

CITY OF DINUBA

FOCUSED GENERAL PLAN UPDATE



LAND USE ELEMENT & CIRCULATION ELEMENT

Public Hearing Draft – May 2023

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1.0 LAND USE ELEMENT

1.1 INTRODUCTION

The Land Use Element is a guide to future land use within Dinuba and affects many of the issues addressed in the other General Plan Elements. The Land Use Element identifies the type and location of future land uses within the City. The specific land uses and their location within the community in turn affect the remaining General Plan Elements. For example, the location and type of land uses outlined in the Land Use Element affect the circulation system that is identified in the Circulation Element, and the land uses identified in the Land Use Element also reflect the community’s goals for its future form and character, as outlined in the Urban Design Element. In addition to land uses, the Land Use Element also addresses how growth will occur, with special attention given to public services and facilities and economic development.

PURPOSE OF THE LAND USE ELEMENT

As a city, state law requires that Dinuba prepare and adopt a General Plan as a tool to manage growth and development. The Land Use Element is one of the seven mandatory elements of the General Plan.

The purpose of the Land Use Element is to describe present and planned land uses and their relationship to the community’s long-range goals for the future. The Land Use Element identifies the proposed general distribution, location, and extent of land uses such as residential, commercial, industrial, and public/quasi-public.

The Element consists of text and a map that outline the future land uses within the City and how these uses are integrated with the other General Plan Elements and policies. The Land Use Map is a particularly important feature of the Element since it shows the location and types of allowed development within the City and the general location of future growth. The Element also describes the intensity or density of development planned for the community.

The Land Use Element of the Dinuba General Plan represents the City’s desire for long-range changes and enhancements of land uses. Finally, the goals, objectives, and policies contained in this Element establish the framework for future land use planning and decision making in Dinuba.

SCOPE AND CONTENT OF THE LAND USE ELEMENT

The Land Use Element complies with the requirements of the General Plan Land Use Element mandated in Government Code §65302(a). The Element is comprised of five sections: the Introduction; Purpose of the Land Use Element; Scope and Content of the Land Use Element; Goals, Objectives, and Policies and Standards; and Land Use Map.

In the Goals, Objectives, and Policies section, major land use issues are identified and related goals and policies are established to address these issues. The goals, which are overall statements of community desires, are comprised of broad statements of purpose and direction. Policies serve as guides for reviewing development proposals, planning facilities to accommodate anticipated growth, and

accomplishing community economic development strategies. To achieve the goals, objectives, and policies, a logical, organized land use pattern is established with standards for future community development. The Land Use Map graphically identifies the planned land uses within Dinuba.

GOAL 1:

Preserve and enhance Dinuba’s unique character and achieve an optimal balance of residential, commercial, industrial, public, and open space land uses.



View toward downtown

1.2 GROWTH MANAGEMENT

OBJECTIVES

- A. Sustain a growth rate within the General Plan Focus Areas to provide for the balanced evolution of the community and the sustainable assimilation of new residents.
- B. Promote growth consistent with the City’s ability to provide resources and services and with the State and City requirements regarding environmental protection, the economy, and open space.



Cityscape showing new residential development areas

Dinuba strives to maintain an attractive environment, economic prosperity, and a community that is safe and provides healthy lifestyles. The City has carefully planned for diverse residential and commercial growth, understanding the need for balanced resources and sustainable growth over time. The updated Land Use Element includes two new focus areas where the majority of planned commercial and residential growth is concentrated. Specific information about these focus areas and guidance for their development is included in Section 1.7, General Plan Focus Areas.

Responsible growth management provides a proactive approach to land use policy and, in addition to zoning and project review, advances a more holistic approach to the City’s continued development. Timing, quantity, and spatial distribution of regional development are considered and incorporated through various objectives, policies, and standards. These elements ensure the long-range viability of road infrastructure, preservation of environmental resources, and the creation of socially cohesive neighborhoods that align with the residents’ values.

Regarding development of these General Plan Focus Areas, incorporating growth management strategies plays an important role in ensuring well-planned, sustainable, and equitable new developments. Appropriate growth management policies to achieve a greater degree of community sustainability are



listed below. These policies shall be considered when the City acts on land use, circulation, and infrastructure decisions regarding development within the Focus Areas.

POLICIES:

- 1.2.1 Achieve a balance between the amount of growth and the ability to provide transportation, energy, water and waste disposal, public safety, education, public health, and other services needed by City residents.
- 1.2.2 Ensure that public and private investment are consistent with the City's traditional and historical community identity.
- 1.2.3 Provide a diverse variety of housing choices and types by promoting mixed land use where appropriate.
- 1.2.4 Maintain a population growth rate that can be sustained by available resources and services.
- 1.2.5 Incorporate features in new projects to minimize air quality impacts due to development activities.
- 1.2.6 Ensure proposed residential development projects include phased development that meets the City's desired population growth rates and/or requirements.
- 1.2.7 Assimilate new residential and non-residential uses while minimizing the disruption to existing neighborhoods and the existing community's social fabric and safety.

Overall City growth and urban boundary objectives, policies, and standards can be found in Chapter 4.0, Urban Boundary Element, of this General Plan Policies Statement.

1.3 COMMUNITY IDENTITY

OBJECTIVES

- A. Strive to keep Dinuba separate and distinct from nearby communities.
- B. Maintain and enhance Dinuba’s physical diversity, visual qualities, and small-town characteristics.
- C. Maintain the downtown core area (Tulare Street from “H” Street to “M” Street) as the City’s geographic and social center.



Old Dinuba Water Tower – East Tulare Street

POLICIES AND STANDARDS

- 1.3.1 Develop design review standards for structures, landscaping, and related development to facilitate compatibility with surrounding uses and the overall character of the community.
- 1.3.2 Gateways to Dinuba and the downtown core area shall be designated and identified by well-designed, landscaped entrances to enhance access corridors. Land uses in the vicinity of Gateways should be of high-quality design which reflects favorably on the image of the community.
- 1.3.3 Within the downtown area, emphasize pedestrian amenities such as bulb-outs and pedestrian crossings and include landscaped open space areas or plazas, street furniture, lighting, and signage.
- 1.3.4 Develop a City-wide street tree and landscape master plan to delineate neighborhoods, and Master Plan and Specific Plan areas.



- 1.3.5 Develop scenic entryways (gateways) and roadway corridors into the City through special setback and landscape standards, entry signage, open space and park development, and/or land use designations. These corridors shall also have enhanced landscape standards. Gateways and entryways to be considered should include:

Gateways:

North: Alta Avenue/Avenue 430

South: Alta Avenue/Avenue 400 Alignment

East: El Monte Way/Road 96

West: El Monte Way/Road 54 Alignment

- 1.3.6 The City shall coordinate with Tulare County, Fresno County, and the City of Reedley to develop a Specific Plan for the area south of the Fresno County line. The purpose of this Specific Plan is to identify and implement policies which will maintain a significant buffer zone between Dinuba and the City of Reedley, while allowing the affected property owners to realize a return on their investment. This will be accomplished through the purchase of agricultural or open space easements, in addition to Land Use and Zoning regulations.

1.4 RESIDENTIAL LAND USE

OBJECTIVE

- A. Designate and allow for the development of a wide range of residential housing types in the City to meet the needs of all of the City’s citizens.

POLICIES AND STANDARDS

1.4.1 Establish the following residential density designations:

- a. Low Density Residential (0 - 2 dwelling units/gross acre). The low density residential designation is intended for estate residential development characterized by larger single-family residential lots one-half acre in size or larger. The average density for this designation is 1-2 dwelling units per acre. All low density residential development shall be served by City sewer and water services. This land use shall be used on the

Community’s permanent edges such as roadways, waterways, or other physical feature types of standards where a full range of urban services may not be available, and to areas where lower densities are required to conform with public safety or environmental constraints. Densities in excess of 1.5 dwelling units per acre shall have full urban improvements, shall not have farm animals, and shall require a Conditional Use Permit.



New Single-Family Homes

- b. Medium-Low Density Residential (2.1 - 4.5 units/gross acre). The medium-low density residential land use category provides for a land use pattern characterized by single-family residential development with lot sizes larger than those within medium density. The usual development pattern found in such areas is a typical subdivision development with lot sizes generally between 8,500-12,500 square feet. This land use is most appropriately used when “Estate Residential” developments are desired and where the overall density of an area should be limited because of public facility or safety constraints.
- c. Medium Density Residential (4.6 – 7.5 units/gross acre). The medium density residential category provides for a land use pattern of predominantly single-family development as permitted in the R-1 district. This designation also provides for innovative designs which utilize clustering and other creative unit layouts common in planned development projects. Lot sizes generally range from 4,500 – 7,000 square feet. To address demand for smaller single-family lot sizes, the City should establish a new R-1-5 zoning category to allow minimum lot sizes of 5,000 square feet. Developments in excess of 7.0 units per acre should be encouraged for infill parcels, in Specific Plan or Master Plan areas, and where it will address unmet housing needs.
- d. Medium-High Density Residential (7.6 - 15.0 units/gross acre). This land use category provides for a land use pattern characterized predominantly by small scale multiple-family residential developments. The typical residential pattern includes duplexes and

larger scale, high-amenity apartments. Areas designated medium-high density residential are to be integrated throughout the community adjacent to transportation, community services, and commercial developments. New development projects shall conform to the Residential Design Guidelines.

- e. High Density Residential (15.1 - 24.0 units/gross acre). The high density residential land use category provides for the highest residential densities permitted in the City. It is intended that this category utilize innovative site planning, provide on-site recreational amenities, and be located near major community facilities, business centers, and streets of at least collector capacity. High density residential developments shall use high quality architectural design features, intensified landscaping, adequate open space, adequate parking, and adequate on-site recreational facilities.
- 1.4.2 Each residential category indicates a range of density deemed reasonable and desirable for areas within the City. The maximum density indicated defines the number of units per gross acre within a given area. Residential development must provide at least the minimum number of units per gross acre indicated in the General Plan. This requirement is intended to encourage the location of certain residential product types and densities consistent with adjacent land uses, access, public services, environmental concerns, and Housing Element objectives.
 - 1.4.3 The City shall use the planned unit development and density bonus ordinances to provide density increases in accordance with State Law.
 - 1.4.4 Manufactured and modular housing developments shall be permitted subject to design regulations and existing ordinances.
 - 1.4.5 Second floor housing is allowed in the Central Commercial designation as part of a mixed-use project. Ground floor spaces should be set aside for retail and restaurant uses to appeal to pedestrians and activate the downtown core.

OBJECTIVES

- A. Promote stable high-quality residential neighborhoods.
- B. Encourage new residential neighborhoods that have the desirable characteristics of traditional small-town neighborhoods.

POLICIES AND STANDARDS

- 1.4.6 New residential development abutting an arterial or collector will be encouraged to use a berm/swale with landscaping instead of a masonry wall between the landscaping strip, sidewalk, and maintenance district setback. A masonry wall may be used behind the berm/swale or the berm/swale may go half-way up the masonry wall. This will limit the view of the wall from the street and still provide privacy to residents.
- 1.4.7 The General Plan map has identified areas where the majority of new growth will occur. Prior to approval of any development applications within these areas, the following actions should take place:

- a. The City may master plan each new growth area containing at least 20 acres, which will guide future development. The Master Plan should, at minimum, identify land uses and densities, road layout, public facilities requirements, and possible school locations. The Master Plan should also contain design guidelines for all land use types within the Plan area.
 - b. The precise location of streets, utilities, and development area boundaries will be finalized with subdivision maps and project development plans. Minor adjustments may be made by the City Planner to the designated residential zoning boundaries to reflect subdivision maps as they are approved based on a finding that the adjustment is consistent with the adopted Master Plan and intent of the General Plan.
- 1.4.8 Multifamily residential developments with more than 25 units should have direct access to a collector or arterial street and, where feasible, be located near commercial and community services.
- 1.4.9 Development standards for the interface between multifamily residential and single-family residential shall be as follows:
- a. Outdoor recreational areas, game courts, pools, and solid waste collection areas on multifamily properties shall be oriented away from adjacent properties planned for single-family residential.
 - b. Multifamily parking areas, garages, other structures, and access drives shall be separated from adjacent properties planned for single-family residential with a 10-foot landscaped setback containing deciduous and evergreen trees.
 - c. Exterior area lighting for multifamily residential parking, carports, garages, access drives, and other recreation areas, shall be shielded to prevent line of sight visibility of the light source from abutting property planned for single-family residential.
 - d. Multifamily buildings greater than 30 feet in height should be set back a minimum of 25 feet from an abutting property planned for single-family residential.
- 1.4.10 Where new residential development is proposed that adjoins existing commercial or industrial development, the residential developer shall be required to provide an architectural transition. This transition may include such provisions as building setbacks, landscaping, and masonry wall requirements to benefit future residents.
- 1.4.11 In order to encourage infill development and improved residential design quality of future development projects, flexible design guidelines and standards shall be developed which meet the intent of the General Plan.
- 1.4.12 Multifamily developments shall use dense landscaping along public rights-of-way to provide screening and privacy. Block walls adjacent to the public right-of-way shall be discouraged unless they are found to be necessary for public health and safety.
- 1.4.13 Neighborhoods should be designed with an emphasis placed on high-quality construction and innovative architecture to provide a “sense of place” and preserve the City’s small-town character while offering a choice of residential densities and costs that meets the varying needs of residents. To implement this policy, the City will adopt new residential design guidelines.



- 1.4.14 New single-family houses, duplexes, and townhouses will be encouraged to include useable front porches in their design.
- 1.4.15 Garages for new single-family houses, duplexes, and townhouses should be subordinate in visual importance to the house itself, especially the entry. This should be achieved by encouraging the location of garages toward the back of properties, encouraging detached garages, requiring garages to be set back from the front edge of the house and encouraging the orientation of garage doors 90 degrees from the street.
- 1.4.16 Neighborhoods should be physically connected to one another via a series of Minor Collector roadways and pedestrian paths, and all residents should be within a short walk or drive of retail and other services. New development shall coordinate with the irrigation districts regarding the usage of district facility corridors as walking/bicycle paths available for public use.
- 1.4.17 Parkways will be encouraged on all residential streets with a sufficient width to allow for street trees to be planted between the curb and the sidewalk.
- 1.4.18 Commercial uses are encouraged at the periphery of neighborhoods to integrate with residential uses and should be designed to be as accessible and appealing to pedestrians as possible, in order to encourage walking and biking.

1.5 COMMERCIAL LAND USE

OBJECTIVES

- A. Ensure the provision of adequate commercial shopping opportunities and office space locations to meet anticipated needs.
- B. Enhance the viability of the downtown area and preserve its role as the heart of the community.
- C. Promote a mix of land uses in the downtown core area that enhance and diversify the downtown and contribute to a vibrant pedestrian environment.
- D. Provide for the compatible integration of residential and commercial/office uses.

POLICIES AND STANDARDS

- 1.5.1 Establish the following commercial density designations:
 - a. Neighborhood Commercial. The neighborhood commercial land use designation provides for a 1–5-acre cluster of commercial establishments serving the everyday convenience goods and personal service needs of a defined neighborhood. The service radius of a neighborhood commercial use is generally 1/2 mile.
 - b. Community Commercial. The community commercial land use designation provides for a 10-acre or larger cluster of commercial establishments serving needs similar to the neighborhood commercial centers, but also includes grocery, drug, general merchandise, variety, and specialty stores. The community commercial center generally serves a market area of 1-2 miles. Such facilities should be located in each residential quadrant of the community to minimize cross-town traffic.
 - c. Central Commercial. This designation provides the City with a mixed-use activity center oriented towards the downtown area.
 - d. General Commercial. This designation provides for commercial areas with a wide range of retail and service activities along major traffic corridors, such as El Monte and Alta.
 - e. Office Commercial. This designation provides for office development which includes medical, dental, law, or other professional offices. Commercial uses contemplated as part of this category include business support services and support restaurant and medical services. High density residential uses are also allowed in the office commercial designation subject to a Conditional Use Permit.
- 1.5.2 Neighborhood and Community Commercial sites should be located at or near the intersection of collector and/or arterial streets. Such developments should also be directly accessible from adjacent residential developments to encourage walking and biking.
- 1.5.3 Community Commercial uses should be located along major traffic ways in consolidated centers that utilize common access and parking. Where feasible, pedestrian links to residential areas are encouraged.

1.5.4 The Central Commercial designation should be used in the downtown area in order to attract and accommodate growth which includes commercial, financial, office, entertainment, governmental, and residential uses.

- a. Rehabilitation of existing structures and the development of new buildings to accommodate mixed uses and create a vibrant and economically robust downtown in the Central Commercial district are encouraged.
- b. Ground floor spaces fronting primary streets should be reserved for retail and service businesses that benefit from and encourage pedestrian traffic.
- c. Residential and office facilities are encouraged on the upper floors in the Central Commercial district.
- d. Live/work units, in which the unit is both a place to live and a place of business, are allowed in the Central Commercial designation as long as the place of residence is in a separate room from the place of business.
- e. Explore the creation of a civic square in the downtown core to add vitality to the area and provide a gathering space.



Dinuba Vocational Center



Downtown business with mural

1.5.5 The City will encourage the development of mixed-use developments throughout the Downtown core area (Tulare Street from “H” Street to “M” Street), with residential and commercial uses in the same building. Ground floor spaces with frontages on Tulare Avenue should have retail and service uses that contribute to an active pedestrian-oriented street environment, such as retail stores, restaurants, and cafes.

