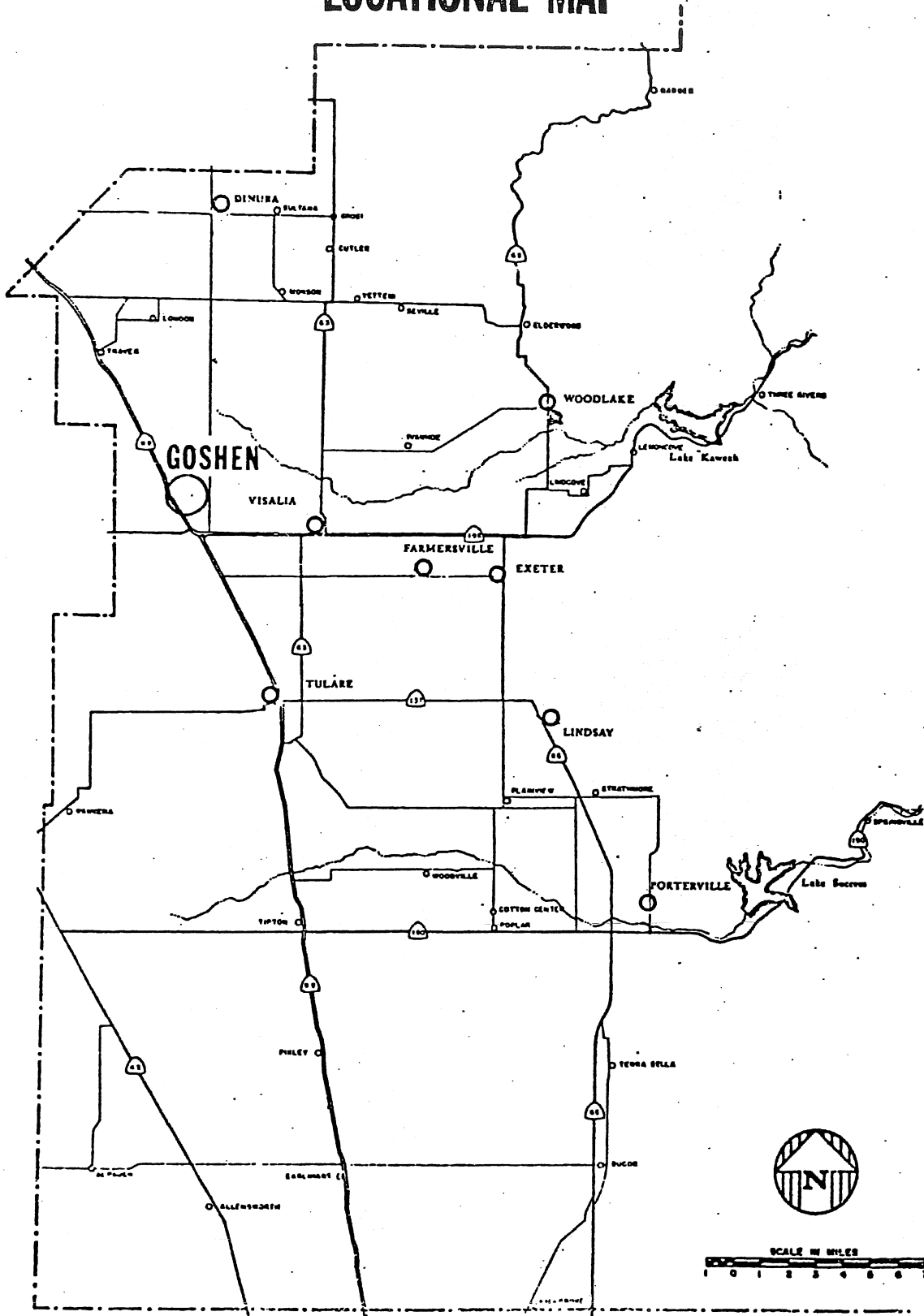
The main residential core of the community consisted of approximately 30 homes on 24 acres. The majority of houses were concentrated west of the railroad, north of Avenue 308, and east of Road 67. The photo also shows a scattering of residential structures along Road 68, north of the railroad and south of Avenue 312. The vast majority of the area east of the railroad, north of Avenue 304, and south of Avenue 312 was undeveloped. Needless to say 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, on 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. A hundred years after its inception, Goshen, currently with a population of over 1800, is ideally suited for highway-oriented commercial development because of its relationship to State Highway 99 and the Visalia airport. Although primarily an agriculturally related service center, Goshen's industrial base is rapidly increasing, providing new employment opportunities for residents of the community.



New Service Commercial development west of Highway 99.

LOCATIONAL MAP



AVE. 312

AERIAL PHOTOGRAPH OF
THE GOSHEN AREA AS IT
WAS SEPTEMBER 12, 1937.



0 330 660
SCALE FEET

BETTY DR.

RD. 67

AVE. 308

STATE HIGHWAY 99

RD. 68

EFFIE DR.

S. PACIFIC R.R.

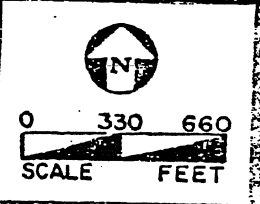
AVE. 304

AVE. 312

AERIAL PHOTOGRAPH OF
THE GOSHEN AREA AS IT
WAS APRIL 12, 1974 -
SOME 37 YEARS LATER.

AVE. 310

BETTY DR.



AVE. 308

RD. 67

STATE HIGHWAY 99

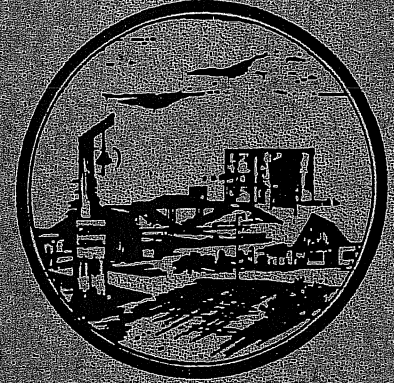
RD. 68

EFFIE DR.

SO. PACIFIC R.R.

AVE. 304

CHAPTER II



Assumptions and Constraints

CHAPTER II

PLAN ASSUMPTIONS

To prepare a plan for future development, certain assumptions must be made about the future. Trends and events are somewhat predictable; however, the results are only educated guesses and may or may not be true. The following assumptions were utilized in developing a twenty year Goshen Community Plan.

1. Population Growth

Goshen's population growth will continue at the same rate that it has since the 1970 census, or at about 5 percent annually. From a 1976 population of 1,801 (according to the 1976 Special Census), this growth rate could result in a Goshen Area population of between 2,655 and 2,790 by 1990 and a population of 3,625 to 3,840 by the year 2000.

2. Residential Development

New residential development will occur to the east of State Highway 99 in the north-east quadrant, moving away from the impact area of the Visalia Airport and toward a new school site and commercial service center.

3. Commercial Development

Highway 99 exposure will attract commercial growth of a highway oriented nature along the State Highway frontage roads.

A community service commercial area will develop in conjunction with new residential growth east of State Highway 99.

4. Industrial Development

Industrial growth will continue to be attracted to the Avenue 304 industrial corridor because of accessibility and the availability of services. However, industrial growth west of Highway 99 will tend toward "lower intensity" types of uses because of the lower level of service and the impact of the airport. Industrial growth immediately east of Highway 99 along Avenue 304 will also be of the "lower intensity" type due to airport impacts. Industrial development will foster economic growth and employment stability in the community.

5. Open Space

Agriculture will gradually decline in importance within the Goshen Urban Area Boundary.

6. Circulation

Circulation patterns will remain much as they are with some minor changes as additional development occurs in the eastern area of the community.

No major alterations will be made to State Highway 99. On/off ramp modifications at Avenue 305 are not planned by CALTRANS due to limited state funding and this site's low priority rating.

7. Housing

New housing will be largely oriented to satisfying the housing needs of low and moderate income families.

8. Employment

Although employment will increase within the Goshen area, the greatest employment opportunities will continue to be available in Visalia and other nearby communities.

9. Governmental Jurisdiction

Goshen may incorporate or be annexed to the City of Visalia within the next 20 years as a result of increased demands for governmental services.

10. Community Services

The community's water system will be upgraded to adequately serve the planned urban area of Goshen. Connection to Visalia's sewer system will occur within the next 20 years.

The Goshen Elementary School will be relocated to a site northeast of the existing community of Goshen in order to remove it from the impact area of the Visalia Airport.

PRESENT CONSTRAINTS ON DEVELOPMENT

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.

1. Visalia Airport Impacts

Aircraft noise will increasingly impact the community of Goshen, and in particular, that portion located west of State Highway 99. Studies show that this area is subject to a noise rating of 100 CNR (100dba) which is an excessive noise irritant for residents and workers within the area. 65dbA is considered the maximum permissible for housing and schools as it is the threshold of psychological stress response by the average person (Tulare County Noise Element, 1975, p.6). Continued new development will be constrained by Airport Land Use Commission policies which require a lower land use intensity than presently permitted. (Refer to Attachment No. 1 in the Appendix for the updated Tulare County Airport Land Use Commission policies on Airport impacts and land use.)

The safety of residents of Goshen, particularly those living or working west of State Highway 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.

2. Housing

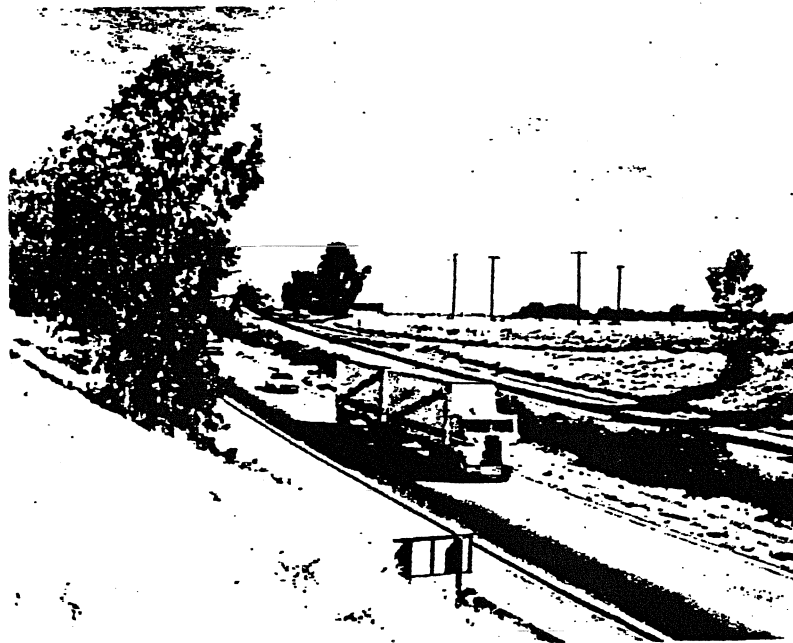
14.3 percent of Goshen's housing units in 1978 were deteriorated; 5.3 percent were dilapidated (1978 Goshen Community Housing Condition Survey). This condition makes the area less attractive to investors and limits potential for new growth and development.

Noise from State Highway 99 adversely impacts an area through central Goshen making properties in close proximity to the highway less desirable for new housing construction.

3. Circulation

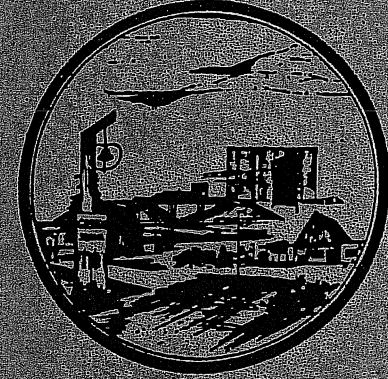
The Community development pattern is divided both by State Highway 99 and the Santa Fe Railroad which limits east-west circulation and communication.

For example, the single overpass at Betty Avenue provides the only vehicular circulation between east and west Goshen. These factors exert a very strong influence on community design and development.



Southbound Highway 99 traffic at the Betty Drive overpass.

CHAPTER III



Goals, Objectives, and Policies

CHAPTER III

GOALS, OBJECTIVES, AND POLICIES:

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 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 impact area, promote those types of land uses which are consistent with airport operations.

Policies:

1. Encourage low intensity service commercial and industrial uses within the 100 CNR Zone of the Visalia Municipal Airport, south of Avenue 308.
2. Prohibit new residential development on vacant lots within areas proposed for low intensity service commercial and industrial development.
3. Encourage the eventual conversion of of existing residential uses within areas proposed for low intensity service commercial and industrial development to non-residential uses.

4. Low intensity service commercial and industrial uses which are encouraged within the 100 CNR Zone of the Visalia Municipal Airport are the following:

- (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 factor of 10 persons per net acre.

5. Encourage agricultural land uses which are compatible with adopted Airport Land Use Commission policies within the 100 CNR Zone of the Visalia Municipal Airport until such time as conversion to planned uses is appropriate.

Objective: Create standards for development within airport impact area.

Policies:

1. Require all buildings within the 90 CNR Zone of the Visalia Municipal Airport to be constructed so as to attenuate ambient aircraft noises to interior levels not to exceed 55 dbA.
2. Investigate the feasibility of requiring noise easements on agreements as a condition of approval for all new development within the 90 CNR Zone of 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 72 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 72 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. Study the cost-benefit and safety aspects of an east-west railroad grade separation within Goshen.
2. Investigate the feasibility of establishing a third railroad grade crossing at Avenue 308.
3. Redirect industrial vehicular traffic away from residential neighborhoods by directly linking Rasmussen Avenue with Avenue 304 by extending Road 72 to the south.

Objective: Achieve improvement in public services within the community of Goshen, particularly sewer and water facilities.

Policies:

1. Encourage the Community Services District to expand its boundaries to provide domestic water service to all areas within the Urban Area Boundary.
2. Pursue funding for construction of a sewer collection system for Goshen.
3. Investigate feasibility of and assess community attitude toward eventual annexation of Goshen to the City of Visalia.

GOAL III: AVOID LAND USE CONFLICTS THROUGH PLANNED 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 State Highway 99 and the Southern Pacific Railroad which are consistent with noise impacts.

Policies:

1. Encourage commercial and/or industrial development to locate adjacent to State Highway 99 where access is appropriate for such development.
2. Require installation of walls, berms or heavy planting along State Highway 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 individual waste disposal systems in unsewered areas.

Policies:

1. Prohibit new residential development in excess of seven families per acre until such time as a central sewage collection system is constructed.
2. Prohibit commercial and industrial development with excessive waste water discharge characteristics.

Objective: Encourage merger of existing vacant substandard lots within the townsite of Goshen.

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. Refer all project proposals within the Goshen Urban Area Boundary to the Visalia City Planning Commission for review and comment.
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 SAFE 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.

Objective: Provide a role for mobilehomes in satisfying community housing needs.

Policies:

1. Allow for development of mobilehome parks in appropriate locations.
2. Permit mobilehomes to be installed on residentially designated lots within the original townsite; however, mobilehomes shall not be allowed to occupy more than 25% of such lots.
3. Discourage mobilehomes on individual lots outside the original townsite, except when necessary for caretaker use in conjunction with commercial and industrial activities.
4. Require skirting or some other type of architectural screening to improve mobilehome appearance and safety.

ECONOMIC BASE

GOAL I: DEVELOP A STRONG, DIVERSIFIED ECONOMIC COMMUNITY WITHIN GOSHEN

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.

- Place emphasis on development and upgrading of water supply facilities to meet fire protection standards in planned commercial and industrial areas.

Objective: Provide the necessary safeguards to attract quality industrial and commercial development to the community.

Policies:

- Assure that commercial and industrial developments are designed so that traffic will not impact upon residential areas.
- 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 GENERATIONS OF GOSHEN CITIZENS

Objective: Upgrade the level of community health, sanitation and safety.

Policies:

- Work toward construction of a community sewage collection system to be tied into the Visalia wastewater treatment plant.
- Improve the domestic water supply through development of additional wells and through a tie-in with the City of Visalia water system.
- Encourage capital improvements (curbs, gutters, streets paving, lighting, etc.) within existing developed areas which will upgrade the community image and improve safety.
- Prohibit all uses within the 100 CNR Zone of the Visalia Municipal Airport, south of Avenue 308, which may employ or attract large concentrations of people.

Objective: Provide sufficient open space for community recreation needs.

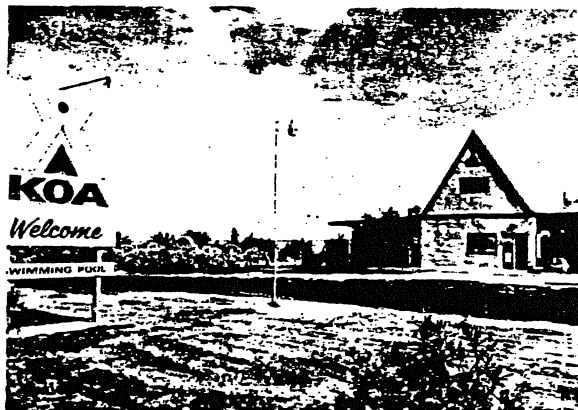
Policies:

- Encourage reservation of open space for recreational purposes in conjunction with future residential developments.
- Facilitate innovation in housing and subdivision design so that private recreation and open space areas can be accommodated.
- Assist in the development of a community park in conjunction with the future site of the Goshen School.

Objective: Prohibit activities that will have a significant adverse effect on the environmental quality of Goshen.

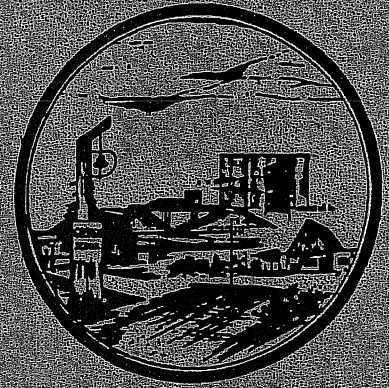
Policies:

- Prohibit residential development in excess of seven families per acre until a sewage collection system is constructed.
- Require a sufficient lot area for all new residential development to ensure an adequate area for on-site sewage disposal until a sewage collection system is constructed.
- Prohibit new intensive animal raising operations within the "windshed" area of Goshen.
- Prohibit new "heavy" industrial uses east of State Highway 99.
- Carefully evaluate proposed heavy industrial uses to be located west of State Highway 99 to assure that such uses will not have an adverse impact on the community.



KOA Campground facilities on Ave. 308.

CHAPTER IV



Land Use Needs and Plan Description

CHAPTER IV

LAND USE NEEDS

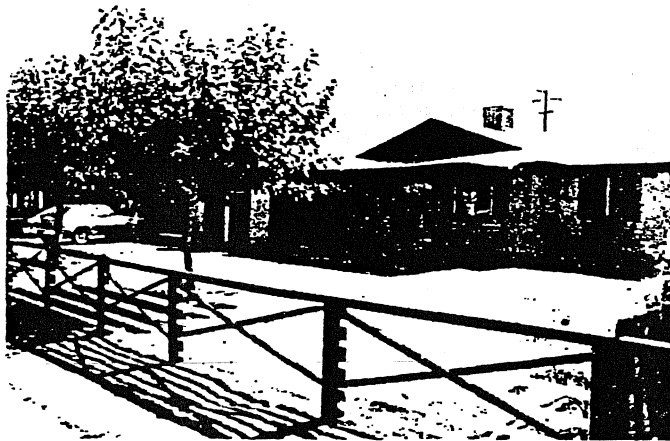
Land use needs analysis involves the question of "how much" land will be needed for each use classification identified in the plan during the planning period. Determination of land demand is necessary in order to assure that the utilization of land depicted in the plan is adequately balanced and accurately represents community needs. Thus, before the plan can address the question of "where" each category of use should be located in the future, the amount of land that will be needed for each use must be established.

