



Tuesday, October 14, 2025 / 6:30 PM / City Hall / 405 East El Monte Way, Dinuba

District 1	District 2	District 3	District 4	District 5
Rachel Nerio- Guerrero Mayor	Maribel Reynosa Council Member	Benjamin Prado Vice Mayor	Kuldip Thusu Council Member	Linda Launer Council Member

All attendees are advised that electronic devices should be placed on silent upon entering the Council Chambers.

The City Council will take action on all items listed on the agenda.

1. OPENING CEREMONIES

1.1. Welcome and Call to Order

1.2. Invocation

1.3. Pledge of Allegiance

2. AGENDA CHANGES OR DELETIONS

To better accommodate members of the public or convenience in the order of presentation, items on the agenda may not be presented or acted upon in the order listed. Additions to Agenda may be added only pursuant to California Government Code section 54954.2(b).

3. NEW EMPLOYEE/PROMOTIONS

3.1. Promotion Recognition for Michael Banks (GC)

3.2. Promotion Recognition for Jesse Garcia (GC)

4. REQUEST TO ADDRESS COUNCIL

This portion of the meeting is reserved for any person who would like to address the Council on any item that is not on the agenda. Please be advised that State law does not allow the City Council to discuss or take any action on any issue not on the agenda. The City Council may direct staff to follow up on such item(s). Speakers are limited to three (3) minutes. If there is any person wishing to address the City Council at this time please approach the podium and state your name and nature of the request.

5. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, a member of the audience or a Council Member may request an item be removed from the Consent Calendar and it will be considered separately.

5.1. SUBJECT

Approval of City Council Meeting Minutes (MA)

RECOMMENDATION

Council to review and approve the City Council meeting of September 23, 2025.

5.2. SUBJECT

Resolution No. 2025-55 Approving the Benefit Guidelines for Administrative, Professional and Confidential Employees (MA)

RECOMMENDATION

Council to adopt Resolution No. 2025-55 approving the Benefit Guidelines to the Administrative, Professional and Confidential employees to comply with the CalPERS reporting requirements and to reflect current practice and regulatory federal and state laws.

5.3. SUBJECT

Resolution Number 2025-57, Authorization to Submit Clean Water State Revolving Fund (CWSRF) Program Application (JW)

RECOMMENDATION

Council adopt Resolution No. 2025-57, authorizing the City Manager, or his designee, to sign and file, on behalf of the City of Dinuba, a Financial Assistance Application with the State Water Resources Control Board under the Clean Water State Revolving Fund (CWSRF) Program for the planning and design of the "Dinuba Downtown Storm Drain Infrastructure Improvements" project.

6. WARRANT REGISTER

6.1. SUBJECT

Warrant Register September 26, October 3, & October 10, 2025. (KS)

RECOMMENDATION

Council to review and approve the Warrant Register as presented.

7. PUBLIC HEARING

7.1. SUBJECT

Ordinance No. 2025-04, Adoption of the 2025 California Building Standards Code (Title 24, California Code of Regulations) Amending Title 14 of the Dinuba Municipal Code (GA)

RECOMMENDATION

Council conduct a public hearing, receive testimony, and take the following actions by one motion:

1. Introduce and waive the full reading of Ordinance No. 2025-04, amending Title 14 of the Dinuba Municipal Code, adopting by reference the 2025 California Building Standards Code and any local amendments.
2. Schedule second reading and adoption of the Ordinance for October 28, 2025.

7.2. SUBJECT

Public hearing for adoption of amendments to the Dinuba Housing Element. (KSch)

RECOMMENDATION

Council to adopt Resolution No. 2025-56 approving amendments to the draft Dinuba Housing Element.

7.3. SUBJECT

Public hearing to amend the Dinuba Zoning Ordinance to incorporate action plans of the Dinuba Housing Element (KSch)

RECOMMENDATION

City Council conduct a public hearing and vote to introduce Ordinance 2025-03, implementing action plans of the Dinuba Housing Element, and also implementing "cleanup" amendments to the Zoning Ordinance.

7.4. SUBJECT

Public Hearing Accepting South of El Monte Revitalization Study Report and Closing-Out; Project No. 21-CDBG-PL-30006(JW)

RECOMMENDATION

Staff recommends the City Council take the following actions:

1. Open the public hearing to receive comments regarding the South El Monte Neighborhood Revitalization Plan.
2. Close the public hearing after receiving public input.
3. Accept the South El Monte Neighborhood Revitalization Study Report and authorize the formal close-out of Project No. 21-CDBG-PL-30006.
4. Approve Resolution No. 2025-58

8. MAYOR/COUNCIL REPORTS

9. CITY MANAGER COMMUNICATIONS

10. CITY STAFF COMMUNICATIONS

11. ADJOURNMENT

This agenda was posted at least 72 hours prior to the regular meeting per GC Section 54954.2(a). A Citizens' Packet regarding this meeting is available at the City Clerk's Office located at City Hall, 405 East El Monte Way, Dinuba CA 93618.

In compliance with the Americans with Disabilities Act, if special assistance is needed to participate in the meeting, please contact the City Clerk's Office at 559-591-5900. Please provide at least 48 hours notification prior to the meeting to allow staff to make reasonable arrangements. (28 CFR 35.102-35.104 ADA Title II)

559.591.5900 / FAX 559.591.5902 . e-mail address: info@dinuba.ca.gov. www.dinuba.org



City Council Staff Report

Department: CITY MANAGER'S OFFICE

October 14, 2025

To: Mayor and City Council
From: Maria Alaniz, City Clerk/HR Director
By: Lupe Montejano, Billing Supervisor/Deputy City Clerk
Subject: Approval of City Council Meeting Minutes (MA)

RECOMMENDATION:

Council to review and approve the City Council meeting of September 23, 2025.

EXECUTIVE SUMMARY:

None.

OUTSTANDING ISSUES:

None.

DISCUSSION:

None.

FISCAL IMPACT:

None.

PUBLIC HEARING:

None required,

ATTACHMENTS:

1. City Council Minutes, September 23, 2025



**September 23, 2025
MINUTES**

COUNCIL MEMBERS PRESENT:

Rachel Nerio-Guerrero, Maribel Reynosa, Benjamin Prado, Kuldip Thusu, Linda Launer

COUNCIL MEMBERS ABSENT:

STAFF MEMBERS PRESENT:

Alaniz, Chastain, Iriarte, James, Lew, Montejano, Patlan, Solis, Watts

1. CLOSED SESSION - 5:30 PM

- 1.1. Conference with Labor Negotiators (MA)
Pursuant to GC Subdivision 54957.6; Agency designed representatives: Maria Alaniz; Karina Solis; Luis Patlan; Daniel James
Employee Group: Unrepresented Employees

No reportable action.

2. OPENING CEREMONIES - 6:30 PM

2.1. Welcome and Call to Order

Mayor Nerio-Guerrero called the meeting to order at 6:30 p.m.

2.2. Invocation

The Invocation was led by Chaplain Susee.

2.3. Pledge of Allegiance

The Pledge of Allegiance was led by City Attorney Lew.

3. AGENDA CHANGES OR DELETIONS

To better accommodate members of the public or convenience in the order of presentation, items on the agenda may not be presented or acted upon in the order listed. Additions to Agenda may be added only pursuant to California Government Code section 54954.2(b).

City Manager Patlan asked to hear agenda items 7.2 and 7.3 before item 7.1.

4. REQUEST TO ADDRESS COUNCIL

This portion of the meeting is reserved for any person who would like to address the Council on any item that is not on the agenda. Please be advised that State law does not allow the City Council to discuss or take any action on any issue not on

the agenda. The City Council may direct staff to follow up on such item(s). Speakers are limited to three (3) minutes. If there is any person wishing to address the City Council at this time please approach the podium and state your name and nature of the request.

Rosie Renteria approached the podium with safety concerns about the Alta and Kamm roundabout.

Pedro Maldonado approached the podium with safety concerns at the Kamm and Alta roundabout.

5. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, a member of the audience or a Council Member may request an item be removed from the Consent Calendar and it will be considered separately.

5.1. SUBJECT

Approval of City Council Meeting Minutes (MA)

RECOMMENDATION

Council to review and approve the City Council meeting of August 9, 2025, as presented.

5.2. SUBJECT

Resolution No. 2025-48 Approving the fiscal year 2024-25 Transportation Development Act Claim and Concurrence with the State Transit Assistance and State of Good Repair claims submitted by the Tulare County Regional Transit Agency (GA)

RECOMMENDATION

Council to adopt Resolution No. 2025-48 approving the submittal of a TDA claim and concurring with the submittal of a STA and SGR claim on the City's behalf.

5.3. SUBJECT

Resolution No. 2025-54 Approving the Side Letter of Agreement amending the 2025-2027 Memorandum of Understanding Between the City of Dinuba and Dinuba Firefighters' Association (MA)

RECOMMENDATION

Council to adopt Resolution No. 2025-54 approving the Side Letter of Agreement amending the 2025-2027 Memorandum of Understanding between the City of Dinuba and Dinuba Firefighters' Association.

A motion was made by Vice Mayor Prado, seconded by Council Member Launer, to approve the Consent Calendar as presented.

Ayes: Rachel Nerio-Guerrero, Maribel Reynosa, Benjamin Prado, Kuldip Thusu, Linda Launer

Absent: None

6. WARRANT REGISTER

6.1. SUBJECT

Warrant Register September 12 & 19, 2025 (KS)

RECOMMENDATION

Council to review and approve the Warrant Register as presented.

A motion was made by Council Member Reynosa, seconded by Council Member Thusu, to approve the Warrant Register as presented.

Ayes: Rachel Nerio-Guerrero, Maribel Reynosa, Benjamin Prado, Kuldip Thusu, Linda Launer

Absent: None

7. DEPARTMENT REPORTS

7.1. SUBJECT

Cancellation of City Council Meetings Scheduled on and around the November and December Holidays (MA)

RECOMMENDATION

Council to consider the cancellation of scheduled City Council meetings on or around the upcoming holidays in November and December.

City Clerk and HR Director Alaniz shared that it is customary to cancel the second meetings in November in observance of the Thanksgiving holiday and in December in observance of the Christmas holiday. Alaniz reported that this year, the first meeting in November coincides with Veterans Day, which falls on November 11, 2025, when city offices will be closed.

A motion was made by Council Member Reynosa, seconded by Council Member Launer, to cancel the November 11, 2025, meeting in observance of Veterans Day, the November 25, 2025, meeting in observance of Thanksgiving, and the December 23, 2025, meeting in observance of the Christmas holiday. If necessary, a November 18, 2025, meeting can be scheduled if needed for urgent matters.

Ayes: Rachel Nerio-Guerrero, Maribel Reynosa, Benjamin Prado, Kuldip Thusu, Linda Launer

Absent: None

7.2. SUBJECT

Award of Contract to Durham Construction Company for the Dinuba Fire Station Remodel Project (JW)

RECOMMENDATION

Council to award the contract for the Dinuba Fire Station Remodel Project to Durham Construction Company in the amount of \$440,248.00 and authorize the City Manager or designee to execute the contract documents.

City Engineer Watts reported that on September 17, 2025, a bid opening for the Dinuba Fire Station Remodel Project was held to bring the fire station to current standards. A total of three bids were received, with the lowest bid received from Durham Construction Company for \$440,248.00. Watts shared that the project will be funded by the City's Ambulance Fund.

A motion was made by Council Member Launer, seconded by Vice Mayor Prado, to award the contract for the Dinuba Fire Station Remodel Project to Durham Construction

Company for \$440,248.00 and authorize the City Manager or designee to execute the contract documents.

Ayes: Rachel Nerio-Guerrero, Maribel Reynosa, Benjamin Prado, Kuldip Thusu, Linda Launer

Absent: None

7.3. SUBJECT

Award of Contract to Bill Nelson G.E.C, Inc. for the Sewer Infrastructure Improvements Project (JW)

RECOMMENDATION

Council to award the contract for the Sewer Infrastructure Improvements Project to Bill Nelson G.E.C. Inc. in the amount of \$3,881,026.41 and authorize the City Manager or designee to execute the contract documents.

City Engineer Watts reported that on September 17, 2025, a bid opening for the Sewer Infrastructure Improvements Project was held. A total of five bids were received, with the lowest bid received from Bill Nelson G.E.C. Inc. for \$3,881,026.41. Staff is asking the Council to award the contract to Bill Nelson G.E.C. Inc. and authorize the City Manager or designee to execute the contract documents. The project will be funded through the Community Development Block Grant (CDBG) Program and Federal Earmark.

A motion was made by Council Member Reynosa, seconded by Council Member Launer, to award the contract for the Sewer Infrastructure Improvements Project to Bill Nelson G.E.C. Inc., for \$3,881,026.41 and authorize the City Manager or designee to execute the contract documents.

Ayes: Rachel Nerio-Guerrero, Maribel Reynosa, Benjamin Prado, Kuldip Thusu, Linda Launer

Absent: None

8. MAYOR/COUNCIL REPORTS

The Council shared community events and meetings they attended.

9. CITY MANAGER COMMUNICATIONS

None.

10. CITY STAFF COMMUNICATIONS

Assistant City Manager James reminded the Council about the Unity Board and gave an update on his scheduled time off.

City Attorney Lew shared that he will be attending the upcoming League Conference.

Fire Chief Chastan gave a staffing update.

Police Chief Iriarte reported his department is busy getting ready for the Raisin Day event.

City Engineer Watts gave an update on ongoing projects, including the Whitney Water Main project and logistics at Englehart and Serra Way. Watts reported that there will be various projects going out for bid soon.

City Clerk/Human Resources Director Alaniz shared that there are three vacancies for the Public Safety committee.

11. ADJOURNMENT

The meeting was adjourned at 7:08 p.m.

[MIN_SIGNATURES]



City Council Staff Report

Department: CITY MANAGER'S OFFICE

October 14, 2025

To: Mayor and City Council
From: Maria Alaniz, City Clerk/HR Director
By:
Subject: Resolution No. 2025-55 Approving the Benefit Guidelines for Administrative, Professional and Confidential Employees (MA)

RECOMMENDATION:

Council to adopt Resolution No. 2025-55 approving the Benefit Guidelines to the Administrative, Professional and Confidential employees to comply with the CalPERS reporting requirements and to reflect current practice and regulatory federal and state laws.

EXECUTIVE SUMMARY:

The City's Administrative, Professional and Confidential Benefit Guidelines have been updated to meet the CalPERS reporting requirements and regulatory federal and state laws.

OUTSTANDING ISSUES:

None.