1.5.6 The City will encourage the eventual phasing out of existing industrial uses and other uses surrounding the downtown that generally are not compatible with or supportive of a downtown commercial core area and their replacement with appropriate commercial, mixed use, and high-quality higher density residential uses.

1.5.7 The City shall promote a pedestrian-friendly downtown environment through strategies including, but not limited to, the following:

- a. The City shall plan and manage the downtown commercial area to include safe, pleasant, and interesting places for walking and enjoying the downtown environment. Development in the downtown area should provide pedestrian-oriented facilities and amenities including, but not limited to, those described below.

- b. There shall be adequate pedestrian space along the public right-of-way for walking, using assistive devices, sitting, and other approved uses deemed appropriate such as outdoor dining.
- c. There should be a nearly continuous tree canopy along sidewalks, and planters should provide additional foliage and flowers near public gathering areas.
- d. Development should provide areas and amenities along pedestrian paths for the enjoyment and comfort of pedestrians, including public art, seating areas, small plazas, and mini parks.
- e. Traffic calming and pedestrian safety should be enhanced, where appropriate, through such features as high-visibility crosswalks, road tables, pavement changes, and bulb-outs.
- f. Mid-block alleyways and walkways shall be well-lit and integrated with new and remodeled buildings.



Sidewalk with bench seating



Articulated crosswalk with landscaped median & street trees



Bulb-out of sidewalk with street trees

- 1.5.8 The General Commercial designation should be applied along arterial streets to provide commercial support for nearby Community and Central Commercial uses as well as industrial areas. General Commercial includes freestanding uses which do not fit well in unified centers as well as service and highway commercial uses.
- 1.5.9 Commercial Office land use designations allow construction of new office centers, the redevelopment of existing areas to office use, and the conversion of older homes to offices. Where homes are converted to offices, the area should be a logical extension of existing or planned office/commercial uses, and the lot should be of adequate size to accommodate parking in the rear of the structure or outside of the front yard landscape setback. Office uses should be in and adjacent to the downtown area and near the former hospital site and other major medical facilities. Small scale office uses should be permitted in the Community, Neighborhood, and General Commercial districts. Development shall be compatible with adjoining residential neighborhoods.
- 1.5.10 Commercial and office site planning shall be compatible with the surrounding neighborhood, signage, and landscaping.
- 1.5.11 New commercial development of five acres or larger shall provide a minimum of 1% of the gross acreage to public space. Such space shall be developed as park/open space, art/sculpture, fountains, or other such amenities. All public spaces shall contain seating.



- 1.5.12 Development standards for the interface between commercial or office uses and residential uses shall be as follows:
- a. A landscaped setback of at least ten feet wide should be planted and maintained along the property line between commercial and office uses and residential properties that have a common property line.
 - b. All commercial loading and storage areas shall be screened from view of adjoining residential property by a combination of landscape planting and a six-foot high masonry wall. Loading areas shall be enclosed and be located to minimize noise impacts to adjacent residential properties. All storage shall be within an enclosed structure.
 - c. Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent noise from the equipment from exceeding 55 dB(A) measured at the nearest residential property line.
- 1.5.13 In order to encourage the integration of neighborhood and community commercial uses into neighborhoods, designs should de-emphasize the usage of walls as buffers where they create barriers to pedestrian access. Continuous block walls shall be discouraged, and offsets and openings shall be encouraged. Other types of uses, such as open space, may be utilized as buffers.
- 1.5.14 The City is committed to excellence in the design of new commercial and industrial development projects. To that end, the City shall prepare flexible design guidelines and standards which meet the intent of the General Plan and clarify expectations for design quality in future development projects.

1.6 INDUSTRIAL LAND USE

OBJECTIVES

- A. Ensure the provision of adequate industrial zoned properties to meet the service and manufacturing needs of the community.
- B. Provide new clean research and development, light industrial, and warehousing uses that provide quality head-of-household jobs for the community.



Existing warehousing facility

POLICIES AND STANDARDS

- 1.6.1 The industrial land use designation supports a mix of auto-oriented commercial and light industrial uses, including research and development, warehousing, and small-scale incubator industries, as well as community-serving commercial uses that are generally compatible with adjacent non-industrial uses.
- 1.6.2 The City shall require access to industrial areas through collector and arterial streets to avoid customer and truck traffic being directed through residential areas.
- 1.6.3 Industrial and uses are designed to operate entirely within enclosed structures, which pose limited potential for environmental impacts on neighboring uses with respect to noise, hazardous materials, odors, dust, light, glare, traffic, air emissions, and hours of operation.
- 1.6.4 Light industrial uses and public uses bordering residential sites shall incorporate site and building design features that minimize impacts to future residents. This should include, but is not limited to, the following:
 - a. A minimum of a 20-foot landscaped setback along the adjacent property line.
 - b. A landscaping palette that provides a mix of taller trees, intermediate height shrubs, and groundcovers to provide an attractive visual barrier.
 - c. As appropriate, include a 6-8-foot wall or fence along the shared property line that attenuates sound transmittal. The wall/fence should be well articulated with banding or trim elements to minimize the scale and massing.
 - d. Placing loading docks and other noise-generating building elements so that they are not directly facing the shared property line.

1.7 PUBLIC AND INSTITUTIONAL LAND USE

PUBLIC FACILITIES OBJECTIVE

Provide sites for adequate public facilities to serve projected growth.

POLICIES AND STANDARDS

- 1.7.1 Update the water, wastewater, and storm drainage master plans, and any other Specific Plan or Master Plan related to infrastructure development, on a periodic basis.
- 1.7.2 Annually monitor the need for law enforcement, fire, and other emergency services personnel as the City grows.
- 1.7.3 Continue to plan and provide efficient public safety and leisure/cultural facilities and services for the community.



Dinuba Fire Department at night

- 1.7.4 In considering development proposals which have the potential to affect school capacity, the City shall refer such proposals to the School District for review and comment to ensure that adequate school facilities are implemented to serve the proposed developments. Developers should mitigate impacts to schools in accordance with School District plans.

SCHOOLS OBJECTIVES

- A. The City shall coordinate the location of school sites in the community with the School District in an effort to assist the School District in providing school facilities at the optimum locations and in a timely manner.
- B. Provide transportation and recreation opportunities near schools.
- C. Promote schools as focal points for neighborhood areas and as planning elements for new growth areas.

POLICIES AND STANDARDS

- 1.7.5 Coordinate school location and site design with the School District according to the following guidelines to ensure that adequate facilities are available.



Elementary Schools

Description: Facilities for 500 to 750 students in grades transitional kindergarten (TK) through grade 6.

Location: Interior residential areas at a collector/local intersection. Additional street frontage is desired for transition area to adjacent residences. Abuts neighborhood park with adjacent development backing or siding onto school. Maximize pedestrian and bicycle access and on/off circulation.

Service Area: ½-mile radius to serve a population of 5,000 to 8,000.

Site Area: 10 to 20 acres.

Facilities: Approximately 20 classrooms, administration building, library, multi-purpose building (lunches, recreation, and community meetings), multi-purpose recreation/open space with hard-court play areas and equipment, off-street parking, turnouts for parents dropping off children, bus loading/unloading area, and bicycle storage area. Security fencing separates buildings from play areas. Public use of play areas is encouraged.

Middle Schools

Description: Facilities for 850 to 1,000 students in grades 7 and 8.

Location: Residential areas with central location for surrounding elementary schools at collector/collector or collector/local intersections. Additional local street frontage desired for transition to adjacent residential areas. Maximize pedestrian and bicycle access and on/off-site circulation.

Service Area: 25 to 30 acres.

Facilities: Approximately 45 classrooms and labs; administrative center, library/media center; multi-use buildings (cafeteria, band, chorus, shops, labs); athletic facilities for football, baseball, track; off-street parking; bus loading/unloading area; and bicycle storage area. Security fencing separates buildings from athletic fields. Public use of athletic fields is encouraged.



Dinuba High School Marching Band

High Schools

Description: Facilities for 2,200 to 3,000 students in grades 9 through 12.

Location: Arterial-collector intersection with additional frontage on two other streets. Prefer same collector area as middle school.

Service Area: 50 to 60 acres.

Facilities: Approximately 100 classrooms and labs; library/media center; administration building; gym; cafeteria; standard outdoor athletic facilities; off-street parking, bus loading/unloading; and bicycle storage area. Security fencing separates buildings from athletic fields/facilities. Public use of athletic areas is encouraged.

- 1.7.6 Discourage and restrict commercial development that conflicts with school facilities.
- 1.7.7 Restrict development of High-Density Residential complexes abutting school sites.
- 1.7.8 The School District shall coordinate its school location, facility construction, and phasing with the City's development guidelines contained in the General Plan and the City's Capital Improvement Program to ensure that school facilities are located in areas where there are planned and programmed streets, sewerage, storm drainage systems, and other necessary infrastructure. Specific future school facility plans include the following:
 - a. The School District has vacant properties located in the four quadrants of the City of Dinuba for future school development. The District will consider selling the southeast 20-acre property as Washington Junior High will become an elementary school in the future.



- b. The School District also owns the 40,000 square-foot Vocational Center which will become the future district office. It will house district office staff as well as Reedley College student classes. The old district office will become a Parent Resource Center.
- c. During the fall of 2024, Dinuba High School will relocate to a new approximately 76-acre site at the southwest corner of Kamm Avenue and Alta Avenue which will house 2,300 students. The old high school will become the new junior high in the fall of 2025. The old junior high school will become a new elementary school in the fall of 2026.
- d. The School District will also be integrating preschool classrooms and programs as early as the fall of 2024 in various locations throughout the district. The District has never had a systemic preschool program.

1.8 GENERAL PLAN FOCUS AREAS

INTRODUCTION

The City has identified, from previous land use and economic development studies, two primary geographical areas within the General Plan Planning Area where the current composition of land uses and development character does not correspond to long-range plans for the City's ultimate buildout. This section sets forth general provisions for development, distribution, and intensity of land uses within these two Focus Areas, and also presents opportunities to achieve a desired mix of development through tailored and innovative land use and development approaches. This is accomplished through clear policy and development guidance to ensure high-quality future development reflecting General Plan objectives, including the compatibility of activities within the Focus Areas and the reduction of negative effects on neighboring, often established, areas.

The policies in this section provide site-specific guidance regarding the development and redevelopment of uses within the Focus Areas. These City expansion areas generally have limited existing physical development within their boundaries but are adjacent to and near existing development. Consistent with Residential Land Use Policy 1.4.7, the City may master plan each new growth area containing at least 20 acres to guide future development. The Master Plan would identify land uses and densities, road layouts, and public facilities requirements, as well as contain design guidelines for all land use types within the Plan area. The City shall require property owners to prepare development plans with land uses consistent with this Section, as well as multi-modal transportation and infrastructure facilities consistent with any approved Master Plan.

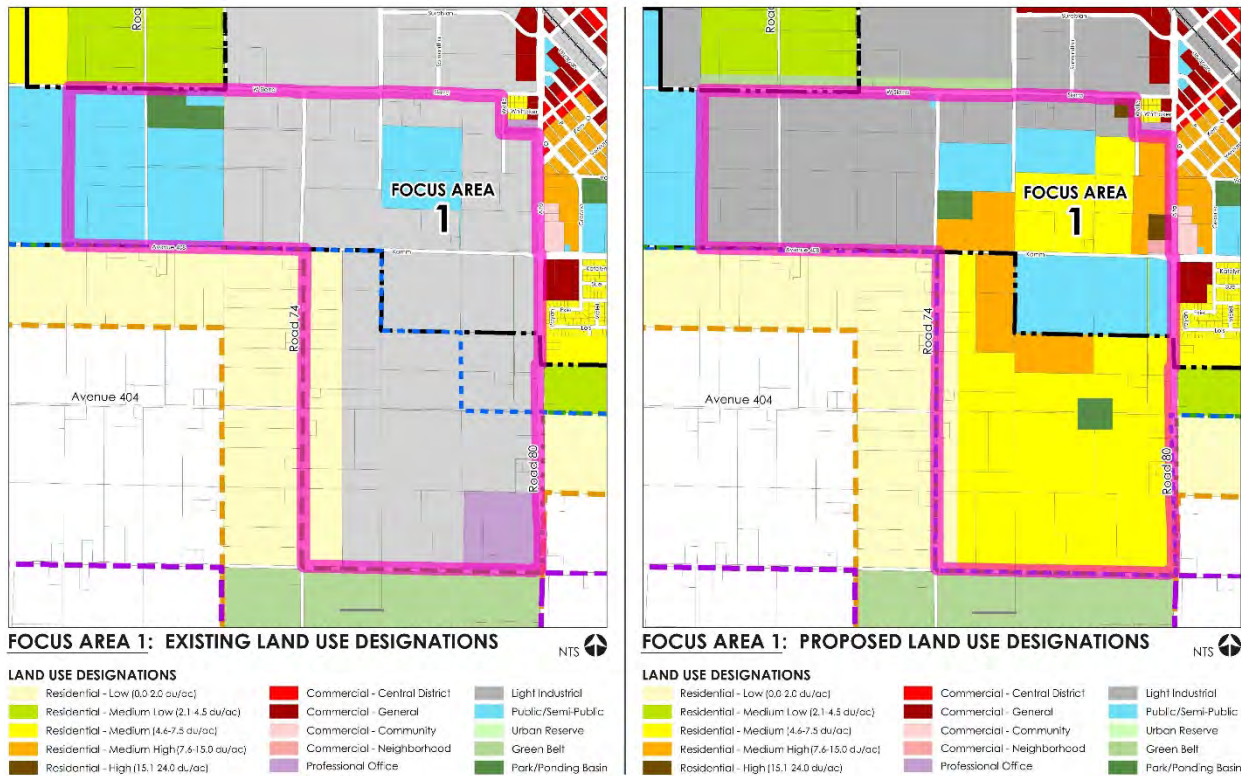
1.8.1 FOCUS AREA 1 (HIGH SCHOOL AREA)

LOCATION AND BACKGROUND

Focus Area 1 consists of approximately 925 acres southwest of nearby Downtown Dinuba, currently with primarily agricultural uses along with several interspersed single-family residences (See Figure 1.8-1: Focus Area 1). The area is generally bounded (clockwise from the northern boundary) by Sierra Way, Alta Avenue (Road 80), Avenue 400, a north-south boundary ½ mile west of Alta Avenue (no existing roadway), Kamm Avenue, and a north-south boundary ¼ mile west of Road 70. An existing residential subdivision at the corner of Sierra Way and Alta Avenue is excluded from the Focus Area.

The 2008 General Plan primarily designated this area for industrial development. However, with the development of the high school, the City Council directed the land use in this area to be predominately residential to provide a more compatible land use transition.

Figure 1.8-1: Focus Area 1



PURPOSE

The proposed new Dinuba High School is at the heart of the Focus Area and consists of an approximately 76-acre site at the southwest corner of Kamm Avenue and Alta Avenue. This Focus Area will be the City’s largest new residential growth area with about 500 acres of the approximately 925 total acres in residential land use categories. Future development in this area should incorporate and consider the following land uses:

RESIDENTIAL - Focus Area 1 will accommodate primarily medium and medium-high density residential neighborhoods that are highly walkable, promote non-vehicular travel to nearby destinations, provide affordable housing options, and provide residents with attractive amenities such as parks and trails. The proposed high school campus will add a significant educational and recreational component to the community and will provide a citywide destination. Higher residential densities shall exist in the areas in closer proximity to Downtown and the high school, as well as in areas along Alta Avenue. At full build-out, it is expected that the residential population of Focus Area 1 would be approximately 3,000 people based on the realistic capacity (70%) of the maximum residential densities specified in the City’s General Plan and the Dinuba Zoning Ordinance.

NON-RESIDENTIAL - Other desired uses in Focus Area 1 include some light industrial uses within the western and northern portions compatible with adjacent residential areas. These light industrial areas offer a buffer and transition from the City’s wastewater treatment facility to the west. A commercial node

at the intersection of Alta Avenue and Kamm Avenue provides residents with convenient access to retail and other amenities. Mixed-use development should also be considered for the commercial node.

The high school will be a key activator and destination; when fully completed, it will consist of a variety of buildings and sports facilities supporting a projected school population of 3,000 students and 200 employees. There is also a site to the west and north of the high school that is set aside for a future planned middle school. By designating areas adjacent to the school with higher residential densities, future development will provide safe and convenient access to the school for a larger nearby population.

Table 1.8.1: Focus Area 1 Land Use and Residential Units

Land Use	Acres (Proposed)	Density (Zoning)	Realistic Unit Capacity (70% of max)	Unit % of Area
FOCUS AREA 1 (High School)				
LR - Residential Low	40.2	0.0-2.0	56	4.3%
MR - Residential Medium	363.2	4.6-7.5	1,907	39.3%
MHR - Residential Medium High	86.6	7.6-15.0	909	9.4%
HR - Residential High	6.3	15.1-24.0	106	0.7%
SUBTOTAL RESIDENTIAL	496.3		2,978	53.7%
NC - Commercial Neighborhood	2.0			0.2%
PO - Professional Office	0.0			0.0%
P - Public/Semi-Public	119.6			12.9%
LI - Light Industrial	272.7			29.5%
PB - Park/Ponding Basin	13.3			1.4%
Road ROW (as shown on map)	21.3			2.3%
SUBTOTAL NON-RESIDENTIAL	428.9			46.3%
TOTAL	925.2			100.0%

DEVELOPMENT COMPONENTS AND GUIDANCE

Future development in Focus Area 1 should address and accommodate the following:

1. **Overall Neighborhood Character.** Attractive streets, landscaping, and a pedestrian-scale environment will contribute to the area’s human orientation and walkability. A highly walkable community can reduce automobile use and associated costs, thereby promoting affordability and achieving air quality and livability objectives for residents. Providing recreational amenities and commercial services within walking distance of new homes is also an important land use tool to reduce single purpose automobile trips.
2. **Recreational Amenities.** Neighborhood-serving recreational facilities (e.g., parks, trails, and community centers) shall be provided consistent with City requirements and shall ensure a minimum of 5.0 acres of parkland and recreational facilities per 1,000 residents.
3. **Commercial Services.** A 2-acre parcel at the northwest corner of Kamm and Alta is zoned Commercial Neighborhood. This site should be developed with uses that provide services or

amenities catered to residents and students, such as a convenience market, deli, or café, and personal services like salons.