Land demand forecasting requires an analysis of existing local conditions and trends together with an assessment of outside forces which exert an influence on land utilization within the planning area. In the Goshen area, existing conditions and past trends were studied in addition to commonly accepted land demand standards. Furthermore, Goshen's strategic location within the Visalia-Tulare metropolitan area with access to a major north-south highway was considered in the allocation of land to serve regionally based needs.

Land demand forecasts for the various land use categories used in the Goshen Plan were developed in the following fashion. In each case, a factor for flexibility has been added to the forecast.

Residential

The year 2000 residential land demand was developed based upon the following assumptions: (2) a projected year 2,000 population increase of 2,000; (b) an average dwelling unit density of 3.0 units per acre (equated to 12,500 square foot lots plus a factor for roadways); and (c) continuation of the present population characteristics of 3.8 persons per household. This results in a forecast of approximately 540 new homes needed by the year 2000 which equates to a 225 acre land demand for residential areas (180 acres plus 25% for flexibility).



Attractive single-family residential development in east central Goshen.

Community commercial land demand was figured on the basis of the existing ratio of 3.5 acres community commercial for every 100 acres of residential land, plus a 50% flexibility factor. This equates to approximately 17 acres needed during the planning period.

Public and Quasi-Public

Land demand in this category was based upon an analysis of the existing relationship between population and acreage (12 acres per 1000 population).

Parks and Recreation

This forecast was calculated on the adopted County standard of 3 acres of park land necessary to serve a population of 1,000 when the park is proposed in conjunction with a school site.

Highway Commercial, Service Commercial, Industrial, and Private Recreation

Forecasts for these land use categories were based primarily upon the function of the Goshen Community within the economy of the Tulare-Visalia metropolitan area and the access to State Highway 99. It is estimated that the Goshen area has a potential to accommodate about 5% of the total land demand for service commercial-light industrial properties within the Tulare-Visalia area. Since land use development in this category may approach 3000 acres in the Tulare-Visalia area during the next 20 years, an approximate demand of 150 acres is possible for the Goshen area.

The following table delineates the land demand forecast projected for the year 2000 in the various categories described above.

Table 1
LAND USE NEEDS
Goshen

Land Use	Existing Land Use Within New UAB (acres)	Additional Acreage Needed by Year 2000 (acres)	Total Estimated Year 2000 Land Use - New UAB (acres)	Planned Land Use New UAB (acres)
Residential	145	225	370	452
Community Commercial	5	12	17	31
Highway Commercial	4	26	30	52
Service Commercial/Industrial	20	150	170	273
Private Recreation	25	0	25	25
Public and Quasi-public	21	10	31	21
Parks and Recreation	0	12	12	25
Agriculture and Vacant	659	0	224	0
Highway and Railroad right-of-way	119	0	119	119
Total	998 acres	435 acres	998 acres	998 acres

Prepared by: Tulare County Planning Department, July 1978.
Revised August 28, 1978.

PLAN DESCRIPTION

Urban Boundaries

The plan amends the existing Urban Area Boundary and Urban Improvement Area to provide future areas for development away from the impact area of the Visalia Municipal Airport. The new boundaries are shown on the map entitled "Goshen Area Community Plan". The former Goshen Urban Area Boundary contained approximately 860 acres. The plan expands the previous Urban Area Boundary to encompass approximately 998 acres, a net increase of 138 acres. The increased acreage consists principally of vacant land situated east of the former Goshen Urban Area Boundary, most of which was within Visalia's Urban Area Boundary. The easterly shift results in redirection of growth away from airport impacts into an area which can be more readily served with sewer facilities and other services from the City of Visalia. Directing growth to the east also results in fewer agricultural impacts and land use conflicts with agricultural uses and intensive animal raising facilities located to the north and west.

Several other urban boundary possibilities were studied -- including the possibility of including Goshen within the Visalia Urban Area Boundary. This alternative is not proposed at this time because of the need to retain community identification and to permit the Goshen Community Services District to retain its Sphere of Influence.

Residential

Two distinct areas of residential land use are proposed on the plan. The initial area of development (containing approximately 65 acres) is located west of Effie Drive between State Highway 99 and the Southern Pacific Railroad right of way. The area is fully subdivided although approximately 45% of the lots remain vacant and available for new development. Since the existing subdivision lots are all substandard in size, infilling of the vacant lots is recommended by the plan only after lots have been merged to meet minimum area requirements (12,500 square feet). The area also contains a number of nonresidential uses including three churches, community services district facilities, library and an

auto wrecking yard at Effie Drive and Betty Drive. The area is also characterized by a high degree of substandard housing.

A second neighborhood area of approximately 386 acres of developed and vacant agricultural land is located east of Camp Drive. The developed area of this neighborhood is generally west of Road 72 and consists almost exclusively of single-family residences. The vacant agricultural area provides much of the room for new growth foreseen by the plan. It consists of approximately 322 acres and includes an area set aside for the new school site. However, because of the magnitude of the area involved, it is readily evident that full development will not be achieved within the 20 year time-frame of the plan. Because of this, it is recommended that the area north of Avenue 312, approximately 64 acres, be held in reserve until at least 90% of the residentially designated area in Goshen has been developed.

Multi-Family Residential

No specific areas for multi-family development are included in the plan. Instead, it is understood that such development will be allowed within the designated residential areas in the community in accordance with the locational policies established by the plan (near planned shopping areas or where there is access to the major street system). Furthermore, the plan presumes that high density multiple family development (more than 7 units per acre) will not be permitted unless, and until, a sewage collection system is provided in the community. Until that time, only lower density multi-family development will be permitted on individual sewage disposal systems.

Mobilehomes

A designated area (containing approximately 130 acres) is set aside for installation of mobilehomes on individual lots. The area is largely limited to the older townsite where infilling of vacant lots and replacement of substandard housing by mobilehomes is 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.

No specific areas for mobilehome parks are shown on the plan although it is intended that mobilehome parks be equated with "multiple family" development in terms of locational policies. In fact, mobilehome parks are to

be encouraged within residentially planned areas in order to assist in the upgrading of housing quality in the community.

Community Commercial

Two Community Commercial areas of approximately 31 acres are designated on the Plan. One community commercial area of approximately 30 acres is proposed 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 will take on more importance as a centralizing element in the community as new residential growth occurs in the easterly and northeasterly areas. The commercial area will also provide an intermediate use between the planned Visalia industrial area to the east and the community residential neighborhood.

Service Commercial

One service commercial area of approximately 7 acres is located in the northcentral portion of the community on the east side of Road 68. This area will serve to separate the industrial area 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 plan allocates two areas totaling approximately 52 acres for highway commercial use to serve the needs of the highway traveller. One area of approximately 31 acres is located at Betty Drive east of State Highway 99. A second highway commercial area of approximately 21 acres is located west of State Highway 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 mobilehome 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 Commercial/Industrial

As explained in the policies section of the plan, the term "low intensity" is intended to describe land uses which do not employ or attract large concentrations of people. This designation is proposed only within

the airport impact areas of the community. The plan identifies two distinct areas for this land use. The largest area is located west of Highway 99 and south of Shady Grove 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 the approach and departure zones of an airport facility; however, as long as 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 State Highway 99 between the Highway and the Southern Pacific Railroad near Avenue 304. This area is largely vacant at this time although a new industrial-service subdivision was given tentative approval recently. There are a few scattered residences within the area and the plan anticipates that this land use will eventually be converted to or superseded by service commercial and industrial uses.

Industrial

Two distinct areas are set aside for industrial use. The larger of the two areas (containing approximately 89 acres) is located in the northwestern sector of the community near State Highway 99 and Southern Pacific Railroad. This area is relatively isolated from residential development and contains a number of existing industrial concerns with the balance of the area in agricultural production.

The second area (containing approximately 28 acres) is proposed 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 community park and elementary school site is proposed for the northeastern sector of Goshen's expanded Urban Area Boundary. A location in this sector will move the school out of the airport impact area. The plan recognizes that success or failure of the residential growth to the east and northeast depends to a large degree upon the relocation of the elementary school. Thus, although the timing for relocation and the exact site for the new facility is undetermined at this time, it is anticipated that work toward relocation will begin within the next 10 years.

Private Recreation

Two areas of private recreation are designated on the plan, both of which contain existing campgrounds and recreation vehicle facilities (Shady Grove Trailer Park and the KOA Campground). Combined, these existing facilities contain spaces for recreation vehicles which is more than adequate to meet the anticipated demand for recreation vehicle spaces in the area during the planning period. Therefore, no expansion of private recreation facilities is anticipated at this time.

Circulation

The Circulation element of the plan consists of three highway or major street designations: Freeway, Arterial Street and Collector Street. In addition, the plan map identifies routes for future major streets within the community. The circulation plan anticipates no changes in the current physical configuration of State Highway 99 during the 20 year planning period. Discussion with community leaders identified the need for an additional grade separation or interchange - preferable at Avenue 304 - however, such a proposal is not a realistic consideration at this time based upon current CALTRANS plans for the highway.

The only arterial street within the planning area is Avenue 304 (Goshen Avenue) which ties into the Visalia Urban Area circulation plan.



The prime function of the collector street system is to collect traffic from minor streets and feed it into the major arterials and freeways. The necessity for providing for this secondary movement will become increasingly pronounced as the community grows to the east. The alignment of the collector street system is specifically designed to facilitate circulation and permit orderly residential expansion into this area.

Finally, as identified in the planning policies, some improvements in the circulation system are deemed necessary to solve existing problems:







- (a) The lack of efficient east-west circulation in the community will be improved by an extension of Avenue 310 eastward to connect to Road 72 and by consideration of a possible grade separation at the railroad sometime in the future;
- (b) impacts of existing truck traffic on residential areas will be lessened to some degree by connecting the Rasmussen Avenue industrial area with Avenue 304.


LEGEND


RESIDENTIAL


-  RESIDENTIAL RESERVE
-  RESIDENTIAL

COMMERCIAL





-  COMMUNITY COMMERCIAL
-  HIGHWAY COMMERCIAL
-  SERVICE COMMERCIAL
-  LOW INTENSITY SERVICE COMMERCIAL AND/OR INDUSTRIAL
-  INDUSTRIAL
-  PRIVATE RECREATION

 AREA FOR MOBILEHOMES ON INDIVIDUAL LOTS

 SCHOOL AND PARK SITE

 URBAN AREA BOUNDARY AND URBAN IMPROVEMENT AREA

CIRCULATION

-  EXISTING FREEWAY
-  EXISTING ARTERIAL
-  EXISTING COLLECTOR
-  PROPOSED COLLECTOR

GOSHEN AREA

**TULARE COUNTY AREA GENERAL PLAN
LAND USE, CIRCULATION AND
URBAN BOUNDARIES ELEMENT
AMENDMENT 78-3A**

POR. SECS. 10 & 10
T. 10 S. R. 24E.

POR. SECS. 13 & 24
T. 10 S. R. 23E.

APPROVED BY TULARE COUNTY PLANNING COMMISSION
RESOLUTION NO. 3118

CERTIFIED *Eugene Ed Smith* 8-8-78
SECRETARY DATE

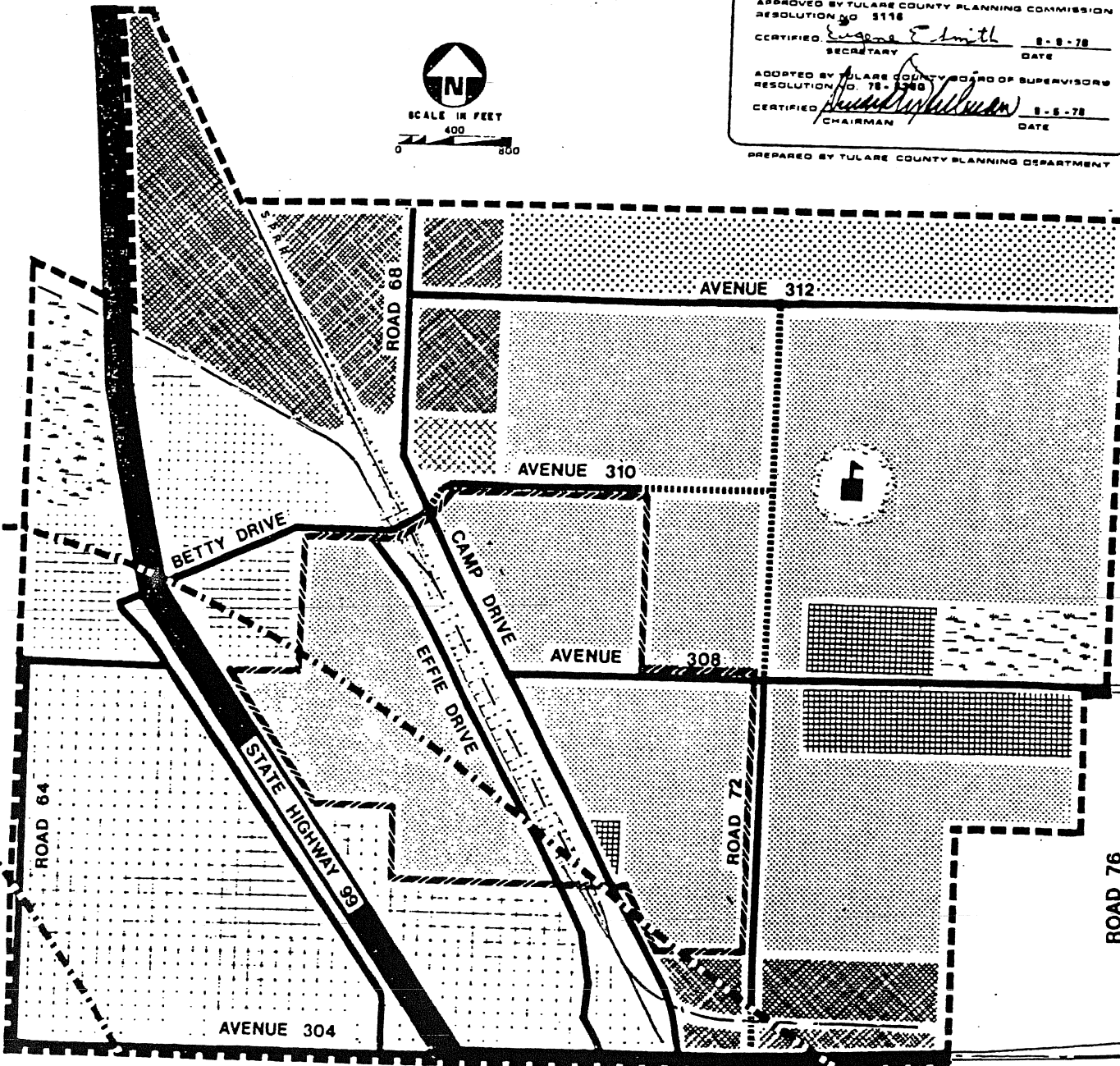
APPROVED BY TULARE COUNTY BOARD OF SUPERVISORS
RESOLUTION NO. 78-1260

CERTIFIED *David Williams* 8-8-78
CHAIRMAN DATE

PREPARED BY TULARE COUNTY PLANNING DEPARTMENT



SCALE IN FEET



CHAPTER V



Implementation Strategy

CHAPTER V

IMPLEMENTATION STRATEGY

A plan is only a "plan" until appropriate measures are taken to implement the various goals, objectives and policies identified. Typically implementation is accomplished through amendments and additions to County ordinances, most commonly the Zoning Ordinance. Implementation, however, can also be aided through more diligent application of existing permit and review procedures. Finally, an important part of implementation is stimulation of the appropriate level of public and private investment within the plan area.

Ordinance Amendments:

Several zoning ordinance amendments will be necessary in order to implement the policies and objectives set forth in the plan. In particular, an "Airport Impact District" must be formulated in order to implement the development strategy outlined for the airport impact area. In addition, changes in the existing commercial and industrial zones are necessary in order to establish sign, fencing, and off-street parking requirements and to permit mobilehomes for caretaker or night watchman use. Furthermore, adoption of new, exclusive commercial and industrial zones will be necessary in order to avoid the potential for mixed use developments presently permitted by the County's "stacked" zoning provisions. Finally, amendments are necessary to the R-2 zone limiting density to no more than seven units per acre in absence of a community sewer system.

Development of these new ordinance amendments is not anticipated immediately. Rather, the amendments will be formulated in conjunction with the development of a new zoning ordinance over the next two years. Development of the Airport Impact District will be given priority in conjunction with the writing of the new zoning ordinance.

Amendments to the Building Code will be necessary in order to carry out requirements for skirting or other screening apparatus in conjunction with mobilehomes.

Requirements for noise insulation in new buildings within the airport impact area will also require appropriate amendments to the Building Code and the possibility of amending the Building Code to require dedication of noise easements will be studied.

Surveillance of Development Proposals:

Many of the objectives set forth in this plan can be achieved through proper, diligent use

of existing permit review authority (i.e., special use permits, subdivisions, etc.). In particular, the Subdivision Ordinance presently contains provisions that would allow for dedication of the new school site planned in the northeastern sector of the community (reference Government Code Section 66478 and TCCC Section 7077.5). Utilization of these subdivision powers would only be evoked in the event that development pressures precede the school district's ability to acquire property for the school site in advance of development.

Requirements for noise easement dedications and insulation in new buildings to suppress noise in the airport impact area will be standard requirements in conjunction with special use permits, subdivisions, parcel maps and other grants of approval.

The regular review of building permit applications offers another opportunity to assure plan implementation. Building permits review will be especially important during the transition phase between plan adoption and zoning implementation. Development proposals which conflict with the plan should be immediately brought to the attention of the Board of Supervisors in order that a decision on an appropriate response (i.e., emergency-interim zoning) can be considered before investments in improvements are made. Diligent review of building permits will also be necessary to ensure development is consistent with the plan during the time that other ordinance amendments described above are developed.

Zoning Map Amendments:

One of the initial projects to be undertaken will be to bring the County zoning map into compliance with the community plan. Major features of the rezoning proposal will include: (1) "down-zoning" of much of the existing R-3 and R-2 areas to R-1 zoning in order to satisfy the density concerns expressed in the plan; (2) establishment of AE-20 or AE-40 zoning in areas which will be retained in agricultural use for the immediate future pending availability of services and facilities that would justify conversion to urban use; (3) back-zoning of some areas of C-2 and M-1 zoning to R-1 where the plan designates land use for residential purposes and where no nonconforming uses would result; (4) a change of present residential zoning to appropriate commercial or industrial zoning within the areas set aside for low intensity service commercial and/or industrial development within the airport impact areas.

A follow-up rezoning action will be necessary after completion of zoning ordinance amendments

to establish an Airport Impact District. This rezoning is not anticipated until next year and, in fact, may not be completed before the next fiscal year.

Mobilehome zoning as permitted under the plan for individual lot development will only be established subsequently to property owner application. The zoning will be established in accordance with the "block by block" procedure recently adopted by the Board of Supervisors pursuant to Resolution No. 78-1556. The procedure basically involves establishment of a special mobilehome zoning (M Zone) on a block by block basis (both sides of the street) if such zoning has the expressed support of the majority of the property owners along the block (in this case, the number of property owners equates to the number of lots in the area). However, the application of special mobilehome zoning is predicated on a policy which limits mobilehome development on individual lots to less than 25% of the lots within the area designated for mobilehome use.

Implementation of Circulation Plan:

One of the initial actions that can be taken is to amend the Select System of arterial and collector streets to include the major street system established by the plan. This will enable these streets to be eligible for State Highway Trust Fund monies when they are scheduled for improvement.

Possible additions to the Select System Plan include the following: (1) Avenue 312 from Road 68 to Road 80; (2) Avenue 310 from Betty Drive to Road 72 (future); (3) Avenue 308 from Camp Drive to Road 80; (4) Road 68/Camp Drive from Avenue 312 to Avenue 304; (5) Road 72 - from Avenue 312 to Avenue 304.

Existing Select System roads within the community include:

- (1) Betty Drive from Highway 99 to Effie Drive;
- (2) Effie Drive from Betty Drive to Avenue 304;
- (3) Avenue 304 as it extends throughout the planning area;
- (4) State Highway 99 frontage roads.