DISCUSSION:

On September 23, 2025, the Administrative, Professional and Confidential Benefit Guidelines were last approved by the City Council. The Benefit Guidelines summarize the benefits offered to the employees of each group. It is necessary for the Benefit Guidelines to accurately reflect the employees' benefits to meet the CAIPERS reporting requirement.

The summary of changes are listed below by employee group:

Administrative Benefit Guidelines:

- COLA - 18% effective July 1, 2025
- Added Longevity Pay (10 yrs - 3%, 15 yrs - 4%, 20 yrs - 5%)
- Public Safety employees — Increase uniform allowance from \$700 to \$1,260 for

the Fire Chief and from \$1,000 to \$1,260 for the Police Chief

Professional Benefit Guidelines:

- COLA - 18% effective July 1, 2025
- Added Longevity Pay (10 yrs - 3%, 15 yrs - 4%, 20 yrs - 5%)
- Public Safety employees — Increase uniform allowance from \$700 to \$1,260 for the Battalion Chiefs and from \$1,000 to \$1,260 for the Police Lieutenants

Confidential Benefit Guidelines:

- COLA - 5% effective July 1, 2025
- COLA - 5% effective July 1, 2026
- COLA - 5% effective July 1, 2027
- Added Longevity Pay (10 yrs - 2%, 15 yrs - 4%, 20 yrs - 5%)

Staff recommends the City Council adopt Resolution No. 2025-55 enclosed herein as Attachment 'A' approving the Benefit Guidelines and authorize the City Manager to execute the agreements.

FISCAL IMPACT:

The annual cost of the agreement is approximately \$189,947 annually.

PUBLIC HEARING:

None required.

ATTACHMENTS:

1. A. Resolution No. 2025-55 Benefit Guidelines
2. Exhibit 'A' Administrative Benefit Guidelines
3. Exhibit 'B' Professional Benefit Guidelines
4. Exhibit 'C' Confidential Benefit Guidelines

RESOLUTION NO. 2024-55

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF DINUBA,
APPROVING THE AMENDMENT OF THE BENEFIT GUIDELINES FOR ADMINISTRATIVE,
PROFESSIONAL AND CONFIDENTIAL EMPLOYEES TO COMPLY WITH CALPERS REGULATIONS**

WHEREAS, the amending of the City's Benefit Guidelines for Administrative, Professional and Confidential employees, is necessary to comply with CalPERS reporting requirements and;

WHEREAS, it is intent of this Resolution to ratify these amendments to meet the qualifications of the City's public agency review and to meet all requirements of the Government Code and California Code of Regulations;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Dinuba, California, that the Benefit Guidelines for Administrative, Professional and Confidential employees as follows:

- A. Exhibit 'A' Administrative Benefit Guidelines
- B. Exhibit 'B' Professional Benefit Guidelines
- C. Exhibit 'C' Confidential Benefit Guidelines

THE FOREGOING RESOLUTION is approved and adopted by the City Council of the City of Dinuba on this 14th day of October, 2025 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Rachel Nerio-Guerrero, Mayor

ATTEST:

City Clerk

BENEFIT GUIDELINES
DINUBA CITY ADMINISTRATIVE EMPLOYEES

INDEX

Educational Assistance	11
Holidays	8
Insurance	2
Leaves with pay	9
Leaves without pay	10
Miscellaneous	13
Retirement	3
Salary	12
Sick Leave	4-6
Vacation Leave	7

INSURANCE

HEALTH INSURANCE: The City shall provide each employee a description of the current health insurance plan.

During the period 7/1/25 to 6/30/28 the City agrees to make sufficient contribution on a monthly basis towards health insurance costs to maintain the current benefit levels of the existing medical insurance coverage. Employees shall contribute \$88.07 per month for medical/prescription insurance coverage. The contribution shall increase by the CPI (Consumer Price Index, All Urban Consumers, U.S. City Average, December to December). Employee contributions may be made on a pre-taxable basis.

In the event that the City makes available alternate medical insurance plans, employees may elect to enroll into one of those plans during the open enrollment period. Employees will then be required to pay the premium, if any, that is specified at the time for that particular coverage.

DENTAL/VISION: Commencing July 1, 2006, the employee will bear the cost above \$100.00. The City shall provide each employee a description of the current dental and vision insurance plan.

TERM LIFE INSURANCE: The City shall provide term life insurance at least equal to the current policy in the amount equal to \$1,000 for every \$1,000 (or fraction) of annual salary. The City shall also provide coverage of accidental death or dismemberment benefits.

SHORT-TERM DISABILITY: The City shall provide employees with short-term disability at least equivalent to the current policy of up to 60% of employee's weekly earnings with a 60-day waiting period.

LONG-TERM DISABILITY: The City shall provide employees with long-term disability insurance at least equivalent to coverage of the current policy of up to 60% of employee's monthly earnings with a 180-calendar-day waiting period.

STATE DISABILITY INSURANCE: This group elects to participate in the State Disability Insurance (SDI) Program for disability insurance with all costs associated with the program borne solely by the employee. SDI is administered by the State of California Employment Development.

UNEMPLOYMENT INSURANCE: The City pays the cost of Unemployment Insurance to provide employees a weekly income when out of work through no fault of the employee (layoff).

INDUSTRIAL INJURY OR ILLNESS: Industrial injury or illness benefits shall be payable in situations where employee's absence is due to industrial injury or illness as provided in California Worker's Compensation Law and City policies.

RETIREE HEALTH INSURANCE/MEDICARE SUPPLEMENT: Effective January 1, 2005, employees retiring from the City with at least 15 years of continuous full-time service to the City of Dinuba shall have 75% of their City employee medical/prescription plan premium, including dependent coverage, paid by the City. See details under "Forfeiture of Sick Leave" section.

City pays 100% for retirees for the City of Dinuba's approved Medicare Supplement and RX plan. Retiree must have at least 15 years of continuous full-time service to the City and have maintained continuous coverage under the City of Dinuba's health insurance plan.

The City discontinued city-paid contributions towards Retiree Health Insurance and the Medicare Supplement/RX for full-time employees hired on or after 7/1/13. Employees hired on or after 7/1/13, upon retirement may continue insurance benefits subject to the provisions in provisions under Forfeiture of Sick Leave (a).

RETIREMENT

Employees shall be provided retirement benefits under the California Public Employees Retirement System (CALPERS).

<u>Employee Classification</u>	<u>Retirement Program</u>
Classic Miscellaneous	2% at 55 Plan
Classic Public Safety	2% at 50 Plan
New Miscellaneous	2% @ 62 Plan
New Public Safety	2% @ 57 Plan

Employee Contributions towards retirement:

Classic Miscellaneous:

Employee Paid Member Contribution	6%
-----------------------------------	----

Classic Public Safety:

Employee Paid Member Contribution	9%
Employee Cost Share of City's PERS Cost	.5%

New Miscellaneous:

Employee Paid Member Contribution	6.25%
-----------------------------------	-------

New Public Safety:

Employee Paid Member Contribution	11.5%
-----------------------------------	-------

Under Public Employees' Pension Act (PEPRA), for "new members" on or after January 1, 2013, will pay the full employee contribution, which will be one-half the normal rate as determined by CalPERS.

Specific details regarding these retirement plans are available to employees from either the Payroll or Human Resources Departments. The City shall provide each employee with a description of the retirement plan covering their classification.

SICK LEAVE

STATEMENT OF POLICY: Sick leave shall not be considered as a privilege which an employee may use at his/her own discretion, but shall be granted only for bona fide necessity as defined herein.

ELIGIBILITY OF SICK LEAVE:

- a) All regular and probationary full-time employees upon completion of 30 calendar days of continuous service shall be eligible for sick leave with pay.
- b) Employees accrue sick leave from the first day of employment and may use sick leave as it accrues, in accordance with City policy.
- c) Temporary or part-time employees shall not be eligible for sick leave with pay, under this policy. Refer to the Paid Family Leave.

ACCRUAL OF SICK LEAVE: Sick leave shall be accrued and credited biweekly from the first day of employment by all regular full-time employees who are on a pay status. Sick leave shall accrue at the rate of four (4) hours per pay period (based on 26 pay periods/year).

SICK LEAVE INCENTIVE: In addition to current accrual rates for Sick Leave, employees reaching the following anniversaries will also receive incentive hours credited to the sick leave accrual balance on July 1st of each year as follows:

<u>Years of Service</u>	<u>Incentive Hours</u>
5-9 years	16 hours
10-14 years	32 hours
15+ years	48 hours

The anniversary date must be reached in the fiscal year prior to July 1st.

ACCUMULATION OF SICK LEAVE: Sick leave may be accumulated by all full-time employees for an unlimited number of days.

HOLIDAYS WITHIN SICK LEAVE: Observed holidays occurring during sick leave shall not be counted as a day of sick leave.

DEPLETION OF SICK LEAVE: If the employee is unable to return to work at the end of this period, he/she must request further medical leave which will be subject to approval by the City Manager. If further leave is granted, the employee must notify the City of his/her intent to return to work every 30 days. If further leave is not granted, the employee's service with the City shall be considered terminated. Refer to Leave of Absence without Pay.

Disability retirement from City service shall be subject to the terms and conditions of the City's retirement system.

FORFEITURE OF SICK LEAVE: Employees leaving City service shall forfeit all accumulated sick leave except:

- a) Upon retirement, an employee may choose to be paid for up to 60 days of accumulated sick leave at employee's rate of pay at retirement; or to cash in total sick leave accumulation at employee's rate of pay at retirement and put the money in trust with the City to be used to pay medical and dental insurance and Administrative Employees' life insurance premiums (at City's rate) until retiree becomes entitled to Medicare or to be paid for up to 30 days of accumulated sick leave at employee's rate of pay at retirement and place the remainder in trust. If amount is exceeded before entitlement to Medicare, retiree has the option of paying the premiums to the City for insurance coverage or dropping coverage. If money in the employee's trust account is not depleted prior to entitlement to Medicare, the money shall be removed from the trust account and revert back to City use.
- b) When separating because of disability, the termination date shall be the date of exhaustion of sick leave.
- c) An employee with a minimum of five years of continuous service shall be entitled to 50% of up to 60 days of accumulated sick leave with a maximum of 30 paid days at employee's current rate of pay.

ILLNESS WHILE ON VACATION: An employee who becomes ill while on vacation may have such period of illness charged to his/her accumulated sick leave instead of to vacation provided that:

- a) Immediately upon return to duty, the employee submits to the City Manager a written request for sick leave and a written statement signed by the employee's physician stating the nature and dates of the illness;
- b) The Personnel Officer/City Manager approves the granting of such leave.

DEDUCTION OF SICK LEAVE: Sick leave shall be deducted at the rate of one hour sick leave for each hour absent; less than one hour used will be charged as one full hour. After one full hour off, time in less than one-half hour increments will be charged to the last full hour; time in more than one-half hour increments will be charged to the next hour.

MEDICAL CERTIFICATION: A physician's certificate will be required after being absent five work-days. A physician's certificate may be required regardless of length of absence at the request of the City Manager.

USAGE OF SICK LEAVE: Sick leave may be used as needed and approved, to the point of depletion, at which time the employee will no longer receive pay for sick leave. Sick leave may be taken for:

- a) The employee's own diagnosis, care, or treatment of an existing health condition or preventive care
- b) The diagnoses, care or treatment of an existing health condition or preventive care for an employee's family member including:
 - Child (including a biological, adopted, or foster care child, stepchild, legal ward, or a child to whom the employee stands in loco parentis.)
 - Spouse or Registered Domestic Partner
 - Parent (including biological, adopted, or foster parent, stepparent, or legal guardian of an employee or the employee's spouse or register domestic partner, or a person who stood in loco parentis when the employee was a minor child.)
 - Grandparent

USAGE OF SICK LEAVE: (con't)

- Grandchild
 - Sibling.
- c) To obtain relief or services related to being a victim of domestic violence, sexual assault, or stalking;
- d) Death of a member of employee's family listed above, or close relative (leaves should not exceed five working-days for any one death).

VACATION LEAVE

VACATION ACCRUAL: Each full-time regular and probationary employee shall accrue and have vested vacation leave with pay as follows:

1-2 years of service	3.08 hours biweekly	10 days/year
3-6 years of service	4.62 hours biweekly	15 days/year
7+ years of service	6.15 hours biweekly	20 days/year

Vacation time accrues from the date of hire at biweekly rates consistent with the above schedule.

USE OF VACATION: Vacation time may be taken in increments of one-hour when approved by the City Manager.

SCHEDULING OF VACATION: Vacation scheduling shall be done departmental with regard to the employee's desires and needs. However, vacations shall be scheduled and approved by the City Manager so as to not interfere seriously with or impair departmental efficiency. Seniority will be considered should there be a conflict of dates within the City.

HOLIDAYS WITHIN VACATION LEAVE: If a holiday falls within a scheduled vacation period, vacation hours will not be charged against employee.

ILLNESS WITHIN VACATION LEAVE: Employees who become ill or injured during annual vacation leave may have such periods of illness charged to his/her accumulated sick leave instead of vacation provided the requirements are met as stated in the "Sick Leave" rule.

MAXIMUM ACCRUAL OF VACATION: Vacation time may not exceed an accumulated amount of 240 hours.

VACATION & LEAVES OF ABSENCE: No personal leave of absence without pay for more than one day shall be granted as long as the employee has accumulated vacation.

PAYMENT FOR VACATION LEAVE UPON SEPARATION: Employees who terminate or retire shall be paid for any accrued vacation at the employee's current rate of pay.

VACATION BUY-BACK: On a fiscal year basis, July through June, employees may cash out actual vacation leave time provided the following conditions are met:

- a) Accumulated vacation time shall be in excess of 160 hours;
- b) Cash-out shall be at a ratio of one week vacation (five consecutive working days) per one week vacation cash-out, up to a maximum of two weeks per year;
- c) Requests for vacation cash-out shall be approved by the City Manager no later than two weeks before the start of the vacation leave; forwarded to the payroll no later than two weeks before the start of the approved vacation leave.

HOLIDAYS

The following holidays are to be recognized by the City:

- a) Independence Day (July 4)
- b) Labor Day (First Monday in September)
- c) Veteran's Day (November 11)
- d) Thanksgiving Day (Fourth Thursday in November)
- e) Day after Thanksgiving
- f) Christmas Eve
- g) Christmas Day
- h) New Year's Day
- i) Martin Luther King (Third Monday in January)
- j) President's day (Third Monday in February)
- k) Memorial Day (Last Monday in May)
- l) Two floating holidays to be accrued on July 1 and used before June 30 of the following year.

If any of the foregoing holidays fall on a Saturday, the preceding Friday shall be observed as a holiday. If any of the foregoing holidays fall on a Sunday, the Monday following shall be observed as a holiday.