4. **Complete Streets.** The circulation network in the focus area will require general improvements to, and widening of, existing streets such as Alta Avenue and Kamm Avenue, as well as the development of other local and residential collector streets to accommodate increased traffic volumes. Along with these streets that accommodate automobiles, attractive streetscapes should be provided that contain sidewalks, landscaped parkways, and bike lanes that contribute to the area's pedestrian orientation and walkability.
5. **Multimodal Transportation Network and Safe Routes to School.** Building on the goals of providing complete streets within the focus area, multimodal connections need to be provided along with the new roadways to accommodate attractive, convenient, and safe travel between the high school, residential neighborhoods, and Downtown's community-serving commercial, cultural, and employment resources.
6. **Utility Infrastructure Improvements.** Provide for the extension of water, sewer, storm drainage, and other utilities within proposed streets of adequate size and capacity to serve anticipated development.

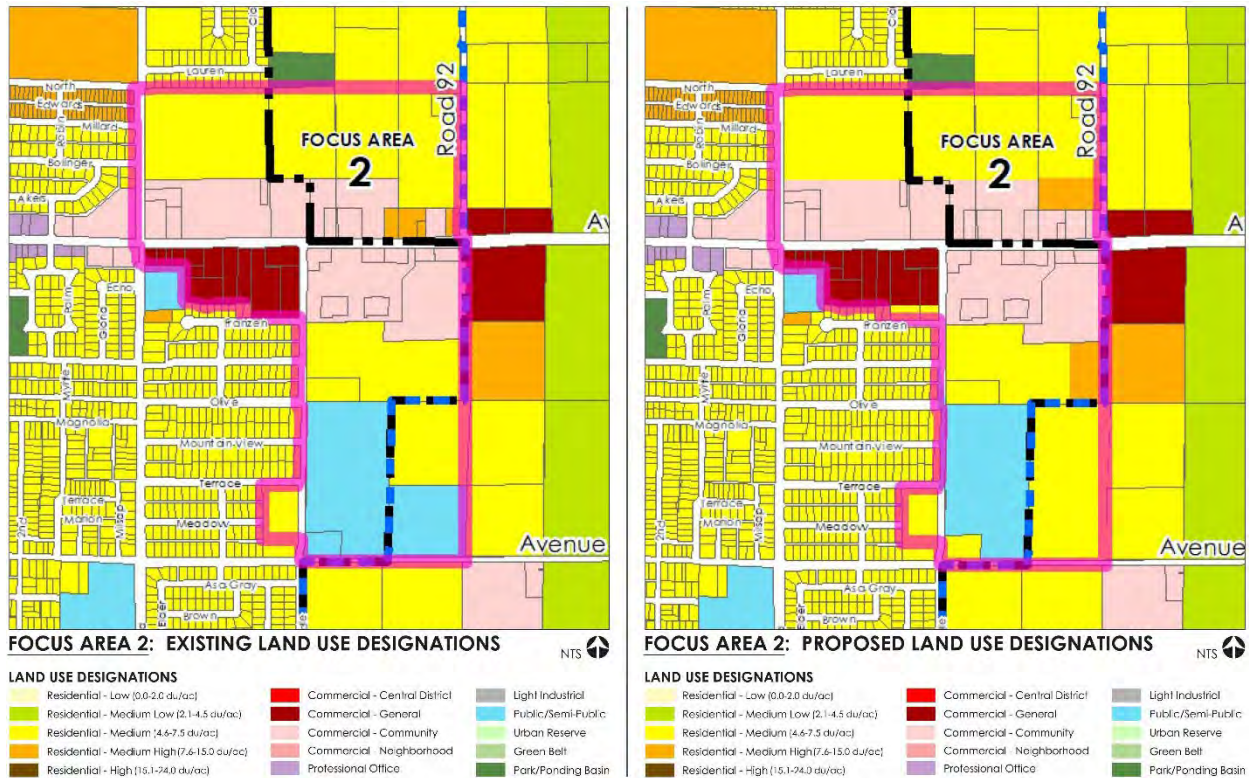
1.8.2 FOCUS AREA 2 (EAST EL MONTE ROAD)

LOCATION AND BACKGROUND

Focus Area 2 consists of approximately 180.7 acres located on both the north and south sides of the eastern portion of El Monte Road (See Figure 1.8-2: Focus Area 2). Some of the eastern portions of the area are located outside of the existing City limits, though all areas are within the City Sphere of Influence. The area is generally bounded (clockwise from the north) by a line parallel to and ¼ mile north of El Monte Way, Road 92 (including a line extending south from its current dead end), Sierra Way/Avenue 412, Randle Road, Franzen Way, and Crawford Avenue.

The primary existing land uses are agricultural and commercial. Commercial uses are located along East El Monte Way in areas designated Community Commercial and General Commercial, including the Mercantile Row Shopping Center between Randle Road and Road 92. Additionally, several single-family dwellings are located along the north side of East El Monte Way on parcels designated Residential-Medium-High prior to the update of the Land Use Element.

Figure 1.8-2: Focus Area 2



PURPOSE

The East El Monte Way Focus Area is envisioned to be a walkable mixed-use neighborhood with a variety of housing types and densities, and convenient multimodal connections to community-serving commercial and service amenities. Future development in this area should incorporate and consider the following land uses:

Residential – At full build-out, it is expected that this Focus Area would have a residential population of approximately 550 people based on the realistic capacity (70%) of the maximum residential densities specified in the City’s General Plan and the Dinuba Zoning Ordinance. In addition to medium-density single-family housing, the housing mix should include areas with attached residential types that provide affordable options for people of all ages, including seniors. A potential site for senior housing is west of Road 92 in proximity to El Monte Way, which would provide residents with convenient, walkable access to nearby services.

Non-Residential – Other desired uses in Focus Area 2 include commercial uses along both sides of East El Monte Way, forming a concentrated area of community-serving retail and services (e.g., food markets, personal care services, offices, and restaurants) within easy walking distance to residential neighborhoods in the Focus Area. Larger-scale commercial uses (e.g., mid-box retail) will also attract residents from other parts of the City. Services that provide particular benefits to seniors, such as health care clinics, are desired in order to support an all-ages community and the development of senior housing.

A proposed elementary/middle school east of Randle Avenue between Olive Way and Sierra Way will be a key asset for Focus Area residents and surrounding neighborhoods. In addition to school buildings, the 28-acre parcel can accommodate recreational and sports facilities available for public use at designated times.

Table 1.8.2: Focus Area 2 Land Use and Residential Units

Land Use	Acres (Proposed)	Density (Zoning)	Realistic Unit Capacity (70% of max)	% of Area
FOCUS AREA 2 (East El Monte Rd)				
MR - Residential Medium	92.5	4.6-7.5	486	51.2%
MHR - Residential Medium High	5.8	7.6-15.0	61	3.2%
SUBTOTAL RESIDENTIAL	98.3		547	54.4%
GC - Commercial General	11.4			6.3%
CC - Commercial Community	47.6			26.3%
P - Public/Semi-Public	11.2			6.2%
Road ROW (as shown on map)	12.2			6.8%
SUBTOTAL NON-RESIDENTIAL	82.4			45.6%
TOTAL	180.7			100.0%

DEVELOPMENT COMPONENTS AND GUIDANCE

Future development in Focus Area 2 should address and accommodate the following:

1. **Recreational Amenities** – Neighborhood-serving recreational facilities (e.g., parks, trails, and community centers) shall be provided consistent with City requirements and shall ensure a minimum of 5.0 acres of parkland and recreational facilities per 1,000 residents.
2. **Commercial Services** – Commercial developments should provide amenities catering to nearby residents, such as grocery stores and restaurants, but also attract shoppers from other areas in the city and region, ensuring a vibrant, activated commercial district. Street-fronting commercial uses should activate the pedestrian environment through attractive public realm design and building orientation to the street.
3. **Housing Mix** – A variety of housing types, both single-family detached dwelling units and multifamily attached units (e.g., townhomes), shall provide affordable housing options for people of all ages, including options for seniors including attached dwellings. Multifamily development should be focused on areas nearest to services on El Monte Way to maximize accessibility.
4. **Complete Streets**. New streets and improvements to existing streets should contribute to a walkable, pedestrian-oriented community, including the provision of continuous sidewalks on both sides of the street. Streetscape improvements to existing primary roadways like El Monte Way and Crawford Avenue should include additional safety and comfort features for pedestrians such as signalized mid-block crossings, ADA curb ramps, shade trees, landscaping, street furniture, public art, and small pedestrian plazas. Roadways should support bicycling through the provision



of high-quality bicycle facilities including buffered bike lanes and secure bicycle parking. New roadways, such as an extension of Bolinger Way east of Crawford Avenue to Road 92, should be designed with an emphasis on the safety and comfort of people walking, bicycling, and using other non-vehicular means of travel. High-quality facilities for public transit riders should include shelters and comfortable seating at transit stops, particularly at popular locations such as Mercantile Row.

5. **Multimodal Transportation Network.** In addition to the desired mix of land uses and development character, Focus Area 2 will benefit from a comprehensive, well-connected multimodal circulation network that provides attractive, convenient, and safe access to nearby retail, office, services, and recreational amenities, thereby supporting complete streets and contributing to overall community health. Extensions of existing roadways including Bolinger Way, Road 92, Randle Way, Terrace Drive, and Meadow Lane will provide direct access to newly developed residential areas. Pedestrian and multi-use pathways should provide residents with direct access to shopping and service areas, providing shorter walking distances and a more attractive alternative to traveling alongside roadways with high levels of vehicular traffic. The 2010 Tulare County Regional Bicycle Plan identifies a Class II bicycle facility planned for El Monte Way that will extend through the town from Road 64 to Road 92.
6. **Utility Infrastructure Improvements.** Provide for the extension of water, sewer, storm drainage, and other utilities within proposed streets of adequate size and capacity to serve anticipated development.



1.9 ENVIRONMENTAL JUSTICE AND SOCIAL EQUITY

BACKGROUND

Environmental justice is the movement to recognize and improve the disproportionate burden of environmental pollution and other toxins faced by low-income communities and communities of color. Senate Bill 1000 (SB 1000) was signed into law in 2016 which requires local jurisdictions that have disadvantaged communities to incorporate environmental justice policies into their general plans. For the purpose of general plan requirements, environmental justice is defined as “the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies” (California Government Code §65040.12). Because Tulare County has higher levels of minorities, unemployment, poverty, and poorer air quality than state and national averages, environmental justice and the associated topic of social equity are important issues for the City of Dinuba.

Environmental justice and social equity goals relate closely to policies supporting healthy communities. The environmental conditions in which people are born, live, learn, work, play, and age affect how healthy people are over the course of their lives. Accordingly, communities with better health outcomes typically have characteristics such as open space and recreational opportunities; high quality and affordable housing; safe multi-modal transportation options; access to resources such as affordable healthy foods, medical services, and living-wage jobs; and quality educational services.

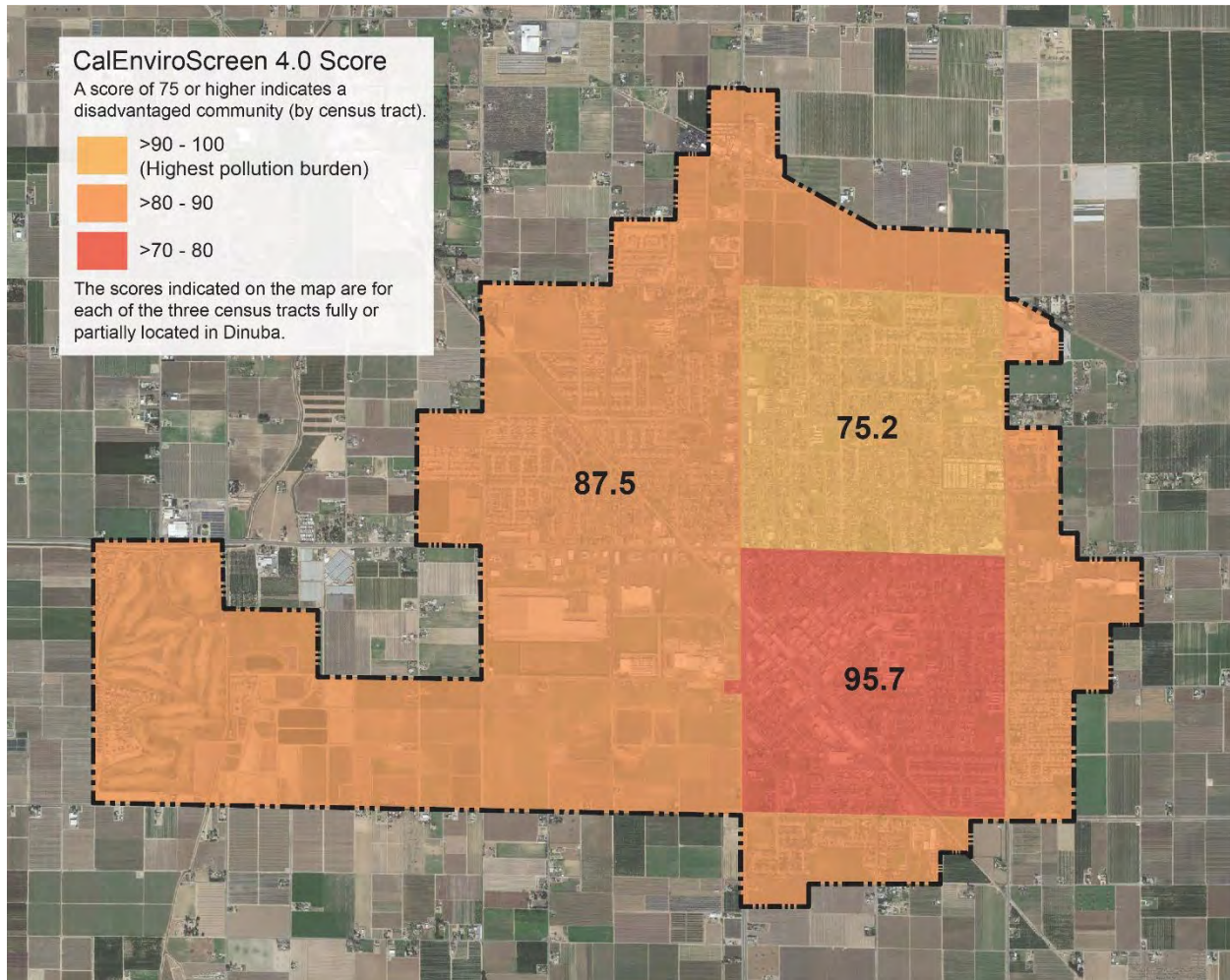
The environmental justice objectives and policies presented below are intended to confront inequities in a meaningful way by addressing specific environmental and structural challenges faced by the Dinuba community.

IDENTIFICATION OF DISADVANTAGED COMMUNITIES

SB 1000 defines “disadvantaged communities” as areas identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or as an area that is low-income that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. Disadvantaged communities may be identified through a State mapping tool called “CalEnviroScreen,” which uses several factors, called “indicators”, to determine whether a community is disadvantaged and disproportionately affected by pollution. Pollution burden indicators measure different types of pollution that residents may be exposed to and the proximity of environmental hazards to a community. Population characteristic indicators represent the socioeconomic characteristics of the community that can make them more susceptible to health and environmental hazards.

All of Dinuba qualifies as a disadvantaged community based on CalEnviroScreen results, as shown in Figure 1.9-1. This designation as a disadvantaged community is further documented in the Final Environmental Justice Report prepared by the Tulare County Association of Governments (TCAG) dated August 2018.

Figure 1.9-1: Disadvantaged Community Status Designated by CalEnviroScreen Score



RELATION TO OTHER GENERAL PLAN POLICIES

Environmental justice is an interdisciplinary issue that is addressed in multiple elements of the City’s General Plan, as shown in Table 1.9.1 as well as the City’s Park & Recreation Master Plan as shown in Table 1.9.2. However, specific environmental justice discussion, objectives, and policies are provided in the following sections to form a meaningful, implementable framework for a focused environmental justice approach in the City of Dinuba.