If such roads are developed in conjunction with private subdivision projects, County policy allows for cost sharing with the developer for any Class 3 (equates to collector street) or select system roads within the development (reference TCOC Section 7079.3). Thus, implementation of the circulation system involves a coordinated effort between the County and private developers. Installation and improvement of the major street system can also be

achieved through conditions of approval of special use permits and parcel maps.

Streets that are to be considered equivalent to Class 3 designations under the Subdivision Ordinance (reference TCOC Section 707) are designated below:

- (1) Road 64 from Avenue 308 to Avenue 304;
- (2) Avenue 310 from Betty Drive to Road 72;
- (3) Road 72 - Avenue 305 from Avenue 312 to Camp Drive.

Development of an efficient circulation system also involves coordination with the City of Visalia, particularly along the major east-west streets -- Avenues 304, 308 and 312. Improvement schedules of these major east-west streets should be closely coordinated between the County and the City.

Treatment of Nonconforming Building and Uses:

It is recognized that a number of nonconforming buildings and uses will result under the Zoning Ordinance following implementation of consistent zoning. In particular, the location of the school and some scattered residential developments west of Highway 99 within the airport impact area are clearly out of character with the plan. Not only are these uses inconsistent with the policies regarding airport impact area, they will also -- in the long term -- be adversely affected by surrounding development to the planned low intensity service commercial or industrial uses. The land use survey shows that 58 conventional single family residences and 3 mobilehomes presently exist in this area. In addition, there is also a church, a drive-in restaurant, the old community center building and the bus terminal which do not appear to meet the employee-customer density standards established for the airport impact area.

Creating a mechanism to abate nonconforming uses is a difficult matter to deal with. Although the Zoning Ordinance allows for a ten-year amortization procedure to remove nonconforming buildings and uses within residential zones, no such procedure presently exists to amortize residential structures within commercial and industrial zones. In fact, such a procedure may not be possible given the present "stacked" characteristic of the County's Zoning Ordinance. Such procedures would not seem appropriate until the County establishes commercial and industrial zones of an exclusive nature.

The City of Visalia, however, may find it appropriate to consider the purchase of existing nonconforming uses within the flight-path of the Municipal Airport. In this way, residential and other nonconforming uses could

be removed and the property then conveyed to private developers for industrial-service commercial development, as permitted under the plan.

For the larger agricultural properties (many which contain residences) it appears more likely that economic forces will eventually convert these properties to uses compatible with the plan. The County should endeavor to ensure that the zoning is made available to these properties so that conversion can readily take place.

Abatement of nonconforming commercial and industrial uses within residentially zoned areas will involve an investigation of the use of existing amortization procedures set forth in Section 15A-4-C-3 of the Zoning Ordinance. However, it is recommended that this procedure be given a low priority in the hope that the few nonconforming properties resulting from plan implementation will convert to conforming uses of their own accord. Formal amortization procedures should not be implemented until requested by the citizens of the community.

Sphere of Influence Amendments:

The Goshen CSD should initiate hearings before the Local Agency Formation Commission to amend its Sphere of Influence to coincide with the new Urban Area Boundary established pursuant to this plan. Any amendments should be closely coordinated with the City of Visalia since approximately 250 acres of land presently within the Visalia Sphere of Influence will be placed under the district's influence (Steps have already been taken to coordinate these boundary line changes with the City of Visalia and it appears the City is agreeable to the boundaries as set forth in this plan).

Prioritize Grants for Development of Water and Sewer System Improvements:

The plan places priority upon development of a sewage collection system and connection with the Visalia regional sewer treatment plant and the upgrading of the existing community water system. These improvements will be given a high priority in terms of the County's efforts to acquire State and Federal water quality and community development related funding. It will be the County's policy to encourage the State Water Quality Control Board to maintain a high rating for any Goshen projects of this nature. The County will continue to closely monitor Water Quality Control Board priorities to see that this is accomplished.

The County will also provide assistance to the Community Services District in the preparation of grant applications which will facilitate water and sewer improvements. The existence

of a community plan should substantially improve Goshen's future chances of qualifying for a "comprehensive" Community Development Block Grant through the Department of Housing and Urban Development.

Maintenance of Existing Interim - Emergency AE Zoning:

In order to assure that new residential development west of State Highway 99 is restrained, the present interim AE zoning should be retained on properties formerly zoned for residential use until conversion to permanent airport impact classifications is accomplished. There have been a number of inquiries regarding possible development of old townsite lots formerly zoned in residential classifications. Because such development would conflict with airport land use policies established by this plan, the implementation strategy requires that the interim AE zoning be retained on such former residentially zoned properties.

However, it would appear appropriate to allow the AE zoning to expire on properties formerly zoned commercial and industrial. While expiration of the interim AE classification on commercial and industrial properties may have the potential effect of "opening-up" the area for intense development, such an occurrence appears unlikely at this time. Rather, it appears more appropriate to allow development consistent with the planned density to occur so long as close surveillance of building permit activity is maintained. It is intended that if any commercial or industrial developments are proposed which are inconsistent with the planned density for the area, the Board will be advised and a decision made as to new interim restrictions.

Subdivision Merger Feasibility Report:

During the fiscal year, a report on the feasibility of merging the old, vacant substandard townsite lots will be prepared and submitted to the Board of Supervisors. Following Board consideration of the report, the Board may wish to proceed with a merger action on many of the old substandard lots within the townsite.

Zoning Consistency Matrix:

The following matrix designates those zones necessary to implement the land use plan for the Goshen area. It should be noted that a two phase implementation schedule is implicit in this matrix since a number of the zones necessary to implement the plan have not been adopted as a part of the County Zoning Ordinance. Also of interest is the fact that no R-3 zoning is proposed in the community until a community sewage collection system is constructed and connection to the Visalia sewage treatment plan is accomplished.

Table 2
GOSHEN AREA PLAN
ZONING COMPATIBILITY MATRIX

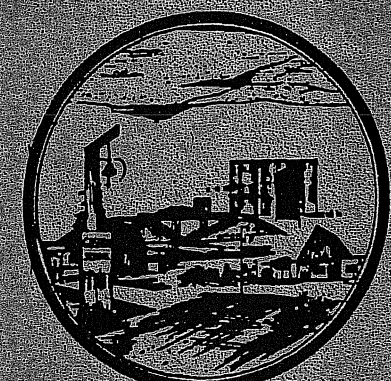
"X" designates zones compatible with the Land Use designation

ZONES	Residential	Residential Reserve	Community Commercial	Highway Commercial	Service Commercial	Private Recreation	Manufacturing	Low Intensity Service Commercial-Light Manufacturing Area	Unincorporated Areas
<u>EXISTING ZONES</u>									
R-A	-	-	-	-	-	-	-	-	X
R-1	X	-	-	-	-	-	-	-	-
R-2	X	-	-	-	-	-	-	-	-
R-3	X(1)	-	-	-	-	-	-	-	-
O	-	-	-	-	-	X	-	-	-
AE-20	X(2)	X(2)	X(2)	-	-	X	-	-	-
C-1	-	-	X	-	-	-	-	-	-
C-2	-	-	X	X(3)	X(3)	X	-	X(3)	-
M-1	-	-	-	-	-	-	X(3)	X(3)	-
M	-	-	-	-	-	-	-	-	X
<u>PROPOSED ZONES</u>									
C-H (Hwy. commercial)	-	-	-	X	-	-	-	-	-
C-3 (Service commercial)	-	-	-	-	X	-	-	-	-
M-1X (Exclusive light mfg. zone)	-	-	-	-	-	-	X	-	-
AP (Airport Impact zone)	-	-	-	-	-	-	-	X	-

- (1) R-3 Zoning not permitted until sewage disposal service available.
 (2) AE-20 to be used as a holding zone in certain areas pending availability of services.
 (3) These zones are only temporary pending completion of new zones.

Prepared by: Tulare County Planning Department, August 1978

CHAPTER VI



Data Collection and Background Information

CHAPTER II

DATA COLLECTION AND BACKGROUND INFORMATION

1. Size of Study Area

The overall study area is comprised of ± 1320 acres or 1.06 square miles. The area within the former Urban Area Boundary comprises 847.91 acres and the new Urban Area consists of 1,004.75 acres.

2. Environmental Characteristics

Climate

The southern San Joaquin Valley climate is influenced to a great extent 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 nine inches per year, 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 fogs. Winds are typically light and from the north.

Vegetation and Wildlife

The vegetation, where undisturbed, is valley grassland, which is characterized primarily by deep-rooted perennial bunchgrass. Cultivated fields produce principally cotton, other field crops or grass for range land.

The historic range of certain endangered animals including the Blunt-Nosed Leopard Lizard, San Joaquin Kit Fox, and Giant Garter Snake includes the Goshen area. However, few if any of these species are found in Goshen today due to the extensively built up character of the area and the fact that most surrounding lands are under cultivation.

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. Average elevation for Goshen is approximately 282 feet above sea level.

Water Table

In the Spring of 1970 and 1975, the ground water table was approximately 70 feet below the ground's surface.

Soil 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 originated from granitic rocks of the Sierra Nevada and contain quantities of mica, quartz, feldspars and granitic sand. (Source: U.S.D.A., Soils Survey Map, Visalia). The predominant soil types in the Goshen area are generally 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 systems. 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.

Flooding

Goshen is subject to Standard Project Floods and Intermediate Regional Floods from Mill Creek Ditch and the St. John's River. According to current records there were no flooding problems in 1966, 1969, 1973, and 1978. It is uncertain whether there was flooding in 1953 or 1955 before construction of the Kaweah Dam due to inadequate records.

Geology

The southern San Joaquin Valley is a broad arid plain, essentially level underlain by about 18,000 feet of marine and continental strata with the sediments derived from areas now occupied by mountain ranges. (Source: California Division of Mines and Geology).

Archaeology

Existing archeological surveys for Tulare County do not indicate any known sites of cultural or archaeological significance in the Goshen area.

Air Quality

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 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.

Local air pollution sources within the general vicinity of Goshen and within the community itself include State Highway 99, approaching and departing jet aircraft, industrial firms emitting dust and odors, and agricultural activities. Dust and odors are continuous concerns of residents within the area, particularly from nearby feed lot operations. Mitigation measures have been investigated but currently there are no mechanisms to effectively deal with this problem.

3. Demographic Characteristics

Existing Population

The rate of population growth over a 6 year period, 1970 - 1976, in the unincorporated County and Goshen is 3.2 and 36.0, respectively. Utilizing Tables A-1 and A-2, males and females show increases of 3.3% and 3.1%, respectively in the unincorporated County while the Goshen male population increased at 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.

Table A-3 (Percentage Change in Age Groups - 1970-1976), notes that the unincorporated County has an 8.3% increase in its adult population and a 12.5% increase in its elderly population while it experienced a 6.9% decrease in its children. The same chart notes that Goshen showed increases in all age categories.

Table A-5 (Population By Race or Ethnicity), shows unincorporated County decreases in some categories from 1970 to 1976. Goshen shows increases in several categories (Caucasian, Black, Asian, and other) with the remaining categories having no 1970 data.

Population Projections

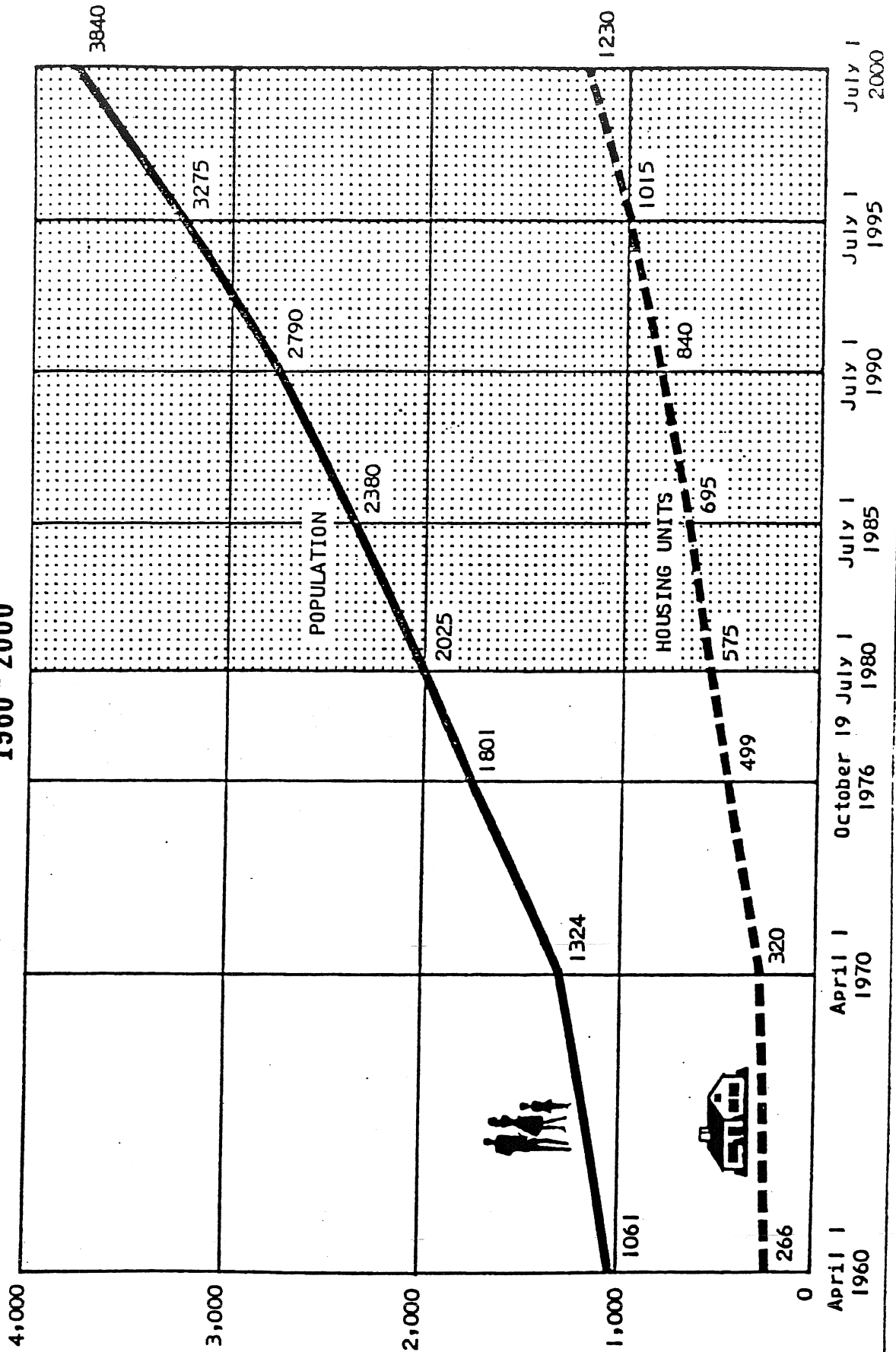
Table A-6 (Population Projections), depicts growth rates for the unincorporated area and Goshen from 1980 to 2000. The unincorporated County as a whole is projected to grow from 116,585 in 1980 to 128,515 in 2000. The community of Goshen's population is projected by linear regression to be 1,945 in 1980 and 3,625 in 2000. By compound annual percentage, the community is projected to grow from 2,025 to 3,840 during the same period (1980-2000). Based on the above trends, it is estimated the community will double its population in the next 20 years.

The community population 16 years of age and over as shown in Table A-6 is projected to grow (by linear regression) from 1,195 in 1980 to 2,545 in the year 2000. The same age group is projected to grow by compound annual percentage increase from 1,245 in 1980 to 2,705 in 2000.

Figure 1 (Goshen Population and Housing Projections), (see next page) correlates expected population and housing growth to the year 2000. Goshen's population is projected to grow from 1,801 in 1976 to a high range figure of 3,840 in 2000. To meet the housing needs of the future population, an increase in the number of housing units from 499 in 1976 to approximately 1,230 in the year 2000 may be necessary.



FIGURE 1
GOSHEN POPULATION AND HOUSING PROJECTIONS
1960 - 2000



4. Housing Characteristics

Housing Units

The number of housing units in Goshen essentially doubled between 1960 and 1976 from 266 to 499. Projections indicate that the number of units will more than double again by 1995 to 1,015 as shown in Figure 1 "Goshen Population and Housing Projections" on page 25.

Housing Types

In 1976 single-family units totaled 432, mobilehomes totaled 40, and multi-family (duplexes) totaled 14 as shown in Table A-7 in the Appendix. The relative number of housing types to each other is almost exactly the same for Goshen as it is for the total County Unincorporated area.

Overcrowding

The number of overcrowded units for both the community of Goshen and the County Unincorporated area has declined significantly from 1970 to 1976 as shown below. Of Goshen's total 472 occupied units, 17.16% were overcrowded, while only 10.22% of the total 34,030 occupied units in the County Unincorporated area were overcrowded. Overcrowding according to the Department of Housing and Community Development is defined as 1.01 or more persons per room.

Table 3

OVERCROWDED UNITS

	Goshen	County Unincorporated Area
1970	101	4,657
1976	81	3,478
Percent decrease	19.8%	25.3%

Prepared by: Tulare County Planning Department, July 1978

Household Size

Household size for Goshen as well as Tulare County has been declining and is anticipated to continue decreasing, as shown below. However, the average household size for Goshen is slightly larger than that of Tulare County and is anticipated to remain so. Household size is defined as the average number of persons per household or family.

Table 4

HOUSEHOLD SIZE TREND - 1970 to 2000

Year	Tulare County	Goshen
1970	3.25	4.31
1975	3.04	3.80
1980	2.97	3.73
1985	2.91	3.67
1990	2.90	3.66
1995	2.88	3.64
2000	2.85	3.61

Sources: Population Research Unit, State Department of Finance

Tulare County Planning Department

Prepared by: Tulare County Planning Department.

Housing Condition

During early May 1978, the Planning Department conducted an exterior housing condition survey for the Goshen urban area. The rating point-value checklist was identical to the checklist used for previous housing condition surveys of the County's incorporated cities. The results of the survey are shown below in the table "Housing Type by Percentage of Condition - 1978". Of the total single-family units, 80.1% were sound while only 62.5% of all multiple-family units were classified as sound. For more detail see Table A-9 in the Appendix.

There were no major concentrations of deteriorated or dilapidated units, however, most of the units classified as deteriorated and dilapidated were located east of State Highway 99, north of Avenue 305, west of Road 72, and south of Avenue 310.

Table 5

HOUSING TYPE BY PERCENTAGE OF CONDITION - 1978 Goshen, CA

Type	% Sound	% Deteriorated	% Dilapidated
Single-Family	80.1	14.2	5.8
Multi-Family	62.5	37.5	0.0
Mobilehomes	100.0	0.0	0.0

Prepared by: Tulare County Planning Department, July 1978.

5. Economic Setting

Retail Trade

Goshen is located within the retail trade area of Visalia. Visalia is where Goshen residents do their major shopping, banking, and seeking of medical services. Other than immediate shopping needs such as convenience type local grocery markets and service stations, Goshen is presently very limited in the commercial services that are offered. However, the plan anticipates commercial services and activities will increase within the community with the development of new commercial facilities at the interchange of State Highway 99 and Betty Drive and in the community commercial area proposed on Avenue 308.

Family and Household Income

Goshen is a lower income agriculturally oriented community with 47.9% of its total households being of Spanish language or surname. The community's median income (\$6,349) is 28% lower than that of the County unincorporated area (\$8,877). Median income means there are as many families earning less than \$6,349 as there are families earning more than that amount. Of the total 472 households, 31% earn less than \$5,000 per year, 49% earn between \$5,000 and \$10,000, and 20% earn more than \$10,000.

More detailed information regarding family and household income in the community is found on Tables A 14, 15, 16, 17 and 18 in the Appendix.