To earn holiday pay, an employee must be on paid status the work day before and after the holiday.

Employees may choose to take floating holidays at any time during the fiscal year subject to City Manager approval. These holidays do not accumulate beyond a fiscal year and must be taken as actual time off.

Employees hired after July 1st shall receive credit for floating holidays on a pro-rated basis.

LEAVES WITH PAY

All employees shall be granted leaves of absence with pay for the following:

Jury Duty: Employees required to report for jury duty shall be granted a leave of absence with pay from their assigned duties until released by the court, provided the employee remits to the City all fees received for such duties other than employee's expenses and mileage within 30 calendar days from termination of the jury service.

Subpoenas: Employees who are subpoenaed to appear as witness in behalf of the City shall be granted leaves of absence with pay from their assigned duties until released. The employee shall remit all fees received for such appearances to the City within 30 calendar days from the termination of his/her service (employee's expenses and mileage are not considered fees).

Court Appearances: Employees who must appear in court resulting from their official duties shall be granted leaves of absence with pay from their assigned duties until released by the court.

Military: Refer to the Military Leave Policy #96-05.

Administrative Leave: At the beginning of each fiscal year, administrative employees shall be granted eleven (11) days of administrative leave to be used when the employee's work schedule permits. Administrative employees must have prior approval of the City Manager. There will be no accumulation of administrative leave beyond the fiscal year in which it was granted and there shall be no pay off for administrative leave not taken should employee separate from City service. Employees entering City service after July 1st shall be granted administrative leave on a pro-rated basis.

Administrative Leave Cash-Out Provision: Exempt employees may cash-out up to three days (24 hours) of administrative leave in a fiscal year provided the following conditions are met:

- a) At least 40 hours (5 days) of administrative leave shall be taken prior to or concurrent with requesting cash-out.
- b) No more than 24 hours of administrative leave cash-out shall be taken per fiscal year.
- c) Only one cash-out request shall be made per fiscal year.
- d) Requests shall be submitted to the City Manager no later than March 15th.
- e) Approved requests shall be forwarded to payroll no later than two weeks prior to the effective date of the cash-out.

LEAVES OF ABSENCE WITHOUT PAY

Leaves of absence without pay may be granted in case of emergency or need, or where such absence would not be contrary to the best interests of the City. Such leaves should be regarded as a privilege and not a right. There should also be the expectation that the employee will return to City employment at the expiration of such leave. For leaves that qualify for protected leave status (Family Medical Leave Act (FMLA), California Family Rights Act (CFRA), Pregnancy Disability Leave (PDL), etc.), employees must exhaust all available accrued leave before requesting leave without pay.

PROCEDURE TO REQUEST LEAVE OF ABSENCE:

- 1) Employee shall submit a written request for leave to the City Manager;
- 2) Requested leaves of less than 30 working-days may be approved in writing by the City Manager; requested leaves of 30 or more working-days must have City Manager's approval and in no case shall an unpaid leave of absence exceed six (6) months.

LEAVE OF ABSENCE LESS THAN 30 WORKING-DAYS: When a leave of absence is less than 30 working-days, there is no adjustment to employee's benefits, seniority or anniversary date.

LEAVE OF ABSENCE 30 WORKING-DAYS OR MORE: An employee on a leave of absence of 30 or more working-days:

- 1) ceases to accrue sick leave and vacation time on the 30th day;
- 2) loses all insurance benefits beginning on the first day of the next month after the month in which the 30th day falls. The employee may keep the policy in force by paying the City for the cost of the insurance premium;
- 3) shall have his/her seniority status adjusted to allow for the time over 30 days spent on leave;
- 4) shall have his/her anniversary date set back by the number of days spent on leave from the 30th day;
- 5) shall not have such leave considered as a "break in service" in regard to continuous service for pay off of sick leave upon separation from City service;
- 6) in no case shall a leave of absence exceed six (6) calendar months.

RETURNING TO WORK AFTER LEAVE OF ABSENCE: Upon expiration of a regularly approved leave or within a reasonable period of time after notice to return to duty, the employee shall be reinstated in the position held at the time leave was granted. Failure on the part of an employee on leave to report promptly at its expiration or within five (5) working-days after notice to return to duty shall be cause for discharge. The depositing in the United States mail of a first class letter, postage paid, addressed to the employee's last known place of address shall be reasonable notice of termination.

EDUCATIONAL ASSISTANCE

A voluntary vocational training program is available to all employees and is designed to give employees incentive to improve skills within the job classification held and to improve work performance. Regular full-time employees are eligible for class(es) or course(s) that are work related and/or working towards a degree from an accredited school.

TUITION REIMBURSEMENT: Prior to registration of course(s), the class(es) must be approved in writing by the City Manager or designee (City Manager requires approval of the City Council) to qualify for this benefit.

The City will issue the allowance in two (2) payments; 1st payment at the time of registration and the 2nd payment after proof of satisfactory completion of course(s) from an accredited school. The 1st payment may be requested in the amount of \$60.00 or the estimated expenses of tuition and books, whichever is less, and must be approved by the City Manager or designee. The advancement will be paid back by employee or deducted through a payroll deduction set by the City if for some reason the employee is unable to attend the classes or if canceled. An expense report will be turned in along with receipts to justify actual expenses to a maximum amount of \$1,000/fiscal year.

Classes required by the City shall be paid for by the City.

SALARY

SALARY ADJUSTMENT:

- Effective the first full pay period following July 1, 2025 – 18% general wage increase.

(Cost of Living Adjustment based on Consumer Price Index, All Urban Consumers, U.S. City Average, December to December)

DEFERRED COMPENSATION: The City shall contribute the following amounts per pay period pay toward deferred compensation.

1-4 years of service	\$108.15 per pay period
5-10 years of service	3.5% of base salary
11+ years of service	4.5% of base salary

LONGEVITY PAY: In recognition of dedicated service to the City of Dinuba, the City of Dinuba shall provide longevity pay to eligible employees according to the following schedule:

- Beginning in the 11th year of service (upon completion of ten (10) full years), employees shall receive 2% base wage increase.
- Beginning in the 16th year of service (upon completion of fifteen (15) full years), employees shall receive a total of 4% base wage increase.
- Beginning in the 21st year of service (upon completion of twenty (20) full years), employees shall receive a total of a 5% base wage increase.

Longevity pay is intended to recognize continued full-time service and the employee's commitment to the City. As such, years of service shall only include full-time years of continuous service, including the City's current personnel rules regarding reinstatement. These amounts are not cumulative; employees receive the total amount corresponding to their current tier of service.

OUT OF CLASSIFICATION (Acting Pay): Employees shall receive five (5%) percent out-of-class for performing the majority of their assigned duties at levels significantly above their current job classification for a period exceeding thirty (30) calendar days.

MISCELLANEOUS

AMBULANCE SERVICE: City to accept insurance consignment as payment in full for ambulance services rendered for all full-time employees, their dependents (dependents as specified in insurance coverage), and retirees covered under the City's medical plan.

COMMUNITY INVOLVEMENT: The City encourages administrative employees to become involved in local community affairs. The City will make a reasonable amount of time available for this type of involvement if in the opinion of the City Manager this involvement is beneficial to the City and the employee.

EMPLOYEE ASSISTANCE PROGRAM (EAP): The EAP is extended as a benefit to all employees and their immediate families. EAP assessment and referral sessions and counseling provided by the EAP office are limited to the current policy. Services not provided by the EAP office or EAP counseling provided beyond the current policy are at the expense of the employee.

LICENSES & CERTIFICATES: Licenses and certificates required by the City shall be paid for by the City.

NOTARY SERVICE: Employees are granted free notary service; this service is provided at City Hall and at various City departments.

SEVERANCE PAY: As stated in the individual employee's agreement.

UNIFORMS: Administrative employees who are public safety employees shall be reimbursed for uniform purchases in amounts not exceeding \$1,260/year for Fire Chief and Police Chief. To be eligible for this benefit employee must wear uniform 50% of the time.

VEHICLE ALLOWANCE/CITY VEHICLES: Unless stated otherwise in the individual employee's agreement, Administrative employees receive \$121.46 per pay period for 26 pay periods. Administrative employees that are assigned a city-provided vehicle are not eligible for vehicle allowances.

WELLFITNESS INCENTIVE: Employees who successfully complete the Safety Cash Value Reimbursement Program will receive a maximum of \$350 for full-time employees and \$200 for part-time employees to be payable in December. This program is designed to promote employees' overall health and well-being by completing an annual physical, dental exam, vision exam, certifying the non-use of a tobacco substance, attending designed city trainings and by receiving a city provided flu shot. Refer to the Safety Cash Value Reimbursement Policy.

BENEFIT GUIDELINES

DINUBA CITY PROFESSIONAL EMPLOYEES

INDEX

Educational Assistance	11
Holidays	8
Insurance	2
Leaves with pay	9
Leaves without pay	10
Miscellaneous	13
Retirement	3
Salary	12
Sick Leave	4-6
Vacation Leave	7

INSURANCE

HEALTH INSURANCE: The City shall provide each employee a description of the current health insurance plan.

During the period 7/1/25 to 6/30/28 the City agrees to make sufficient contribution on a monthly basis towards health insurance costs to maintain the current benefit levels of the existing medical insurance coverage. Employees shall contribute \$88.07 per month for medical/prescription insurance coverage. The contribution shall increase by the CPI (Consumer Price Index, All Urban Consumers, U.S. City Average, December to December). Employee contributions may be made on a pre-taxable basis.

In the event that the City makes available alternate medical insurance plans, employees may elect to enroll into one of those plans during the open enrollment period. Employees will then be required to pay the premium, if any, that is specified at the time for that particular coverage.

DENTAL/VISION: Commencing July 1, 2006, the employee will bear the cost above \$100.00. The City shall provide each employee a description of the current dental and vision insurance plan.

TERM LIFE INSURANCE: The City shall provide term life insurance at least equal to the current policy in the amount equal to \$1,000 for every \$1,000 (or fraction) of annual salary. The City shall also provide coverage of accidental death or dismemberment benefits.

SHORT-TERM DISABILITY: The City shall provide employees with short-term disability at least equivalent to the current policy of up to 60% of employee's weekly earnings with a 60-day waiting period.

LONG-TERM DISABILITY: The City shall provide employees with long-term disability insurance at least equivalent to coverage of the current policy of up to 60% of employee's monthly earnings with a 180-calendar-day waiting period.

STATE DISABILITY INSURANCE: This group elects to participate in the State Disability Insurance (SDI) Program for disability insurance with all costs associated with the program borne solely by the employee. SDI is administered by the State of California Employment Development.

UNEMPLOYMENT INSURANCE: The City pays the cost of Unemployment Insurance to provide employees a weekly income when out of work through no fault of the employee (layoff).

INDUSTRIAL INJURY OR ILLNESS: Industrial injury or illness benefits shall be payable in situations where employee's absence is due to industrial injury or illness as provided in California Worker's Compensation Law and City policies.

RETIREE HEALTH INSURANCE/MEDICARE SUPPLEMENT: Effective January 1, 2005, employees retiring from the City with at least 15 years of continuous full-time service to the City of Dinuba shall have 75% of their City employee medical/prescription plan premium, including dependent coverage, paid by the City. See details under "Forfeiture of Sick Leave" section.

City pays 100% for retirees for the City of Dinuba's approved Medicare Supplement and RX plan. Retiree must have at least 15 years of continuous full-time service to the City and have maintained continuous coverage under the City of Dinuba's health insurance plan.

The City discontinued city-paid contributions towards Retiree Health Insurance and the Medicare Supplement/RX for full-time employees hired on or after 7/1/13. Employees hired on or after 7/1/13, upon retirement may continue insurance benefits subject to the provisions in provisions under Forfeiture of Sick Leave (a).

RETIREMENT

Employees shall be provided retirement benefits under the California Public Employees Retirement System (CALPERS).

<u>Employee Classification</u>	<u>Retirement Program</u>
Classic Miscellaneous	2% at 55 Plan
Classic Public Safety	2% at 50 Plan
New Miscellaneous	2% @ 62 Plan
New Public Safety	2% @ 57 Plan

Employee Contributions towards retirement:

Classic Miscellaneous:

Employee Paid Member Contribution	6%
-----------------------------------	----

Classic Public Safety:

Employee Paid Member Contribution	9%
Employee Cost Share of City's PERS Cost	.5%

New Miscellaneous:

Employee Paid Member Contribution	6.25%
-----------------------------------	-------

New Public Safety:

Employee Paid Member Contribution	11.5%
-----------------------------------	-------

Under Public Employees' Pension Act (PEPRA), for "new members" on or after January 1, 2013, will pay the full employee contribution, which will be one-half the normal rate as determined by CalPERS.

Specific details regarding these retirement plans are available to employees from either the Payroll or Human Resources Departments. The City shall provide each employee with a description of the retirement plan covering their classification.

SICK LEAVE

STATEMENT OF POLICY: Sick leave shall not be considered as a privilege which an employee may use at his/her own discretion, but shall be granted only for bona fide necessity as defined herein.

ELIGIBILITY OF SICK LEAVE:

- a) All regular and probationary full-time employees upon completion of 30 calendar days of continuous service shall be eligible for sick leave with pay.
- b) Employees accrue sick leave from the first day of employment and may use sick leave as it accrues, in accordance with City policy.
- c) Temporary or part-time employees shall not be eligible for sick leave with pay, under this policy. Refer to the Paid Family Leave.

ACCRUAL OF SICK LEAVE: Sick leave shall be accrued and credited biweekly from the first day of employment by all regular full-time employees who are on a pay status. Sick leave shall accrue at the rate of four (4) hours per pay period (based on 26 pay periods/year).

SICK LEAVE INCENTIVE: In addition to current accrual rates for Sick Leave, employees reaching the following anniversaries will also receive incentive hours credited to the sick leave accrual balance on July 1st of each year as follows:

<u>Years of Service</u>	<u>Incentive Hours</u>
5-9 years	16 hours
10-14 years	32 hours
15+ years	48 hours

The anniversary date must be reached in the fiscal year prior to July 1st.

ACCUMULATION OF SICK LEAVE: Sick leave may be accumulated by all full-time employees for an unlimited number of days.

HOLIDAYS WITHIN SICK LEAVE: Observed holidays occurring during sick leave shall not be counted as a day of sick leave.

DEPLETION OF SICK LEAVE: If the employee is unable to return to work at the end of this period, he/she must request further medical leave which will be subject to approval by the City Manager. If further leave is granted, the employee must notify the City of his/her intent to return to work every 30 days. If further leave is not granted, the employee's service with the City shall be considered terminated. Refer to Leave of Absence without Pay.