Table 1.9.1: Other General Plan Policies Addressing Environmental Justice

Environmental Justice Topic	General Plan Element	Policy/Standard or Other (as noted)
Pollution Exposure	Open Space, Conservation, & Recreation	Goal 3.4 (Air Quality) and associated objectives, policies, and standards address pollution exposure and climate vulnerability.
		Objective 3.2 (Natural Resources) and associated policies and standards address the protection of natural resources including groundwater, soils, and air quality; and to ensure that environmental hazards including potential flooding and impacts from agricultural practices are adequately addressed in the development process.
		Policy/Standard 3.5: <i>To protect human health from potential impacts due to agricultural spraying, dust, and traffic congestion, the City will encourage lower density developments adjacent to land planned for long-term agricultural uses.</i>
	Noise	The Noise Element addresses the physiological, psychological, and economic effects of noise by providing effective strategies to reduce excessive noise and limit community exposure to loud noise sources.
	Circulation	Policies and standards associated with Objectives 2.6 (Bicycle Facilities) and 2.7 (Pedestrian Facilities) support alternatives to vehicle use, thereby decreasing associated air pollutants.
Public Facilities	Land Use	Policy/Standard 1.7.d. – Medium-High Res [excerpt]: <i>Areas designated medium-high density residential are to be integrated throughout the community adjacent to transportation, community services, and commercial developments.</i>
		Policy/Standard 1.14. <i>Multifamily residential developments with more than 25 units shall have direct access to a collector or arterial street and, where feasible, be located near commercial and community services.</i>
	Open Space, Conservation, & Recreation	Policy/Standard 3.49: <i>Locate public facilities (libraries, parks, schools, community centers, etc.) with consideration of transit and other transportation opportunities.</i>
	Urban Design	Policy/Standard 5.4 <i>New residential development should be designed in easy walking and bicycling distance to neighborhood commercial areas and community facilities such as schools.</i>
	Public Services and Facilities	Objective 7.2: <i>Facilitate a continued high level of health care services in the community.</i>
	Circulation	Objective 2.5 (Alternative Transportation Modes) and associated policies and standards address increasing the use of alternative modes of transportation.
Food Access	Land Use Housing	A variety of policies and standards in the Land Use and Housing Elements related to access to community commercial services (including grocery stores), but access to healthy food is not directly addressed.
Safe and Sanitary Homes	Safety	The provision of safe, sanitary, and affordable housing is addressed throughout the Safety Element.
	Housing	The provision of safe, sanitary, and affordable housing is addressed throughout the Housing Element.
Physical Activity	Land Use	Policy/Standard 1.22: <i>Neighborhoods should be physically connected to one another via a series of Minor Collector roadways and pedestrian paths, and all residents should be within a short walk or drive of retail and other services. New development shall coordinate with</i>



Environmental Justice Topic	General Plan Element	Policy/Standard or Other (as noted)
		<i>the irrigation districts regarding the usage of district facility corridors as walking/bicycle paths available for public use.</i>
		Policy/Standard 1.24: <i>Commercial uses may be located either in the center or at the periphery of neighborhoods, and should be integrated with residential uses and designed to be as accessible and appealing to pedestrians as possible, in order to encourage walking and biking.</i>
		Policy/Standard 1.26: <i>Neighborhood and Community Commercial sites ... [should] be directly accessible from adjacent residential developments to encourage walking and biking.</i>
		Objective 1.5 (Public and Institutional Land Use) and associated policies and standards support pedestrian and bicycle access to schools and recommends that school athletic fields and facilities be open to the public.
	Circulation	Objective 2.6 (Bicycle Facilities) and associated policies and standards support development of infrastructure and services for active modes of travel including bicycle access.
		Objective 2.7 (Pedestrian Facilities) and associated policies and standards support development of infrastructure and services for active modes of travel including pedestrian access.
	Open Space, Conservation, & Recreation	Objective 3.3 (Recreation) and related policies and standards are to provide high-quality parks, recreation, and open space facilities to meet the needs of all Dinuba residents.
		Policy/Standard 3.48: <i>Encourage transportation alternatives to motor vehicles by developing infrastructure amenable to such alternatives.</i>
	Urban Design	Policy/Standard 5.6: <i>New residential subdivisions should provide strategically placed parks that are visible and accessible from the front entries of the maximum number of homes.</i>

Table 1.9.2: Park & Recreation Master Plan Goals & Objectives Addressing Environmental Justice

Environmental Justice Topic	Plan	Policy/Standard or Other (as noted)
Physical Activity	Parks & Recreation Master Plan (2020)	Goal 1: Provide an inclusive, diversified system of parks and open spaces that delivers a variety of active and passive recreational opportunities and reflects the community’s changing recreational needs.
		Goal 3: Offer a diverse array of recreational activities and programs that promote the health and well-being of residents of all ages, abilities, and interests.
Public Facilities	Parks & Recreation Master Plan (2020)	Objective 3.2: Consider local needs, recreational trends, and changes in demographics to meet the needs of diverse users, including under-served residents who may have limited access to recreation.
		Objective 3.5: Where a county-wide recreation need is demonstrated in an area adjacent to the City, cooperative park development programs shall be encouraged on a cost-sharing basis. Joint power agreements between Dinuba and County agencies may be developed to implement such parks with financial aid management obligations in proportion to each agency’s responsibilities.
		Objective 5.4: Support the establishment of public non-profit corporations or foundation with the purpose of promoting and supporting City park and recreation services and facilities.
Civic Engagement	Parks & Recreation Master Plan (2020)	Objective 3.6: Promote, sponsor, and/or partner for community events, family programs, educational activities, and other social events that serve general and special populations of the community and foster civic pride.
Safe and Sanitary Homes	Parks & Recreation Master Plan (2020)	Objective 5.5: Encourage and promote volunteer park enhancement and beautification projects from a variety of individuals, service clubs, school groups, churches, and businesses.
		Objective 6.1: Involve residents and stakeholders in park and recreation facility planning, design, and recreation program development to solicit community input, facilitate project understanding, and build public support.
		Objective 6.2: Consider the formation of a Parks and Recreation Commission or Board as a City advisory body and a forum for public discussion of park and recreation issues.
Needs of Disadvantaged Communities	Parks & Recreation Master Plan (2020)	Objective 1.2: Identify and prioritize lands for inclusion in the parks system based on factors such as contribution to level of service, connectivity, or recreational opportunities for residents.
		Objective 1.3: Consider the acquisition of additional neighborhood parklands in areas with a noted deficiency and where redevelopment is unlikely in the foreseeable future to fill existing distribution gaps and provide equitable access to active parklands.
		Objective 1.5: Provide an appropriate ratio of passive and active uses in each park type and provide active recreation facilities in multiple locations in the city to accommodate community needs.
		Objective 1.9: Coordinate with private development for the siting and development of parklands in deficient areas, as identified in this Plan.
		Objective 4.5: Balance the development of recreation facilities and amenities across different park sites based on community need and the capacity of each park site.

POLLUTION EXPOSURE

Pollution exposure occurs when people interact with contaminants in the air, food, water, and soil. These contaminants and pollution sources do not impact everyone equally. Vulnerable populations (e.g., children, seniors, people with chronic health conditions, and outdoor workers) may be more impacted by contaminants and pollution sources compared to the general population. Additionally, sensitive land uses (e.g., schools, housing, parks, medical facilities, senior living, and childcare facilities) are more susceptible to pollution exposure impacts.

California Government Code Section 65302(h) mandates that the General Plan assess the “unique or compounded health risks” due to pollution exposure in disadvantaged communities and focuses on pollution sources related to air pollution, groundwater contamination, and toxic and hazardous materials. The City of Dinuba, like other Central Valley communities, has high levels of air pollutants compared to other areas in California, as shown in Table 1.9.3.

The California Healthy Places Index (HPI) Clean Environment Score is a composite measure of pollution that was developed by the Public Health Alliance of Southern California. It is based on the average levels of four common environmental pollutants used in the California Environmental Protection Agency’s CalEnviroScreen 3.0 tool (discussed above). The HPI score uses a zero to 100 scale with a score of 100 indicating the lowest pollution. The score is a percentile that ranks each area compared to all areas statewide. The HPI score for Dinuba is 12.5, meaning that it has healthier community conditions than 12.5% of other California cities/towns. High pollution burdens in Dinuba include ozone and PM 2.5 air pollutants, with scores of 5.3 and 2.6, respectively. In the northern part of the City (Census Tract 4.01), the HPI score breakdown indicates higher drinking water contaminants compared to other communities and other areas in the City.

Table 1.9.3: California Healthy Places Index (HPI) Clean Environmental Score for Dinuba

	Tract 4.01	Tract 4.02	Tract 5.01	Tract 5.02
Clean Air - Ozone	5.3	5.3	5.3	5.3
Clean Air – PM 2.5	2.6	2.6	2.6	2.6
Clean Air – Diesel PM	81.1	77.3	70.9	74.9
Drinking Water Contaminants	6.2	39.3	39.3	20.5

OBJECTIVES

- A. Reduced pollution exposure and associated health impacts for all residents.

POLICIES AND STANDARDS

- 1.9.1 Support outreach to educate property owners about the benefits of retrofitting properties with air filters, ventilation systems, landscaping, or other measures to reduce air quality impacts.
- 1.9.2 Provide information to property owners on potential sources of financial assistance for building/site improvements that reduce sources of pollution.

- 1.9.3 Educate residents on how to protect themselves from extreme heat, smoke exposure during wildfire events, and additional climate vulnerabilities.
- 1.9.4 Ensure residential areas are adequately buffered from the effects of adjacent industrial uses, such as noise and air pollution.

PUBLIC FACILITIES

Disadvantaged communities may lack adequate access to public facilities necessary to promote a healthy quality of life, such as community centers, parks, open space, sports facilities, and emergency centers. Buildings and infrastructure that benefits the community play an important role in providing residents amenities and services that enhance community health, resilience, and quality of life.



City playground

OBJECTIVES

- B. Equitable provision of public facilities and services throughout Dinuba.

POLICIES AND STANDARDS

- 1.9.6 Prioritize and allocate citywide resources to provide equal access to public facilities, infrastructure, and services for all residents.
 - a. Allocate greater resources to communities where greater needs exist.
 - b. Foster public and private investments that increase economic opportunity and environmental quality.
 - c. Pursue grant funding for investments that increase the resiliency and adaptive capacity of low-income households and communities.
- 1.9.7 Plan and design projects, including City Capital Improvement Program (CIP) projects, to consider current and planned adjacent land uses, local transportation needs (e.g., bicycle and pedestrian facilities, transit enhancements, and roadway safety improvements), and climate change vulnerabilities, while incorporating the latest and best practice design guidance.
- 1.9.8 Coordinate with local and regional planning and transportation agencies to provide high quality public transit services in Dinuba.

HEALTHY FOOD ACCESS

Access to healthy and affordable food sources is an essential part of a healthy, sustainable, and thriving community. In addition to the physical accessibility of affordable food, food access also ensures residents' sense of security that food is readily available.

OBJECTIVES

- C. Convenient access to fresh, healthy, and affordable food for all Dinuba residents.

POLICIES AND STANDARDS

- 1.9.9 Retain and attract grocery stores and markets in underserved neighborhoods.
- 1.9.10 Support private sector actions of existing convenience stores, food markets, and liquor stores to stock fresh produce and other healthy foods.
- 1.9.11 Support the operation of existing and future farmers' markets in the City.
- 1.9.12 Promote educational programs and public messaging about healthy eating habits, food choices, and nutrition.
- 1.9.13 Encourage participation in community edible gardens and support local nonprofit organizations such as Community Life Garden.
- 1.9.14 Require new subdivisions with more than 10 lots to incorporate some on-site space for either a community garden space and/or fruit trees for residents.
- 1.9.15 Provide access to locally grown and organic foods as a means of supporting local farmers, keeping agricultural lands in production, promoting sustainable agricultural practices, and reducing energy expended on food transport.
- 1.9.16 Promote knowledge and usage of state food assistance benefits through programs including CalFresh and California WIC (Women, Infants and Children Program).

HEALTHY AND AFFORDABLE HOUSING

Housing conditions, quality, and affordability have significant impacts on the health, safety, and well-being of Dinuba residents in an environmental justice context. Numerous factors such as hazardous building materials, exposure to excessive heat or cold, poor air quality and filtration, and moisture and mold from flooding or inadequate building maintenance can lead to severe and negative health outcomes. Some disadvantaged community residents live in housing units that were built before the existence of established regulations removing pollutants such as lead paint and asbestos.

High housing costs can negatively impact health by causing significant stress and limiting the amount of money people have available to spend on other necessities such as food, healthcare, or recreation. High costs related to owning or renting a home, along with a comprehensive set of policies and programs addressing affordable housing are discussed in the Housing Element. The Housing Element includes goals for increasing the provision of affordable homes suitable for a range of incomes and life stages.

OBJECTIVES

- D. Safe, sanitary, and affordable homes and communities.

POLICIES AND STANDARDS

- 1.9.17 Support objectives and policies within the City's 2015 Housing Element to support the development, retention, and rehabilitation of safe and sanitary homes in Dinuba (See Housing Element Table 4-5).
- 1.9.18 Support outreach to educate property owners about the benefits of retrofitting properties with measures to improve safe and sanitary living conditions, such as improved heating and air conditioning systems and removal of hazardous building materials.
- 1.9.19 Provide information to property owners on potential sources of financial assistance for building/site improvements that contribute to safe and sanitary living conditions.
- 1.9.20 Adopt planning programs to improve environmental quality and strengthen economic and educational opportunities.

ACTIVE MOBILITY AND OVERALL HEALTH

Physical activity has a direct impact on the long-term health and wellbeing of Dinuba residents. People who are physically active tend to have a lower risk for certain diseases, and engaging in regular physical activity can also provide social and emotional benefits. People participate in physical activities in many different forms and for different purposes, including recreational, health, and transportation (e.g., bicycling and walking).

The Open Space, Conservation, and Recreation Element serves as a plan for parkland and recreational open space in Dinuba. The City also promotes active living through Circulation Element policies supporting active modes of travel and fostering a pedestrian-friendly urban environment.

OBJECTIVES

- E. Abundant, equitably distributed amenities supporting a large variety of physical activities for people of all ages and abilities.

POLICIES AND STANDARDS

- 1.9.21 Provide a variety of parks, facilities, and programs to meet the recreational needs of a diverse population, including children, teens, adults, persons with disabilities, elderly, and visitors.
- 1.9.22 Ensure all residents have safe and convenient access to parks, community centers, sports fields, trails, and other recreational and open space amenities.
- 1.9.23 Promote the use of bicycles for recreation and everyday transportation through high-quality bikeway infrastructure, a connected bicycle network, and programs that encourage bicycling.
- 1.9.24 Encourage walking for recreation and transportation/commuting through improved sidewalks, safe and accessible trails, a connected pedestrian network, convenient access between residences and key destinations, and high-quality pedestrian-oriented amenities that make walking more inviting (e.g., lighting, seating, shade trees, and drinking fountains).

- 1.9.25 Incorporate Complete Streets principles into all transportation projects at all phases of development, including planning and land use decisions, design, implementation, maintenance, and performance monitoring.

CIVIC ENGAGEMENT

Equitable and effective planning and decision-making processes, especially for Environmental Justice issues, should meaningfully involve the most impacted community members. Promoting civic engagement can build community interest and involvement and deepen the investment of stakeholders in identifying and realizing community improvements. Environmental justice issues can be more organically identified and resolved if there are accessible and culturally relevant opportunities to engage in decision-making processes prioritizing low-income communities, communities of color, and linguistically isolated communities.

Dinuba has a range of organizations providing services to its residents; these organizations may be effective partners to collaborate with on future public engagement efforts.

OBJECTIVES

- F. Meaningful participation in planning efforts by a diverse range of community members, especially disadvantaged communities, and those most impacted by environmental hazards.

POLICIES AND STANDARDS

- 1.9.26 Facilitate the participation of a diverse range of Dinuba community residents, businesses, and organizations in the development, adoption, and implementation of planning and public facilities initiatives, and consider their input throughout the decision-making process.
- 1.9.27 Proactively, effectively, and equitably engage community residents in the planning and development process by providing language options at events and meetings; providing childcare for engagement events; holding meetings, focus groups, or listening sessions at a variety of venues throughout the community; and using participatory facilitation techniques.
- 1.9.28 Foster collaborative partnerships, including with public health professionals and other public and private sector agencies and organizations, to involve the community in developing and implementing environmental justice-related initiatives.
- 1.9.29 Provide timely and updated information for how residents can reach relevant and appropriate staff from the City as well as other agencies, thereby encouraging transparency and accountability across programs and services.

1.10 GENERAL PLAN, ZONING CONSISTENCY, AND PLAN ADMINISTRATION

OBJECTIVES

- A. Establish a well-balanced mix of residential, commercial, industrial, and open space/public land uses which will create and maintain a high-quality environment and a fiscally sound community.

POLICIES AND STANDARDS

- 1.10.1 Land use density and intensity standards are shown in Table 1.10-1.

Table 1.10.1: Plan Consistency Table

Plan Designation	Existing Consistent Zone District	Consistent Density (in dwelling units per gross acre)	Intensity Person/Acre
Residential			
Low Density	A-N, R-A	0.00-2.00	8
Medium-Low Density	R-1-7.5, R-1-10	2.10-4.50	15
Medium Density	R-1-7.5, R-1-6, RM-3	4.60-7.50	35
Medium-High Density	RM-2, RM-3	7.60-15.00	60
High Density	RM-2, RM-1.5	15.10-24.00	100
Commercial			
Neighborhood	C-1		
Community	C-2		
Central	C-2		
General	C-3		
Office	P-0		
Industrial			
Light	M-1		
Heavy	M-2		
Open/Public			
Agriculture	A-N		
Parks & Open Space	RCO		
Public Buildings & Grounds	RCO		
Urban Reserve	A-N		

- 1.10.2 Zoning shall be consistent with the General Plan. A zone district shall be deemed consistent with a land use designation when such zone district is specified as consistent in the Plan Consistency Table. In no case, however, shall the overall maximum density of the plan designation be exceeded.