Employment and Economic Base

Agricultural employment in the County has declined since 1950; a percentage of this decline occurred in Goshen, while the number employed in manufacturing in the County has risen, as shown below:

Table 6
EMPLOYMENT

Tulare County 1950, 1960, and 1970			
	1950	1960	1970
Manufacturing			
Number employed	3,094	4,484	7,154
% of Total County employed	6.8%	7.9%	10.9%
Agriculture			
Number employed	17,199	18,484	15,649
% of Total County employed	37.7%	32.5%	23.9%
Total County employed	45,640	56,923	65,562

Source: Bureau of the Census

New industrial development is occurring in Goshen, particularly along Avenue 304. There are considerable opportunities for additional industrial development in Goshen because of its proximity to the West Visalia Industrial Park and its accessibility to transportation facilities (State Highway 99 and the Southern Pacific Railroad).

Goshen's economic base is essentially agriculturally and industrially oriented with highway commercial service facilities such as mobilehome and recreation vehicle sales located along State Highway 99.

Table A-19, 20, 21, and 22 in the Appendix provide additional insights into labor force and employment characteristics for Goshen.

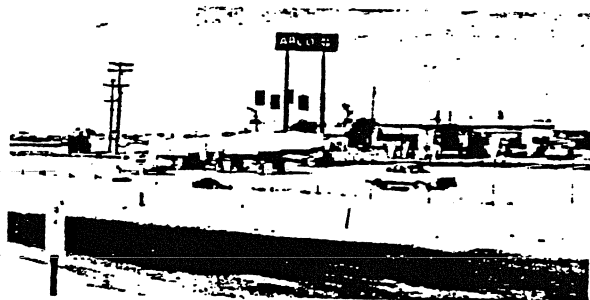
6. Land Use and Circulation

Existing Land Use

A survey of existing Goshen land use was made in December 1977, by the Planning Department Staff. The predominant land use of the 848 acre survey area was agriculture, which comprised 37% of the total area. Vacant land, scattered throughout the community, occupied 21% of the area, with streets, highways, and railroad rights-of-way also occupying 21% of the area. Residential uses, heavily concentrated south of Avenue 310, east of State Highway 99 and west of Road 72, occupied 10% of the area, while commercial uses scattered throughout the community and industrial uses in the northern and southern portion of the community each accounted for 4% of the total area. For existing land use acreage see Table A-23 in the Appendix.

Streets and Highways

Goshen is bisected by State Highway 99 which traverses the community generally in a south-east northwest direction. Freeway on and off ramps are provided at the following locations: a full interchange at Betty and Elder Drive, a northbound off-ramp at Avenue 305, a northbound on ramp immediately north of Avenue 305, and a southbound on and off ramp at Avenue 304. Table 7 indicates both existing and projected traffic volumes for State Highway 99.



Service Commercial development west of the southbound on ramp to Highway 99 at the Betty Drive overpass.

TABLE 7

TRAFFIC VOLUMES
STATE HIGHWAY 99 AT SOUTHERN PACIFIC
RAILROAD CROSSING

YEAR	PEAK HOUR	ANNUAL ADT
1968	-	19,400
1969	-	20,500
1970	-	21,200
1971	-	21,700
1972	-	N.A.
1973	-	18,300
1974	-	16,600
1975	1,950	18,000
1976	2,600	24,000
1977	-	29,000
1980	-	33,000*
1990	-	46,000*
2000	-	65,000*

Annual ADT = Annual Average Daily Traffic

N.A. = Not Available

* Projection by Caltrans, Fresno

Design Capacity is 96,000

Source: Traffic Volumes on California
State Highways, Caltrans.

The annual average daily traffic on S.H. 99 has increased 49% from 1968 to 1977. According to Caltrans officials, State Highway 99 is anticipated to reach its peak hour capacity of 3,723 vehicles per hour by 1985; the peak hour capacity in 1978 is approximately 3,300. Traffic volumes projected by Caltrans, for State Highway 99 indicate doubling of traffic between 1977 and the year 2000. This increase in traffic will increase cash flow into the community as the highway commercial areas adjacent to State Highway 99 are developed to cater to the needs of the highway traveler.

Table 8 indicates 1977 and 1980 projected traffic volumes on some of the streets within the community.

Table 8

TRAFFIC VOLUMES ON MAJOR GOSHEN STREETS

Street	1977	1980*
Betty Drive (Between S.H. 99 and Rd. 67)	2,300***	2,486
Roy Drive (east of Kame Drive)	70**	77
Effie Drive (between Rasmussen Ave. and Roy Dr.)	524***	566
Camp Drive (south of Ave. 305)	1,900**	2,071
Road 68 (south of Ave. 306)	520**	567

* Projection based upon 3% yearly growth rate.

** Actual 1977 ADT Traffic Count

*** Estimate based on 1973 Actual ADT traffic count plus 3% yearly growth rate.

Source: Tulare County Public Works Department, August 1978.

Local traffic volumes and their projections indicate the local streets are adequate in size to accommodate that growth, however, many of the local roads are in need of partial or total resurfacing. As new residential development occurs to the northeast, developers will be required to develop access roads to County standards which include curb, gutters, and sidewalks.

7. Community Facilities and Utilities

Library

A County library is located at 64465 Avenue 308. It recently opened after having been closed for three years and contains a total of 5,268 volumes (2,816 adult and 2,452 junior). It is staffed by one person and is open Tuesday, Wednesday and Friday from 10 a.m. to noon and 1 to 6 p.m. Thursday hours are 1 to 5 p.m. and 6 to 9 p.m.

Fire and Police Protection

There is a California Division of Forestry Schedule A fire station in Goshen located on Road 67. The station is presently equipped with a single pumper, is staffed by two firemen and is supported by 17 volunteers. Community response time is one to four minutes, however, response capability is presently inadequate for commercial and industrial fires. Local water pressure is inadequate to meet non-residential fire flow requirements, but there is sufficient pressure for residential fire flow. Fire response is slowed by the existing road configuration, the railroad and State Highway 99.

The Tulare County Sheriff's Department provides patrol service only. It also dispatches ambulances for emergencies. The headquarters for the Department are located 8 miles south-east of Goshen, adjacent to the Tulare County Courthouse in Visalia. The average response time is approximately 9 to 12 minutes.

Educational Facilities

The Goshen Elementary School, located on a 13.4 acre parcel of land at 6505 Avenue 308, is a part of the Visalia Unified School District. The Goshen School offers kindergarten through sixth grade education with a 1977-1978 enrollment of 466. Design capacity of the school is 500 students. Junior High School and High School students are bussed to schools in Visalia.

Recently the 25 year old school upgraded its air-conditioning system and soundproofed certain walls facing State Highway 99. Funding to pay for those modifications was provided by a \$200,000 government grant. Future plans to relocate the school to the northeast sector of the community were discussed with school officials, although current school priorities make relocation unlikely until sometime after 1990. For school enrollment by grade, see Table A-25 in the Appendix.

Recreational Facilities

The only existing publicly owned recreational area in the community is the Goshen Elementary School grounds. However, Plaza Park, approximately two miles south of Goshen on Highway 198 adjacent to the Visalia Municipal Airport, and Mooney Grove Park, approximately 3 miles south of Goshen on State Highway 63, serve regional recreational needs. Plaza Park, owned by the City of Visalia, is 300 acres in size although only 180 acres are currently developed. It provides a golf course, picnic areas, ballfield, arena, tennis courts and riding trails. Mooney Grove is a 125 acre County owned park providing picnic, tennis, boating facilities, carnival rides, and a museum. Private recreation is provided by the Shady Grove Campground located west of State Highway 99 and the KOA Campground located on Avenue 308. Both campgrounds offer overnight accommodations for campers and both provide a swimming pool for their guests.

Bus Transportation

The Goshen Bus Depot is located at 30435 Road 68, just west of State Highway 99. Continental Trailways, Greyhound, and the Orange Belt Stage Line use the depot.

While these carriers do provide intra-county service, their routes and schedules are primarily oriented to inter-regional travel demands. The three bus companies do not provide local service within the community of Goshen. The owner/manager of the Goshen Bus Depot has no future plans for the depot beyond routine maintenance and upkeep.

Railroad Transportation

Freight service is provided by the Southern Pacific Railroad. The main line runs northwest-southwest through the community, with side spurs to Visalia on the east and to Hanford on the west. The freight terminal is located in Fresno, however, several industrial companies in Goshen do have their own side spurs.

Water System

The Goshen Community Services District, whose office is located at the northwest corner of the intersection of Avenue 308 and Road 67, provides water for domestic and industrial uses and for fire protection uses. Water pressure for non-residential fire fighting in some areas of the community is inadequate. The County's minimum residential fire flow is 500 gpm while Goshen's overall average flow is 528 gpm.

At the time of plan preparation, the District was considering improvements including installation of additional lines to form a looped system to improve pressure, additional fire hydrants, and developing a new well and pump (No. 4) on Avenue 305 east of Camp Drive.

When the new well is completed, well No. 1 will be rehabilitated and returned to service. Existing water lines are predominantly 4 inch iron pipes. New or replacement lines are proposed for Avenue 306 and portions of Avenue 308, Road 67, Kame Drive, Roy Drive, Ivy Road, Robinson Road, Camp Drive, Wills Avenue and Harvest Avenue.

Sewage System

There is no sewer system in the community and Goshen is, therefore, served by individual on-site sewage disposal systems. A 12 inch sewer line owned by the City of Visalia runs along Avenue 304, terminating near Camp Drive.

Plans for a sewer system were developed as a part of the County's Water and Liquid Waste Management Element about 1973 and included an outfall line to the Visalia Municipal Treatment plant. These plans will need to be revised to include the larger Goshen area included in the Plan.

At such time as community sewer service is available, the proposed land use plan included in this document will need to be reviewed and re-evaluated in terms of permitted densities.

Refuse Disposal

Allied Disposal, located at 6694 Avenue 304, holds a franchise at the present time to collect refuse weekly from both residential and commercial establishments in Goshen. The nearest refuse disposal site is located on Road 80 near Avenue 332, approximately 3-1/2 miles from Goshen.

Health Facilities

There are no established health care facilities in Goshen, although the nearby communities of Visalia, Tulare and Hanford do contain such facilities which are used by residents living in Goshen. Should emergencies arise, emergency services are available from the County Fire Department, which provides first aid including a resuscitation machine for heart attack victims, and the County Sheriff's Department.

Utilities

The Southern California Gas Company, Southern California Edison Company, and the Pacific Telephone Company provide gas, electric and phone service respectively to the community of Goshen.



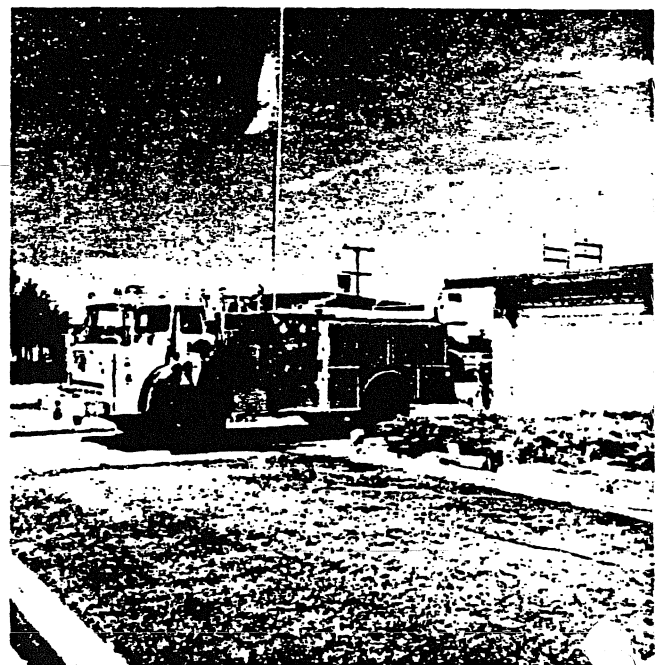
St. Thomas Catholic Church in central Goshen.



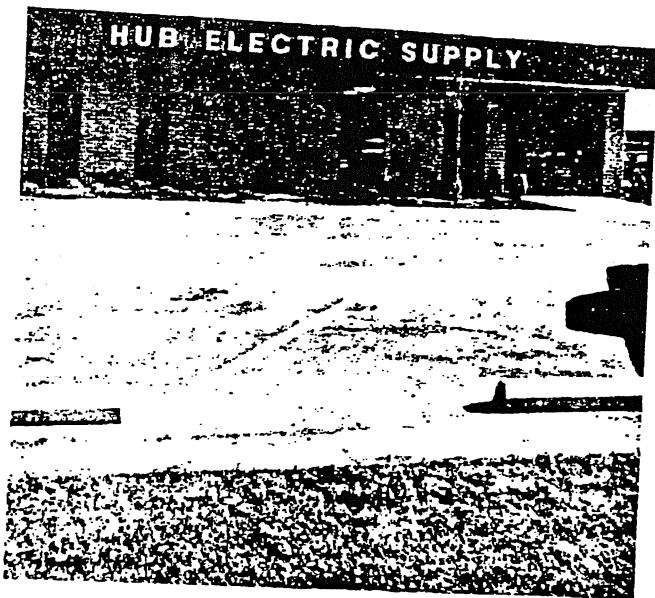
Elementary School on Ave. 308.



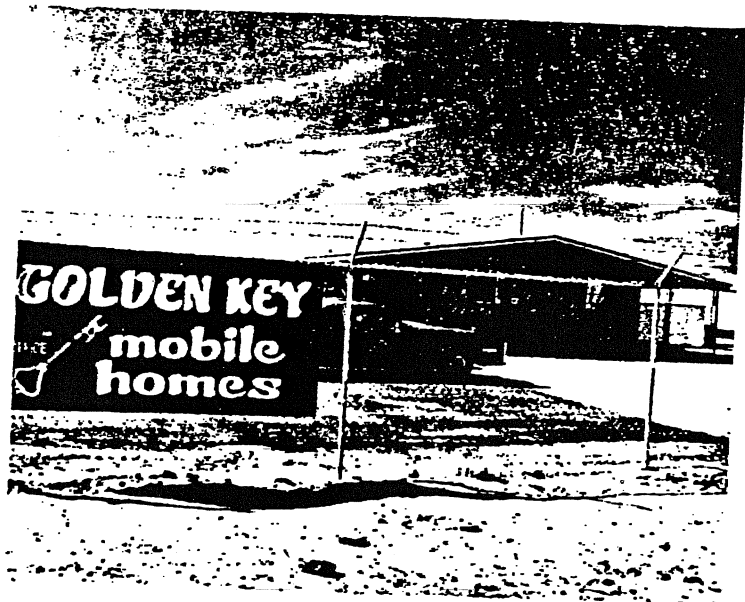
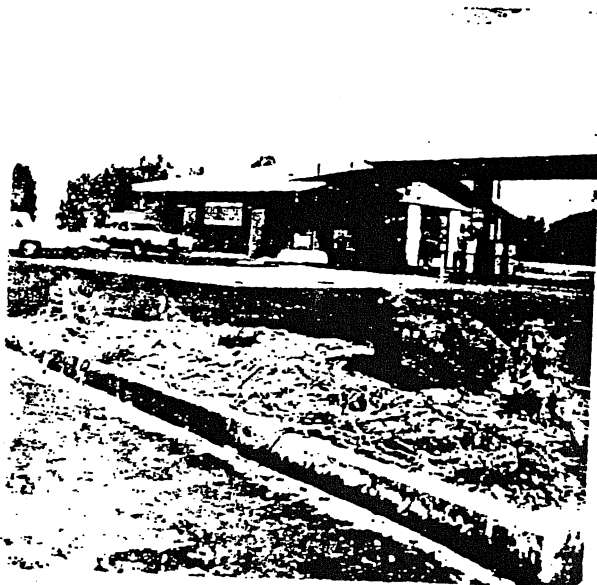
Entrance to Shady Grove Recreation Vehicle Park west of Highway 99.



Goshen Fire Station on Rd. 67.

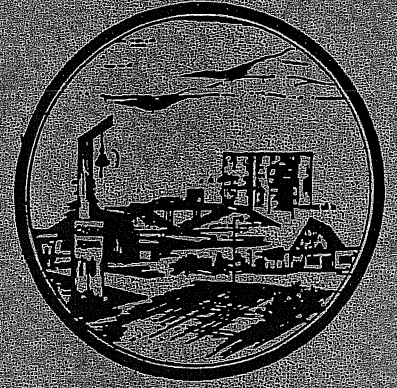


New Service commercial development
on Avenue 304.



Highway oriented commercial develop-
ment at intersection of Betty Drive
and Highway 99.

APPENDIX I



Data Tables

CENSUS TRACT 9



SCALE IN MILES
0 1 2 3 4 5 6 7

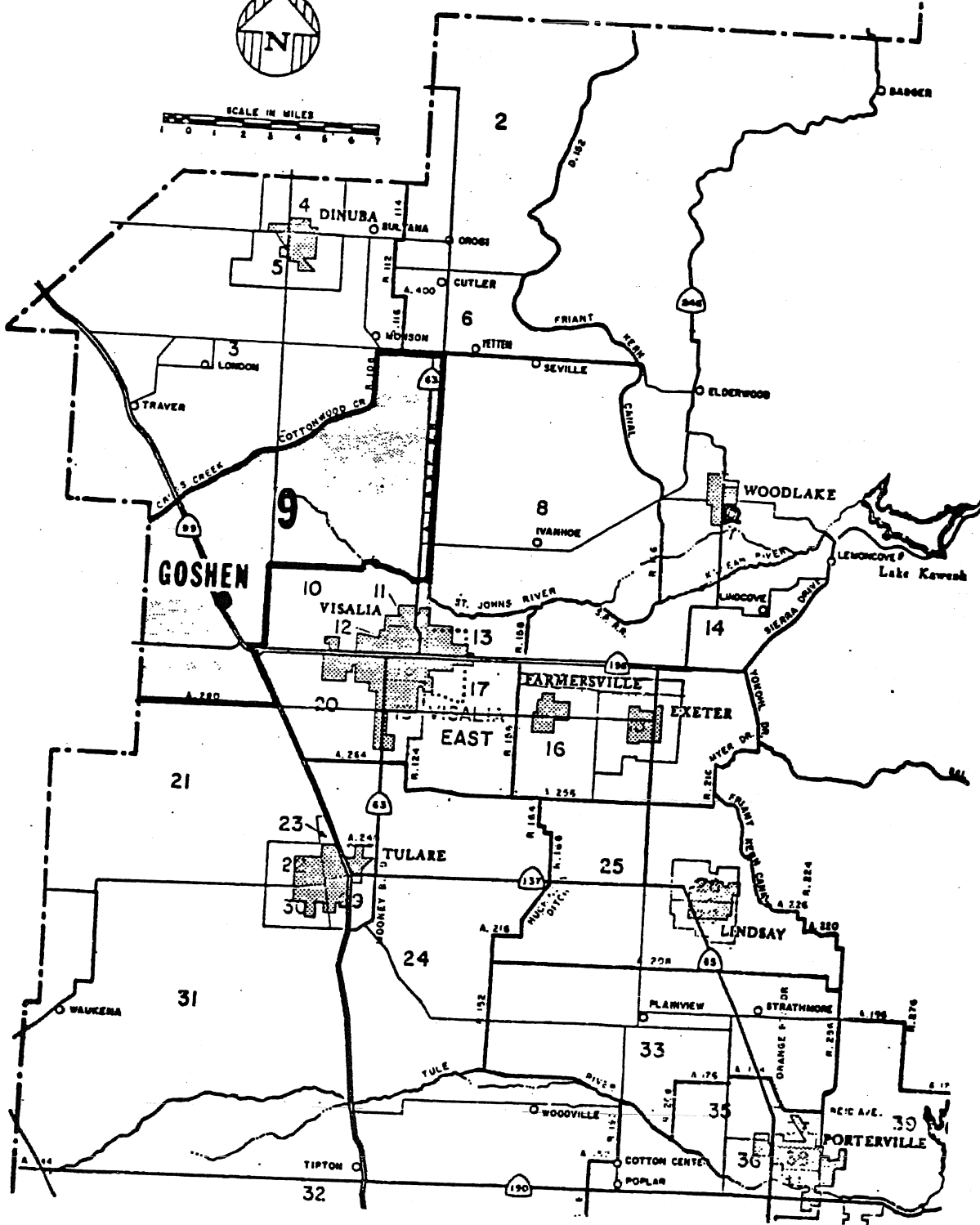


Table A-1
POPULATION BY AGE AND SEX - 1970

AGE	1970											
	COUNTY UNINC.				CENSUS TRACT 9				COMMUNITY			
	MALE		FEMALE		MALE		FEMALE		MALE		FEMALE	
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
0-4	5038	9.3	4809	9.0	181	9.9	180	10.4	79	12.2	73	10.8
5-9	6154	11.3	5940	11.1	218	12.0	212	12.3	94	14.5	99	14.6
10-14	6546	12.0	6235	11.7	225	12.3	228	13.2	82	12.7	110	16.2
15-19	5587	10.4	5308	10.0	236	12.9	166	9.6	81	12.5	79	11.7
20-24	3291	6.0	3579	6.7	106	5.8	124	7.2	47	7.3	50	7.4
25-34	6140	11.2	6519	12.2	198	10.9	189	10.9	65	10.0	67	9.9
35-44	5730	10.5	6066	11.4	165	9.1	188	10.9	51	7.9	63	9.3
45-54	5790	10.6	5900	11.1	156	8.6	177	10.2	50	7.7	64	9.5
55-59	2828	5.2	2636	4.9	92	5.0	69	4.0	33	5.1	24	3.5
60-64	2580	4.7	2216	4.2	75	4.1	66	3.8	24	3.7	19	2.8
65-74	3293	6.2	2662	4.9	119	6.5	75	4.3	33	5.1	18	2.7
75+	1430	2.6	1515	2.8	52	2.9	56	3.2	8	1.2	11	1.6
0-17	21012	38.6	20537	38.5	783	43.0	735	42.5	303	46.8	334	49.3
18-64	28652	52.7	28671	53.7	869	47.7	864	49.9	303	46.8	314	46.4
65+	4743	8.7	4177	7.8	171	9.4	131	7.6	41	6.3	29	4.3
UNKNOWN	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	54407	100.0	53385	100.0	1,823	100.0	1,730	100.0	647	100.0	677	100.0
16+	35442	65.1	35465	66.4	1,157	63.5	1,077	62.3	381	58.9	377	55.7

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Population, April 1, 1970.
Unpublished Census Tract Data, 1970 Census of Population and Housing,
April 1, 1970.