Disability retirement from City service shall be subject to the terms and conditions of the City's retirement system.

FORFEITURE OF SICK LEAVE: Employees leaving City service shall forfeit all accumulated sick leave except:

FORFEITURE OF SICK LEAVE: (con't)

- a) Upon retirement, an employee may choose to be paid for up to 60 days of accumulated sick leave at employee's rate of pay at retirement; or to cash in total sick leave accumulation at employee's rate of pay at retirement and put the money in trust with the City to be used to pay medical and dental insurance premiums (at City's rate) until retiree becomes entitled to Medicare or to be paid for up to 30 days of accumulated sick leave at employee's rate of pay at retirement and place the remainder in trust. If amount is exceeded before entitlement to Medicare, retiree has the option of paying the premiums to the City for insurance coverage or dropping coverage. If money in the employee's trust account is not depleted prior to entitlement to Medicare, the money shall be removed from the trust account and revert back to City use.
- b) When separating because of disability, the termination date shall be the date of exhaustion of sick leave.
- c) An employee with a minimum of five years of continuous service shall be entitled to 50% of up to 60 days of accumulated sick leave with a maximum of 30 paid days at employee's current rate of pay.

ILLNESS WHILE ON VACATION: An employee who becomes ill while on vacation may have such period of illness charged to his/her accumulated sick leave instead of to vacation provided that:

- a) Immediately upon return to duty, the employee submits to the City Manager a written request for sick leave and a written statement signed by the employee's physician stating the nature and dates of the illness;
- b) The Personnel Officer/City Manager approves the granting of such leave.

DEDUCTION OF SICK LEAVE: Sick leave shall be deducted at the rate of one hour sick leave for each hour absent; less than one hour used will be charged as one full hour. After one full hour off, time in less than one-half hour increments will be charged to the last full hour; time in more than one-half hour increments will be charged to the next hour.

MEDICAL CERTIFICATION: A physician's certificate will be required after being absent five work-days. A physician's certificate may be required regardless of length of absence at the request of the City Manager.

USAGE OF SICK LEAVE: Sick leave may be used as needed and approved, to the point of depletion, at which time the employee will no longer receive pay for sick leave. Sick leave may be taken for:

- a) The employee's own diagnosis, care, or treatment of an existing health condition or preventive care
- b) The diagnoses, care or treatment of an existing health condition or preventive care for an employee's family member including:
 - Child (including a biological, adopted, or foster care child, stepchild, legal ward, or a child to whom the employee stands in loco parentis.)
 - Spouse or Registered Domestic Partner

USAGE OF SICK LEAVE: (con't)

- Parent (including biological, adopted, or foster parent, stepparent, or legal guardian of an employee or the employee's spouse or register domestic partner, or a person who stood in loco parentis when the employee was a minor child.)
 - Grandparent
 - Grandchild
 - Sibling.
- c) To obtain relief or services related to being a victim of domestic violence, sexual assault, or stalking;
- d) Death of a member of employee's family listed above, or close relative (leaves should not exceed five working-days for any one death).

VACATION LEAVE

VACATION ACCRUAL: Each full-time regular and probationary employee shall accrue and have vested vacation leave with pay as follows:

1-5 years of service	3.08 hours biweekly	10 days/year
6-10 years of service	4.62 hours biweekly	15 days/year
11-15 years of service	5.23 hours biweekly	17 days/year
16+ years of service	6.15 hours biweekly	20 days/year

Vacation time accrues from the date of hire at biweekly rates consistent with the above schedule.

USE OF VACATION: Vacation time may be taken in increments of one-hour when approved by the City Manager.

SCHEDULING OF VACATION: Vacation scheduling shall be done departmental with regard to the employee's desires and needs. However, vacations shall be scheduled and approved by the City Manager so as to not interfere seriously with or impair departmental efficiency. Seniority will be considered should there be a conflict of dates within the City.

HOLIDAYS WITHIN VACATION LEAVE: If a holiday falls within a scheduled vacation period, vacation hours will not be charged against employee.

ILLNESS WITHIN VACATION LEAVE: Employees who become ill or injured during annual vacation leave may have such periods of illness charged to his/her accumulated sick leave instead of vacation provided the requirements are met as stated in the "Sick Leave" rule.

MAXIMUM ACCRUAL OF VACATION: Vacation time shall may not exceed an accumulated amount of 240 hours.

VACATION & LEAVES OF ABSENCE: No personal leave of absence without pay for more than one day shall be granted as long as the employee has accumulated vacation.

PAYMENT FOR VACATION LEAVE UPON SEPARATION: Employees who terminate or retire shall be paid for any accrued vacation at the employee's current rate of pay.

VACATION BUY-BACK: On a fiscal year basis, July through June, employees may cash out actual vacation leave time provided the following conditions are met:

- a) Accumulated vacation time shall be in excess of 160 hours;
- b) Cash-out shall be at a ratio of one week vacation (five consecutive working days) per one week vacation cash-out, up to a maximum of two weeks per year;
- c) Requests for vacation cash-out shall be approved by the City Manager no later than two weeks before the start of the vacation leave; forwarded to the payroll no later than two weeks before the start of the approved vacation leave.

HOLIDAYS

The following holidays are to be recognized by the City:

- a) Independence Day (July 4)
- b) Labor Day (First Monday in September)
- c) Veteran's Day (November 11)
- d) Thanksgiving Day (Fourth Thursday in November)
- e) Day after Thanksgiving
- f) Christmas Eve
- g) Christmas Day
- h) New Year's Day
- i) Martin Luther King (Third Monday in January)
- j) President's day (Third Monday in February)
- k) Memorial Day (Last Monday in Ma
- l) Two floating holidays to be accrued on July 1 and used before June 30 of the following year.

If any of the foregoing holidays fall on a Saturday, the preceding Friday shall be observed as a holiday. If any of the foregoing holidays fall on a Sunday, the Monday following shall be observed as a holiday.

To earn holiday pay, an employee must be on paid status the work day before and after the holiday.

Employees may choose to take floating holidays at any time during the fiscal year subject to City Manager approval. These holidays do not accumulate beyond a fiscal year and must be taken as actual time off.

Employees hired after July 1st shall receive credit for floating holidays on a pro-rated basis.

LEAVES WITH PAY

All employees shall be granted leaves of absence with pay for the following:

Jury Duty: Employees required to report for jury duty shall be granted a leave of absence with pay from their assigned duties until released by the court, provided the employee remits to the City all fees received for such duties other than employee's expenses and mileage within 30 calendar days from termination of the jury service.

Subpoenas: Employees who are subpoenaed to appear as witness in behalf of the City shall be granted leaves of absence with pay from their assigned duties until released. The employee shall remit all fees received for such appearances to the City within 30 calendar days from the termination of his/her service (employee's expenses and mileage are not considered fees).

Court Appearances: Employees who must appear in court resulting from their official duties shall be granted leaves of absence with pay from their assigned duties until released by the court.

Military: Refer to the Military Leave Policy #96-05.

Administrative Leave: At the beginning of each fiscal year, administrative employees shall be granted nine (9) days of administrative leave to be used when the employee's work schedule permits and with prior approval of the City Manager. There will be no accumulation of administrative leave beyond the fiscal year in which it was granted and there shall be no pay off for administrative leave not taken should employee separate from City service. Employees entering City service after July 1st shall be granted administrative leave on a pro-rated basis.

Administrative Leave Cash-Out Provision: Exempt employees may cash-out up to three days (24 hours) of administrative leave in a fiscal year provided the following conditions are met:

- a) At least 40 hours (5 days) of administrative leave shall be taken prior to or concurrent with requesting cash-out.
- b) No more than 24 hours of administrative leave cash-out shall be taken per fiscal year.
- c) Only one cash-out request shall be made per fiscal year.
- d) Requests shall be submitted to the City Manager no later than March 15th.
- e) Approved requests shall be forwarded to payroll no later than two weeks prior to the effective date of the cash-out.

LEAVES OF ABSENCE WITHOUT PAY

Leaves of absence without pay may be granted in case of emergency or need, or where such absence would not be contrary to the best interests of the City. Such leaves should be regarded as a privilege and not a right. There should also be the expectation that the employee will return to City employment at the expiration of such leave. For leaves that qualify for protected leave status (Family Medical Leave Act (FMLA), California Family Rights Act (CFRA), Pregnancy Disability Leave (PDL), etc.), employees must exhaust all available accrued leave before requesting leave without pay.

PROCEDURE TO REQUEST LEAVE OF ABSENCE:

- 1) Employee shall submit a written request for leave to the City Manager;
- 2) Requested leaves of less than 30 working-days may be approved in writing by the City Manager; requested leaves of 30 or more working-days must have City Manager's approval and in no case shall an unpaid leave of absence exceed six (6) months.

LEAVE OF ABSENCE LESS THAN 30 WORKING-DAYS: When a leave of absence is less than 30 working-days, there is no adjustment to employee's benefits, seniority or anniversary date.

LEAVE OF ABSENCE 30 WORKING-DAYS OR MORE: An employee on a leave of absence of 30 or more working-days:

- 1) ceases to accrue sick leave and vacation time on the 30th day;
- 2) loses all insurance benefits beginning on the first day of the next month after the month in which the 30th day falls. The employee may keep the policy in force by paying the City for the cost of the insurance premium;
- 3) shall have his/her seniority status adjusted to allow for the time over 30 days spent on leave;
- 4) shall have his/her anniversary date set back by the number of days spent on leave from the 30th day;
- 5) shall not have such leave considered as a "break in service" in regard to continuous service for pay off of sick leave upon separation from City service;
- 6) in no case shall a leave of absence exceed six (6) calendar months.

RETURNING TO WORK AFTER LEAVE OF ABSENCE: Upon expiration of a regularly approved leave or within a reasonable period of time after notice to return to duty, the employee shall be reinstated in the position held at the time leave was granted. Failure on the part of an employee on leave to report promptly at its expiration or within five (5) working-days after notice to return to duty shall be cause for discharge. The depositing in the United States mail of a first class letter, postage paid, addressed to the employee's last known place of address shall be reasonable notice of termination.

EDUCATIONAL ASSISTANCE

A voluntary vocational training program is available to all employees and is designed to give employees incentive to improve skills within the job classification held and to improve work performance. Regular full-time employees are eligible for class(es) or course(s) that are work related and/or working towards a degree from an accredited school.

TUITION REIMBURSEMENT: Prior to registration of course(s), the class(es) must be approved in writing by the City Manager or designee (City Manager requires approval of the City Council) to qualify for this benefit.

The City will issue the allowance in two (2) payments; 1st payment at the time of registration and the 2nd payment after proof of satisfactory completion of course(s) from an accredited school. The 1st payment may be requested in the amount of \$60.00 or the estimated expenses of tuition and books, whichever is less, and must be approved by the City Manager or designee. The advancement will be paid back by employee or deducted through a payroll deduction set by the City if for some reason the employee is unable to attend the classes or if canceled. An expense report will be turned in along with receipts to justify actual expenses to a maximum amount of \$1,000/fiscal year.

Classes required by the City shall be paid for by the City.

SALARY

SALARY ADJUSTMENT:

- Effective the first full pay period following July 1, 2025 – 18% general wage increase.

(Cost of Living Adjustment based on Consumer Price Index, All Urban Consumers, U.S. City Average, December to December)

BILINGUAL PAY: The City will compensate designated non-probationary non-safety positions \$100.00 per month for employees successful through a Bilingual (English/Spanish) proficiency examination as administered by the City. The Bilingual examination shall be conducted in December of each year and the effective date of the pay shall be the subsequent January 1st. Candidates canceling or failing to appear to the testing appointment shall be allowed to test during the next annual testing period.

Bilingual pay shall only be paid to those positions that are required by the department to use English/Spanish in communicating with the general public while performing the duties of their position. Human Resources will designate the positions that will be eligible for the bilingual pay with the approval of the Department Director.

DEFERRED COMPENSATION: The City shall contribute the following amounts per pay period pay toward deferred compensation.

1-4 years of service	\$53.80 per pay period
5-10 years of service	3.5% of base salary
11+ years of service	4.5% of base salary

LONGEVITY PAY: In recognition of dedicated service to the City of Dinuba, the City of Dinuba shall provide longevity pay to eligible employees according to the following schedule:

- Beginning in the 11th year of service (upon completion of ten (10) full years), employees shall receive 2% base wage increase.
- Beginning in the 16th year of service (upon completion of fifteen (15) full years), employees shall receive a total of 4% base wage increase.
- Beginning in the 21st year of service (upon completion of twenty (20) full years), employees shall receive a total of a 5% base wage increase.

Longevity pay is intended to recognize continued full-time service and the employee's commitment to the City. As such, years of service shall only include full-time years of continuous service, including the City's current personnel rules regarding reinstatement. These amounts are not cumulative; employees receive the total amount corresponding to their current tier of service.

OUT OF CLASSIFICATION (Acting Pay): Employees shall receive five (5%) percent out-of-class for performing the majority of their assigned duties at levels significantly above their current job classification for a period exceeding thirty (30) calendar days.

INCENTIVES: The City shall pay incentives to non-probationary safety professional employees in the following amounts and subject to the provisions of the paragraph:

- Educational Degree Incentive Pay (2% for AA/AS, 4% for BA/BS, not to exceed 4%) The department shall certify to Human Resource on the Personnel Action Notice form those employees that are eligible for educational degree pay. The effective date of the pay shall be the date the department receives and approves documentation of said degree.
- Bi-lingual Pay (3%) Employees successful through a bi-lingual (English/Spanish) proficiency examination as administered by the City. Testing shall be conducted once per year as designated by the City. The effective date of the pay shall be the subsequent January 1st. Candidates canceling or failing to appear to the testing appointment shall be allowed to test during the next annual testing period.
- Police Certificate Incentive Pay (2% for Intermediate POST Certificate, 4% for Advanced Certificate, not to exceed 4%) **POST CERTIFICATION REQUIREMENTS WILL BE USED.** The Police Department shall certify to the Human Resource on the Personnel Action Notice form those employees that are eligible for certification pay. The effective date of the pay shall be the date the department receives and approves documentation of said certification.
- Fire Certificate Incentive Pay (2% for Fire Instructor or Firefighter Investigator, 4% for State Fire Marshal Fire Control 3A Senior Instructor, not to exceed 4%) **CERTIFICATION REQUIREMENTS WILL BE USED.** The Fire Department shall certify to the Human Resource on the Personnel Action Notice form those employees that are eligible for certification pay. The effective date of the pay shall be the date the department receives and approves documentation of said certification.