- a. Residential density on part of a site may exceed the maximum if the entire project site density conforms with the Plan Consistency Table. Mixed residential uses and density

incentives should be provided to most fully utilize properties. Such projects shall be at least two acres in size and will require a Conditional Use Permit.

- 1.10.3 When a General Plan Map amendment is required, the amendment and consistent rezoning application shall be processed concurrently.
- 1.10.4 The City will update the Zoning Ordinance as appropriate to implement the General Plan.
- 1.10.5 Development standards shall be implemented for Alta and El Monte to improve the practical function and aesthetic quality.
- 1.10.6 The Conditional Use Permit process shall be used where site conditions or project location will affect land use compatibility. Findings required for approval shall include:
 - a. That the site for the proposed use is adequate in size and shape to accommodate said use and all yards, spaces, walls and fences, parking, loading, landscaping, and other features required by the applicable zone district.
 - b. That the site for the proposed use is served by streets and highways adequate to carry the quantity and kind of traffic generated by the proposed use.
 - c. That public facilities are currently, or will be, adequate to serve the proposed use.
 - d. That the proposed development is consistent with the General Plan.
- 1.10.7 The Urban Reserve classification denotes lands not anticipated for development within the 20-year time frame of the General Plan but which would be expected to ultimately urbanize. Lands within the Urban Reserve designation may be annexed for purposes of planning long-term urban service extensions. They may not be developed, however, without first amending the General Plan and after a need is demonstrated for development in these areas, and that urban services can be provided without adversely affecting the development feasibility of lands currently planned and zoned. The greenbelt shall be maintained on the northerly and easterly edges of the community.
- 1.10.8 The City should undertake a review of the General Plan's demographic, financial, land use demand and supply, and infrastructure assumptions no less frequently than once every five years to provide an opportunity for necessary mid-term modifications to the General Plan. This review should include public participation.
- 1.10.9 Prior to annexation, Specific Plans and Master Plans should be utilized, where appropriate, to implement the General Plan.
- 1.10.10 Financing mechanisms for the development and maintenance of private and public improvements should be established to ensure that necessary infrastructure and public facilities are provided, and that adequate provision is made for their ongoing maintenance and operation.

CITY OF DINUBA

FOCUSED GENERAL PLAN UPDATE



CIRCULATION ELEMENT

Public Hearing Draft – May 2023



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2.0 CIRCULATION ELEMENT

2.1 INTRODUCTION

The Circulation Element contains Dinuba’s citywide transportation plan. It describes and illustrates the existing and future circulation system within Dinuba and its designated Sphere of Influence (SOI). The Circulation Element provides the necessary framework to guide the growth and development of Dinuba’s transportation-related infrastructure and integrates land use and transportation planning by ensuring that all existing and future developments have adequate access and circulation via multiple modes of travel including transit, walking and bicycling.



Dinuba’s historic downtown accommodates multiple modes of travel including The Jolly Trolley bus service that provides service to and from Dinuba’s neighborhoods.

PURPOSE OF THE CIRCULATION ELEMENT

The Circulation Element guides the continued development and improvement of the circulation system to support existing and planned development, while the Land Use Element identifies the City’s planned development pattern. The development of additional land in the future will increase the demand for local and regional street improvements and construction.



The Circulation Element promotes travel by multiple forms of transportation to enhance travel for all residents and reduce vehicle miles traveled (VMT). It also reduces the cost of transportation system improvements and improves public health and air quality. The pedestrian and bicycling systems will also connect the various activities centers identified in the Land Use Element and promote a pedestrian/bicycle friendly community.

SCOPE AND CONTENT OF THE CIRCULATION ELEMENT

California law mandates the development of a Circulation Element as part of the General Plan. The Circulation Element must contain the “general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities,” all correlated with the land use element of the General Plan per Government Code Section 65302 (b). In addition, the Circulation Element is consistent with the California Complete Streets Act (AB 1358) adopted in 2008 by incorporating “Complete Streets” guidance and policies.

The concept of Complete Streets is to provide a transportation network that meets the needs of all users of streets -- including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors. Instead of addressing utilities within the Circulation Element, the Dinuba General Plan contains a Public Services and Facilities Element that addresses the provision of utilities and services/facilities.

This element contains goals, objectives, and policies to improve overall circulation in Dinuba with an emphasis on providing a citywide network of “Complete Streets”. Because local circulation is linked with the regional system, the element also focuses on participation in regional programs to enhance mobility.

GOALS

1. A fully integrated local mobility network that provides for safe and convenient circulation using a variety of transportation modes, including complete streets that meet the needs of all users of streets.
2. Vehicle miles traveled (VMT) are below regional averages for Tulare County.

2.2 COMPLETE STREETS

The City of Dinuba is committed to the concept of providing Complete Streets throughout the community. The term “Complete Streets” refers to a balanced, multimodal transportation network that meets the needs of all users of streets -- including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors. A “Complete Street” is one that provides safe and convenient travel in a manner that is suitable to the local context.

Complete Streets make travel safe for all users, including bicyclists, pedestrians, motorists, transit vehicles, and people of all ages and abilities. Each and every street does not need to provide dedicated space to all users, but the network must accommodate the needs of all users.



Example of a “Complete Street” with pedestrian-oriented land uses.

Economically, Complete Streets can help revitalize communities, and can give people the option to lower transportation costs by using transit, walking, or bicycling rather than driving to reach their destinations. The California Department of Transportation (Caltrans) is actively engaged in implementing its Complete Streets policy in all planning, programming, design, construction, operations, and maintenance activities for the State Highway System. Provision of safe mobility for all users contributes to Caltrans’ vision: “improving mobility across California”. The successful long-term implementation of this vision is intended to result in more options for people to go from one place to another, less traffic congestion and greenhouse gas emissions, more walkable communities (with healthier, more active people), and fewer barriers for older adults, children, and people with disabilities.

VEHICLE MILES TRAVELED (VMT)

Intrinsic to the concept of Complete Streets is the preferred metric of vehicle miles traveled (VMT) for evaluating new development projects and city plans. VMT measures the amount of travel by motor vehicles to and from residences, jobs and other destinations. With a compact land use pattern and a

transportation system that provides improvements for all modes of transportation, the efficiency of the existing street system is increased and correspondingly traffic congestion is minimized.

Senate Bill (SB) 743 that was passed by the California Legislature in 2013 and led to changes to the California Environmental Quality Act (CEQA) regarding the analysis of transportation impacts that took effect in 2020. Transportation impact analysis under CEQA is no longer based on traffic level of service (LOS), which focuses on motor vehicle delay. SB 743 addresses a range of topics and aims to better promote statewide policies that (a) combat climate change by reducing greenhouse gas emissions and particulates; (b) encourage infill development and a diversity of uses instead of sprawl; and (c) promote multi-modal transportation networks, providing clean, efficient access to destinations and improving public health through active transportation. The new CEQA standards require that transportation impacts associated with development be assessed primarily based on the effects on VMT.

Rates of VMT are typically the lowest in compact, walkable mixed-use areas. Higher rates of VMT tend to occur in suburban or rural areas with low population densities and longer distances to activity centers. Therefore, efforts to reduce VMT often focus on encouraging infill development. Similarly, SB 743 aims to encourage infill development and a diversity of land uses instead of sprawl, and to promote multi-modal transportation networks that provide efficient access to destinations and improve public health through active transportation.

While traffic LOS is no longer relevant for CEQA purposes, LOS-based performance goals remain relevant for non-CEQA planning purposes as a tool to ensure the street system meets the expectations of the community.

REGIONAL TRANSPORTATION PLANS (RTPs)

California courts have recognized that general plans must reflect the regional context. The Circulation Element must, therefore, account for both regional transportation plans and, in some cases, congestion management plans. Metropolitan planning organizations and regional transportation planning agencies prepare regional transportation plans in cooperation with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, the Air Resources Board, the Department of Housing and Community Development and other stakeholders, including system users.

The purpose of the regional transportation plan (RTP) is to establish regional goals; identify present and future transportation needs, deficiencies, and constraints; analyze potential solutions; estimate available funding; and propose investments. In most regions in California, the RTP includes a sustainable communities strategy (SCS) that aligns transportation investments with a land use pattern designed to reduce regional greenhouse gas emissions. In order to be eligible for federal and state funding, transportation projects must be consistent with the adopted RTP, including an applicable SCS.

The Circulation Element supports the City's planning efforts in compliance with the goals set forth in Tulare County Association of Governments (TCAG) 2019 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

2.3 SETTING

Regional travel in Dinuba is provided primarily by El Monte Way and Alta Avenue. El Monte Way runs east-west and Alta Avenue runs north-south. Key commercial/mixed-use streets in Dinuba’s historic downtown core include Tulare Street and portions of H, I, J, K, L and M Streets that provide diagonal on-street parking and pedestrian-oriented storefronts.

Figure 2.3-A illustrates the City’s existing-year street network as of 2023, and Figure 2.3-B shows streets served by transit.

Dinuba is served by the Dinuba Area Regional Transit (DART) bus and Dial-a-Ride system. The City provides the public with a transportation system known as the Dinuba Area Regional Transit (DART) operating Monday through Saturday. Additionally, DART Flexroute is a combined fixed route and dial-a-ride service operating two 30-minute routes within Dinuba city limits, picking up Dial-a-Ride passengers between route stops. DART also operates the Jolly Trolley, a free transportation service that can be used in and around the city. No commuter rail transportation (Amtrak) is currently located in Dinuba. The nearest two Amtrak stations are in Fresno (downtown area) and in Hanford.



El Monte Way is the key east-west connector accommodating regional travel to and from Dinuba.

Goods movement in Dinuba and the Central Valley is a key component of the economic vitality and growth of the region. A multimodal system consisting of a highway system, railroads, and airports facilitates the movement of goods throughout the region and state. Since there are no State Highways that traverse Dinuba, city streets and county roads are designated for truck routes to serve local shops and regional industries. However, some of these truck routes are accommodated for heavy duty trucks. State Route 99 is located approximately 12 miles west of Dinuba and provides access to truck trips headed northbound. Freight rail service is provided by the San Joaquin Valley Railroad (SJVR). SJVR is a short line railroad that operates in California’s Central Valley and San Joaquin Valley operating about 297 miles of track. There is no freight service hub within the city limits of Dinuba. The SJVR line bisects the City of Dinuba at a diagonal that is parallel to M Street in the downtown area.

KEY CHALLENGES

Key challenges and opportunities relevant to the provision of Complete Streets that serve all modes include higher than desired motor vehicle travel speeds, excess traffic capacity and street/lane widths, and a lack of marked crosswalks. Lower speeds generally reduce the severity of collisions and improve safety for pedestrians and bicyclists.

High travel speeds and wide travel lanes: Street design guidelines tailored towards city streets typically aim to encourage speeds not to exceed 35 miles per hour (mph), while speeds of 20 to 25 mph are desirable in many cases. However, travel speeds on Dinuba’s major streets are currently higher than 35 mph on most segments. Figure 2.3-D shows existing speed limits as of 2023.

- El Monte Way varies between 35 to 45 miles mph
- Alta Avenue varies between 35 to 50 mph
- Kamm Avenue varies from 40 to 50 mph

Sidewalk gaps: Newer parts of Dinuba were developed using late-20th-century street design standards that tend to emphasize automobile capacity, often at the expense of walkability. Just 60 percent of City streets have continuous sidewalks, while 14 percent have intermittent sidewalks, and 24 percent lack sidewalks (primarily in the outskirts of the City). Continuous sidewalks facilities are present in the downtown area as well as in most of the residential neighborhoods. These areas also encompass marked crossings for ease of pedestrians crossing the street and automobile drivers to identify. Areas with intermittent sidewalks include segment of El Monte Way, which is a main east-west route into the city. Figure 2.3-C illustrates the City’s existing pedestrian network as of 2023.

Limited bikeway network: Dinuba’s year-2023 bikeway network is relatively limited, with roughly 3 miles of bicycle lanes on portions of key streets including El Monte Way and Crawford Avenue as shown on Figure 2.4-C. A lack of bicycle accommodations on most arterial and collector streets, gaps at major destinations leave people who want to cycle disconnected from employment, school, retail, and transit destinations. In addition, the high travel speeds noted above tends to discourage cycling on major streets.



Downtown’s role as a community center includes the use of downtown streets for popular community events.