Prepared by: Tulare County Planning Department, July 1978.

Table A-2
POPULATION BY AGE AND SEX - 1976

AGE	1976											
	COUNTY UNINC.				CENSUS TRACT 9				COMMUNITY			
	MALE		FEMALE		MALE		FEMALE		MALE		FEMALE	
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
0-4	4130	7.3	4435	8.1	207	8.9	198	9.1	111	12.5	106	11.6
5-9	5261	9.4	4972	9.0	236	10.1	228	10.5	117	13.1	108	11.9
10-14	6046	10.8	5917	10.8	278	11.9	261	12.0	114	12.8	126	13.8
15-19	6302	11.2	5684	10.3	276	11.8	232	10.7	83	9.3	100	11.0
20-24	4317	7.7	4190	7.6	201	8.6	186	8.6	81	9.1	76	8.4
25-34	7446	13.2	7452	13.5	333	14.3	330	15.2	142	15.9	146	16.0
35-44	6173	11.0	6325	11.5	237	10.1	230	10.6	79	8.9	79	8.7
45-54	5852	10.4	5969	10.7	230	9.8	196	9.0	58	6.5	62	6.8
55-59	2619	4.7	2677	4.9	101	4.3	79	3.6	30	3.4	31	3.4
60-64	2397	4.2	2360	4.3	90	3.9	79	3.6	29	3.3	28	3.1
65-74	3679	6.5	3277	6.0	96	4.1	101	4.7	32	3.6	33	3.6
75+	1469	2.6	1610	2.9	49	2.1	49	2.3	14	1.6	14	1.5
0-17	19753	35.1	18947	34.4	889	38.1	834	38.4	392	44.0	402	44.2
18-64	31093	55.3	30974	56.3	1,300	55.7	1,185	54.6	452	50.7	460	50.5
65+	5148	9.2	4887	8.9	145	6.2	150	6.9	46	5.2	47	5.2
UNKNOWN	229	0.4	232	0.4	2	0.1	2	0.1	1	0.1	1	0.1
TOTAL	56223	100.0	55040	100.0	2,336	100.0	2,171	100.0	891	100.0	910	100.0
16+	38898	69.2	38250	69.5	1,567	67.1	1,484	68.4	533	59.8	545	59.9

Source: Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976

Prepared by: Tulare County Planning Department, July 1978.

Table A-3
 PERCENTAGE CHANGE IN AGE GROUPS - 1970-1976

AGE	CO. UNINC.	TRACT 9	COMMUNITY
0-17	- 6.86	+13.50	+24.65
18-64	+ 8.28	+43.39	+47.81
65+	+12.50	- 2.32	+32.86
TOTAL	+ 3.22	+26.85	+36.03

NOTE: Compound annual percentage change in County Unincorporated total population, 1970-1976: 0.485%.

Compound annual percentage change in community total population, 1970-1976: 4.810%.

Prepared by: Tulare County Planning Department, July 1978.

Table A-4
 PERCENTAGE CHANGE IN MALE AND FEMALE POPULATION
 1970-1976

	COUNTY UNINC.		% CHANGE 1970-1976	GOSHEN		% CHANGE 1970-1976
	1970	1976		1970	1976	
Males	54,407	56,223	+ 3.3%	647	891	+37.7%
Females	53,385	55,040	+ 3.1%	677	910	+34.4%
Total	107,792	111,263	+ 3.2%	1,324	1,801	+36.0%

Source: Same as Table A-1 and Table A-2

Prepared by: Tulare County Planning Department, July 1978.

Table A-5
POPULATION BY RACE OR ETHNICITY

COUNTY UNINC.				CENSUS TRACT 9				RACE OR ETHNICITY	COMMUNITY			
1970		1976		1970		1976			1970		1976	
NO.	%	NO.	%	NO.	%	NO.	%		NO.	%	NO.	%
101,196	93.88	104,611	94.02	3,413	96.06	4,164	92.39	CAUCASIAN (1)	1,270	95.92	1,733	96.22
67,499	62.62	76,183	68.47	2,348	66.08	2,761	61.26	NON-MINORITY WHITE (2)	N.A.	-	774	42.98
33,697	31.26	28,428	25.55	1,065	29.97	1,403	31.13	SPANISH (3)	N.A.	-	959	53.25
1,307	1.21	1,085	0.98	75	2.11	67	1.49	BLACK	28	2.11	33	1.83
2,410	2.24	2,675	2.40	N.A.	N.A.	3	0.07	ASIAN (4)	0	0.00	2	0.11
2,879	2.67	1,845	1.66	65	1.83	91	2.02	OTHER	26	1.96	27	1.50
-	-	1,047	0.94	-	-	182	4.04	UNKNOWN	-	-	6	0.33
107,792	100.0	111,263	100.0	3,553	100.0	4,507	100.0	TOTAL	1,324	100.0	1,801	100.0

(1) Composed of Non-Minority White and Spanish language or surname.

(2) Caucasian minus Spanish language or surname.

(3) Spanish language or surname.

(4) Composed of Japanese, Chinese, and Filipino.

*Includes Asian, if any.

N.A. - Not available

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Population, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

Prepared by: Tulare County Planning Department, July 1978

Table A-6
POPULATION PROJECTIONS

JURISDICTION		1980	1985	1990	1995	2000
COUNTY UNINC.	(1)	116,585	121,815	125,175	127,375	128,615
COMMUNITY #1	(2)	1,945	2,270	2,655	3,100	3,625
COMMUNITY #2	(3)	2,025	2,380	2,790	3,275	3,840
COMMUNITY 16+ #1	(4)	1,195	1,445	1,745	2,110	2,545
COMMUNITY 16+ #2	(5)	1,245	1,515	1,835	2,230	2,705

(1) - Medium-range projection (linear regression) (Base dates: 4-1-60, 4-1-70, 10-19-76)

(2) - By linear regression (Base dates: 4-1-60, 4-1-70, 10-19-76)

(3) - By compound annual percentage (4-1-60 to 10-19-76)

(4) - By linear regression (Base dates: 4-1-60, 4-1-70, 10-19-76)

(5) - By compound annual percentage (4-1-60 to 10-19-76)

Prepared by: Tulare County Planning Department, July 1978

Table A-7
HOUSING BY TYPE

CO. UNINC.				CENSUS TRACT 9				TYPE	COMMUNITY			
1970		1976		1970		1976			1970		1976	
NO.	%	NO.	%	NO.	%	NO.	%		NO.	%	NO.	%
31,740	92.05	33,713	86.25	897	94.12	1,112	83.73	SINGLE-FAMILY	304	95.00	432	86.57
1,218	3.53	1,415	3.62	21	2.20	26	1.96	MULTI-FAMILY	12	3.75	14	2.81
1,525	4.42	3,862	9.88	35	3.67	175	13.18	MOBILEHOME	4	1.25	40	8.02
0	0.00	98	0.25	0	0.00	15	1.13	MISCELLANEOUS	-	-	13	2.61
34,483	100.0	39,088	100.0	953	100.0	1,328	100.0	TOTAL	320	100.0	499	100.0

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Housing, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

Prepared by: Tulare County Planning Department, July 1978.

Table A-8
HOUSEHOLD POPULATION
Including Persons Per Household
and Persons Per Room

CO. UNINC.		CENSUS TRACT 9			COMMUNITY	
1970	1976	1970	1976		1970	1976
106,159	109,342	3,404	4,321	TOTAL HOUSEHOLD POPULATION	1,307	1,793
N.A.	3.30	N.A.	3.59	PERSONS PER HOUSEHOLD, SINGLE-FAMILY	N.A.	4.02
N.A.	3.14	N.A.	2.46	PERSONS PER HOUSEHOLD, MULTIPLE-FAMILY	N.A.	3.07
N.A.	2.48	N.A.	2.77	PERSONS PER HOUSEHOLD, MOBILEHOMES	N.A.	2.63
3.46	3.21	3.79	3.43	PERSONS PER HOUSEHOLD, TOTAL	4.31	3.80
(1) 4,657	(2) 3,478	(3) 207	(4) 154	1.01 OR MORE PERSONS PER ROOM: OVERCROWDED (COUNT OF HOUSEHOLDS)	101 ⁽⁵⁾	81 ⁽⁶⁾

Overcrowded Households
as a Percentage of
Total Households Accounted

Item No.	%	Number of Households	
		Accounted	Unknown
(1)	15.19	30,666	0
(2)	10.74	32,388	1,642
(3)	23.05	898	0
(4)	12.48	1,234	25
(5)	33.33	303	0
(6)	17.92	452	20

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Housing, April 1, 1970

Unpublished Census Tract Data, 1970 Census of Population and Housing, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

N.A. = Not available

Prepared by: Tulare County Planning Department, July 1978.

Table A-9
GOSHEN URBAN AREA
HOUSING TYPE BY PERCENTAGE OF CONDITION

Condition	Single-Family		Multi-Family				Mobile-homes		All Types	
			Structures		Units					
	No.	%	No.	%	No.	%	No.	%	No.	%
Sound	362	80.1	5	62.5	10	62.5	21	100.0	393	80.4
Deteriorated	64	14.2	3	37.5	6	37.5	0	0.0	70	14.3
Dilapidated	26	5.8	0	0.0	0	0.0	0	0.0	26	5.3
Total	452	100.0	8	100.0	16	100.0	21	100.0	489	100.0

HOUSING CONDITION BY PERCENTAGE OF TYPE

Types	Sound		Deteriorated		Dilapidated	
	Number	%	Number	%	Number	%
Single-Family	362	92.1	64	91.4	26	100.0
Multi-Family	10	2.5	6	8.6	0	0.0
Mobilehomes	21	5.3	0	0.0	0	0.0
All Types	393	100.0	70	100.0	26	100.0

Percentage detail may not sum to exactly 100.0 due to rounding.

Data effective May 12, 1978

Prepared by: Tulare County Planning Department, June 1978.

Table A-10
HOUSING BY OCCUPANCY STATUS

CO. UNINC.				CENSUS TRACT 9				OCCUPANCY STATUS	COMMUNITY			
1970		1976		1970		1976			1970		1976	
NO.	%	NO.	%	NO.	%	NO.	%		NO.	%	NO.	%
30,666	88.93	34,030	87.06	898	94.23	1,259	94.80		TOTAL OCCUPIED	303	94.69	472
3,817	11.07	5,058	12.94	55	5.77	69	5.20	TOTAL VACANT	17	5.31	27	5.41
34,483	100.0	39,088	100.0	953	100.0	1,328	100.0	TOTAL	320	100.0	499	100.0

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Housing, April 1, 1970

Unpublished Census Tract Data, 1970 Census of Population and Housing, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

Prepared by: Tulare County Planning Department, July 1978.

Table A-11
HOUSING BY TENURE

CO. UNINC.				CENSUS TRACT 9				TENURE	COMMUNITY			
1970		1976		1970		1976(1)			1970		1976(1)	
NO.	%	NO.	%	NO.	%	NO.	%		NO.	%	NO.	%
19,322	63.01	23,630	69.44	561	62.47	878	69.74		OWNER OCCUPIED	199	65.68	355
11,344	36.99	10,400	30.56	337	37.53	381	30.26	RENTER OCCUPIED	104	34.32	117	24.79
30,666	100.0	34,030	100.0	898	100.0	1,259	100.0	TOTAL OCCUPIED	303	100.0	472	100.0

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Housing, April 1, 1970

Unpublished Census Tract Data, 1970 Census of Population and Housing, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

Data for 1976 in Table 7, Housing by Tenure, although based on the Special Census of October 19, 1976, are estimates rather than counts. The estimates were determined as follows: For owner-occupied housing, the higher of two different counts (from Special Questions 8 and 9) was chosen as a starting point; the same was done for renter-occupied housing. The difference between the sum of these and total occupied housing (tenure not determined by the Census) was apportioned between the two according to relative numerical size.

(1) Estimates

Prepared by: Tulare County Planning Department, July 1978.

Table A-12
VACANT HOUSING
By Type of Vacancy

CO. UNINC.		CENSUS TRACT 9						TYPE OF VACANCY	COMMUNITY			
1970		1976		1970		1976			1970		1976	
NO.	%	NO.	%	NO.	%	NO.	%		NO.	%	NO.	%
799	19.96	577	11.41	10	18.18	9	13.04	FOR RENT	4	23.53	3	11.11
169	4.22	230	4.55	8	14.55	11	15.94	FOR SALE ONLY	7	41.18	9	33.33
186	4.65	1,920	37.96	1	1.82	0	0.00	SEASONAL & MIGRATORY	0	0.00	0	0.00
2,849	71.17	2,297	45.41	36	65.45	27	39.13	OTHER (1)	6	35.29	15	55.56
-	-	34	0.67	-	-	22	31.88	UNKNOWN	-	-	0	0.00
4,003	100.0	5,058	100.0	55	100.0	69	100.0	TOTAL VACANT	17	100.0	27	100.0
3.06%		2.32%		1.21%		1.56%		VACANCY RATE*(2)	3.50%		2.48%	

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Housing, April 1, 1970

Unpublished Census Tract Data, 1970 Census of Population and Housing, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

(1) Includes rented or sold, for occasional use, other.

(2) *A Vacancy Rate of 5% is considered normal, giving those looking for suitable housing a choice, yet not constituting an overabundance of vacant housing units.

Vacancy Rate (in %) = $\frac{100(A+B)}{A+B+C}$, where A = vacant for sale, B = vacant for rent, and

C = total occupied housing units.

Prepared by: Tulare County Planning Department, July 1978.

Table A-13
HOUSEHOLDS
By Type

CO. UNINC.				CENSUS TRACT 9				HOUSEHOLD TYPE	COMMUNITY			
1970		1976		1970		1976			1970		1976	
NO.	%	NO.	%	NO.	%	NO.	%		NO.	%	NO.	%
23,750	77.45	25,659	75.40	728	81.07	975	77.44	HUSBAND-WIFE FAMILY	238	78.55	350	74.15
817	2.66	865	2.54	35	3.90	34	2.70	OTHER FAMILY WITH MALE HEAD	5	1.65	16	3.39
2,150	7.01	1,908	5.61	40	4.45	107	8.50	FAMILY WITH FEMALE HEAD	37	12.21	60	12.71
26,717	87.12	28,432	83.55	803	89.42	1,116	88.64	TOTAL FAMILIES	280	92.41	426	90.25
1,771	5.78	2,244	6.59	40	4.45	72	5.72	MALE PRIMARY INDIVIDUAL	16	5.28	26	5.51
2,178	7.10	2,851	8.38	55	6.12	68	5.40	FEMALE PRIMARY INDIVIDUAL	7	2.31	20	4.24
3,949	12.88	5,095	14.97	95	10.58	140	11.12	TOTAL PRIMARY INDIVIDUALS	23	7.59	46	9.75
30,666	100.0	34,030	100.0	898	100.0	1,259	100.0	TOTAL HOUSEHOLDS	303	100.0	472	100.0
-	-	503	1.48	-	-	3	0.24	UNKNOWN	-	-	0	0.00

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Housing, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

Prepared by: Tulare County Planning Department, July 1978.

Table A-14
HOUSEHOLD INCOME FOR TOTAL HOUSEHOLDS
(Count of Households)

COUNTY UNINCORPORATED AREA				INCOME RANGE	CENSUS TRACT 9			
1969		1975			1969		1975	
NO.	%	NO.	% *		NO.	%	NO.	%
11,126	36.28	6,140	24.30	\$0 to \$4,999	366	40.76	266	25.58
4,946	16.13	3,669	14.52	\$5,000 to \$6,999	177	19.71	200	19.23
5,553	18.11	4,308	17.05	\$7,000 to \$9,999	163	18.15	209	20.10
9,041	29.48	11,151	44.13	\$10,000 or more	192	21.38	365	35.10
-	-	8,762	25.75	UNKNOWN	-	-	219	17.39
30,666	100.00	34,030	100.00	TOTAL HOUSEHOLDS	898	100.00	1,259	100.00
\$ NA		\$ 8,877		MEDIAN INCOME	\$ NA		\$ 7,710	

INCOME RANGE	COMMUNITY	
	1975	
	NO.	%
\$0 to \$4,999	123	30.75
\$5,000 to \$5,999	56	14.00
\$6,000 to \$6,999	60	15.00
\$7,000 to \$7,999	30	7.50
\$8,000 to \$8,999	31	7.75
\$9,000 to \$9,999	19	4.75
\$10,000 to \$10,999	22	5.50
\$11,000 to \$11,999	15	3.75
\$12,000 or more	44	11.00
UNKNOWN	72	15.25
TOTAL HOUSEHOLDS	472	100.00
MEDIAN INCOME	\$6,349	

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Population, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

*1975 Income percentages are calculated by using a total that is reduced by the amount of the "Unknown", which makes comparisons with 1969 income percentages more meaningful. "Unknown" percentage is calculated using the total shown.

Prepared by: Tulare County Planning Department, July 1978.