In no event, shall any employee of the professional group receive more than 5% of salary for total aggregate incentive pay

MISCELLANEOUS

AMBULANCE SERVICE: City to accept insurance consignment as payment in full for ambulance services rendered for all full-time employees, their dependents (dependents as specified in insurance coverage), and retirees covered under the City's medical plan.

COMMUNITY INVOLVEMENT: The City encourages administrative employees to become involved in local community affairs. The City will make a reasonable amount of time available for this type of involvement if in the opinion of the City Manager this involvement is beneficial to the City and the employee.

EMPLOYEE ASSISTANCE PROGRAM (EAP): The EAP is extended as a benefit to all employees and their immediate families. EAP assessment and referral sessions and counseling provided by the EAP office are limited to the current policy. Services not provided by the EAP office or EAP counseling provided beyond the current policy are at the expense of the employee.

LICENSES & CERTIFICATES: Licenses and certificates required by the City shall be paid for by the City.

NOTARY SERVICE: Employees are granted free notary service; this service is provided at City Hall and at various City departments.

SEVERANCE PAY: As stated in the individual employee's agreement.

UNIFORMS: Professional employees who are public safety employees shall be reimbursed for uniform purchases in amounts not exceeding \$1,260/year for Battalion Fire Chief and Police Lieutenant. Said Uniform Allowance is for the maintenance and replacement of the uniform. The Allowance shall be paid twice a year, in July and January based on a fiscal year. The Allowance is paid in advance; employees leaving employment before the end of the six-month advancement period shall reimburse the City on a pro-rated basis; the reimbursement shall be deducted from employee's last paycheck.

WELLFITNESS INCENTIVE: Employees who successfully complete the Safety Cash Value Reimbursement Program will receive a maximum of \$350 for full-time employees and \$200 for part-time employees to be payable in December. This program is designed to promote employees' overall health and well-being by completing an annual physical, dental exam, vision exam, certifying the non-use of a tobacco substance, attending designed city trainings and by receiving a city provided flu shot. Refer to the Safety Cash Value Reimbursement Policy.

BENEFIT GUIDELINES
DINUBA CITY CONFIDENTIAL EMPLOYEES

INDEX

Educational Assistance	11
Holidays	8
Insurance	2
Leaves with pay	9
Leaves without pay	10
Miscellaneous	14
Overtime	12
Retirement	3
Salary	13
Sick Leave	4-6
Vacation Leave	7

INSURANCE

HEALTH INSURANCE: The City shall provide each employee a description of the current health insurance plan.

During the period 7/1/25 to 6/30/28 the City agrees to make sufficient contribution on a monthly basis towards health insurance costs to maintain the current benefit levels of the existing medical insurance coverage. Employees shall contribute \$88.07 per month for medical/prescription insurance coverage. The contribution shall increase by the CPI (Consumer Price Index, All Urban Consumers, U.S. City Average, December to December). Employee contributions may be made on a pre-taxable basis.

In the event that the City makes available alternate medical insurance plans, employees may elect to enroll into one of those plans during open enrollment period. Employees will then be required to pay the premium, if any, that is specified at the time for that particular coverage.

DENTAL/VISION: Commencing July 1, 2006, the employee will bear the cost above \$100.00. The City shall provide each employee a description of the current dental and vision insurance plans.

TERM LIFE INSURANCE: The City shall provide term life insurance at least equal to the current policy in the amount equal to \$1,000 for every \$1,000 (or fraction) of annual salary; the City shall also provide coverage of accidental death or dismemberment benefits.

SHORT-TERM DISABILITY: The City shall provide employees with short-term disability at least equivalent to the current policy of up to 60% of employee's weekly earnings with a 60-day waiting period.

LONG-TERM DISABILITY: The City shall provide employees with long-term disability insurance at least equivalent to coverage of the current policy of up to 60% of employee's monthly earnings with a 180 calendar-day waiting period.

STATE DISABILITY INSURANCE: This group elects to participate in the State Disability Insurance (SDI) Program for disability insurance with all costs associated with the program borne solely by the employee. SDI is administered by the State of California Employment Development.

UNEMPLOYMENT INSURANCE: The City pays the cost of Unemployment Insurance to provide employees a weekly income when out of work through no fault of the employee (layoff).

INDUSTRIAL INJURY OR ILLNESS: Industrial injury or illness benefits shall be payable in situations where employee's absence is due to industrial injury or illness as provided in California Worker's Compensation Law and City policies.

RETIREE HEALTH INSURANCE/MEDICARE SUPPLEMENT: Effective January 1, 2005, employees retiring from the City with at least 15 years of continuous full-time service to the City of Dinuba shall have 75% of their City employee medical/prescription plan premium, including dependent coverage, paid by the City. See details under "Forfeiture of Sick Leave" section.

City pays 100% for retirees for the City of Dinuba's approved Medicare Supplement and RX plan. Retiree must have at least 15 years of continuous full-time service to the City and have maintained continuous coverage under the City of Dinuba's health insurance plan.

The City discontinued city-paid contributions towards Retiree Health Insurance and the Medicare Supplement/RX for full-time employees hired on or after 7/1/13. Employees hired on or after 7/1/13, upon retirement may continue insurance benefits subject to the provisions under Forfeiture of Sick Leave

RETIREMENT

Employees shall be provided retirement benefits under the California Public Employees Retirement System (CALPERS).

<u>Employee Classification</u>	<u>Retirement Program</u>
Classic Miscellaneous	2% at 55 Plan
New Miscellaneous	2% @ 62 Plan

Employee Contributions towards retirement:

Classic Miscellaneous:

Employee Paid Member Contribution	6%
-----------------------------------	----

New Miscellaneous:

Employee Paid Member Contribution	6.25%
-----------------------------------	-------

Under Public Employees' Pension Act (PEPRA), for "new members" on or after January 1, 2013, will pay the full employee contribution, which will be one-half the normal rate as determined by CalPERS.

Specific details regarding these retirement plans are available to employees from either the Payroll or Human Resources Departments. The City shall provide each employee with a description of the retirement plan covering their classification.

SICK LEAVE

STATEMENT OF POLICY: Sick leave shall not be considered as a privilege which an employee may use at his/her own discretion, but shall be granted only for bona fide necessity as defined herein.

ELIGIBILITY OF SICK LEAVE:

- a) All regular full-time and probationary employees upon completion of 30 calendar days of continuous service shall be eligible for sick leave with pay.
- b) Employees accrue sick leave from the first day of employment and may use sick leave as it accrues in accordance with City policy.
- c) Temporary or part-time employees shall not be eligible for sick leave with pay.

ACCRUAL OF SICK LEAVE: Sick leave shall be accrued and credited biweekly from the first day of employment by all regular full-time employees who are on a pay status. Sick leave shall accrue at the rate of four (4) hours per pay period (based on 26 pay periods/year).

ACCUMULATION OF SICK LEAVE: Sick leave may be accumulated by all full-time employees for an unlimited number of days.

SICK LEAVE INCENTIVE: In addition to current accrual rates (13 days annually), June 30 of each year, if the sick leave balance is at a certain level, then additional hours of leave will be added on July 1st. Eligibility is renewed each year; the additional days are not granted if the leave balance falls below the incentive level.

Sick leave accrual balances of 500 hours as of June 30 shall have 16 hours added to the balances on July 1st.

Sick leave accrual balances of 1,000 hours as of June 30 shall have 32 hours added to the balances on July 1st.

Effective July 1, 2006, employees with more than 10 years of service with City of Dinuba will receive 16 additional hours to be added to their sick leave balances.

HOLIDAYS WITHIN SICK LEAVE: Observed holidays occurring during sick leave shall not be counted as a day of sick leave.

DEPLETION OF SICK LEAVE: If the employee is unable to return to work at the end of this period, he/she must request further medical leave which will be subject to approval by the City Manager. If further leave is granted, the employee must notify the City of his/her intent to return to work every 30 days. If further leave is not granted, the employee's service with the City shall be considered terminated. Refer to Leave of Absence without Pay.

Disability retirement from City service shall be subject to the terms and conditions of the City's retirement system

FORFEITURE OF SICK LEAVE: Employees leaving City service shall forfeit all accumulated sick leave except:

- a) Upon retirement, an employee may choose to be paid for up to 60 days of accumulated sick leave at employee's rate of pay at retirement; or to cash in total sick leave accumulation at employee's rate of pay at retirement and put the money in trust with the City to be used to pay medical and dental insurance premiums (at City's rate) until retiree becomes entitled to Medicare. If amount is exceeded before entitlement to Medicare, retiree has the option of paying the premiums to the City for insurance coverage or dropping coverage. If money in the employee's trust account is not depleted prior to entitlement to Medicare, the money shall be removed from the trust account and revert back to City use.
- b) An employee with a minimum of five years of continuous service shall be entitled to 50% of up to 60 days of accumulated sick leave with a maximum of 30 paid days at employee's current rate of pay.

ILLNESS WHILE ON VACATION: An employee who becomes ill while on vacation may have such period of illness charged to his/her accumulated sick leave instead of to vacation provided that:

- a) Immediately upon return to duty, the employee submits to the Department Director a written request for sick leave and a written statement signed by the employee's physician stating the nature and dates of the illness;
- b) The Department Director recommends and the Personnel Officer/City Manager approves the granting of such leave.

DEDUCTION OF SICK LEAVE: Sick leave shall be deducted at the rate of one hour sick leave for each hour absent; less than one hour used will be charged as one full hour. After one full hour off, time in less than one-half hour increments will be charged to the next hour.

MEDICAL CERTIFICATION: A physician's certificate will be required after being absent five work-days. A physician's certificate may be required regardless of length of absence at the request of the Department Director or City Manager.

USAGE OF SICK LEAVE: Sick leave may be used as needed and approved, to the point of depletion, at which time the employee will no longer receive pay for sick leave. Sick leave may be taken for:

- a) The employee's own diagnosis, care, or treatment of an existing health condition or preventive care;
- b) The diagnoses, care or treatment of an existing health condition or preventive care for an employee's family member including:
 - Child (including a biological, adopted, or foster care child, stepchild, legal ward, or a child to whom the employee stands in loco parentis.)
 - Spouse or Registered Domestic Partner
 - Parent (including biological, adopted, or foster parent, stepparent, or legal guardian of an employee or the employee's spouse or register domestic partner, or a person who stood in loco parentis when the employee was a minor child.)
 - Grandparent
 - Grandchild
 - Sibling.

USAGE OF SICK LEAVE: (con't)

- c) To obtain relief or services related to being a victim of domestic violence, sexual assault, or stalking;
- d) Death of a member of employee's family listed above, or close relative (leaves should not exceed five working-days for any one death).

VACATION LEAVE

VACATION ACCRUAL: Each full-time regular and probationary employee shall accrue and have vested vacation leave with pay as follows:

1-5 years of service	3.08 hours biweekly	10 days/year
6-10 years of service	4.62 hours biweekly	15 days/year
11-15 years of service	5.23 hours biweekly	17 days/year
16+ years of service	6.15 hours biweekly	20 days/year

Vacation time accrues from the date of hire at biweekly rates consistent with the above schedule.

USE OF VACATION: Vacation time may be taken in increments of one-hour when approved by the Department Manager.

SCHEDULING OF VACATION: Vacation scheduling shall be done departmental with regard to the employee's desires and needs, however, vacations shall be scheduled and approved by the Department Director so as to not interfere seriously with or impair departmental efficiency. Seniority will be considered should there be a conflict of dates within the department.

HOLIDAYS WITHIN VACATION LEAVE: If a holiday falls within a scheduled vacation period, vacation hours will not be charged against employee.

ILLNESS WITHIN VACATION LEAVE: Employees who become ill or injured during annual vacation leave may have such periods of illness charged to his/her accumulated sick leave instead of vacation provided the requirements are met as stated in the "Sick Leave" rule.

MAXIMUM ACCRUAL OF VACATION: Vacation time shall not exceed an accumulated amount of two hundred (200) hours.

VACATION & LEAVES OF ABSENCE: No personal leave of absence without pay for more than one day shall be granted as long as the employee has accumulated vacation.

PAYMENT FOR VACATION LEAVE UPON SEPARATION: Employees who terminate or retire shall be paid for any accrued vacation at the employee's current rate of pay.

VACATION BUY-BACK: On a fiscal year basis, July through June, employees may cash out actual vacation leave time provided the following conditions are met:

- a) Accumulated vacation time shall be in excess of 120 hours;
- b) Cash-out shall be at a ratio of one week vacation (five consecutive working days) per one week vacation cash-out, up to a maximum of two weeks per year;
- c) Requests for vacation cash-out shall be approved by the employee's Department Director no later than two weeks before the start of the vacation leave; forwarded to the Financial Services Manager no later than two weeks before the start of the approved vacation leave.

HOLIDAYS

The following holidays are to be recognized by the City:

- a) Independence Day (July 4)
- b) Labor Day (First Monday in September)
- c) Veteran's Day (November 11)
- d) Thanksgiving Day (Fourth Thursday in November)
- e) Day after Thanksgiving
- f) Christmas Eve
- g) Christmas Day
- h) New Year's Day
- i) Martin Luther King (Third Monday in January)
- j) President's day (Third Monday in February)
- k) Memorial Day (Last Monday in May)
- l) Two floating holidays to be accrued on July 1st and used before June 30th of the following year.

If any of the foregoing holidays fall on a Saturday, the preceding Friday shall be observed as a holiday. If any of the foregoing holidays fall on a Sunday, the Monday following shall be observed as a holiday.

To earn holiday pay, an employee must be on paid status the work day before and after the holiday.

Employees may choose to take floating holidays at any time during the fiscal year subject to departmental approval. These holidays do not accumulate beyond a fiscal year and must be taken as actual time off.

Employees hired after July 1st shall receive credit for floating holidays on a pro-rated basis.

LEAVES WITH PAY

All employees shall be granted leaves of absence with pay for the following:

Jury Duty: Employees required to report for jury duty shall be granted a leave of absence with pay from their assigned duties until released by the court, provided the employee remits to the City all fees received for such duties other than employee's expenses and mileage within 30 calendar days from termination of the jury service.

Subpoenas: Employees who are subpoenaed to appear as witness in behalf of the City shall be granted leaves of absence with pay from their assigned duties until released. The employee shall remit all fees received for such appearances to the City within 30 calendar days from the termination of his/her service (employee's expenses and mileage are not considered fees).

Court Appearances: Employees who must appear in court resulting from their official duties shall be granted leaves of absence with pay from their assigned duties until released by the court.

Military: Refer to the Military Leave Policy #96-05.