Figure 2.3-A: Year 2023 Street Map & City Boundaries

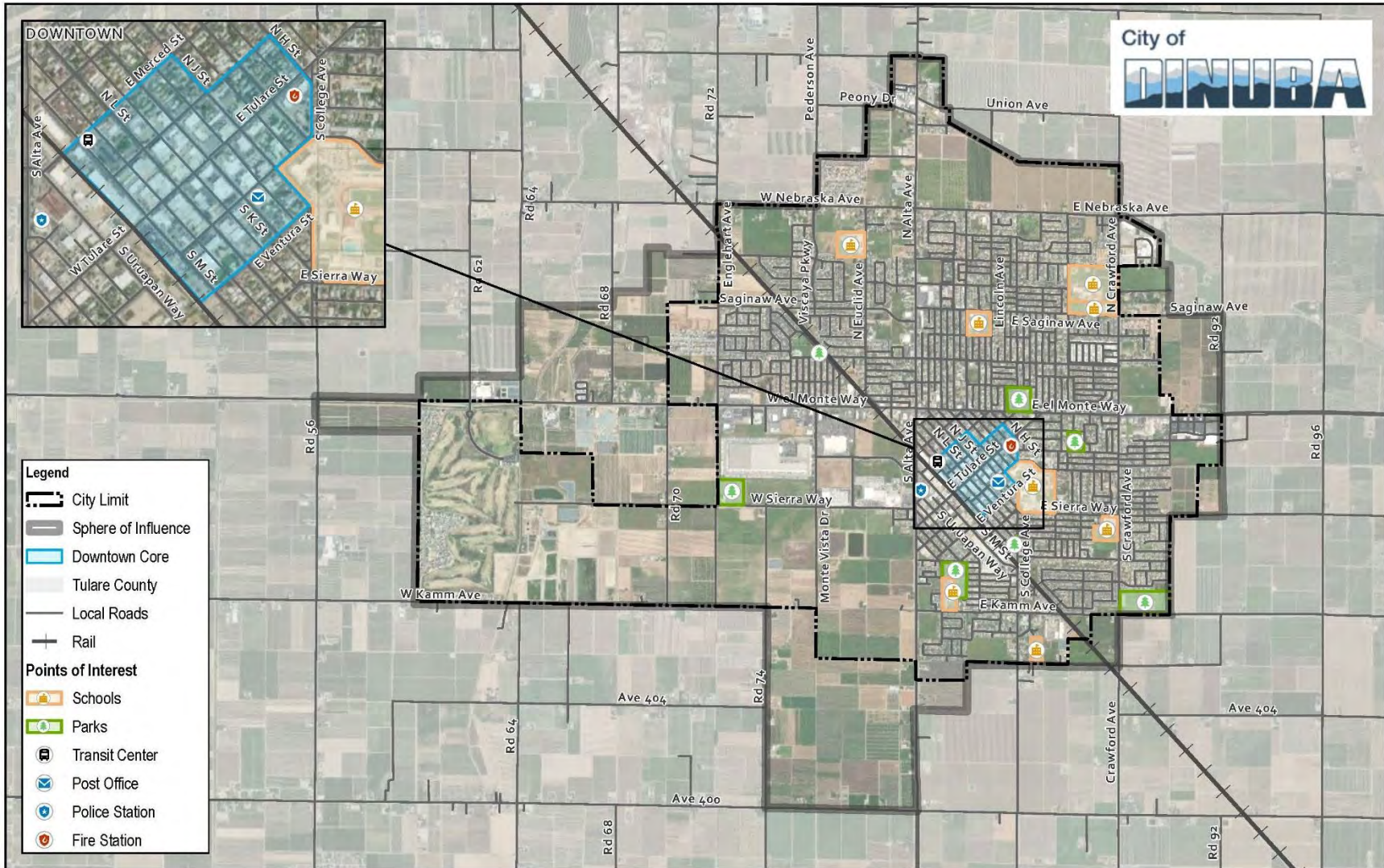


Figure 2.3-B: Year 2023 Transit Routes

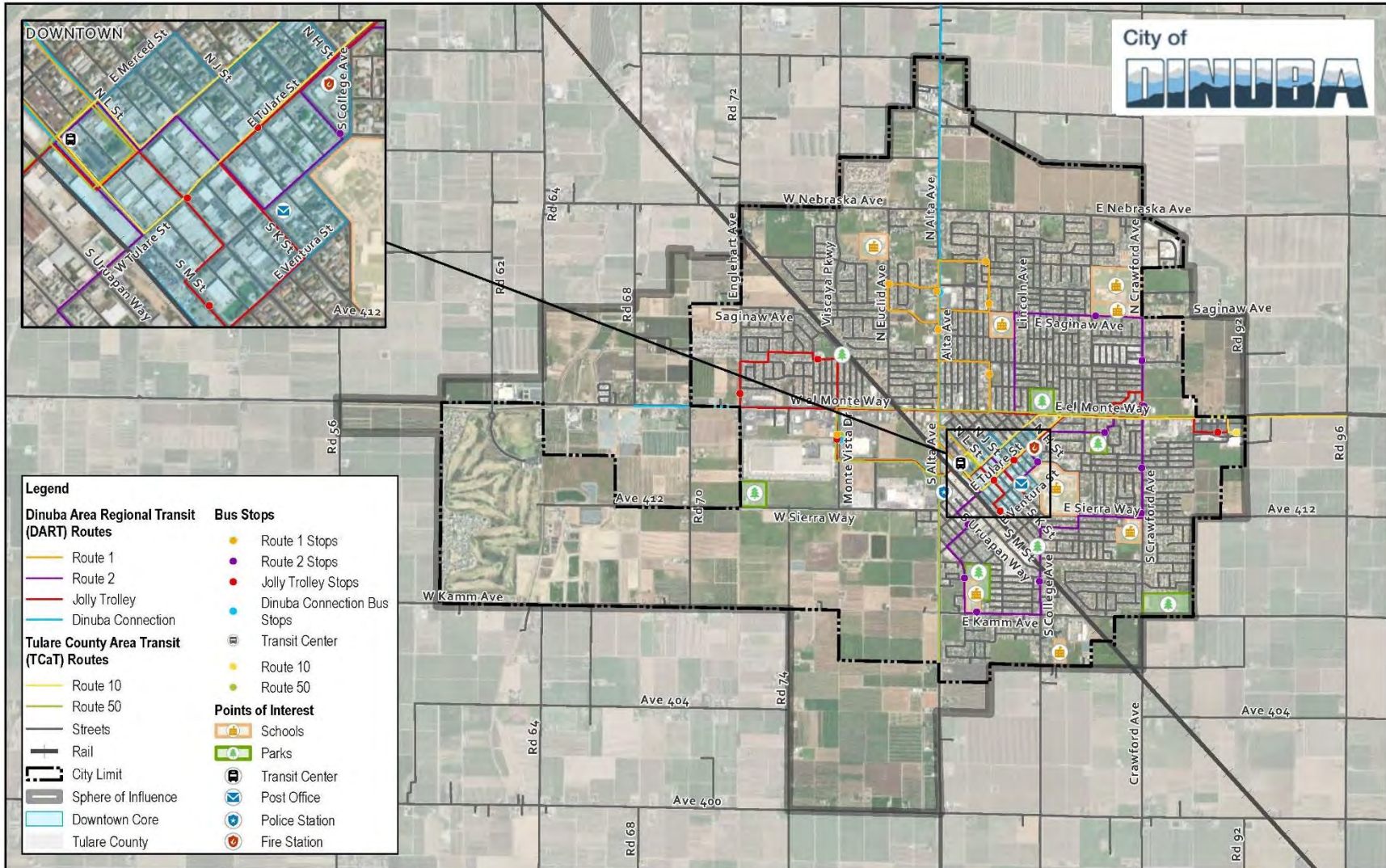


Figure 2.3-C: Year 2023 Pedestrian Network

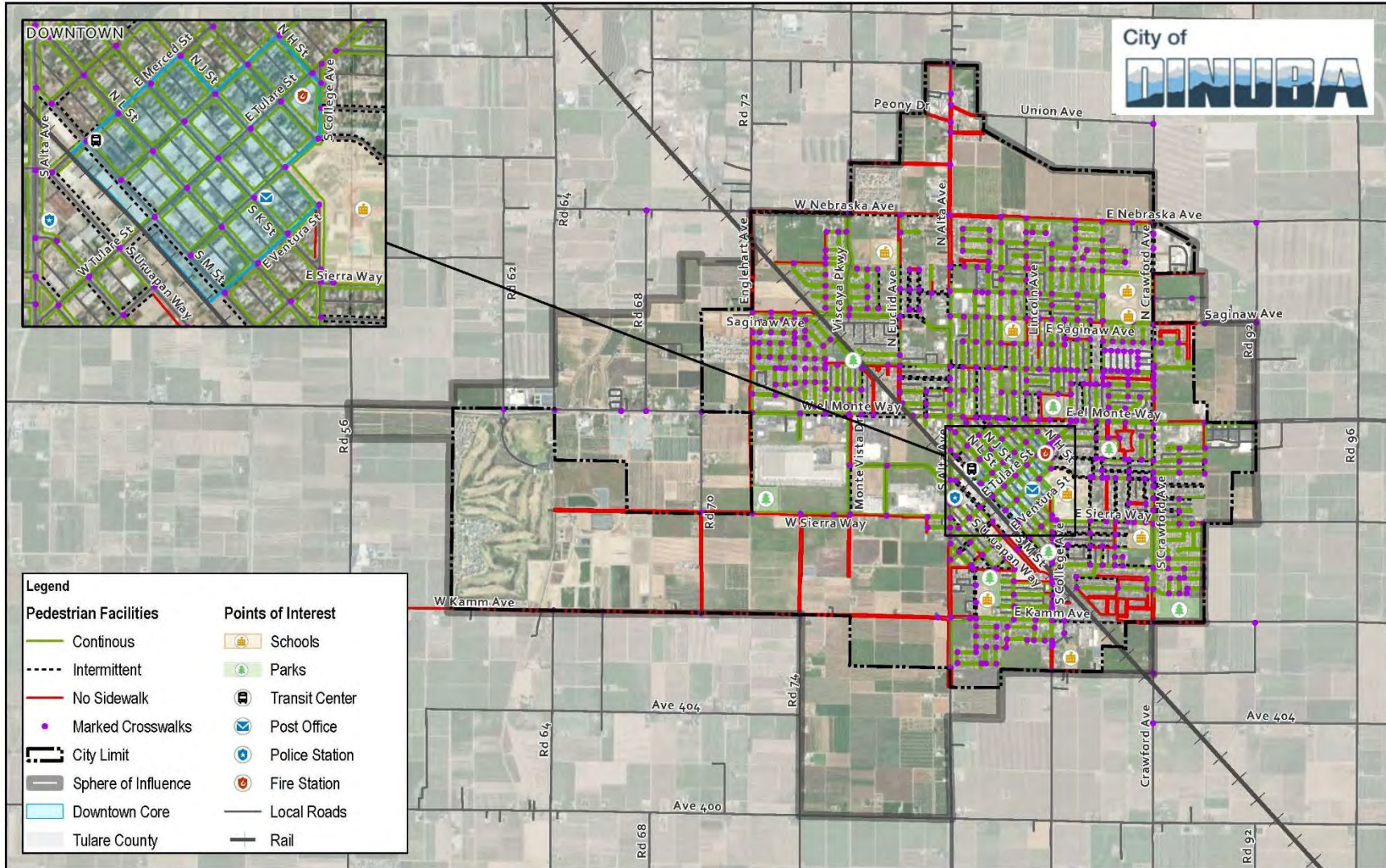
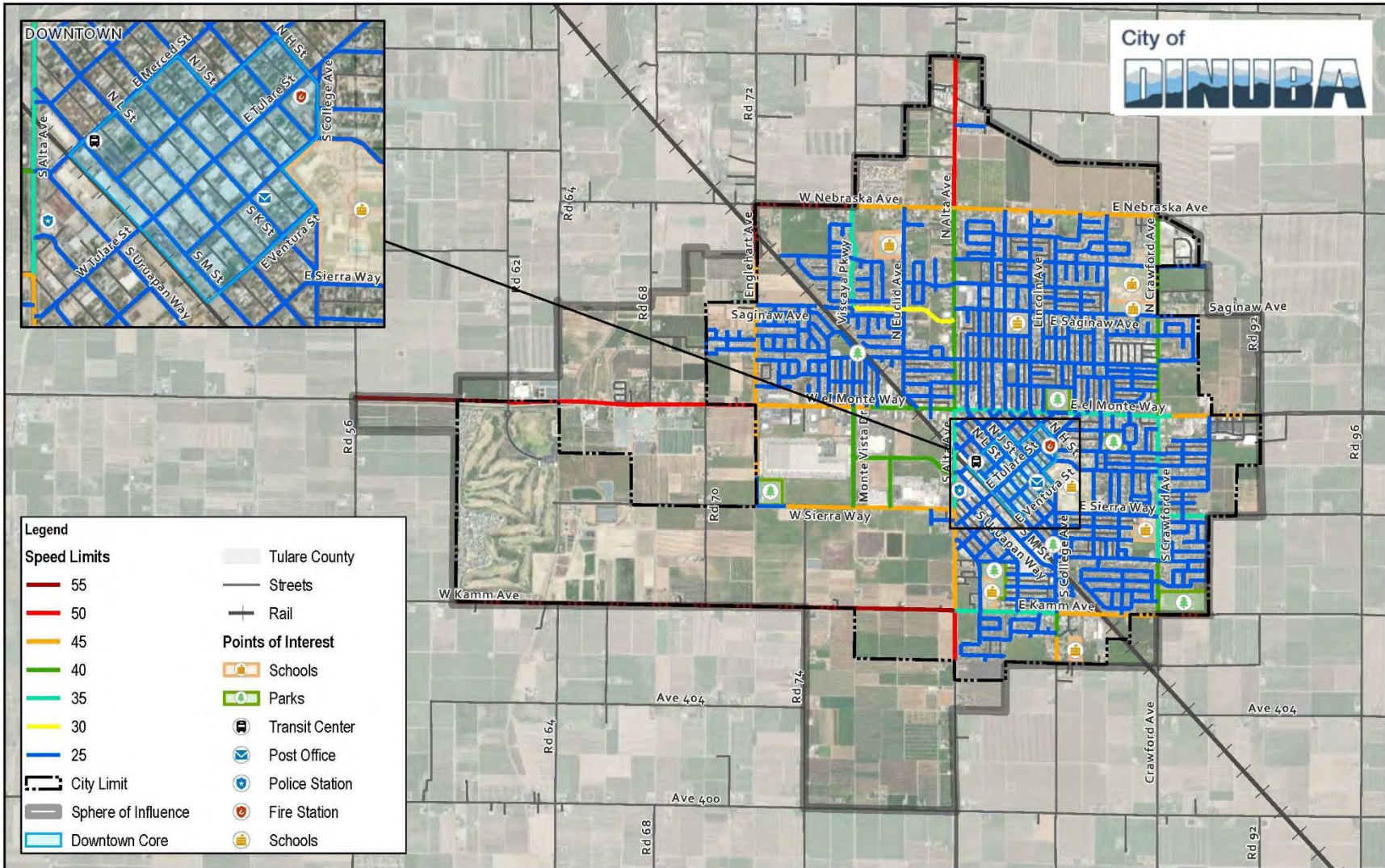


Figure 2.3-D: Year 2023 Speed Limits



2.4 CIRCULATION PLAN

This section of the Circulation Element describes the City of Dinuba’s planned Complete Street network, including street and bikeway classifications, and street design guidelines relevant to long-term buildout of the City’s planned street network. The City is committed to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets through a comprehensive, integrated transportation network that serves all categories of users, including but not limited to pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families. Where feasible, the City supports the reallocation of space to better serve all users.



A roundabout was installed at the intersection of Alta and Nebraska Avenues in 2022. Dinuba’s Circulation Plan recommends additional roundabouts at key intersections to enhance safety and reduce vehicle speeds, including key gateways to Dinuba on Alta Avenue and El Monte Way.

The City intends to provide and maintain a citywide network of Complete Streets by retrofitting existing streets, and ensuring that new streets are designed according to Complete Streets principles. Streets with an excess of travel lanes relative to actual volume, and/or overly wide travel lane widths, provide opportunities to reallocate space in a manner that better serves all modes of travel. Such measures will also help to reduce motor vehicle speeds in many cases.

2.4.1 STREET CLASSIFICATIONS

Streets in Dinuba are divided into three classifications: arterials, collectors, and local streets, as described below.

- **Arterial streets** provide the principal network for citywide travel by all modes of travel, including walking, bicycling, motor vehicle and transit, and provide regional connections. They connect areas of major activity and connect with important county roads and state highways, and distribute traffic serving residential, commercial, and industrial areas. The Circulation Element further divides the arterials into three sub-types based on context and travel volume: boulevards, mixed-use arterials, and community arterials.
- **Commercial Main Streets** are key parts of the City’s principal network for all modes of travel that emphasize pedestrian and transit access to properties in Downtown Dinuba. On-street diagonal parking for motor vehicles is typically provided, while primary access to most buildings is to/from the adjacent sidewalk.
- **Collector streets** provide connections for all modes of travel within and between residential areas and activity centers. They serve travel between arterial and local streets, within and between neighborhoods and major activity centers, and provide direct access to abutting properties.
- **Local streets** provide for direct access to abutting properties and for localized travel within residential, commercial, and industrial areas.

Figure 2.4-A illustrates the circulation plan and street classification for each segment. Table 2.4.1 provides recommended guidelines for each City street classification and sub-type. Figures 2.4-B1 through B7 provide example cross-section illustrations. Implementation of the Complete Street design recommendations recommended in this section would require revisions to the City of Dinuba’s previously adopted street standards.

Roundabouts: Roundabouts are a type of intersection that enhance safety, reduce vehicle speeds and conflicting movements, and have lower maintenance costs compared to signalized intersections that require electricity. The City installed a roundabout at the intersection of Alta Avenue/Nebraska Avenue in 2022, and the intersection of Alta Avenue/Kamm Avenue will be converted from a signalized intersection to a roundabout by 2024. The Circulation Plan recommends additional roundabouts to enhance safety where feasible, including proposed roundabouts at the following intersections that serve as key “gateways” to Dinuba:

- West El Monte Way / Road 56
- East El Monte Way / Road 92
- South Alta Avenue / State Route 201-Road 400 (south of Dinuba; potential joint project with Tulare County)

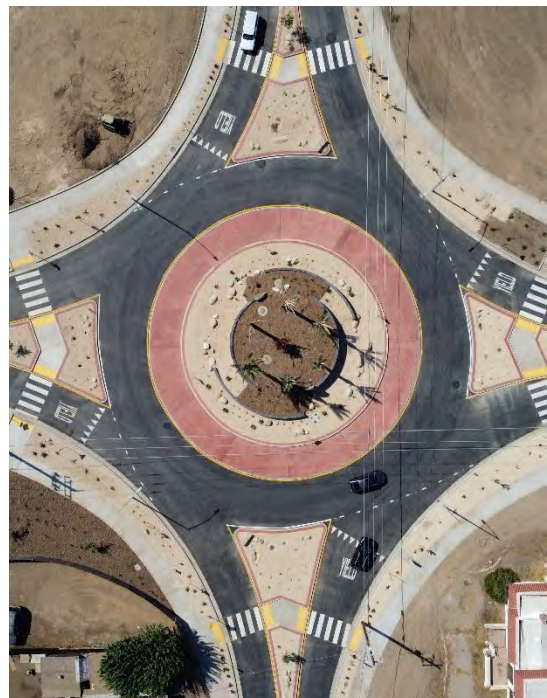


Figure 2.4-A: Circulation Plan

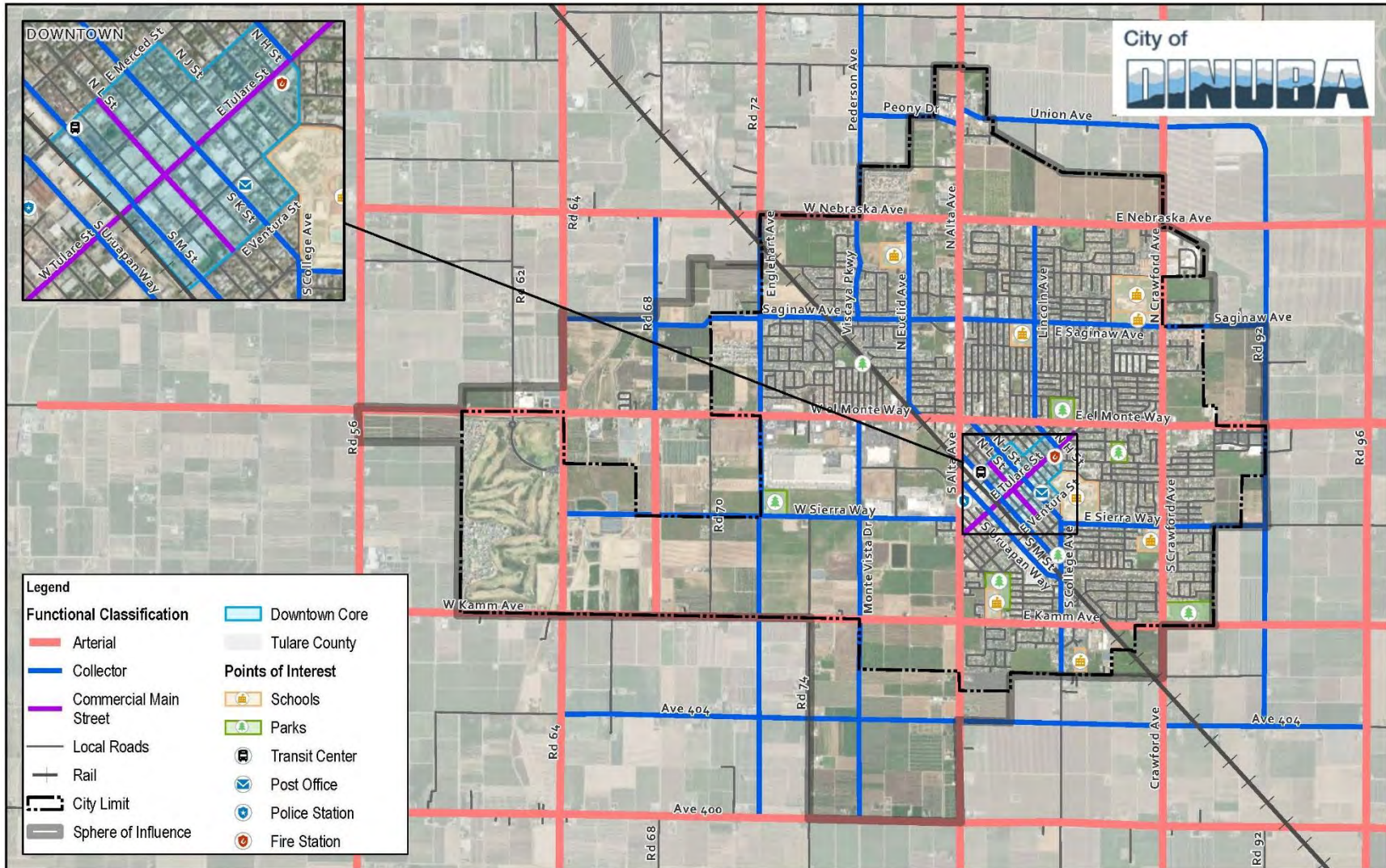


Table 2.4-1 Recommended Complete Street Design Guidelines by Functional Classification and Sub-type