Table A-15
FAMILY INCOME FOR TOTAL FAMILIES
(Count of Families)

COUNTY UNINCORPORATED				INCOME RANGE	CENSUS TRACT 9			
1969		1975			1969		1975	
NO.	%	NO.	% *		NO.	%	NO.	%
8,001	29.81	4,021	18.71	\$0 to \$4,999	283	34.94	205	21.93
4,573	17.04	3,097	14.41	\$5,000 to \$6,999	173	21.36	181	19.36
5,339	19.89	3,888	18.09	\$7,000 to \$9,999	170	20.99	197	21.07
8,928	33.26	10,486	48.79	\$10,000 or more	184	22.72	352	37.65
-	-	6,940	24.41	UNKNOWN	-	-	181	16.22
26,841	100.00	28,432	100.00	TOTAL HOUSEHOLDS	810	100.00	1,116	100.00
\$ NA		\$ NA		MEDIAN INCOME	\$ 6,311		\$ NA	

INCOME RANGE	COMMUNITY	
	1975	
	NO.	%
\$0 to \$4,999	105	28.38
\$5,000 to \$5,999	50	13.51
\$6,000 to \$6,999	58	15.68
\$7,000 to \$7,999	29	7.84
\$8,000 to \$8,999	31	8.38
\$9,000 to \$9,999	18	4.86
\$10,000 to \$10,999	22	5.95
\$11,000 to \$11,999	15	4.05
\$12,000 or more	42	11.35
UNKNOWN	56	13.15
TOTAL HOUSEHOLDS	426	100.00
MEDIAN INCOME	\$	NA

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Population, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

*1975 Income percentages are calculated by using a total that is reduced by the amount of the "Unknown", which makes comparisons with 1969 income percentages more meaningful. "Unknown" percentage is calculated using the total shown.

Prepared by: Tulare County Planning Department, July 1978.

Table A-16
FAMILY INCOME
FOR NON-MINORITY WHITE FAMILIES
 (Count of Families)

COUNTY UNINCORPORATED				INCOME RANGE	CENSUS TRACT 9			
1969		1975 *			1969		1975	
NO.	%	NO.	%		NO.	%	NO.	%
5,415	26.40	2,524	16.12	\$0 to \$4,999	214	36.46	102	17.99
3,033	14.79	1,906	12.18	\$5,000 to \$6,999	136	23.17	92	16.23
4,277	20.86	2,561	16.36	\$7,000 to \$9,999	92	15.67	108	19.05
7,783	37.95	8,662	55.34	\$10,000 or more	145	24.70	265	46.74
-	-	4,661	22.94	UNKNOWN	-	-	112	16.49
20,508	100.00	20,314	100.00	TOTAL HOUSEHOLDS	587	100.00	679	100.00
\$ NA		\$ NA		MEDIAN INCOME	\$ N.A.		\$ NA	

INCOME RANGE	COMMUNITY	
	1975	
	NO.	%
\$0 to \$4,999	41	24.55
\$5,000 to \$5,999	19	11.38
\$6,000 to \$6,999	21	12.57
\$7,000 to \$7,999	11	6.59
\$8,000 to \$8,999	17	10.18
\$9,000 to \$9,999	6	3.59
\$10,000 to \$10,999	13	7.78
\$11,000 to \$11,999	7	4.19
\$12,000 or more	32	19.16
UNKNOWN	29	14.80
TOTAL HOUSEHOLDS	196	100.00
MEDIAN INCOME	\$	NA

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Population, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

*1975 income percentages are calculated by using a total that is reduced by the amount of the "Unknown", which makes comparisons with 1969 income percentages more meaningful. "Unknown" percentage is calculated using the total shown

Prepared by: Tulare County Planning Department, July 1978.

Table A-17
 FAMILY INCOME
 FOR SPANISH* FAMILIES
 (Count of Families)

COUNTY UNINCORPORATED AREA				INCOME RANGE	CENSUS TRACT 9			
1969		1975 **			1969		1975	
NO.	%	NO.	%		NO.	%	NO.	%
2,100	39.35	1,189	29.79	\$0 to \$4,999	45	26.32	82	32.28
1,320	24.73	938	23.50	\$5,000 to \$6,999	33	19.30	69	27.17
931	17.44	903	22.63	\$7,000 to \$9,999	63	36.84	57	22.44
986	18.47	961	24.08	\$10,000 or more	30	17.54	46	18.11
-	-	1,616	28.82	UNKNOWN	-	-	53	17.26
5,337	100.00	5,607	100.00	TOTAL HOUSEHOLDS	171	100.00	307	100.00
\$ NA		\$ NA		MEDIAN INCOME	\$7,313		\$ NA	

INCOME RANGE	COMMUNITY	
	1975	
	NO.	%
\$0 to \$4,999	59	32.96
\$5,000 to \$5,999	26	14.53
\$6,000 to \$6,999	33	18.44
\$7,000 to \$7,999	16	8.94
\$8,000 to \$8,999	13	7.26
\$9,000 to \$9,999	12	6.70
\$10,000 to \$10,999	8	4.47
\$11,000 to \$11,999	5	2.79
\$12,000 or more	7	3.91
UNKNOWN	25	12.25
TOTAL HOUSEHOLDS	204	100.00
MEDIAN INCOME	\$	NA

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Population, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 15, 1976.

*Spanish language or surname

**1975 income percentages are calculated by using a total that is reduced by the amount of the "Unknown", which makes comparisons with 1969 income percentages more meaningful. "Unknown" percentage is calculated using the total shown.

Prepared by: Tulare County Planning Department, July 1978.

Table A-18
FAMILY INCOME
FOR NON-CAUCASIAN FAMILIES
(Count of Families)

COUNTY UNINCORPORATED AREA				INCOME RANGE	CENSUS TRACT 9			
1969		1975 *			1969		1975	
NO.	%	NO.	%		NO.	%	NO.	%
486	48.80	308	16.67	\$0 to \$4,999	69	30.94	21	18.42
220	22.09	253	13.69	\$5,000 to \$6,999	37	16.59	20	17.54
131	13.15	424	22.94	\$7,000 to \$9,999	78	34.98	32	28.07
159	15.96	863	46.70	\$10,000 or more	39	17.49	41	35.96
-	-	663	26.40	UNKNOWN	-	-	16	12.31
996	100.00	2,511	100.00	TOTAL HOUSEHOLDS	223	100.00	130	100.00
\$ NA		\$ NA		MEDIAN INCOME	\$ NA		\$ NA	

INCOME RANGE	COMMUNITY	
	1975	
	NO.	%
\$0 to \$4,999	5	20.83
\$5,000 to \$5,999	5	20.83
\$6,000 to \$6,999	4	16.67
\$7,000 to \$7,999	2	8.33
\$8,000 to \$8,999	1	4.17
\$9,000 to \$9,999	0	0.00
\$10,000 to \$10,999	1	4.17
\$11,000 to \$11,999	3	12.50
\$12,000 or more	3	12.50
UNKNOWN	2	7.69
TOTAL HOUSEHOLDS	26	100.00
MEDIAN INCOME	\$ NA	

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Population, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

*1975 income percentages are calculated by using a total that is reduced by the amount of the "Unknown", which makes comparisons with 1969 income percentages more meaningful. "Unknown" percentage is calculated using the total shown.

Prepared by: Tulare County Planning Department

Table A-19
LABOR FORCE STATUS

CO. UNINC.				CENSUS TRACT 9				LABOR FORCE STATUS	COMMUNITY			
1970		1976		1970		1976			1970 *		1976	
NO.	%	NO.	%	NO.	%	NO.	%		NO.	%	NO.	%
37,161	93.45	41,055	94.11	1,065	92.61	1,405	94.49		EMPLOYED			457
2,603	6.55	2,568	5.89	85	7.39	82	5.51	UNEMPLOYED			30	6.16
39,764	100.0	43,623	100.0	1,150	100.0	1,487	100.0	CIVILIAN LABOR FORCE		100.0	487	100.0

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Population, April 1, 1970

Special Census of Tulare County Unincorporated Area, conducted under the auspices of
Population Research Unit, Department of Finance, State of California, October 19, 1976.

For 1976, employed includes full-time (35 hours or more per week), half-time (15-34 hours per week), part-time (less than 15 hours per week), and seasonal workers. Unemployed includes those who are actively seeking work and discouraged workers, who would take a job if offered one, but who are no longer actively seeking work.

*Not available

Prepared by: Tulare County Planning Department, July 1978.

Table A-20
LABOR FORCE PARTICIPATION RATES
(Civilian Labor Force as a Percentage of Population 16 Years Old & Over)

AREA	PARTICIPATION RATES (in %)	
	1970	1976
COUNTY UNINCORPORATED*	56.08	56.54
CENSUS TRACT 9	51.48	48.74
COMMUNITY	N.A.	45.18

Source: Tulare County Planning Department
N.A. = Not available
*1960 - Rate was 52.66% for County Uninc. Area

Prepared by: Tulare County Planning Department, July 1978.

Table A-21
LABOR FORCE PROJECTIONS

AREA	1980	1985	1990	1995	2000
COUNTY UNINCORPORATED ⁽¹⁾	47,665	50,970	53,470	56,225	59,470
CENSUS TRACT 9 ⁽²⁾	1,755	2,140	2,585	3,110	3,740
COMMUNITY ⁽³⁾	580	730	915	1,145	1,435

PERCENTAGE CHANGE FROM 1976

COUNTY UNINCORPORATED	+9.27	+16.84	+22.57	+28.89	+36.21
CENSUS TRACT 9	+18.02	+43.91	+73.84	+109.15	+151.51
COMMUNITY	+19.10	+49.90	+87.89	+135.11	+194.66

SOURCE: Tulare County Planning Department

(1) Medium Range Projections - Based on Participation Rates for 1960, 1970, and 1976, projected by linear regression.

(2) Average of three methods of projection - Based on 1970 and 1976 data.

(3) Average of two methods - Based on 1976 data only.

Prepared by: Tulare County Planning Department, July 1978.

Table A-22
EMPLOYMENT BY RACE OR ETHNICITY

CO. UNINC.		CENSUS TRACT 9						RACE OR ETHNICITY	COMMUNITY			
1970		1976		1970		1976			1970 *		1976	
NO.	%	NO.	%	NO.	%	NO.	%		NO.	%	NO.	%
35,634	95.89	38,021	95.08	964	90.52	1,355	96.44	CAUCASIAN			438	95.84
1,527	4.11	1,865	4.66	101	9.48	50	3.56	OTHER THAN CAUCASIAN			19	4.16
-	-	103	0.26	-	-	0	0.00	UNKNOWN			0	0.00
37,161	100.0	39,989	100.0	1,065	100.0	1,405	100.0	TOTAL.		100.0	457	100.0
4,412	11.87	9,253	23.14	247	23.19	363	25.84	SPANISH(1)			205	44.86

(1) Spanish language or surname.

* Not available

Sources: Fourth-Count Summary Tape (printout), 1970 Census of Population, April 1, 1970.

Special Census of Tulare County Unincorporated Area, conducted under the auspices of Population Research Unit, Department of Finance, State of California, October 19, 1976.

Prepared by: Tulare County Planning Department, July 1978.

Table A-23
 EXISTING LAND USE - 1977
 WITHIN FORMER URBAN AREA BOUNDARY

LAND USE	ACREAGE	PERCENT OF TOTAL
Residential	88.18	10.40
Local Commercial	9.77	1.15
Highway Commercial	19.47	2.30
Light Manufacturing	36.04	4.25
Semi-Public	2.56	.30
Public	15.94	1.88
Agriculture	312.84	36.89
Parks and Recreation	.56	.07
Vacant	180.49	21.29
Roads & Railroad R.O.W.	176.18	20.78
Unpaved Roads	5.88	.69
TOTAL	847.91	100.00

Source: Planning Department Windshield Survey, December 19, 20, and 23, 1977.

Prepared by: Tulare County Planning Department, January 1978.

Table A-24

NUMBER OF SCHOOL YEARS COMPLETED
BY PERSONS 25 YEARS OLD AND OVER
BY SEX
1970

NUMBER OF SCHOOL YEARS COMPLETED	MALE				FEMALE				TOTAL			
	COUNTY UNINC.		C.T. 9		COUNTY UNINC.		C.T. 9		COUNTY UNINC.		C.T. 9	
	NO.	Z	NO.	Z	NO.	Z	NO.	Z	NO.	Z	NO.	Z
NONE*	1,312	4.71	55	6.34	713	2.59	40	4.85	2,025	3.65	95	5.61
ELEMENTARY 1-4 YEARS	2,879	10.34	131	15.09	2,015	7.31	72	8.74	4,894	8.83	203	12.00
5-6 YEARS	2,385	8.57	124	14.29	1,882	6.83	89	10.80	4,267	7.70	213	12.59
7 YEARS	1,438	5.17	22	2.53	1,469	5.33	66	8.01	2,907	5.25	88	5.20
8 YEARS	4,087	14.68	137	15.78	4,268	15.48	124	15.05	8,355	15.08	261	15.43
HIGH SCHOOL 1-3 YEARS	4,971	17.85	179	20.62	5,434	19.71	171	20.75	10,405	18.78	350	20.69
4 YEARS	5,984	21.49	135	15.55	7,423	26.93	194	23.54	13,407	24.20	329	19.44
COLLEGE 1-3 YEARS	3,104	11.15	59	6.80	2,960	10.74	68	8.25	6,064	10.94	127	7.51
4 YEARS	836	3.00	8	0.92	925	3.36	0	0.00	1,761	3.18	8	0.47
5 YEARS OR MORE	845	3.04	18	2.07	478	1.73	0	0.00	1,323	2.39	18	1.06
TOTALS	27,841	100.00	868	100.00	27,567	100.00	824	100.00	55,408	100.00	1,692	100.00

C.T. - CENSUS TRACT

* Includes Kindergarten and Nursery School.

Source: Fourth-Count Summary Tape (printout), 1970 Census of Population, April 1, 1970

Prepared by: Tulare County Planning Department, July 1978.

Table A-25
AVERAGE YEARLY SCHOOL ENROLLMENT
 Goshen Elementary School

Grade	1970-1971	1971-1972	1972-1973	1973-1974	1974-1975	1975-1976	1976-1977	1977-1978
Kindergarten	62	66	52	53	58	67	67	62
1	74	84	89	77	70	60	64	78
2	53	55	64	68	60	77	54	60
3	55	54	49	55	65	55	69	50
4	52	54	52	51	57	58	59	73
5	48	52	62	60	54	60	60	61
6	39	43	53	56	52	58	54	66
7	44	40	52	58				
8	46	52	35	35				
Special School	7	21	21	26	19	13	11	16
Total	482	521	529	539	528	448	438	466

Note: Design capacity of Goshen Elementary School is 500 students.

Source: Visalia Unified School District

Prepared by: Tulare County Planning Department, May 1978.

ATTACHMENT NO. 1

CURRENT ADOPTED AIRPORT LAND USE POLICIES

The following policies for land use and land division have been adopted by the Tulare County Airport Land Use Commission (Designated Body) to be applied to deliberations and decision-making by the Commission and are recommended to agencies of government with regard to lands nearby municipal airports in Tulare County.

A. GENERAL POLICIES

1. Recommendations

- a. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) to recommend the regular permitted land use of mobile agricultural operations and all agricultural uses and structures not otherwise restricted, except animal-raising operations shall be restricted from an area within one mile of the Doolittle Zone.
- b. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) to recommend no prohibition of totally underground structures.
- c. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) that temporary use permits may be approved by the Zoning Administrator for certain land uses within the Airport Impact Area and that the proceedings of such public hearings by the Zoning Administrator shall contain the results of a review and recommendation from the affected city and/or County planning agency, providing such response is submitted to the Zoning Administrator within 2 weeks of the date of notification to the respective City or County.

B. NOISE RELATED

1. Recommendations

- a. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) to recommend "Low Human Density" levels and kinds of land use in all areas affected by the projected 1990 noise levels at or greater than 90 CNR, or within the Airport Impact Areas otherwise adopted by the City or County in the vicinity of public airports.
- b. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) to recommend that any residential structures or any dance halls, bars, restaurants, memorial

buildings, churches, schools, theaters, stadiums, or any other uses having large congregations of people which are constructed within the 90 CNR area or within the designated Airport Impact Area, be constructed so as to attenuate ambient aircraft noises to interior levels not to exceed 55 dbA.

- c. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) that City and County Planning Commissions, the Board of Supervisors and City Councils, and zoning agencies should require that conditional land use permits require the provision of a noise agreement between the property owner/operator and the city and/or county prior to the approval of such conditional land use permit. Said noise contract would ensure that the land owner-operator contracts with the City or County not to sue for damages nor to enjoin the operation of the airport due to noises emanating from the airport and from aircraft operating therefrom.

C. SAFETY RELATED

1. Recommendations

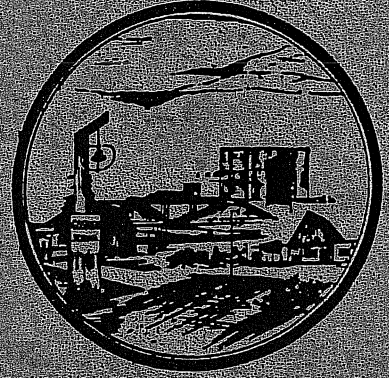
- a. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) to recommend that no uses of land be allowed within the approach, departure, and side slope areas of any public airport which may create radio interference for aircraft communications and navigation systems.
- b. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) to recommend against the approval of any permit allowing outdoor electrical welding except for initial construction or repair of permitted structures within the approach, departure, and side slope areas nearby any public airport.
- c. The Tulare County Airport Land Use Commission (Designated Body) specifically encourages the use of open or enclosed storage and warehousing, trucking yards, new and used implement and vehicle sales, repair and manufacturing and similar uses in the areas of approach and departure zones. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) to recommend that no structures designed for human occupation be permitted to be constructed or moved into an area beneath the approach and departure zones.

2. Prohibitions

- a. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) to recommend no commercial and manufacturing land uses within approach and departure areas.

- b. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) to recommend the prohibition of dance halls, bars, restaurants, memorial buildings, churches, schools, theaters, stadiums, single family or apartment dwellings or any other use having a large congregation of people within the take-off, and approach zones of any public airport.
- c. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) that no structures be approved which shall project into the airport airspace of any airport in Tulare County.
- d. It shall be the policy of the Tulare County Airport Land Use Commission (Designated Body) that all utility lines within the approach, departure and side slope areas of public airports be placed underground.

APPENDIX II



CEQA Compliance Statement

ENVIRONMENTAL DOCUMENT
ENVIRONMENTAL IMPACT REPORT
FINAL

FINAL STATEMENT:

According to the California Environmental Quality Act of 1970 Guidelines, Article 9, Section 15146, Contents of Final Environmental Impact Report, the Final EIR shall consist of the Draft EIR, a section listing the organizations and persons consulted, and contain the comments received through the consultation process, either verbatim or in summary, and the response of the Lead Agency (Tulare County) to the significant environmental points raised in the review and consultation process. In the case of Tulare County, all comments to the Draft EIR will be verbatim (attached letters). The staff will summarize the comments and respond to the comments received from various organizations, governmental agencies, and citizens, only if these comments raise major issues that are at variance with the Lead Agency's position.

Comments Received - Richard Luther, Planner III, City of Visalia Planning Department:

Indicates that the "Highway Commercial" designation located north of Avenue 308 and west of State Highway 99 can represent a potential land-use conflict with use of the Visalia Municipal Airport.

Staff Response: The area designated for Highway Commercial is not within the approach and departure zone of the Visalia Municipal Airport. It is almost 2-1/2 miles from the end of the airport runway. The proposed plan requires that all future construction at this location is to have sound proofing. The area is ideally suited for highway commercial because of its location adjacent to the full interchange of State Highway 99 and Betty Drive.

Comments Received - Bill Kerstan, Air Pollution Control Supervisor, Department of Public Health:

States that the "Industrial" designation for the northwest portion of the community can impact the residential uses to the south and southeast area due to the northwest direction of the wind in the Goshen community.

Also recommends that commercial areas not be located in areas that would encourage and cause traffic to pass through residential areas.