LEAVES OF ABSENCE WITHOUT PAY

Leaves of absence without pay may be granted in case of emergency or need, or where such absence would not be contrary to the best interests of the City. Such leaves should be regarded as a privilege and not a right. There should also be the expectation that the employee will return to City employment at the expiration of such leave. For leaves that qualify for protected leave status (Family Medical Leave Act (FMLA), California Family Rights Act (CFRA), Pregnancy Disability Leave (PDL), etc.), employees must exhaust all available accrued leave before requesting leave without pay.

PROCEDURE TO REQUEST LEAVE OF ABSENCE:

- 1) Employee shall submit a written request for leave to his/her Department Director;
- 2) Department Director shall make a recommendation on granting the leave to the City Manager;
- 3) Requested leaves of less than 30 working-days may be approved in writing by the Department Director; requested leaves of 30 or more working-days must have City Manager's approval and in no case shall an unpaid leave of absence exceed six (6) months.

LEAVE OF ABSENCE LESS THAN 30 WORKING-DAYS: When a leave of absence is less than 30 working-days, there is no adjustment to employee's benefits, seniority or anniversary date.

LEAVE OF ABSENCE 30 WORKING-DAYS OR MORE: An employee on a leave of absence of 30 or more working-days:

- 1) ceases to accrue sick leave and vacation time on the 30th day;
- 2) loses all insurance benefits beginning on the first day of the next month after the month in which the 30th day falls. The employee may keep the policy in force by paying the City for the cost of the insurance premium;
- 3) shall have his/her seniority status adjusted to allow for the time over 30 days spent on leave;
- 4) shall have his/her anniversary date set back by the number of days spent on leave from the 30th day;
- 5) shall not have such leave considered as a "break in service" in regard to continuous service for pay off of sick leave upon separation from City service;
- 6) in no case shall a leave of absence exceed six (6) calendar months, except when taken under the Family Leave Policy.

RETURNING TO WORK AFTER LEAVE OF ABSENCE: Upon expiration of a regularly approved leave or within a reasonable period of time after notice to return to duty, the employee shall be reinstated in the position held at the time leave was granted. Failure on the part of an employee on leave to report promptly at its expiration or within five (5) working-days after notice to return to duty shall be cause for discharge. The depositing in the United States mail of a first class letter, postage paid, addressed to the employee's last known place of address shall be reasonable notice of termination.

EDUCATIONAL ASSISTANCE

A voluntary vocational training program is available to all employees and is designed to give employees incentive to improve skills within the job classification held and to improve work performance. Regular full-time employees are eligible for class(es) or course(s) that are work related and/or working towards a degree from an accredited school.

TUITION REIMBURSEMENT: Prior to registration of course(s), the class(es) employee must be approved in writing by the Department Director and City Manager or designee to qualify for this benefit.

The City will issue the allowance in two (2) payments; 1st payment at the time of registration and the 2nd payment after proof of satisfactory completion of course(s) from an accredited school. The 1st payment may be requested in the amount of \$60.00 or the estimated expenses of tuition and books, whichever is less, and must be approved by the Department Director and City Manager or designee. The advancement will be paid back by employee or deducted through a payroll deduction set by the City if for some reason the employee is unable to attend the classes or if canceled. An expense report will be turned in along with receipts to justify actual expenses to a maximum amount of \$1,000/fiscal year.

Classes required by the City shall be paid for by the City.

OVERTIME

POLICY: It is the policy of the City that overtime work be kept to the minimum consistent with protection of life, property and the efficient operation of the departments and activities of the City. No employee will be scheduled for or paid overtime as a means of increasing his/her earnings above the limits imposed by the approved salary range of the employee's position, nor shall the employees of a department be scheduled for overtime on a continuing basis. The basis of overtime is to provide a means of meeting occasional emergencies on a temporary basis without hiring additional employees.

Overtime shall be approved in advance by the Department Director.

OVERTIME COMPENSATION: Compensation for overtime earned shall be paid at a rate of time and one-half for each period of overtime except where compensatory time off is granted in accordance with current laws. Overtime compensation shall be at time and one-half for paid status time over 40 hours each work week. (Paid status includes all paid leaves.)

Employees on a standard work week shall be compensated for overtime worked as stated above. All employees called back will receive a minimum of two-hour increment overtime.

COMPENSATORY TIME: Employees may accumulate compensatory time off (CTO) to a maximum of 160 hours.

Employees shall provide at least five (5) working days notice to the Department Director when requesting CTO. The Department Director has the discretion to waive the 5-day notice. The employee agrees to consult with the Department Director to make sure that staffing needs will be met.

SALARY

SALARY ADJUSTMENT:

- Effective the first full pay period following July 1, 2025 – 5% general wage increase.
- Effective the first full pay period following July 1, 2026 – 5% general wage increase.
- Effective the first full pay period following July 1, 2027 - 5% general wage increase.

(Cost of Living Adjustment based on Consumer Price Index, All Urban Consumers, U.S. City Average, December to December.)

CLASSIFICATION PLAN: The Classification Plan shall be maintained and reviewed.

LONGEVITY PAY: In recognition of dedicated service to the City of Dinuba, the City of Dinuba shall provide longevity pay to eligible employees according to the following schedule:

- Beginning in the 11th year of service (upon completion of ten (10) full years), employees shall receive 2% base wage increase.
- Beginning in the 16th year of service (upon completion of fifteen (15) full years), employees shall receive a total of 4% base wage increase.
- Beginning in the 21st year of service (upon completion of twenty (20) full years), employees shall receive a total of a 5% base wage increase.

Longevity pay is intended to recognize continued full-time service and the employee's commitment to the City. As such, years of service shall only include full-time years of continuous service, including the City's current personnel rules regarding reinstatement. These amounts are not cumulative; employees receive the total amount corresponding to their current tier of service.

OUT OF CLASSIFICATION (Acting Pay): Employees shall receive five (5%) percent out-of-class pay for performing the majority of their assigned duties at levels significantly above their current job classification for a period exceeding thirty (30) calendar days.

MISCELLANEOUS

AMBULANCE SERVICE: City to accept insurance consignment as payment in full for ambulance services rendered for all full-time employees, their dependents (dependents as specified in insurance coverage), and retirees covered under the City's medical plan.

EMPLOYEE ASSISTANCE PROGRAM (EAP): The EAP is extended as a benefit to all employees and their immediate families. EAP assessment and referral sessions and counseling provided by the EAP office are limited to the current policy. Services not provided by the EAP office or EAP counseling provided beyond the current policy are at the expense of the employee.

LICENSES & CERTIFICATES: Licenses and certificates required by the City shall be paid for by the City.

NOTARY SERVICE: Employees are granted free notary service; this service is provided at City Hall and at various City departments.

WELLFITNESS INCENTIVE: Employees who successfully complete the Safety Cash Value Reimbursement Program will receive a maximum of \$350 for full-time employees and \$200 for part-time employees to be payable in December. This program is designed to promote employees' overall health and well-being by completing an annual physical, dental exam, vision exam, certifying the non-use of a tobacco substance, attending designed city trainings and by receiving a city provided flu shot. Refer to the Safety Cash Value Reimbursement Policy.



City Council Staff Report

Department: ENGINEERING

October 14, 2025

To: Mayor and City Council

From: Watts Jason, City Engineer

By:

Subject: Resolution Number 2025-57, Authorization to Submit Clean Water State Revolving Fund (CWSRF) Program Application (JW)

RECOMMENDATION:

Council adopt Resolution No. 2025-57, authorizing the City Manager, or his designee, to sign and file, on behalf of the City of Dinuba, a Financial Assistance Application with the State Water Resources Control Board under the Clean Water State Revolving Fund (CWSRF) Program for the planning and design of the "Dinuba Downtown Storm Drain Infrastructure Improvements" project.

EXECUTIVE SUMMARY:

The adoption of Resolution No. 2025-57 will allow staff to submit a Clean Water State Revolving Fund (CWSRF) financial assistance application to the State Water Resources Control Board to pursue \$500,000 in grant funds for the design and planning of the "Dinuba Downtown Storm Drain Improvements" project.

OUTSTANDING ISSUES:

None

DISCUSSION:

The City of Dinuba continues to look for ways to invest in critical public infrastructure that improves water quality, reduces flooding, and enhances groundwater recharge. With that objective in mind, the City has identified an opportunity to apply for grant funds through the State Water Resources Control Board (SWRCB). This State department administers the Clean Water State Revolving Fund (CWSRF) Program, which provides grants to local agencies for stormwater, wastewater, and water quality improvement projects.

Staff has identified the opportunity to apply for a \$500,000 planning and design grant for the "Dinuba Downtown Storm Drain Improvements" project. This project will build

upon the Kern Street Storm Drain Improvements Project, which was completed a few years ago and significantly upgraded a portion of the City's downtown storm drain network. This new Project will expand those prior improvements by increasing the capacity and functionality of the City's storm drain system in the downtown core. This would be accomplished by expanding the storm drainage basins currently located at Well 14, which are situated just west of Alta Avenue, north of Kamm Avenue, and south of Sierra Avenue. In addition to promoting flood protection, this project will ultimately improve the quality of the City's essential groundwater.

In order to submit a funding application, the State Water Resources Control Board requires a formal resolution authorizing the submittal and designating an authorized representative to execute grant documents. Resolution 2025-57, attached herein as Attachment 'A', serves that purpose and is recommended for adoption.

FISCAL IMPACT:

There is no direct fiscal impact associated with adoption of this resolution. Approval of the resolution merely authorizes staff to apply for CWSRF funding. Should the State Water Resources Control Board approve the City's application, staff will return to the City Council for approval of the associated agreement.

PUBLIC HEARING:

None

ATTACHMENTS:

1. A. Resolution No. 2025-57

RESOLUTION 2025-57

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DINUBA AUTHORIZING THE FILING OF A FINANCIAL ASSISTANCE APPLICATION WITH THE STATE WATER RESOURCES CONTROL BOARD FOR THE CLEAN WATER STATE REVOLVING FUND (CWSRF) PROGRAM FOR THE DINUBA DOWNTOWN STORM DRAIN INFRASTRUCTURE IMPROVEMENTS PROJECT

WHEREAS, the City of Dinuba ("City") provides essential public infrastructure and is committed to ensuring the protection of public health, water quality, and the environment; and

WHEREAS, the State Water Resources Control Board (State Water Board) administers the Clean Water State Revolving Fund (CWSRF) Program, which provides low-interest financing for the planning, design, and construction of water pollution control and wastewater treatment projects; and

WHEREAS, the City seeks to obtain financial assistance under the CWSRF Program for the planning, design, and construction of the DINUBA DOWNTOWN STORM DRAIN INFRASTRUCTURE IMPROVEMENTS PROJECT, which will improve the City's stormwater collection system, enhance operational reliability, and ensure compliance with state and federal water quality regulations; and

WHEREAS, the City Council recognizes that successful completion of the project will advance the City's goals for sustainable infrastructure, environmental stewardship, and public service reliability; and

WHEREAS, the City has reviewed and understands the provisions of the State Water Board's financial assistance process and agrees to comply with all applicable state and federal laws, regulations, and requirements associated with the financing agreement.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Dinuba hereby takes the following actions:

1. The City Manager, or his/her designee (the "Authorized Representative"), is hereby authorized and directed to sign and file, for and on behalf of the City of Dinuba, a financial assistance application to the State Water Resources Control Board for a financing agreement under the Clean Water State Revolving Fund Program for the planning, design, and construction of the DINUBA DOWNTOWN STORM DRAIN INFRASTRUCTURE IMPROVEMENTS PROJECT ("Project").
2. The Authorized Representative, or his/her designee, is hereby authorized to provide the assurances, certifications, and commitments required for the financial assistance application, including executing a financial assistance agreement and any amendments or modifications thereto with the State Water Resources Control Board.
3. The Authorized Representative, or his/her designee, is designated to represent the City in carrying out the City's responsibilities under the financing agreement, including certifying disbursement requests on behalf of the City and ensuring compliance with applicable state and federal laws.
4. The above recitals are true and correct and are adopted as the findings of the City Council.
5. The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person

or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

6. That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

IN WITNESS THEREOF, I, Rachel Nerio-Guerrero, Mayor of the City of Dinuba have hereunto set my hand and caused the great seal of the City of Dinuba to be affixed, on this ____ day of _____ two-thousand-twenty-five.

PASSED AND ADOPTED this ____ day of _____, 20____ by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

Mayor

ATTEST:

Maria Alaniz, City Clerk



City Council Staff Report

Department: CITY MANAGER'S OFFICE

October 14, 2025

To: Mayor and City Council
From: Karina Solis, Administrative Services Director
By: Lupe Montejano, Billing Supervisor/Deputy City Clerk
Subject: Warrant Register September 26, October 3, & October 10, 2025. (KS)

RECOMMENDATION:

Council to review and approve the Warrant Register as presented.

EXECUTIVE SUMMARY:

None.

OUTSTANDING ISSUES:

None.

DISCUSSION:

None.

FISCAL IMPACT:

None.

PUBLIC HEARING:

None required.