Street Classification (Sub-type)	Right-of-Way Width	Motor Vehicle Lanes	Motor Vehicle Lane Width	Bicycle Lane Width	On-street Parking Width	Median or Left-turn Width	Curb-to-Curb Width (note 5)	Crossing Distance with Bulbouts	Curbside Landscape Strip	Sidewalk Width	Average Daily Motor Vehicle Traffic
Arterial (Boulevard)	100' to 120'	4	10' to 11' (note 1)	8' to 10' (note 4)	None	10' to 14'	66' to 76'	66' to 76'	5' to 9' (note 8)	6' to 10'	Greater than 25,000
Arterial (Mixed Use Arterial)	100' to 120'	4	10' to 11' (note 1)	5'	7' plus 3' buffer with bike lane	10' to 14'	80' to 86''	60' to 66'	5' to 9' (note 8)	6' to 10'	Greater than 18,000
Arterial (Community Arterial)	90' to 100'	2 + center left-turn lane	10' to 11' (note 1)	5'	7' plus 3' buffer with bike lane	10' to 14'	60' to 66'	40' to 46'	5' to 9' (note 8)	6' to 10'	13,000 to 21,000
Main Street	70' to 90'	2	10', or 12' shared lane (note 2)	5', or 12' shared lane (note 2)	16' diagonal, or 7' parallel plus 3' buffer with bike lane	Not required (note 6)	50' to 62'	24' to 30'	None	11' to 15' with tree planters	Less than 13,000
Collector	70' to 80'	2	10', or 14' shared lane (note 2)	5', or 14' shared lane (note 2)	7' plus 3' buffer with bike lane	Not required (note 6)	48' to 50'	28' to 30'	7'	6'	Less than 13,000
Local	60'	2 (note 3)	10'	Not applicable	7'	Not applicable	34' or 27' (note 7)	20'	5' to 7'	6'	Less than 5,000

Notes:

1. Standard motor vehicle lane width of 10 feet, or 11 feet where significant truck or bus traffic is anticipated.
2. Shared automobile/bicycle travel lane width of 14 feet (collectors) or 12 feet (commercial main streets) if sharrow markings are provided.
3. Travel lanes on local streets are typically unmarked with allow shared motor vehicle and bicycle travel.
4. 8 to 10 foot total width to provide protected bicycle lanes (Class 4 Separated Bikeway) including buffer width of 3 to 5 feet.
5. Curb-to-curb widths without pedestrian bulbouts include on-street parking widths.
6. Left-turn lanes may be required approaching specific intersections, where needed.
7. Local Street with of 27 feet may be permitted with parking limited to one side, or where on-street parking occupancy would be low.
8. Where existing street segments are retrofitted: curbside landscape strip may be replaced by intermittent bulbouts in parking zone.

Figure 2.4-B1: Arterial (Boulevard)

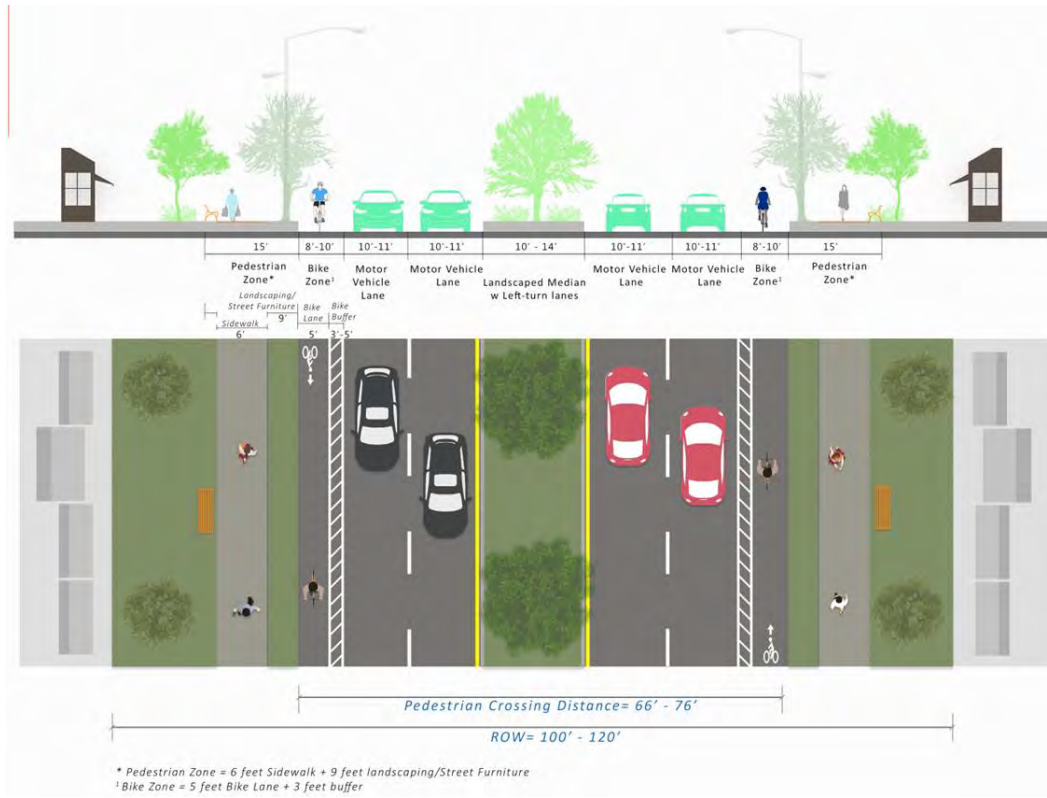


Figure 2.4-B2: Arterial (Mixed-use Arterial)

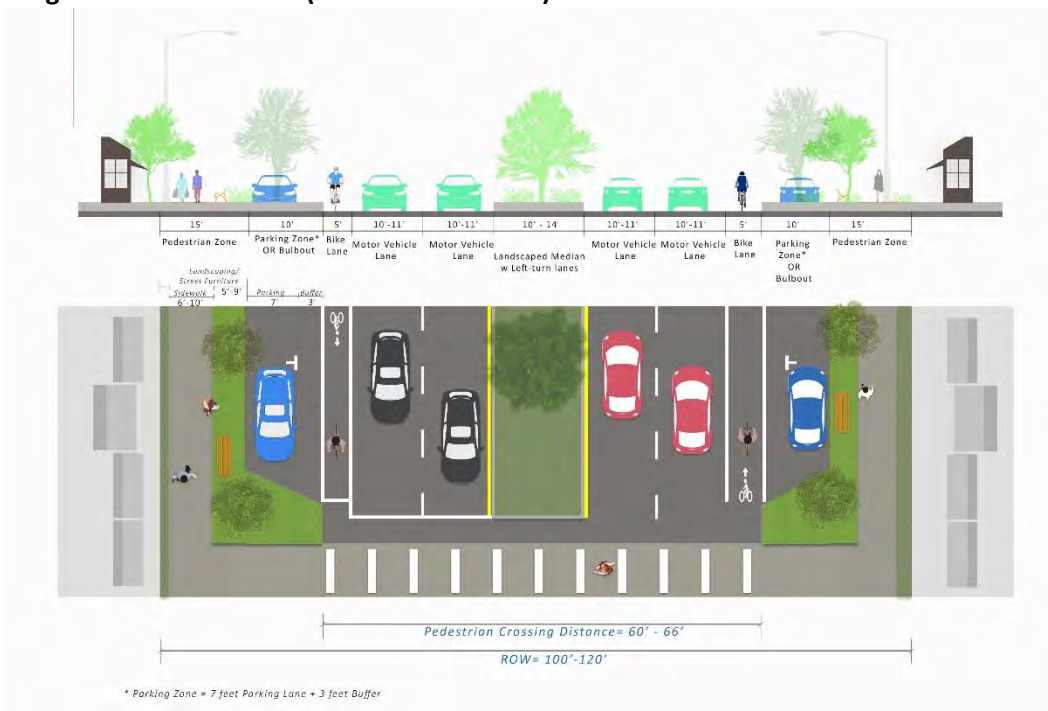


Figure 2.4-B5: Collector Street (with bicycle lane)

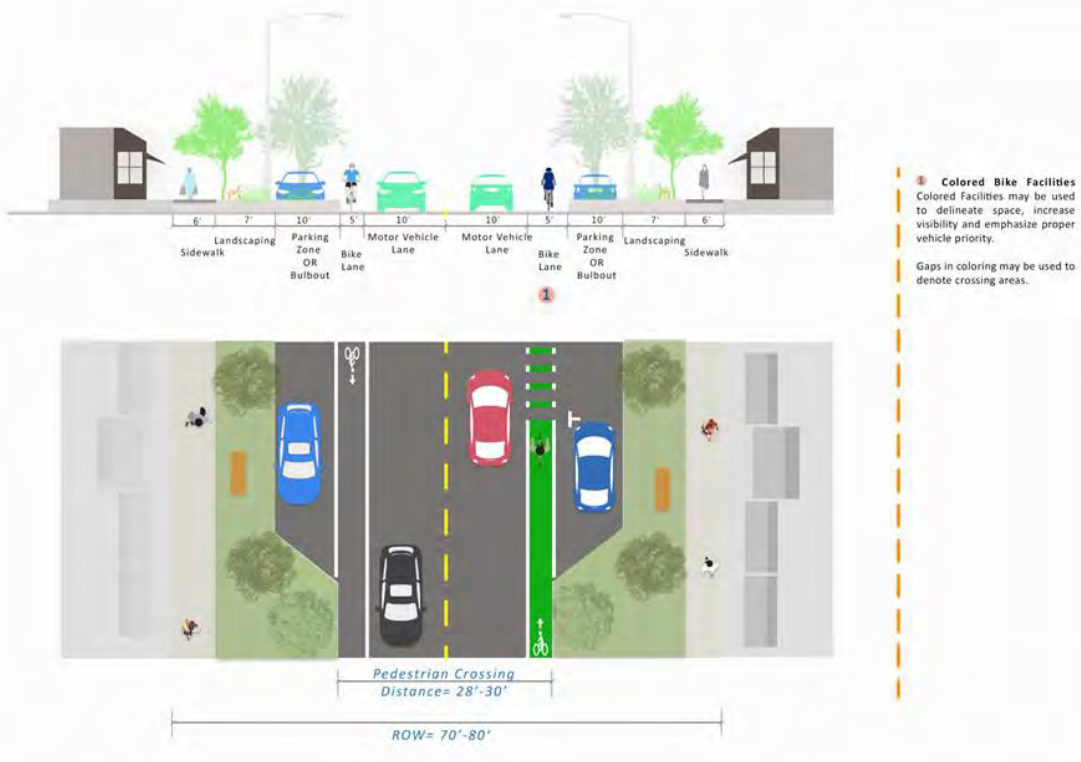


Figure 2.4-B6: Collector Street (with shared travel lane)

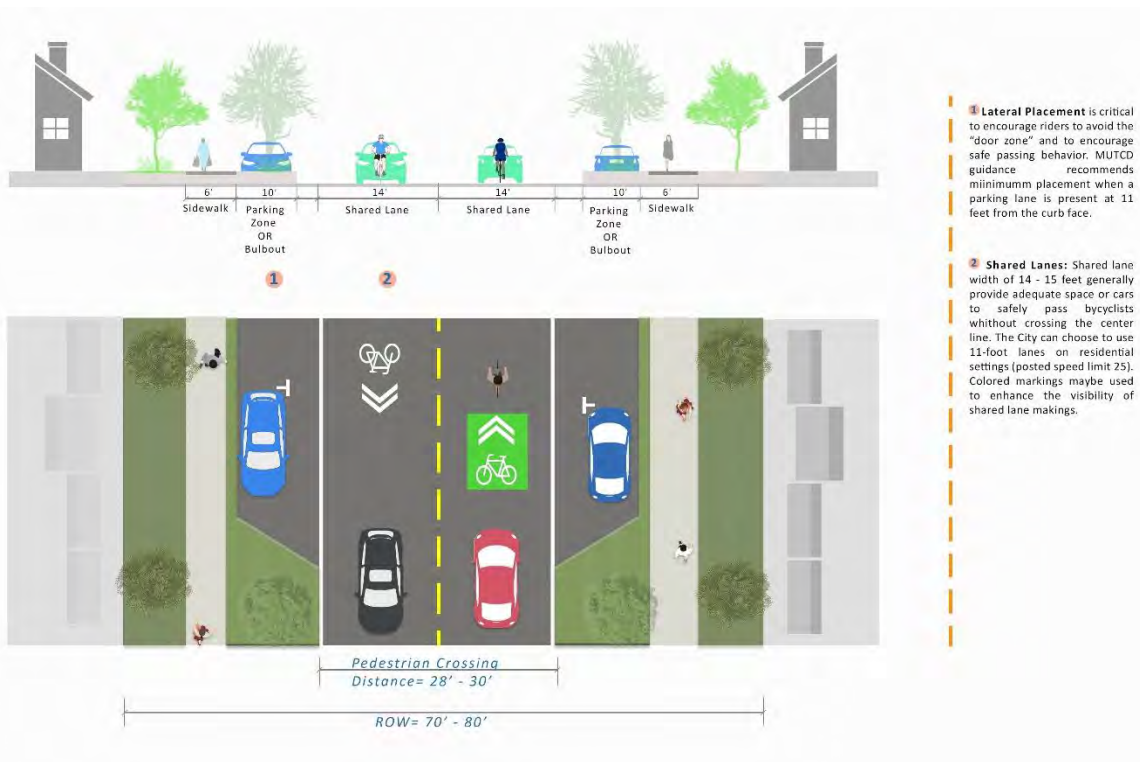
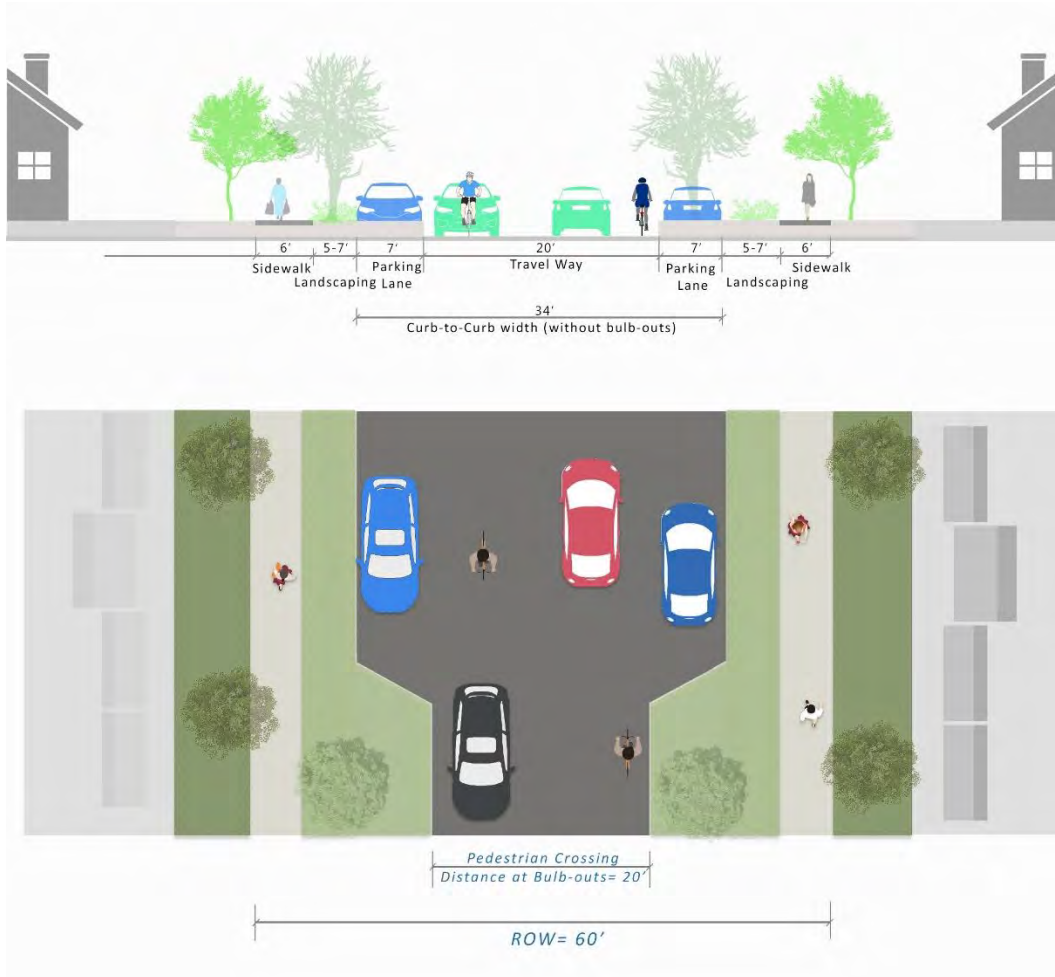


Figure 2.4-B7: Local Street



2.4.2 BIKEWAY NETWORK

This section describes the recommended bikeway network plan. Increasing rates of bicycling will produce a number of community benefits including improved health, reduced traffic, less need for costly roadway improvement projects, and improved air quality. Facilities for biking and walking provide recreational opportunities as well. Grant funding sources are often available to implement bikeway improvements. There are four classifications of bikeway facilities in California, as defined by the California Department of Transportation (Caltrans):

Multi-Use Paths (Class I Bikeways). A path physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skaters, and other non-motorized travelers. They can provide recreational opportunities and also serve as direct connection to key destinations.