Staff Response: The plan proposes only light non-polluting types of industrial development for the area. The Tulare County "M-1" zoning (Light Manufacturing Zone) allows any kind of manufacturing which does not generate offensive odor, dust, smoke, gas and noise.

The staff is of the opinion that commercial areas are designated in areas ideally suited for commercial uses. Highway Commercial, which serves the needs of the highway traveller, is located at the full interchange of State Highway 99 and Betty Drive because of its accessibility to the highway. Also, highway commercial serves as a buffer between residentially planned areas and the highway.

Community Commercial areas, designed to meet the daily shopping needs of the residents within the community, should be located in easily accessible areas to serve the needs of the surrounding residential area. The plan recognizes the proposed "community commercial" designation to the east as a centralizing commercial element in the community as future residential development occurs to the east and northeast. It also serves as a buffer between the Visalia industrial area to the east and the residential areas to the west.

Comments Received - Mr. Jack L. Stevens, Assistant Superintendent, Visalia Unified School District:

States that the exact location for the proposed relocation of the Goshen Elementary School is not clear, and expresses his concern as to the economic feasibility of relocating the school, at this time, because of financial cutbacks resulting from the passage of Proposition 13.

Staff Response: The proposed plan is a 20 year, long range development plan for Goshen. The location of the proposed school is general. It indicates a general location somewhere in the northeast sector of the community. The purpose of the proposed relocation is to relocate the school away from the approach and departure zone of the Visalia Airport. The existing school is directly underneath the extended runway of the airport. The plan assumes that airport activities will increase during the planning period and will further adversely impact the Goshen Elementary School.

Comments Received - James H. Guill, Goshen California:

Indicates that the proposed Urban Area Boundary bisects his parcel of property. Access to the property is from the south over the Southern Pacific Coalinga-Hanford spur track. He is requesting that the entire parcel be included within the proposed Urban Area Boundary and that it be designated as "Industrial".

Staff Response: Staff concurs with the comments. The UAB has been modified to include the entire parcel and has designated it as "Industrial".

Comments Received - Mr. James H. Guill:

In phone conversations with Mr. Guill, he expressed his desire to see his 13.5 acre parcel, located east of State Highway 99 and south of the Southern Pacific Railroad, designated as "Highway Commercial". He believes there is a need for highway commercial at this location and that it is appropriate because of its access with State Highway 99.

Staff Response: Staff concurs and the Plan map has been modified to show the area as "Highway Commercial".

Comments Received - Jack L. Davis, Real Estate and Investment, Visalia, California:

States that the 4.3 acre parcel directly north of Betty Drive and east of State Highway 99 be designated Light Industry "M-1". The area has been designated "C-2" (General Commercial) for many years but has not sold or been developed.

Staff Response: Because of its location adjacent to the full interchange of State Highway 99 and Betty Drive, the staff is of the opinion that the area be designated "Highway Commercial". In addition, a highway commercial classification for this area may mitigate future pressure for higher intensity uses west of State Highway 99 within the 100 CNR Zone.

PLAN MODIFICATIONS:

Changes, initiated by the Planning Commission, have been made to the Goshen Community Plan Map and Text since the preparation of the Draft EIR. These changes are insignificant, therefore, further modifications to the EIR are not warranted.

LETTERS RECEIVED WITH NO COMMENTS:

The following persons and or agencies have submitted letters, after their review of the Draft EIR, indicating that they have no comments on the Draft EIR or that the Draft EIR appears adequate.

A.R. Maniscalco, R.S., Environmental Health Specialist, Division of Environmental Health, Department of Public Health, July 20, 1978.

R.L. Binger, District Planning and Programs Engineer, California Department of Transportation, July 31, 1978.

Lt. Grant Matherly, Tulare County Sheriff's Department, July 25, 1978.

Jack L. Carlsen, Flood Control Engineer, Public Works Department, July 28, 1978.

Marcia Brown, Environmental Coordinator, Public Works Department, July 19, 1978.

FINAL APPROVAL:

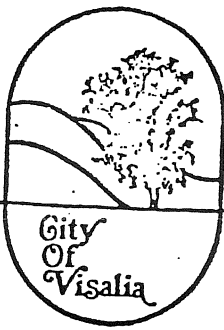
APPROVED BY

A.R. Maniscalco
ENVIRONMENTAL REVIEW COMMITTEE

DATE

8/24/78

Attachments: Draft EIR
Letters



PLANNING DEPARTMENT

P.O. Box 4002 • 707 W. Acequia St. • Visalia, Ca. 93277

August 8, 1978

Assistant Planning Director
Tulare County Planning Department
Courthouse, Room 107
Visalia, CA 93277

RE: GOSHEN COMMUNITY PLAN

The City of Visalia would like to make the following comments concerning proposed amendments to the draft Goshen Community Plan:

1. "Show area westerly of Highway 99 northerly of Avenue 308 for Highway-Commercial designation rather than Service Commercial."

COMMENT: We feel the Highway-Commercial designation for this area can represent a potential land-use conflict with use of the Visalia Airport. We would strongly urge your Planning Commission to retain the low intensity Service Commercial designation for this area. As we understand it, the S-C designation would allow some highway oriented commercial uses but that these uses would be considered low intensity in nature.

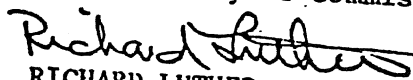
2. "Show area easterly of Highway 99 northerly of Betty Drive for Industrial rather than Highway Commercial."

COMMENT: We feel the Highway Commercial designation should be retained as shown in the draft plan. We feel this is appropriate for the following reasons:

- a. This interchange does have good potential for future highway oriented commercial because of location.
- b. Development of this area for Highway Commercial will mitigate future "pressure" for higher intensity uses westerly of Highway 99.

The other proposed changes were not a concern to the City.

Because of our workload and vacation schedules we may not have a representative attend the meeting. If we can't, please indicate our concerns to your Commission.


RICHARD LUTHER
PLANNER III

cc: File: Referral 78-15

COUNTY OF TULARE

County Civic Center
Visalia, California
93277

733-6438

July 19, 1978

County of Tulare
Environmental Review Committee
Room 107, Courthouse
Visalia, California 93277

Re: General Plan Amendment 78-3A - Goshen Urban Boundary

Gentlemen:

In response to the above referenced matter, I would like to offer the following comments.

The wind in the Goshen area is generally from the northwest direction. According to the present plans, industrial development will be allowed in the northwest portion of the community. From an air pollution standpoint, we may expect the industrial source to impact the residential uses downwind. We therefore recommend that the industrial area be relocated near Avenue 304 which is downwind of the residences.

We would encourage you not to split up commercial zones in such a way as to cause traffic to have to pass through residential areas. On your map you show several residential zones in between commercial zones.

Thank you for the opportunity to comment on this proposal.

Sincerely,

L. F. Chamberlen, M.D.
Air Pollution Control Officer

Bill Kerstan

Bill Kerstan
Air Pollution Control Supervisor

BK/ew

VISALIA UNIFIED SCHOOL DISTRICT

315 East Acequia Street, Visalia, California 93277 Telephone (209) 733-1400

H. D. LOVIK
SUPERINTENDENT

ROBERT N. LINE
ASST. SUPERINTENDENT
EDUCATIONAL SERVICES

NEWELL H. HERUM
ASST. SUPERINTENDENT
PERSONNEL SERVICES

JACK L. STEVENS
ASST. SUPERINTENDENT
BUSINESS SERVICES

July 26, 1978

Mr. George E. Finney
Assistant Planning Director
Environmental Review Committee
107 County Civic Center
Visalia, California

Dear Mr. Finney:

The Visalia Unified School District has reviewed the Environmental Impact Report prepared for the community of Goshen. Upon review of this report, we find only one area that should provide more information.

The area of parks and schools, it is stated that a combination community park and elementary school is proposed for the general northeast sector of Goshen's expanded UAB in order to relocate the present facilities on Avenue 308 outside of the 100 CNR Zone of the Visalia Municipal Airport. The relocation proposed is not clear to us as to the exact location on the map submitted as Exhibit A.

There is also concern within the District as to the feasibility of funding a project to relocate the present facilities especially now with the passage of Proposition 13 and the impact this will have over the next 7 to 10 years. A considerable amount of input and research would have to be conducted before relocating the present school facilities could be accepted.

Thank you for the opportunity to review this report.

Sincerely,



Jack L. Stevens
Assistant Superintendent

JLS/we

July 20, 1978

Mr. James L. Van Deusen,
Division Head, Planning and Community Development,
Tulare County Planning Department,
County Civic Center, Room 107, Courthouse,
Visalia, California 93277

Dear Mr. Van Deusen:

This letter relates to the Boundary Element Amendment and new zoning plan for Goshen. Though I cannot attend the public hearing to be held at the Goshen School on Wednesday, July 26, 1978, I would like the following comments and request be considered at the meeting and subsequent thereto.

My wife and I were raised in Goshen and have owned property in Goshen for a long time. I am a graduate of Goshen Grammar School, Visalia High School, the University of California at Berkeley and other universities. In over 50 years of knowing Goshen, I would like to state that the current plan for Goshen is the only comprehensive plan for Goshen that I have seen. As stated in the Environmental Document, "The need for long-term planning for the community of Goshen has been apparent for some time." Thank you for the job well done.

I should like to bring your attention, however, to a parcel of property which you do not include in the proposed urban boundaries but which is an inherent part of the Town of Goshen. This is the property located on the north side of town between Freeway 99 and the mainline Southern Pacific railroad. The reference property encompasses APN Numbers 072-050-02 and 075-060-05. The two parcels or APN numbers constitute a single parcel consisting of approximately 30.5 acres. Part of this area is now zoned M-1, part is A-1, and part is AE-40. You propose in the new plan to assign an INDUSTRIAL CLASSIFICATION to the parts now designated M-1 and A-1. This appears correct, since the property does have access to railroad sidings and is well suited for light industrial development. These two parts are also included within the proposed urban boundaries.

We would like to request consideration of including the remainder of APN 072-050-02 within this same classification, INDUSTRIAL, since the property is a single property with its only access through Goshen proper. You can see from the enclosed photo that there is no access to this property from Freeway 99. The access is from Betty Drive northward, then across the Southern Pacific Coalinga-Hanford spur track into the part that you designate INDUSTRIAL. All of this 30 acres should have the same zoning even though it would make the urban boundary of Goshen uneven at this point. The property is not large enough for efficient farming; all access is through Goshen. The enclosed maps show the subject property in some detail.

Upon examination of the environmental statement, there would be no additional environmental impact by adding this additional property. In our planning for future development of the property it could be considered as a single unit, instead of one half industrial and one half agricultural.

Once again, congratulations on the planning and thank you for the above consideration.

Very respectfully yours,

James H. Guill

James H. Guill,
P. O. Box 78,
Goshen, California 93227

JACK R. DAVIS REAL ESTATE AND INVESTMENTS

JULY 1978

TO: COUNTY PLANNING DIRECTOR & STAFF
MEMBERS OF PLANNING COMMISSION
MEMBERS OF TULARE COUNTY BOARD OF SUPERVISORS

Re: GOSHEN COMMUNITY PLAN.
Rezoning of 18 acre parcel
of land North of Betty Avenue ^{DRIVE}
between Highway 99 and S.P. Railway.

It is contemplated that the above parcel of land will be designated Highway Commercial in the Goshen Community Plan.

It has been zoned C/2 for many years, It is now open and vacant.

It is my considered opinion, based on twenty years of selling and developing property between Visalia and Goshen and in Goshen, that this property is not now and will not be in the foreseeable future a viable location for Highway Commercial use.

I and others, including the owners, have tried for many years to sell it for such use. The owners developed and attractive brochure (see attached sheets) which was mailed nationwide. To my knowledge there has never been a bonified offer made on the property. The owners have discontinued their efforts to sell this property for Commercial Highway use.

The major need in Goshen today is additional employment opportunities, and checking the decline in property values. The Central area of Goshen immediately south of this land is retrogressing. The Standard Oil Company, which does not make many mistakes, installed a service station at the corner of Betty Avenue and Highway 99. They have closed that station, removed the buildings and abandoned the area.

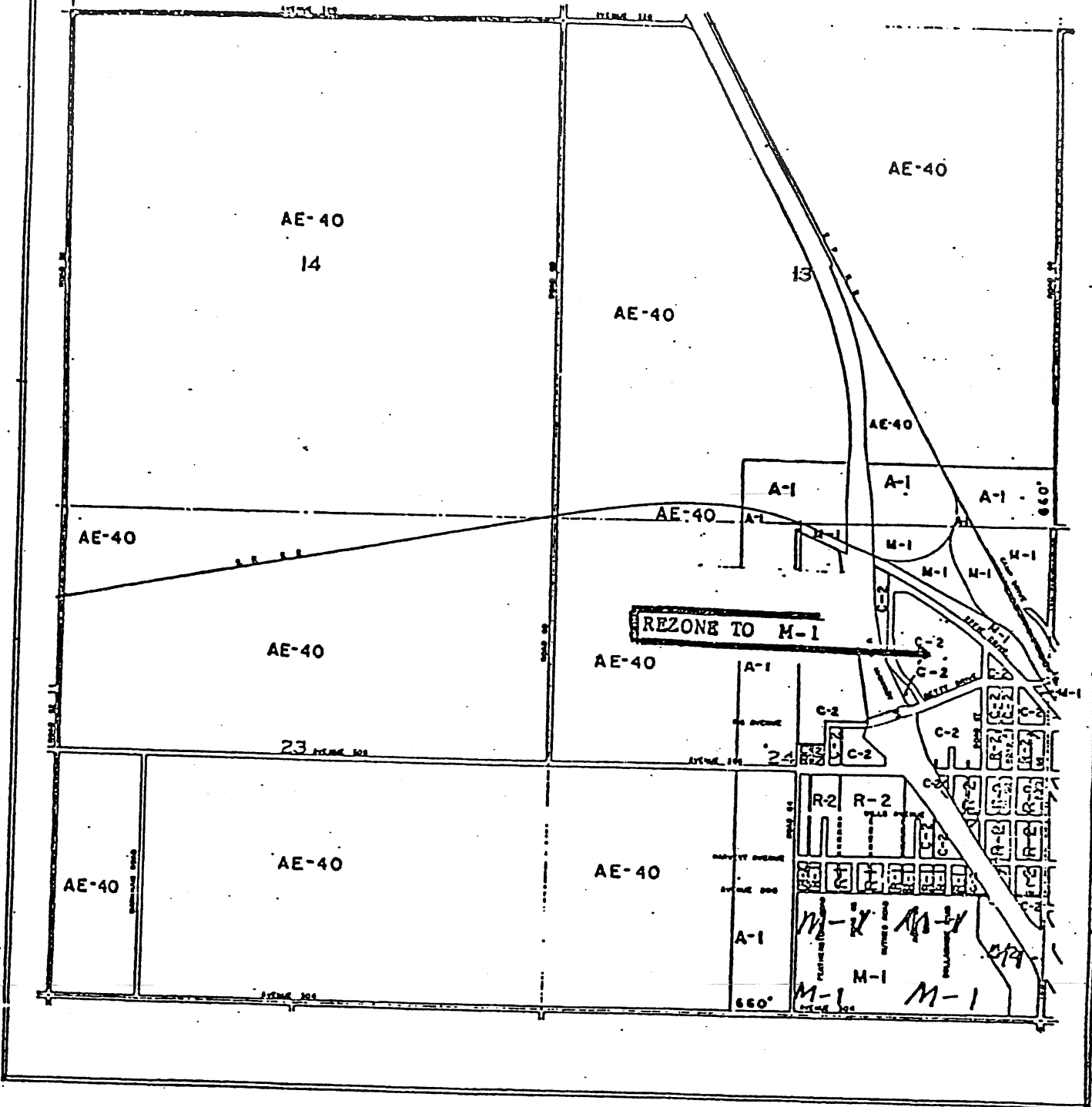
of the subject land to M-1
Rezoning/will enhance immediately employment prospect, and help stabilize values in this area of Goshen. There has not been a new commercial facility built in this portion of Goshen in 15 years.

There is an urgent need for M-1 Lots, small and medium sized parcels for M-1 development. The four plants located on the south side of Goshen along Avenue 304 have a combined payroll of over one million dollars annually. The subject area could produce payrolls of an even greater amount.

I respectfully request that you rezone the subject land to M-1. It is the only land adjacent to The S.P. Railway for rail spur facilities.

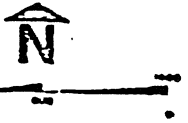
Very truly yours,
For Commercial & Industrial Real Estate. . . SEE A SPECIALIST

Jack R. Davis



OFFICIAL ZONING MAP COUNTY OF TULARE, CALIF.

PART 378 OF BASIC ORDINANCE NUMBER 352
 APPROVED BY COUNTY PLANNING COMMISSION JULY 10, 1947
 ADOPTED BY BOARD OF SUPERVISORS NOVEMBER 18, 1947
 MAP PART ADOPTED 7/29/75 BY ORDINANCE NUMBER 1249



T. 18S. R. 23 E.

LEGEND

R-2 RURAL RESIDENTIAL ZONE	P-O PROFESSIONAL AND ADMINISTRATIVE OFFICE ZONE	C-1 NEIGHBORHOOD COMMERCIAL ZONE
S SPECIAL WORKSHOPS ZONE	P-A AUTOMOBILE ZONE	C-2 GENERAL COMMERCIAL ZONE
SE SINGLE FAMILY ESTATE ZONE	AE EXCLUSIVE AGRICULTURAL ZONE	M-1 LIGHT MANUFACTURING ZONE
D-1 ONE FAMILY ZONE	AE-10 EXCLUSIVE AGRICULTURAL ZONE BEACHES STRIPES	M-2 HEAVY MANUFACTURING ZONE
D-2 TWO FAMILY ZONE	AE-20 EXCLUSIVE AGRICULTURAL ZONE BEACHES STRIPES	P PARKING ZONE
D-3 MULTIPLE FAMILY ZONE	AE-30 EXCLUSIVE AGRICULTURAL ZONE BEACHES STRIPES	P-F PRIMARY FLOOD PLAIN ZONE
R RECREATION ZONE	AE-40 EXCLUSIVE AGRICULTURAL ZONE BEACHES STRIPES	P-C SECONDARY FLOOD PLAIN CONTINGING ZONE
	AE-50 AGRICULTURAL ZONE	

ENVIRONMENTAL DOCUMENT
ENVIRONMENTAL IMPACT REPORT
DRAFT

I. DESCRIPTION OF PROJECT:

A. Proposal:

Refer to INITIAL STUDY, Section I., PROJECT DESCRIPTION.

B. Location:

The community of Goshen is located approximately 31 miles south of Fresno on State Highway 99 on the western edge of Tulare County.

It is 1 1/2 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 northwest of the city limits of Visalia, 6 1/2 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.

II. DESCRIPTION OF ENVIRONMENTAL SETTING:

Refer to INITIAL STUDY, Section II., ENVIRONMENTAL SETTING.

III. ENVIRONMENTAL IMPACTS:

A. The Significant Environmental Effect of the Proposed Project:

Refer to INITIAL STUDY, Section III. C., ENVIRONMENTAL EFFECT.

B. Any Significant Environmental Effect Which Cannot be avoided if the Proposed Project is Implemented:

1. Noise generated by the Airport operations and related traffic can be mitigated but not completely avoided.
2. Increased traffic can be controlled but cannot be avoided.
3. Loss of agricultural lands cannot be avoided.
4. Dust and emission generated by vehicular movements and industrial development can be controlled but not completely avoided.
5. Increased demand for public services may be controlled but not avoided.

IV. MITIGATION MEASURES:

Refer to ENVIRONMENTAL ASSESSMENT INITIAL STUDY, Section III. D., MITIGATION OF SIGNIFICANT ENVIRONMENTAL EFFECT.