ATTACHMENTS:

1. WR 9.26.25
2. WR 10.03.25
3. WR 10.10.25



Accounts Payable Invoice Report

G/L Date Range 09/21/25 - 09/26/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 263 - Advantek Benefit Administrators									
Funding 9/19/25	Miscellaneous	Paid by Check #54041		09/19/2025	09/26/2025	09/26/2025		09/26/2025	39,467.03
Vendor 263 - Advantek Benefit Administrators Totals							Invoices	1	\$39,467.03
Vendor 1180 - Altec Industries, Inc									
51790145	Altec supplies T-11	Paid by Check #54042		09/05/2025	09/26/2025	09/26/2025		09/26/2025	15,463.19
Vendor 1180 - Altec Industries, Inc Totals							Invoices	1	\$15,463.19
Vendor 119 - American Backflow Specialties									
inv69243	American Backflow supplies	Paid by Check #54043		09/12/2025	09/26/2025	09/26/2025		09/26/2025	780.49
Vendor 119 - American Backflow Specialties Totals							Invoices	1	\$780.49
Vendor 20 - Ameritas Life Insurance									
9/01/25-9/30/25	010-007745-00000	Paid by Check #54044		09/12/2025	09/26/2025	09/26/2025		09/26/2025	24,848.48
Vendor 20 - Ameritas Life Insurance Totals							Invoices	1	\$24,848.48
Vendor 351 - Anthem Blue Cross									
000409038019	Medders 975A79192 10/01/25-10/31/25	Paid by Check #54049		09/04/2025	09/26/2025	09/26/2025		09/26/2025	164.90
000409038179	Hartley 919M97599 10/01/25-10/31/25	Paid by Check #54047		09/04/2025	09/26/2025	09/26/2025		09/26/2025	164.90
000409053480	Magyar 792A24403 10/01/25-10/31/25	Paid by Check #54048		09/04/2025	09/26/2025	09/26/2025		09/26/2025	135.60
000409054962	Tyler 299A24237 10/01/25-10/31/25	Paid by Check #54051		09/04/2025	09/26/2025	09/26/2025		09/26/2025	135.60
000409062429	Harman 532W04713 10/01/25-10/31/25	Paid by Check #54046		09/04/2025	09/26/2025	09/26/2025		09/26/2025	164.90
000410960961	Tyler 141A75193 10/01/25-10/31/25	Paid by Check #54050		09/07/2025	09/26/2025	09/26/2025		09/26/2025	310.12
000410991985	Hartley 925M97595 10/1/25-10/31/25	Paid by Check #54045		09/07/2025	09/26/2025	09/26/2025		09/26/2025	336.03
Vendor 351 - Anthem Blue Cross Totals							Invoices	7	\$1,412.05
Vendor 17 - AT&T									
939103727709/25	PW Telephone 08/10/25-09/09/25	Paid by Check #54055		09/10/2025	09/26/2025	09/26/2025		09/26/2025	34.84
939105447209/25	PW Telephone 08/10/25-09/09/25	Paid by Check #54056		09/10/2025	09/26/2025	09/26/2025		09/26/2025	61.27
939105447609/25	Telephone 08/10/25-09/09/25	Paid by Check #54052		09/10/2025	09/26/2025	09/26/2025		09/26/2025	31.41
939105447709/25	Telephone 08/10/25-09/09/25	Paid by Check #54057		09/10/2025	09/26/2025	09/26/2025		09/26/2025	31.41
939105447809/25	PW Telephone 08/10/25-09/09/25	Paid by Check #54058		09/10/2025	09/26/2025	09/26/2025		09/26/2025	31.41
939105446109/25	Telephone 08/11/25-09/10/25	Paid by Check #54064		09/11/2025	09/26/2025	09/26/2025		09/26/2025	31.41
939105446209/25	DSC 08/11/25-09/10/25	Paid by Check #54053		09/11/2025	09/26/2025	09/26/2025		09/26/2025	31.41
939105446609/25	Telephone 08/11/25-09/10/25	Paid by Check #54065		09/11/2025	09/26/2025	09/26/2025		09/26/2025	31.43
939105446709/25	Telephone 08/11/25-09/10/25	Paid by Check #54066		09/11/2025	09/26/2025	09/26/2025		09/26/2025	61.27
9391054470 9/25	9/10/2025	Paid by Check #54062		09/11/2025	09/26/2025	09/26/2025		09/26/2025	31.41
9391054471 9/25	9/10/2025	Paid by Check #54061		09/11/2025	09/26/2025	09/26/2025		09/26/2025	31.41
9391054479 9/25	9/10/2025	Paid by Check #54060		09/11/2025	09/26/2025	09/26/2025		09/26/2025	31.41
9391054740 09/25	PD - 08/11/2025 - 09/10/2025 Billing Charges	Paid by Check #54059		09/11/2025	09/26/2025	09/26/2025		09/26/2025	302.10



Accounts Payable Invoice Report

G/L Date Range 09/21/25 - 09/26/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
9391054742 9/25	9/10/2025	Paid by Check #54063		09/11/2025	09/26/2025	09/26/2025		09/26/2025	127.04
939105474409/25	PARKS & COMM SRVCE 08/11/25-09/10/25	Paid by Check #54054		09/11/2025	09/26/2025	09/26/2025		09/26/2025	253.37
939105475609/25	Telephone 08/11/25-09/10/25	Paid by Check #54067		09/11/2025	09/26/2025	09/26/2025		09/26/2025	358.54
Vendor 17 - AT&T Totals						Invoices	16		\$1,481.14
Vendor 65 - Banner Pest Control									
223374	PD - Downtown Pigeon Removal	Paid by Check #54068		09/03/2025	09/26/2025	09/26/2025		09/26/2025	75.00
223576	PD - Downtown Pigeon Removal	Paid by Check #54068		09/16/2025	09/26/2025	09/26/2025		09/26/2025	75.00
Vendor 65 - Banner Pest Control Totals						Invoices	2		\$150.00
Vendor 2095 - BCS Consulting, Inc.									
1042	BCS wwrp data lines	Paid by Check #54069		07/24/2025	09/26/2025	09/26/2025		09/26/2025	3,360.00
Vendor 2095 - BCS Consulting, Inc. Totals						Invoices	1		\$3,360.00
Vendor 246 - Central San Joaquin Valley Risk Management Auth.									
INV0361	2025/26 2nd Quarter Invoice	Paid by Check #54070		09/15/2025	09/26/2025	09/26/2025		09/26/2025	488,970.00
Vendor 246 - Central San Joaquin Valley Risk Management Auth. Totals						Invoices	1		\$488,970.00
Vendor 215 - Chad's Auto Glass									
107045	Chad's R07	Paid by Check #54071		09/11/2025	09/26/2025	09/26/2025		09/26/2025	95.00
Vendor 215 - Chad's Auto Glass Totals						Invoices	1		\$95.00
Vendor 52 - Chicago Title									
FWFM4462500277-1	Chicago Title- Perry Roundabout 1051 E El Monte	Paid by Check #54072		09/17/2025	09/26/2025	09/26/2025		09/26/2025	2,500.00
FWFM4462500277-2	FWFM-4462500277-2 Perry Roundabout purchase 1051 E El Monte	Paid by Check #54073		09/17/2025	09/26/2025	09/26/2025		09/26/2025	233,800.00
Vendor 52 - Chicago Title Totals						Invoices	2		\$236,300.00
Vendor 333 - Cintas Corporation No. 2									
5292276108	FY25/26-Comm. Svcs.-First aid supply- restock	Paid by Check #54074		09/16/2025	09/26/2025	09/26/2025	09/17/2025	09/26/2025	21.97
Vendor 333 - Cintas Corporation No. 2 Totals						Invoices	1		\$21.97
Vendor 1238 - Coleman & Horowitz, LLP									
15224-07M	DUSD Fee Dispute	Paid by Check #54075		08/31/2025	09/26/2025	09/26/2025		09/26/2025	266.00
Vendor 1238 - Coleman & Horowitz, LLP Totals						Invoices	1		\$266.00
Vendor 170 - Comcast									
0148178 09/12/25	PD 680 S ALTA AVE OFC 09/17/25-10/16/25	Paid by Check #54076		09/12/2025	09/26/2025	09/26/2025		09/26/2025	252.43
Vendor 170 - Comcast Totals						Invoices	1		\$252.43
Vendor 77 - Department of Justice									
842948	PD/FD - Fingerprints Service / August 2025	Paid by Check #54077		09/05/2025	09/26/2025	09/26/2025		09/26/2025	751.00
Vendor 77 - Department of Justice Totals						Invoices	1		\$751.00
Vendor 2239 - Drake University									
INV-1604	PD - Honoring the Badge Police Ethics Training	Paid by Check #54078		09/22/2025	09/26/2025	09/26/2025		09/26/2025	160.00



Accounts Payable Invoice Report

G/L Date Range 09/21/25 - 09/26/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 2239 - Drake University Totals									
							Invoices	1	\$160.00
Vendor 2235 - DTE Stockton, LLC									
001	PCA Credits SB1383 Compliance	Paid by Check #54079		09/23/2025	09/26/2025	09/26/2025		09/26/2025	18,030.00
							Invoices	1	\$18,030.00
Vendor 2235 - DTE Stockton, LLC Totals									
Vendor 1591 - Environment Control Central Cal, Inc.									
11336-299INV	PD - Carpet & Tile Cleaning 08/24/2025	Paid by Check #54080		08/31/2025	09/26/2025	09/26/2025		09/26/2025	1,590.00
							Invoices	1	\$1,590.00
Vendor 1591 - Environment Control Central Cal, Inc. Totals									
Vendor 16 - Ernest Packaging Solutions									
91221088	FY25/26-Parks- Cleaning/Maintenance Supplies	Paid by Check #54081		09/09/2025	09/26/2025	09/26/2025	09/17/2025	09/26/2025	132.08
							Invoices	1	\$132.08
Vendor 16 - Ernest Packaging Solutions Totals									
Vendor 36 - Ewing Irrigation Products									
27634772	FY25/26-L&L-Parks- Irrigation/supplies-Nebraska Park	Paid by Check #54082		09/15/2025	09/26/2025	09/26/2025	09/17/2025	09/26/2025	524.12
							Invoices	1	\$524.12
Vendor 36 - Ewing Irrigation Products Totals									
Vendor 1801 - Garda CL West, INC									
20648336	Excess Items	Paid by Check #54083		08/31/2025	09/26/2025	09/26/2025		09/26/2025	7.80
							Invoices	1	\$7.80
Vendor 1801 - Garda CL West, INC Totals									
Vendor 18 - The Gas Company									
1641156700709/25	110 S College Ave 08/01/25- 09/03/25	Paid by Check #54085		09/05/2025	09/26/2025	09/26/2025		09/26/2025	47.15
0865742471209/25	Natural Gas Vehicle Fuel 08/01/25 -09/01/25	Paid by Check #54084		09/08/2025	09/26/2025	09/26/2025		09/26/2025	1,149.21
							Invoices	2	\$1,196.36
Vendor 18 - The Gas Company Totals									
Vendor 252 - Geil Enterprises, Inc.									
468686	PD - Access System VP Oct - Dec 2025	Paid by Check #54086		10/01/2025	09/26/2025	09/26/2025		09/26/2025	195.00
469219	ALARM MONITORING-public works facility	Paid by Check #54086		10/01/2025	09/26/2025	09/26/2025		09/26/2025	540.00
							Invoices	2	\$735.00
Vendor 252 - Geil Enterprises, Inc. Totals									
Vendor 1431 - Patricia Hartman									
October 2025	Anthem Reimb 10/1/25-10/31/25	Paid by Check #54087		09/19/2025	09/26/2025	09/26/2025		09/26/2025	164.90
							Invoices	1	\$164.90
Vendor 1431 - Patricia Hartman Totals									
Vendor 1800 - Intelligent Video Solutions									
2509170823MK-HS	PD - Interview Room SSA Renewal 01/21/2026 - 01/20/2027	Paid by Check #54088		09/18/2025	09/26/2025	09/26/2025		09/26/2025	838.53
							Invoices	1	\$838.53
Vendor 1800 - Intelligent Video Solutions Totals									
Vendor 133 - J & D Lighting & Alarm									
404602	FY25/26-Parks-Alarm Monitoring 10/1/25-12/31/25-KC Park	Paid by Check #54089		09/15/2025	09/26/2025	09/26/2025	09/15/2025	09/26/2025	104.85
							Invoices	1	\$104.85
Vendor 133 - J & D Lighting & Alarm Totals									
Vendor 6 - Jim Manning Dodge Inc.									



Accounts Payable Invoice Report

G/L Date Range 09/21/25 - 09/26/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
168345DOR	Jim Manning Dodge Inc PD5	Paid by Check #54090		09/11/2025	09/26/2025	09/26/2025		09/26/2025	402.71
		Vendor 6 - Jim Manning Dodge Inc. Totals				Invoices	1		\$402.71
Vendor 449 - Les Schwab Tire Centers of Central California									
55100371706	Les Schwab Allignment	Paid by Check #54091		09/16/2025	09/26/2025	09/26/2025		09/26/2025	121.49
		Vendor 449 - Les Schwab Tire Centers of Central California Totals				Invoices	1		\$121.49
Vendor 89 - Liebert Cassidy Whitmore									
305043	DI030-00001	Paid by Check #54092		08/31/2025	09/26/2025	09/26/2025		09/26/2025	285.00
305044	DI030-00035	Paid by Check #54092		08/31/2025	09/26/2025	09/26/2025		09/26/2025	147.50
305045	DI030-00033	Paid by Check #54092		08/31/2025	09/26/2025	09/26/2025		09/26/2025	7,362.50
		Vendor 89 - Liebert Cassidy Whitmore Totals				Invoices	3		\$7,795.00
Vendor 1797 - David Mendoza									
August 2025	Anthem Reimb 08/01/25-08/31/25	Paid by Check #54093		09/19/2025	09/26/2025	09/26/2025		09/26/2025	356.85
		Vendor 1797 - David Mendoza Totals				Invoices	1		\$356.85
Vendor 1943 - Mineral King Publishing, Inc									
719506	Housing Element Public Notice	Paid by Check #54094		09/11/2025	09/26/2025	09/26/2025		09/26/2025	450.00
		Vendor 1943 - Mineral King Publishing, Inc Totals				Invoices	1		\$450.00
Vendor 1931 - MissionSquare Plan Services									
2026-00000095	30 - 457 - Employee MissionSquare \$*	Paid by EFT #3661		09/25/2025	09/25/2025	09/25/2025		09/25/2025	2,971.84
		Vendor 1931 - MissionSquare Plan Services Totals				Invoices	1		\$2,971.84
Vendor 884 - Napa Auto Parts									
119242	Vehicles	Paid by Check #54095		08/01/2025	09/26/2025	09/26/2025		09/26/2025	20.28
119275	Vehicles	Paid by Check #54095		08/01/2025	09/26/2025	09/26/2025		09/26/2025	62.32
119323	Vehicles	Paid by Check #54095		08/04/2025	09/26/2025	09/26/2025		09/26/2025	24.45
119378	Vehicles	Paid by Check #54095		08/04/2025	09/26/2025	09/26/2025		09/26/2025	55.68
119416	Vehicles	Paid by Check #54095		08/05/2025	09/26/2025	09/26/2025		09/26/2025	15.17
119435	Vehicles	Paid by Check #54095		08/05/2025	09/26/2025	09/26/2025		09/26/2025	246.81
119450	Vehicles	Paid by Check #54095		08/05/2025	09/26/2025	09/26/2025		09/26/2025	(19.53)
119458	Vehicles	Paid by Check #54095		08/05/2025	09/26/2025	09/26/2025		09/26/2025	92.33
119460	Vehicles	Paid by Check #54095		08/05/2025	09/26/2025	09/26/2025		09/26/2025	9.79
119492	Vehicles	Paid by Check #54095		08/06/2025	09/26/2025	09/26/2025		09/26/2025	17.35
119493	Vehicles	Paid by Check #54095		08/06/2025	09/26/2025	09/26/2025		09/26/2025	60.75
119545	Vehicles	Paid by Check #54095		08/06/2025	09/26/2025	09/26/2025		09/26/2025	52.35
119549	Vehicles	Paid by Check #54095		08/06/2025	09/26/2025	09/26/2025		09/26/2025	231.94
119618	Vehicles	Paid by Check #54095		08/07/2025	09/26/2025	09/26/2025		09/26/2025	176.51
119672	Vehicles	Paid by Check #54095		08/08/2025	09/26/2025	09/26/2025		09/26/2025	86.75
119704	Vehicles	Paid by Check #54095		08/11/2025	09/26/2025	09/26/2025		09/26/2025	42.45
119706	Vehicles	Paid by Check #54095		08/11/2025	09/26/2025	09/26/2025		09/26/2025	16.17
119786	Vehicles	Paid by Check #54095		08/12/2025	09/26/2025	09/26/2025		09/26/2025	(60.75)
119861	Vehicles	Paid by Check #54095		08/13/2025	09/26/2025	09/26/2025		09/26/2025	32.48
119935	Vehicles	Paid by Check #54095		08/14/2025	09/26/2025	09/26/2025		09/26/2025	75.93