Bicycle Lanes (Class II Bikeways). A portion of a roadway that has been set aside by striping and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes are intended to promote an orderly flow of bicycle and vehicle traffic. This type of facility is established by using the appropriate striping, legends, and signs.



Class II Bikeways provide on-street bicycle lanes.

Bicycle Routes (Class III Bikeways). Class III bicycle routes are facilities where bicyclists share travel lanes with motor vehicle traffic. Bike routes must be of benefit to the bicyclist and offer a higher degree of service than adjacent streets. Class III bikeways are often located on residential streets.

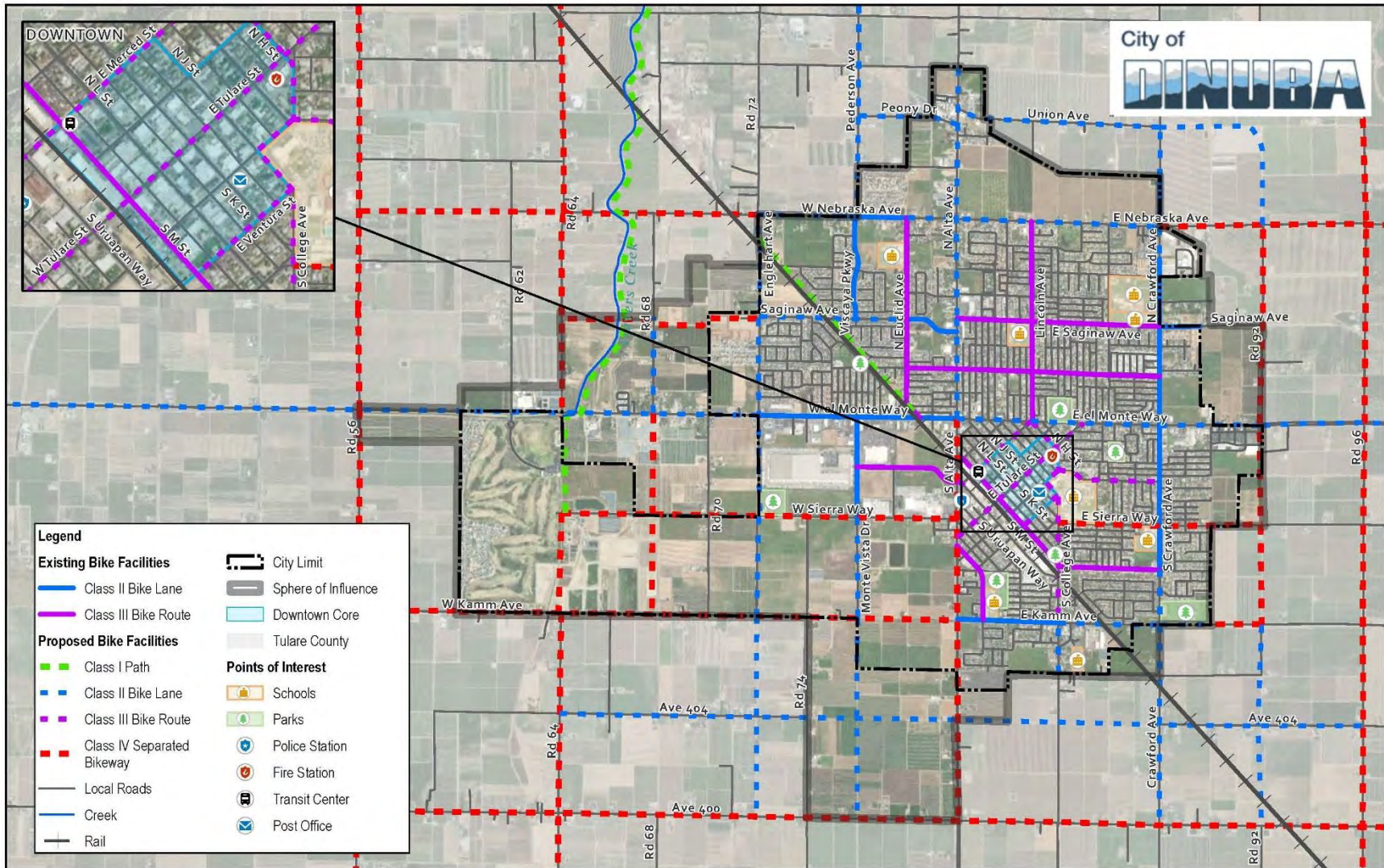
Separated Bikeway (Class IV Bikeways). A Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway, while two-way separated bikeways can also be used in some cases.



Class IV Bikeways provide a physical separation between the bikeway and adjacent traffic.

Figure 2.4-C illustrates the planned bikeway network, incorporating both prior bikeway network plans and proposed facilities identified as part of the Circulation Element update in 2023 including a proposed Class 1 path along Travers Creek that could ultimately connect with the City of Reedley’s bike path system. In addition, a potential Class 1 path is shown along the railroad corridor extending from Englehart Avenue on the northwest to North Euclid Avenue on the southeast.

Figure 2.4-C: Bikeway Network Plan



2.4.3 PEDESTRIAN PRIORITY IMPROVEMENT NETWORK

This section identifies priority pedestrian improvements to reduce gaps in the City of Dinuba’s pedestrian network.

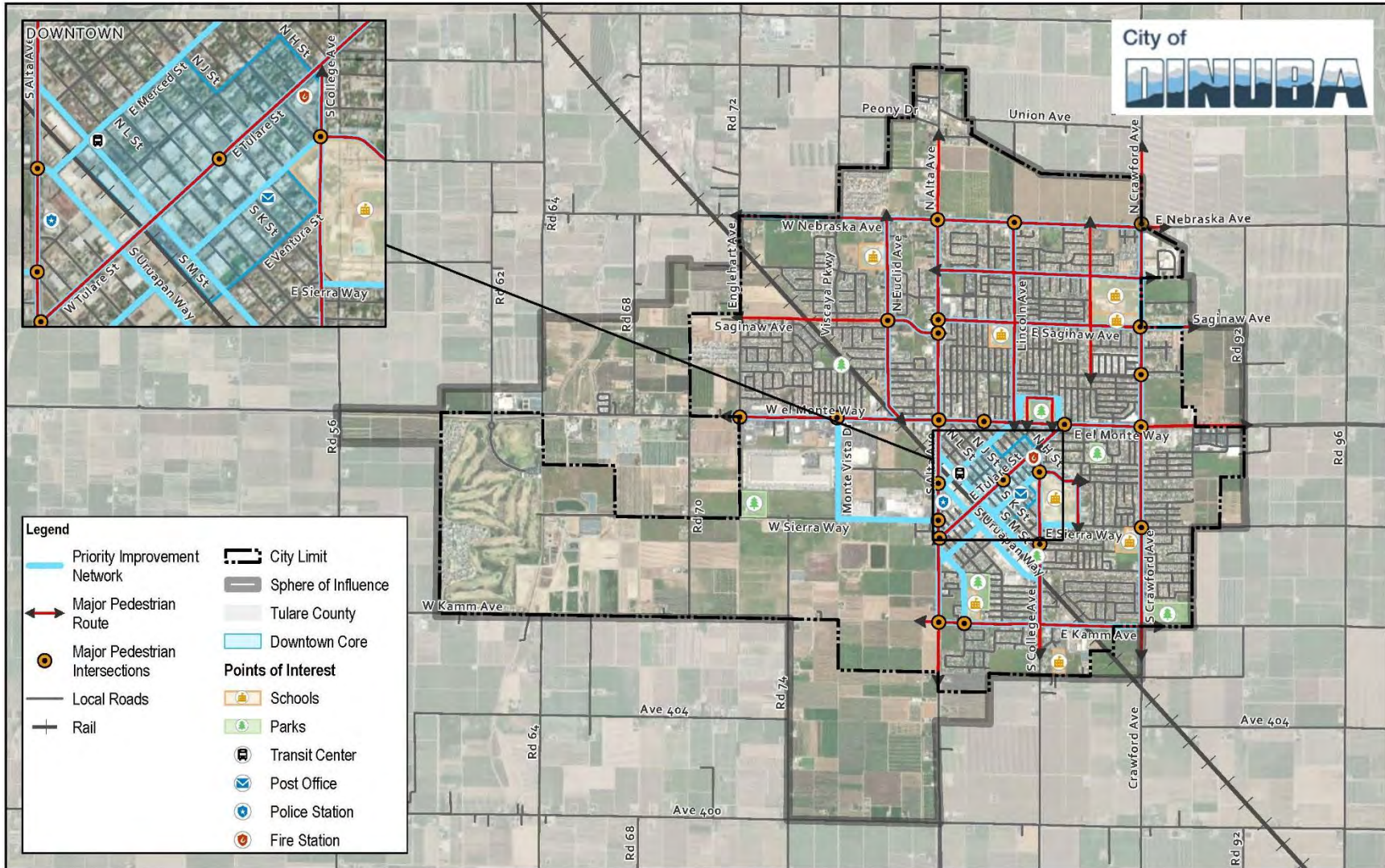
Figure 2.4-D illustrates the recommended pedestrian priority network. Improvements should be consistent with the street classifications and recommended street design recommended in the circulation plan on the preceding pages. Recommendations for site-specific improvements were provided in the *Dinuba Pedestrian and Bicycle Circulation Study (2019)*. The pedestrian priority corridors are listed below:

- El Monte Way
- Alta Avenue
- Crawford Avenue
- Nebraska Avenue
- Kamm Avenue
- Tulare Street
- Merced Street
- Kern Street
- M Street
- Uruapan Drive
- College Avenue
- Lincoln Avenue
- Euclid Avenue

Priority intersections were identified throughout the City, including key intersections on most of the pedestrian priority corridors.

Downtown improvements: Pedestrian priority corridors are well-represented within downtown, including Tulare, Merced, Kern and M Streets, as well as Uruapan Drive and College Avenue. Consistent with the Complete Streets design guidelines for various street types provided in this chapter: such improvements should include bulbouts to reduce crossing distances whenever feasible. In addition, access to downtown from adjacent neighborhoods would be improved by recommended pedestrian improvements at priority intersections bordering the downtown area on El Monte Way, Alta Avenue and Kamm Avenue. Improvements to alleys are also encouraged to serve pedestrian circulation via paseos within the downtown area.

Figure 2.4-D: Pedestrian Priority Improvement Network



2.5 OBJECTIVES AND POLICIES

The Circulation Element objectives, policies and implementation measures are identified below. The objectives identify desired end states to help achieve the City's goals for a fully integrated local mobility network that provides for safe and convenient circulation, including complete streets, using a variety of transportation modes, and reduces VMT. Each objective is accompanied by policies that guide decision making by defining the City's desired courses of action.

2.5.1 COMPLETE STREETS

OBJECTIVES

- A. A citywide network of Complete Streets that meets the needs of all users of streets, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.

POLICIES AND STANDARDS

- 2.5.1-1 Design streets holistically, using a Complete Streets approach. Update and maintain street design standards consistent with the goals of the National Association of City Transportation Officials (NACTO) Urban Street Design Guide that optimize multi-modal mobility. Where feasible, support the reallocation of space to better serve all users.
- 2.5.1-2 Strive to complete the planned build-out street network as illustrated on the Circulation Plan map, and ensure that the accompanying design standards, programs, and procedures include Complete Streets implementation as a main focus. Street improvements shall be in conformance with the Circulation Plan contained in the General Plan Circulation Element including the Circulation Plan map.
- 2.5.1-3 Sidewalks shall be required in all areas of the community to accommodate pedestrian traffic, especially along routes with high pedestrian traffic such as schools, parks, and the Downtown area. Installation of these improvements shall be encouraged to the extent feasible in existing neighborhoods where they do not currently exist. Encourage the retrofitting of downtown streets and alleys to include bulbouts and paseos whenever feasible.
- 2.5.1-4 Develop the planned citywide bikeway network, including bicycle lanes or separated bikeways on most arterial and collector streets. The bicycle/pedestrian path system should also encompass existing or future railroad rights-of-way and water courses such as Traver Creek, by providing paths between 8 and 12 feet wide and off the roadway, with landscaping, lighting, mileage markers and directional signage and benches.
- 2.5.1-5 Strive to ensure that intersections operate at minimum Level of Service (LOS) "C" based on peak-hour intersection delay on arterial and collector streets, except where achieving the desired LOS standard would conflict with multi-modal goals or lead to increased VMT. LOS D shall be deemed acceptable for those road segments and intersections which have been identified as already operating at that level. LOS standards should not apply to Commercial Main Streets.
- 2.5.1-6 The street network should provide a quick and efficient route for emergency vehicles, including police, fire and other vehicles, when responding to calls for service. The length of single-entry access routes shall be restricted.

2.5.2 PUBLIC TRANSIT

OBJECTIVES

- A. Public transit service that provides adequate mobility for residents to reach jobs, schools and services, including public transit connections with other nearby cities and locations.

POLICIES AND STANDARDS

- 2.5.2-1 Cooperate with the Tulare Council of Governments (TCAG) in providing transit service and planning to meet the social and economic needs of all segments of the community.
- 2.5.2-2 Provide reasonable accommodations for comfort and convenience for riders at major transit destinations so people can utilize the transit system safely and comfortably. The City shall determine such needs based on site plan review procedure and other planning implementation methods.
- 2.5.2-3 Arterial streets should be designed to allow transit vehicles to pull out of traffic at stops.
- 2.5.2-4 Encourage transit alternatives to meet the basic transportation needs of the young, the elderly, the handicapped, and individuals without access to an automobile.
- 2.5.2-5 Large developments shall be encouraged to incorporate transit passenger facilities, bicycle racks, lockers, shower facilities, as well as on-site services (eating, mail, banking, etc.) as ways to reduce vehicle trips.

2.5.3 TRAFFIC SAFETY

OBJECTIVES

- A. A safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions, and provides safe travel for all modes including bicyclists, motorists, pedestrians, and transit uses.

POLICIES AND STANDARDS

- 2.5.3-1 Support efforts to eliminate traffic fatalities and serious injuries attributable to collisions on City streets including street design that reduces motor vehicle speeds, provides enhanced bikeways and pedestrian paths, and the implementation of safety countermeasures.
- 2.5.3-2 Maximize the use of site planning techniques to improve traffic safety.
- 2.5.3-3 Support the installation of roundabouts to enhance safety at key intersections where feasible, including proposed roundabouts at the intersection of El Monte Way with Road 56 and Road 92; and the intersections of Alta Avenue with Nebraska Avenue (completed 2022), Kamm Avenue (scheduled for completion in 2024), and Road 200.

2.5.4 VEHICLE MILES TRAVELED & TRAFFIC REDUCTION

OBJECTIVES

- A. A transportation system and land use pattern that reduces vehicle miles traveled (VMT), maximizes the efficiency of the existing street system and minimizes traffic congestion.

POLICIES AND STANDARDS

- 2.5.4-1 Prioritize infill and mixed-use development, and encourage new development in close proximity to existing employment, housing, schools, commercial centers, and other services and amenities.

- 2.5.4-2 Encourage employers, including government agencies, to allow telecommuting and flex time and to promote staggered shifts to reduce peak-hour trips.
- 2.5.4-3 Encourage the development of strategies for maximizing the efficiency of the existing street system.

2.5.5 RAIL SERVICE

OBJECTIVES

- A. Continued provision of freight rail service to Dinuba.

POLICIES AND STANDARDS

- 2.5.5-1 Support efforts to preserve the viability of the rail corridor, by discouraging uses or activities to encroach if they would reduce the efficiency of the rail system.

2.5.6 MULTI-MODAL PARKING

OBJECTIVES

- A. Parking provisions for automobiles and bicycles provide efficient access to properties, encourage multi-modal travel and support economic development goals.

POLICIES AND STANDARDS

- 2.5.6-1 Promote a parking program that meets the needs of each land use type.
- 2.5.6-2 Parking standards shall be evaluated to assess the potential for offering reduced parking requirements to developments that incorporate measures proven to reduce vehicular trips. Shared parking should be encouraged wherever possible.
- 2.5.6-3 Require the provision of bicycle parking for most new commercial and multi-family development.
- 2.5.6-4 Support the installation of bicycle parking racks at public and private places of assembly such as parks, schools, office buildings, churches, and retail commercial developments.

2.5.7 TRUCK ROUTES

OBJECTIVES

- A. Safe and efficient truck routes into and within the community.

POLICIES AND STANDARDS

- 2.5.7-1 Truck traffic shall be permitted on the designated arterials and collector streets only; as identified in the Circulation Element Truck Route Map (see Figure 2.5), except where trucks must use local streets to directly access properties.
- 2.5.7-2 Encourage development of a truck terminal and parking facilities within the industrial park.

Figure 2.5: Truck Route Map