V. ALTERNATIVE TO PROPOSED ACTION:

1. No project. No project alternative means the retention of existing Urban Area Boundary and existing land uses.
2. The second alternative is to include the entire Goshen area within the Visalia Planning area, but retaining the Sphere of Influence. This alternative would permit the Goshen Community Service District to annex territory and continue to provide water for domestic and industrial use and fire protection.
3. The third alternative is to direct community growth in other directions such as westward toward "West Goshen" located one mile west of Road 64. This alternative was not chosen as it would (a) encourage development of areas extensively used in growing field crops, thereby further reducing the amount of land in agricultural production; (b) encourage development or urban uses in proximity to intensive animal raising operations in the area; (c) subject urban development to other adverse characteristics of agricultural areas such as dust, odors and flies which may endanger public safety; and (d) impede provision of community sewer services.

VI. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED:

The proposed plan commits existing agricultural land and vacant land to urban type uses which in effect is an irreversible loss of agriculturally productive land.

Although some environmental losses will be incurred, the derived benefits are far greater in the long term. The benefits to be exhibited include an orderly growth expansion and increased public safety by directing new residential growth away from the 100 CNR Zone of the Visalia Airport and permitting low intensity uses within the 100 CNR Zone which would not attract or employ large concentrations of people. Increased development costs will occur by requiring all buildings to be constructed so as to attenuate ambient aircraft noises to interior levels not to exceed 55 dbA.

VII. GROWTH INDUCING IMPACT OF THE PROPOSED PROJECT:

The plan contains population and land use projections to the year 2000 to support a naturally increasing population. The plan is not inducing or attracting growth in excess of that demand for urban land use needs. The plan discourages multi-family development until a community sewer system is completed, at which time a growth inducing impact may occur because of higher density development and population increases.

VIII. ENERGY CONSIDERATIONS:

Until a community sewer is constructed, the plan proposes a low density development which encourages gasoline usage.

The Southern California Edison Company will provide electric services while Southern California Gas Company will provide natural gas services to future development. Solar energy is another source of energy that is available for future development. Proper insulation of structures is another conservation method.

IV. WATER QUALITY ASPECTS:

Land use planning for this project has been undertaken with the understanding that the CSD will expand its service boundaries to provide domestic water for the expanded UAB. The plan also recognizes that the domestic water supply be improved through the development of additional wells and through a tie-in with the City of Visalia water system. All new development must meet State and local requirements including County Health and Building Department.

V. AUTHORITY:

This Environmental Impact Report was prepared by the Tulare County Planning Department in accordance with the directives of the Tulare County Board of Supervisors, and the CEQA Guidelines, as amended, Administrative Code, Title 14, Section 1500 et seq.

XI. FINAL STATEMENT:

Additional statements from public and private agencies that have been and/or will be notified will be attached and addressed upon completion of this project. These statements, verbatim, will reflect the opinions of persons and agencies contacted in reference to this document. Responses to significant environmental points raised in the review and consultation process will be addressed in the form of an attachment to the Final Environmental Impact Report.

Persons and Agencies Consulted:

- Tulare County Health Department
- Tulare County Public Works Department
- California Regional Water Control Engineer
- Tulare County Flood Control Engineer
- Tulare County Air Pollution Control Board
- City of Visalia
- Goshen Community Services District
- Delta Vector Control
- Tulare County Sheriff
- Visalia Unified School District

James E. Waters

ENVIRONMENTAL REVIEW COMMITTEE

7/13/78
DATE

30 days
REVIEW PERIOD

STAFF REPORT/ENVIRONMENTAL ASSESSMENT INITIAL STUDY
GENERAL PLAN AMENDMENT 78-3A: LAND
USE, CIRCULATION, AND URBAN BOUNDARIES
ELEMENT (GOSHEN AREA)

I. PROJECT DESCRIPTION

The purpose of the proposed amendment is to amend the adopted 1963 Tulare County Area General Plan, which designated Goshen as a residential area, by adoption of a long range 20 year community plan.

The plan proposes amending the existing Urban Area Boundary to provide future areas for development away from the 100 CNR line of the Visalia Airport. (See Exhibit A entitled Goshen Community Plan.) The proposed boundaries are as follows:

North - Right-of-way of the Southern Pacific Railroad and 660' north of Avenue 312 extended.

East - 280' west of Road 76 extended northward, 430' east of Road 76 south of Avenue 308 for a distance of 970', 1270' east of Road 72.

South - Avenue 304

West - Road 64 extended northward to the railroad.

The plan also proposes the following land uses:

Residential

Two major areas of residential land use are proposed. The first area of approximately 63 acres is bounded by Betty Drive on the north, Effie Drive on the east, Avenue 306 on the south, and State Highway 99 on the west.

The second area of approximately 404 acres is bounded on the north by the Urban Area Boundary, Road 76 on the east, Avenue 305 on the South, and Camp Drive on the west.

Mobilehomes

The plan indicates no specific areas for mobilehome parks although plan policies encourage the development of mobilehome parks in appropriate locations where, among other things, direct access to a major road is available. Mobilehomes on single-family lots are permitted within the original townsites, to aid in the replacement of vacant dilapidated structures by providing standard sound housing for low and moderate income families. The plan discourages mobilehomes on single-family lots within residential subdivisions.

Multi-Family Residential

The plan indicates no specific areas for multi-family development although several areas within the designated residential area are appropriate after completion of the sewer system. Multi-family development, sound-proofed to 55 dbA, is encouraged outside the 100 CNR Zone particularly in the vicinity of the proposed school and the community commercial shopping area along Avenue 308. The plan encourages multi-family development in conjunction with low cost single-family residences to meet the housing needs of low and moderate income residents.

Community Commercial

One community commercial shopping area is proposed along Avenue 308 east of Road 72 between the church and the KOA campground and on the southerly side of Avenue 308. It consists of 30 acres designed to serve the daily shopping needs of the existing residential area east of the railroad and future neighborhoods in the northeastern sector.

Service Commercial

One service commercial area of approximately 10 acres is proposed in the north central portion of the community east of Road 68. This area will serve to buffer the industrial area to the west and the residential area to the east. The proposed service commercial area is currently in agricultural production.

Highway Commercial

The plan designates two areas totalling 28 acres for highway commercial use to serve the needs of the highway traveler. The larger area is located north of Betty Drive adjacent to State Highway 99 and the Southern Pacific Railroad. The smaller area of 6 acres is located south of Betty Drive adjacent to the freeway and the northbound off-ramp.

Low Intensity Commercial and Low Intensity Industrial

Two areas, both within the 100 CNR Zone, are designated for low intensity commercial and low intensity industrial development. Low intensity is defined as uses not employing or attracting large concentrations of people and where the number of employees and customers do not exceed a density factor of 10 persons per net acre. The larger area of approximately 126 acres is located west of State Highway 99 and south of Shady Grove. The smaller area of approximately 30 acres is located adjacent to State Highway 99 west of the Southern Pacific Railroad and north of Avenue 304.

Industrial

Two areas are designated for industrial uses. The larger area, of 49 acres, is located in the northwest portion of the community, bounded by State Highway 99 on the west and Road 68 on the east.

The smaller area of 25 acres is proposed along Rasmussen Avenue.

Parks and Schools

A combination community park and elementary school is proposed for the general northeast sector of Coshen's expanded UAB in order to relocate the present facilities on Avenue 308 outside of the 100 CNR Zone of the Visalia Municipal Airport.

Private Recreation

Two areas are designated on the map for private recreation. The larger area of 16 acres is the Shady Grove Trailer Park located in the northwest portion of the community adjacent to State Highway 99. The designated area anticipates expansion of the existing facilities westward. The second area of 9 acres is the KOA campground located on Avenue 308 west of Road 76. No expansion of the present facilities is anticipated.

Circulation

The plan proposes to extend Road 72 northward to Avenue 312 and southward to Avenue 304 to improve north-south circulation and to extend Avenue 310 eastward to Road 72 to facilitate east-west circulation.

II. ENVIRONMENTAL SETTING

A. Land Use and Circulation

The majority of the existing land use is agriculturally oriented, and vacant. Local and highway commercial uses account for 29 acres or 3.4% of the existing UAB while light manufacturing uses account for 36 acres or 4.3% of the total area.

Residential uses account for 88 acres or 10.4% of the total area.

North and south access to Coshen is from State Highway 99 while Avenue 304 provides access from the east and west. Road 64, 68, 72, and 78 provide the north and south circulation within the community.

B. Topography

The topography is generally level with a slight slope from the northeast to the southwest of about seven feet across the Urban Area Boundary. Average elevation for the community is approximately 282 feet above sea level.

C. Soils

Soils within the community are as follows:

- a. Cajon Sandy Loam - a deep permeable soil on gently sloping alluvial fans and flood plains with a Class II category (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.
- b. 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 category (fairly good agricultural land). It has moderate to severe limitations for septic systems. 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.
- c. Chino Silty Clay Loam - a deep permeable soil on gently sloping alluvial fans and flood plains - free of salts and alkali - Class I category (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.

D. Flooding

Goshen is subject to Standard Project Floods and Intermediate Regional Floods from Mill Creek Ditch and the St. John's River. According to current records there were no flooding problems in 1966, 1969, 1973, and 1978. It is uncertain whether or not there was flooding in 1953 to 1955 before construction of the Terminus Dam, because of inadequate records.

E. Biotic Condition

Vegetation is valley grassland which is deep rooted perennial bunchgrass.

The historic range of certain endangered animals including the Blunt-Nose Leopard Lizard, San Joaquin Kit Fox, and Giant Garter Snake fall within the vicinity of Goshen. However, these species would not be found in Goshen because of its built up character.

F. Water Table

The Department of Interior Reclamation Maps indicate that, in 1970 and 1975 the water table was between 60 to 90 feet below the ground's surface.

III. STAFF ANALYSIS

A. General

Urban Area Boundary

The plan proposes modifying the existing Urban Area Boundary (UAB) to provide future growth areas away from the 100 CNR Zone of the Visalia Airport.

The difference between the existing and proposed UAB is a net gain of \pm 185 acres necessary to support a future population of 3840 in the year 2000.

Land Use

The projected number of acres needed to support the future population was based on a single family residential development of 12,500 square feet per lot until a community sewer is constructed.

Land uses were designated to minimize incompatibility and provide the greatest interface between urban and agricultural uses. The City of Visalia's Land Use Plans near the Goshen eastern UAB were also considered to ensure compatibility with adjacent land uses.

The plan recognizes the potential hazard of locating intense development within the 100 CNR Zone. Proposed for the 100 CNR Zone are low intensity service commercial and industrial uses which are compatible with airport operations. Plan policies direct residential growth away from the impact area of the Visalia Airport and also recommend that the school be relocated to the northeast.

Existing Problems

The plan recognizes the inadequate fire flow and urges the development and upgrading of water supply facilities to meet fire protection standards through developing additional wells and a tie-in with the City of Visalia water system.

The need for long-term planning for the community of Goshen has been apparent for some time. Goshen has experienced a deterioration of its housing stock, limited circulation, and an increasing safety and noise hazard resulting from the Visalia Airport, State Highway 99 and the railroad. These factors coupled with inadequate fire flow and septic tank limitations have contributed to a slower development rate and a limited cash flow into the community.

B. Compatibility with Existing Regulatory Controls

Policy A4 of the Urban Boundaries Element states that "A land use plan is to be developed for each community.

The Tulare County Area General Plan, 1963, designates Goshen as Residential and designates Highway 99 as a freeway.

Existing zoning will be updated to implement the adopted plan.

C. Environmental Effects

1. Potential Loss of Agricultural Land:

Currently, there are approximately 347 acres of agricultural land within the proposed Urban Area Boundary. When the plan is implemented, these agricultural lands will be lost to urban development such as residential uses, highway and community commercial uses, industrial uses and streets.

2. Potential Noise Hazard:

The Visalia Airport will continue to generate hazardous noise levels because of the airport operations and traffic on roads will increase as a result of an increase in population and urban development.

3. Potential Industrial, Commercial and Residential Conflict:

Conflict may occur as a result of land use incompatibilities among these land uses. Industrial and commercial uses will generate greater noise, dust, smoke, and odor if the plan is implemented.

4. Potential Degradation of Air Quality:

Lack of public transportation and low density development encourage greater use of motor vehicles, which create increased traffic volumes, vehicle emissions, and congestion on existing streets and highways.

5. Potential Lack of Public Services Such As Fire and Sheriff Protection, Water and Other Community Services:

The demand for expanded public services is expected to increase with the increase in population and as new urban uses are developed. Inadequate fire flow is already a problem.

6. Potential Flood Problems:

The plan encourages urban development and growth within an area which is subject to sheet flow and intermediate regional flooding. Flooding potential is expected to increase as potential drainage areas are developed with urban type uses.

7. Potential Positive Impact:

The primary purpose of the plan is to mitigate significant existing problems in Goshen. The adoption of this plan will stimulate residential, commercial and industrial development and direct growth away from the Visalia Airport approach and departure zone.

D. Mitigation Measures

1. To Reduce Loss of Agricultural Land:

Allow conversion of Agricultural land and open space lands to urban uses within the urban Area Boundary only if its a direct extension of existing urban development.

Encourage higher density development when community sewer becomes available to reduce the amount of land needed to support the projected population.

2. To Reduce Noise:

Require all building construction within 90 CNR Zone of the Visalia Municipal Airport to reduce interior noise levels to 55 decibels which is the standard ambient noise level.

Prohibit residential development within the 100 CNR Zone and allow only low intensity service commercial and industrial uses within the 100 CNR Zone.

Direct new residential growth to the northeast portion of the community and encourage the relocation of existing residential development away from the 100 CNR Zone.

3. To Reduce Industrial, Commercial and Residential Conflict:

Encourage the use of appropriate design concepts in the development of new subdivisions, which includes lot orientation and street layout and adequate setbacks and buffering to minimize conflicts between land uses.

Update zoning of the area to implement the proposed plan.

4. To Reduce Degradation of Air Quality:

Prohibit new intensive animal raising operations within the "windshed area of Goshen".

Vehicle emission can be reduced by encouraging compact land use patterns and thereby reduce the length of vehicular trips.

Prohibit new heavy industrial uses east of State Highway 99.

Locate public and semi public uses and high intensity uses next to major streets.

Encourage the development of additional streets to facilitate north-south and east-west circulation thus minimizing traffic congestion and industrial traffic travelling through residential neighborhoods.

5. To Reduce Potential Lack of Public Services:

Encourage infilling and development adjacent to existing townsite before outward expansions.

Work toward construction of a community sewage collection system to be tied into the Visalia waste water treatment plan.

Encourage development patterns which maximize the use of existing community services.

6. To Reduce Flood Potential:

Encourage the development of a storm drainage system throughout the community. Require curbs and gutters on new residential subdivisions.

Ensure that all development complies with recommendations of the County Flood Control Engineer.

IV. ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, it is determined that the proposed Land Use and Circulation Plan for Goshen could have a significant effect on the environment, and an Environmental Impact Report will be prepared.

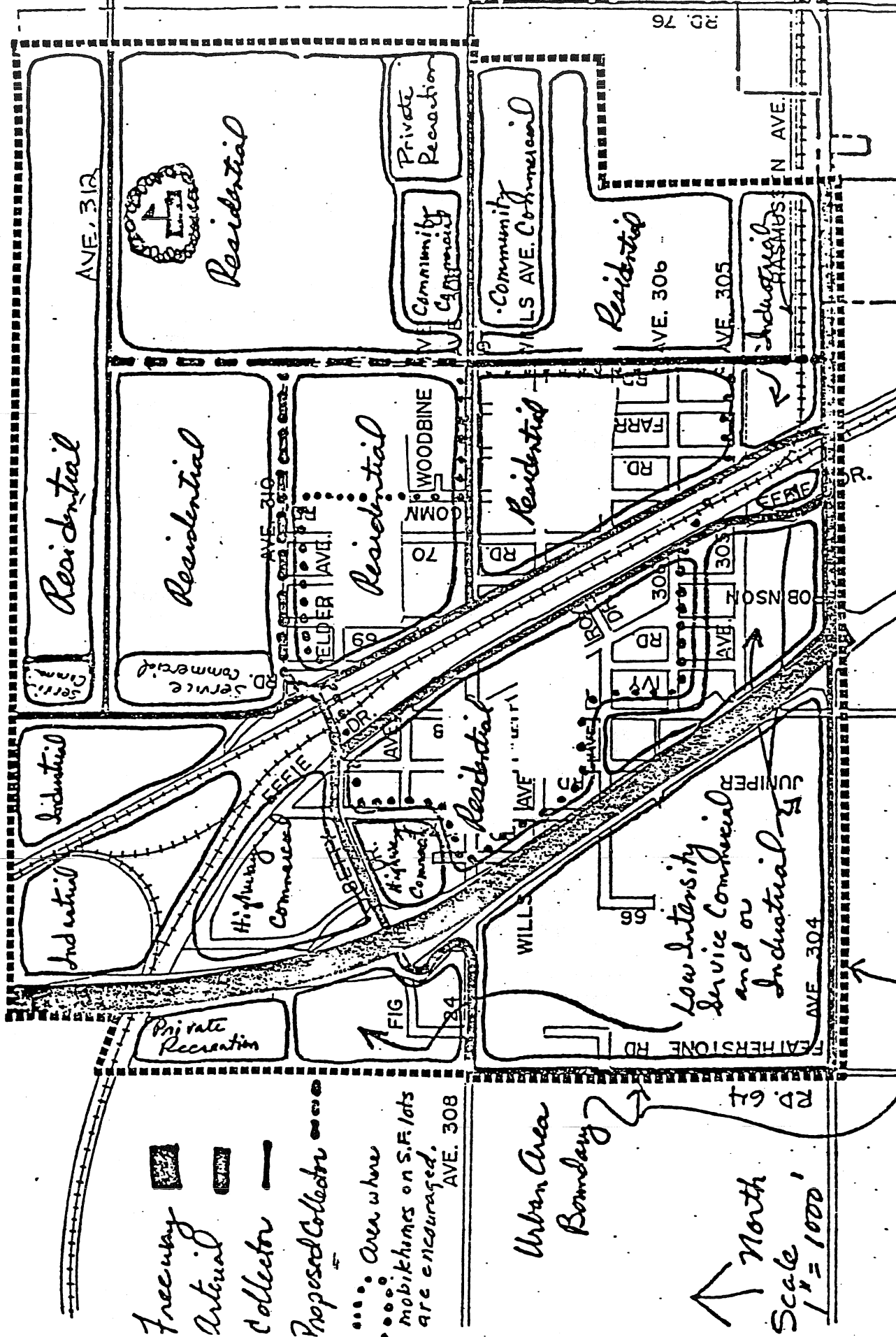
V. STAFF RECOMMENDATION

Planning Staff recommends that the proposed Land Use and Circulation Plan for Goshen be adopted.

VI. CREDITS

This Staff Report/Environmental Assessment Initial Study was prepared by Josephine Domingo.

EXHIBIT "A" GOSHEN COMMUNITY PLAN



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MAPS

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- United States Geological Survey Flood Prone Area Map, Goshen Quadrangle.
- United States Geological Survey, Topographic Map, Goshen Quadrangle.

ACKNOWLEDGMENTS

- Mr. Roger Barr, Tulare County Housing Authority
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- Mr. Jack Carlson, Tulare County Flood Control Engineer
- Goshen's Citizen's Committee
- Goshen Community Services District
- Mr. Jim Holloway, City of Visalia Planning Department
- Mr. Tom Lando, City of Visalia Planning Department
- Mr. Chuck Lee, Airport Manager, Visalia Municipal Airport
- Dr. Lovik, Superintendent, Visalia Unified School District
- Mr. Lowthes, Principal, Goshen Elementary School
- Mr. Gary Rhoden, California Division of Forestry Headquarters, Visalia
- Mr. Ted Smith, Tulare County Public Works Department
- Mr. Jack Stevens, Assistant Superintendent for Business, Visalia Unified School District
- Mr. Kenneth Wash, Traffic Engineer, CALTRANS
- Mr. Brooks Whitlock, Farmer's Home Administration