

Dinuba Focused General Plan Update Community Workshop Meeting Discussion Notes (following presentation)

April 12, 2023 - 5:30-6:30 p.m.

Mark Isaac (Mark): I'm a pastor of a church and most churches are in the downtown area, and in the southeast and northeast quadrants of the city. There are two houses of worship in the northwest and southwest quadrant of the city. I'm curious about churches joining the new housing and the new school and about land use restrictions for churches and want to know if churches will be allowed in the land uses planned in the southwest of downtown? I know that churches go into places like residential or otherwise. Is there anything that would exclude churches from light industrial? Where would you see churches be likely to go in the city or in that area if they should?

Karl Schoettler (Karl): Churches are an important use that can impact surroundings with things like traffic, so cities want to take a look at churches. I would say that they're abundantly allowed with the proposed land use changes. They're allowed in all residential zones that the city has and all of the commercial zones. I don't believe they're allowed in the industrial zones currently, but I'll take a closer look at the code. Typically, you try to steer them away from industrial uses to avoid truck traffic and potential for fumes and other things that go on in industrial areas. They would be allowed in focus areas at least where residential and commercial land use designations and zoning are being proposed, especially near the new high school.

Mark: The poll provided was a single answer, so I selected pinch points on El Monte Way that seems like a glaring thing. The church I pastor is in one of those pinch points and we are ready for those kinds of changes. I wanted to click 'bike lanes'. I live by the golf course, and it is a little dangerous trying to bike from the golf course down El Monte Way to Engelhardt where there is a protected bike lane. I wanted to click bike lanes, but I couldn't. Wanted to speak up for the bikers not on this call.

Debbie Rudd (Debbie): We have heard that people don't feel safe on bikes so there isn't a lot of bike activity in Dinuba right now.

Mark: And out towards the high school and down Kamm and on 408 with the new high school, there could be more connections to the east side and the golf course would be nice to see with more protected biking.

Felipe: Couple questions related to downtown. As you may have mentioned, about downtown flow and trying to potentially improve it, I've noticed being a long-time resident of downtown that our downtown area is pertinent to revitalization. Downtown, we've developed diagonal parking. Some intersections are not as safe as I feel they can be. Is there any potential for improvement for crossing intersections that are only controlled with stop signs, I guess South to North or East to West? Is that within this proposal?

Colin Burgett (Colin): The plan recommends bulb outs and treatments to make it easier to cross. Bulb outs extend the sidewalk into parking area to shorten crossing distance. For diagonal parking, there is a

graphic that recommends back-in diagonal parking instead of pull-in diagonal parking that is more similar to parallel parking. Back-in parking is safer and easier for people because it's like parallel parking in terms of maneuvering. Another recommendation relevant to improving crossing is narrower lanes that reduces speeds and slows motorists down a bit and reduces crossing distances because lanes are physically narrower.

Felipe: As we all know from living in Dinuba, it is an agricultural community and a lot of seasonal trucks come through the area. I guess this would be geared toward the new high school area. As you all know, Alta and Kamm are the main arteries coming in from Visalia as well as the potential issue of more traffic at that intersection with the new high school. I take it that those items and potential growth will be addressed as well as widening for heavier commute traffic especially with students driving there versus walking in the past.

Karl: The High School project was required to prepare its own environmental study to examine the traffic analysis that would occur with the high school in conjunction with overall development of the City. Kamm Avenue will be widened along the high school frontage. Alta is already pretty much fully widened. The city already has funding in place to convert the intersection of Alta and Kamm into a modern roundabout which will come in the next year or so, it should be completed before the high school is opened. The city and school district analyzed a lot of those issues together. The concern at the same time is that you don't make travel so convenient and easy that it leads to speeding in that area as you'll have a lot of pedestrians as well. If the city engineer was on the line, he could tell us more than I can about a lot of the thought that went into ensuring pedestrians are safely accommodated along those roads and through that intersection.

Joe Morgan (Joe): It would be great to do what was done in San Luis Obispo in Dinuba. I know the same bungalows were built here with the same design. Downtown SLO is fantastic. I own a piece of property on Alta Avenue north of the high school. Looking at the map, it looks like residential housing will be south of the high school area. My property is right after the houses at the corner of Sierra Way and 412. Really happy to see housing going in there. What size lot would the medium density be?

Karl: That density level would typically be designated for multifamily residential development. It often serves as a buffer between single family development in the yellow to the west but it could also include single-family homes.

Debbie: It's not high, it's medium density and won't be very high density multifamily.

Joe: I might not like that, but I think it's great to put in housing in that area. We talked about the biking issue. I'm sure getting out of the golf course area to ride to town is difficult. I live by the church and it's easy to bike around town. I run often from my house down Alta Avenue and back through Centennial Park. Seldom see people riding on bike lanes on Alta, would like to encourage more of that. I like the look of the plan. Medium High Density – not a fan of that.

Pam Ricci (Pam): Part of the reason to include medium high density is to meet state density requirements included in the housing element. The goal is to have a mix of different residential land uses in the area. There's a requirement that for any portion of the focus areas that come into develop that they have a master plan and there is guidance in the proposed update to land use element about the different amenities that they're looking for, some of the things that Colin was talking about like complete streets, parking, other areas for families to go, bike lanes, and improving walkability.

Joe: Why is high density proposed close to the street, dirt and dust and the more expensive homes are in the back area more protected from that?

Pam: As Karl mentioned, it's a common planning strategy to have higher density near arterial streets. The idea is that higher density on west and south sides will provide a transition between higher density to the lower density beyond.

Joe: I know where Dinuba High School is now and there are some multi-unit residences but there are more single-family homes. So, was the thinking that was done when that area was developed about 90 years ago wrong and now we're thinking a different day?

Debbie: I wouldn't say it's wrong.

Pam: Fairly common pattern in the past.

Debbie: It's nice when the higher density is provided in close proximity to walk to school, transit, and downtown. When we think about where we want to put the higher density housing, we consider those places. Ideally, we have more intense uses gradually go out to least intense uses. The level of intensity goes up gradually to the more intense uses up to the high school being a more active use.

Joe: The plan for widening El Monte Way is going to be great when we can make 4 lanes going through the middle of town because it's been a traffic jam. Otherwise, I guess it looks ok. My house is right next to Buddhist church off Alta.

Poll Results

Question 1: answer: 25% or 1/4 on all 4 options

1. What are the biggest issues facing Dinuba? (pick one) (Single Choice)

*

0/0 (0%) answered

A. Lack of affordable housing	(0/0) 0%
B. Need for all types of housing	(0/0) 0%
C. Need for more vitality in the downtown	(0/0) 0%
D. Need for more retail/commercial choices	(0/0) 0%
E. Need for more industrial uses	(0/0) 0%

Question 2:

1. What are your suggestions for improving the vitality and appearance of the Downtown Core? (choose top 3) (Multiple Choice) *

4/4 (100%) answered

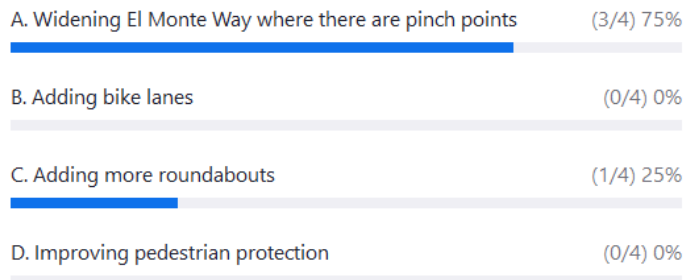
A. Implement building facade improvements	(4/4) 100%
B. Create public gathering spaces	(2/4) 50%
C. Improve sidewalks and crosswalks	(0/4) 0%
D. Add street trees and landscaping	(2/4) 50%
E. Provide opportunities for outdoor dining	(2/4) 50%

Question 3:

Poll | 1 question | 4 of 7 (57%) participated

1. How do you think that circulation throughout the city could be improved? (Single Choice) *

4/4 (100%) answered



Question 4:

0:28 | 1 question | 4 of 7 (57%) participated

1. What do you see as the most important health and environmental issues in the community? (Single Choice) *

4/4 (100%) answered