Accounts Payable Invoice Report

G/L Date Range 09/21/25 - 09/26/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
119956	Vehicles	Paid by Check #54095		08/14/2025	09/26/2025	09/26/2025		09/26/2025	177.96
119957	Vehicles	Paid by Check #54095		08/14/2025	09/26/2025	09/26/2025		09/26/2025	28.46
120021	Vehicles	Paid by Check #54095		08/15/2025	09/26/2025	09/26/2025		09/26/2025	177.96
120022	Vehicles	Paid by Check #54095		08/15/2025	09/26/2025	09/26/2025		09/26/2025	177.96
120089	Vehicles	Paid by Check #54095		08/18/2025	09/26/2025	09/26/2025		09/26/2025	246.81
120129	Vehicles	Paid by Check #54095		08/18/2025	09/26/2025	09/26/2025		09/26/2025	35.79
120150	Vehicles	Paid by Check #54095		08/19/2025	09/26/2025	09/26/2025		09/26/2025	11.85
120161	Vehicles	Paid by Check #54095		08/19/2025	09/26/2025	09/26/2025		09/26/2025	12.59
120172	Vehicles	Paid by Check #54095		08/19/2025	09/26/2025	09/26/2025		09/26/2025	8.68
120211	Vehicles	Paid by Check #54095		08/20/2025	09/26/2025	09/26/2025		09/26/2025	87.58
120451	Vehicles	Paid by Check #54095		08/25/2025	09/26/2025	09/26/2025		09/26/2025	55.30
120496	Vehicles	Paid by Check #54095		08/25/2025	09/26/2025	09/26/2025		09/26/2025	28.19
120518	Vehicles	Paid by Check #54095		08/26/2025	09/26/2025	09/26/2025		09/26/2025	122.85
120528	Vehicles	Paid by Check #54095		08/26/2025	09/26/2025	09/26/2025		09/26/2025	157.15
120602	Vehicles	Paid by Check #54095		08/27/2025	09/26/2025	09/26/2025		09/26/2025	37.54
120621	Vehicles	Paid by Check #54095		08/28/2025	09/26/2025	09/26/2025		09/26/2025	140.07
120712	Vehicles	Paid by Check #54095		08/29/2025	09/26/2025	09/26/2025		09/26/2025	246.82
120726	Vehicles	Paid by Check #54095		08/29/2025	09/26/2025	09/26/2025		09/26/2025	(19.53)
120736	Vehicles	Paid by Check #54095		08/29/2025	09/26/2025	09/26/2025		09/26/2025	(19.53)
Vendor 884 - Napa Auto Parts Totals									
Invoices									
39									
									\$2,953.73
Vendor 392 - O'Reilly Auto Parts									
3641-283063	Vehicles	Paid by Check #54096		07/29/2025	09/26/2025	09/26/2025		09/26/2025	164.96
3641-283253	Vehicles	Paid by Check #54096		07/30/2025	09/26/2025	09/26/2025		09/26/2025	116.97
3641-283290	Vehicles	Paid by Check #54096		07/30/2025	09/26/2025	09/26/2025		09/26/2025	12.15
3641-253525	Vehicles	Paid by Check #54096		07/31/2025	09/26/2025	09/26/2025		09/26/2025	(424.02)
3641-283524	Vehicles	Paid by Check #54096		07/31/2025	09/26/2025	09/26/2025		09/26/2025	(72.67)
3641-283527	Vehicles	Paid by Check #54096		07/31/2025	09/26/2025	09/26/2025		09/26/2025	(190.08)
3641-283649	Vehicles	Paid by Check #54096		08/01/2025	09/26/2025	09/26/2025		09/26/2025	35.30
3641-283689	Vehicles	Paid by Check #54096		08/01/2025	09/26/2025	09/26/2025		09/26/2025	41.35
3641-284272	Vehicles	Paid by Check #54096		08/04/2025	09/26/2025	09/26/2025		09/26/2025	232.01
3641-284273	Vehicles	Paid by Check #54096		08/04/2025	09/26/2025	09/26/2025		09/26/2025	81.75
3641-284377	Vehicles	Paid by Check #54096		08/04/2025	09/26/2025	09/26/2025		09/26/2025	43.56
3641-284484	Vehicles	Paid by Check #54096		08/05/2025	09/26/2025	09/26/2025		09/26/2025	295.81
3641-284863	Vehicles	Paid by Check #54096		08/07/2025	09/26/2025	09/26/2025		09/26/2025	45.95
3641-284870	Vehicles	Paid by Check #54096		08/07/2025	09/26/2025	09/26/2025		09/26/2025	683.14
3641-284937	Vehicles	Paid by Check #54096		08/07/2025	09/26/2025	09/26/2025		09/26/2025	84.67
3641-284967	Vehicles	Paid by Check #54096		08/07/2025	09/26/2025	09/26/2025		09/26/2025	101.98
3641-285154	Vehicles	Paid by Check #54096		08/08/2025	09/26/2025	09/26/2025		09/26/2025	62.76
3641-285696	Vehicles	Paid by Check #54096		08/11/2025	09/26/2025	09/26/2025		09/26/2025	14.39
3641-285710	Vehicles	Paid by Check #54096		08/11/2025	09/26/2025	09/26/2025		09/26/2025	147.35
3641-285715	Vehicles	Paid by Check #54096		08/11/2025	09/26/2025	09/26/2025		09/26/2025	18.43
3641-285747	Vehicles	Paid by Check #54096		08/11/2025	09/26/2025	09/26/2025		09/26/2025	78.08



Accounts Payable Invoice Report

G/L Date Range 09/21/25 - 09/26/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
3641-285940	Vehicles	Paid by Check #54096		08/12/2025	09/26/2025	09/26/2025		09/26/2025	16.71
3641-285992	Vehicles	Paid by Check #54096		08/12/2025	09/26/2025	09/26/2025		09/26/2025	313.28
3641-286014	Vehicles	Paid by Check #54096		08/12/2025	09/26/2025	09/26/2025		09/26/2025	147.35
3641-286145	Vehicles	Paid by Check #54096		08/12/2025	09/26/2025	09/26/2025		09/26/2025	30.16
3641-286179	Vehicles	Paid by Check #54096		08/13/2025	09/26/2025	09/26/2025		09/26/2025	161.56
3641-286197	Vehicles	Paid by Check #54096		08/13/2025	09/26/2025	09/26/2025		09/26/2025	10.84
3641-286220	Vehicles	Paid by Check #54096		08/13/2025	09/26/2025	09/26/2025		09/26/2025	124.71
3641-286416	Vehicles	Paid by Check #54096		08/14/2025	09/26/2025	09/26/2025		09/26/2025	27.36
3641-286529	Vehicles	Paid by Check #54096		08/15/2025	09/26/2025	09/26/2025		09/26/2025	504.63
3641-286605	Vehicles	Paid by Check #54096		08/15/2025	09/26/2025	09/26/2025		09/26/2025	(43.40)
3641-286606	Vehicles	Paid by Check #54096		08/15/2025	09/26/2025	09/26/2025		09/26/2025	(147.35)
3641-286607	Vehicles	Paid by Check #54096		08/15/2025	09/26/2025	09/26/2025		09/26/2025	(110.67)
3641-287164	Vehicles	Paid by Check #54096		08/18/2025	09/26/2025	09/26/2025		09/26/2025	123.11
3641-287165	Vehicles	Paid by Check #54096		08/18/2025	09/26/2025	09/26/2025		09/26/2025	123.11
3641-287203	Vehicles	Paid by Check #54096		08/18/2025	09/26/2025	09/26/2025		09/26/2025	4.88
3641-287204	Vehicles	Paid by Check #54096		08/18/2025	09/26/2025	09/26/2025		09/26/2025	45.95
3641-287392	Vehicles	Paid by Check #54096		08/19/2025	09/26/2025	09/26/2025		09/26/2025	60.54
3641-287584	Vehicles	Paid by Check #54096		08/20/2025	09/26/2025	09/26/2025		09/26/2025	126.86
3641-287586	Vehicles	Paid by Check #54096		08/20/2025	09/26/2025	09/26/2025		09/26/2025	(79.47)
3641-287660	Vehicles	Paid by Check #54096		08/20/2025	09/26/2025	09/26/2025		09/26/2025	194.54
3641-287715	Vehicles	Paid by Check #54096		08/20/2025	09/26/2025	09/26/2025		09/26/2025	(22.00)
3641-287804	Vehicles	Paid by Check #54096		08/21/2025	09/26/2025	09/26/2025		09/26/2025	48.35
3641-287995	Vehicles	Paid by Check #54096		08/22/2025	09/26/2025	09/26/2025		09/26/2025	717.72
3641-288046	Vehicles	Paid by Check #54096		08/22/2025	09/26/2025	09/26/2025		09/26/2025	14.75
3641-288583	Vehicles	Paid by Check #54096		08/25/2025	09/26/2025	09/26/2025		09/26/2025	9.77
3641-288584	Vehicles	Paid by Check #54096		08/25/2025	09/26/2025	09/26/2025		09/26/2025	71.78
3641-288595	Vehicles	Paid by Check #54096		08/25/2025	09/26/2025	09/26/2025		09/26/2025	817.11
3641-288630	Vehicles	Paid by Check #54096		08/25/2025	09/26/2025	09/26/2025		09/26/2025	82.59
3641-288657	Vehicles	Paid by Check #54096		08/25/2025	09/26/2025	09/26/2025		09/26/2025	465.83
3641-288691	Vehicles	Paid by Check #54096		08/25/2025	09/26/2025	09/26/2025		09/26/2025	86.71
3641-288694	Vehicles	Paid by Check #54096		08/25/2025	09/26/2025	09/26/2025		09/26/2025	(82.59)
3641-288804	Vehicles	Paid by Check #54096		08/26/2025	09/26/2025	09/26/2025		09/26/2025	21.69
3641-288896	Vehicles	Paid by Check #54096		08/26/2025	09/26/2025	09/26/2025		09/26/2025	58.57
3641-289012	Vehicles	Paid by Check #54096		08/27/2025	09/26/2025	09/26/2025		09/26/2025	43.42
3641-289033	Vehicles	Paid by Check #54096		08/27/2025	09/26/2025	09/26/2025		09/26/2025	79.80
3641-289087	Vehicles	Paid by Check #54096		08/27/2025	09/26/2025	09/26/2025		09/26/2025	51.66
3641-289161	Vehicles	Paid by Check #54096		08/27/2025	09/26/2025	09/26/2025		09/26/2025	30.16
3641-289167	Vehicles	Paid by Check #54096		08/27/2025	09/26/2025	09/26/2025		09/26/2025	87.77
3641-289363	Vehicles	Paid by Check #54096		08/28/2025	09/26/2025	09/26/2025		09/26/2025	90.88

Vendor 392 - O'Reilly Auto Parts Totals

Invoices

60

\$5,882.51

Vendor 142 - ODP Business Solutions, LLC

437855164001 Sportsplex Receipt book

Paid by Check #54097

09/04/2025

09/26/2025

09/26/2025

09/26/2025

223.27



Accounts Payable Invoice Report

G/L Date Range 09/21/25 - 09/26/25
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
437693735001	OFFICE SUPPLIES	Paid by Check #54097		09/05/2025	09/26/2025	09/26/2025		09/26/2025	432.04
437736853001	Lorena Gamboa Supplies	Paid by Check #54097		09/08/2025	09/26/2025	09/26/2025		09/26/2025	52.99
437737386001	Lorena Gamboa Supplies	Paid by Check #54097		09/08/2025	09/26/2025	09/26/2025		09/26/2025	14.20
439196062001	PD - Supplies	Paid by Check #54097		09/09/2025	09/26/2025	09/26/2025		09/26/2025	125.01
		Vendor 142 - ODP Business Solutions, LLC Totals				Invoices	5		\$847.51
Vendor 1708 - James Olvera									
October 2025	Anthem Reimb 10/1/25-10/31/25	Paid by Check #54098		09/19/2025	09/26/2025	09/26/2025		09/26/2025	366.65
		Vendor 1708 - James Olvera Totals				Invoices	1		\$366.65
Vendor 76 - Pacific Gas & Electric									
1561888272208/25	PW 5586 AVE 416 07/12/25-08/11/25	Paid by Check #54114		08/12/2025	09/26/2025	09/26/2025		09/26/2025	149.60
8744095279108/25	301 E KAMM AVE 07/09/25-08/06/25	Paid by Check #54141		08/12/2025	09/26/2025	09/26/2025		09/26/2025	26.21
6402990649808/25	PD - 07/17/2025 - 08/14/2025 Billing Charges	Paid by Check #54147		08/15/2025	09/26/2025	09/26/2025		09/26/2025	18.56
8866956432508/25	NW SE SW 18 16 24 07/17/25-08/14/25	Paid by Check #54143		08/15/2025	09/26/2025	09/26/2025		09/26/2025	32.07
6744215678108/25	6675 AVE 412 07/17/25-08/14/25	Paid by Check #54134		08/18/2025	09/26/2025	09/26/2025		09/26/2025	5,235.68
3616571038908/25	2099 W Sierra Way A 07/18/25-08/17/25	Paid by Check #54121		08/19/2025	09/26/2025	09/26/2025		09/26/2025	17,042.28
5949665550308/25	6675 AVE 412 07/17/25-08/14/25	Paid by Check #54131		08/19/2025	09/26/2025	09/26/2025		09/26/2025	14,729.31
0418167531708/25	RD 72 7 W Sierra Way 07/25/25-08/24/25	Paid by Check #54110		08/25/2025	09/26/2025	09/26/2025		09/26/2025	877.04
4592247189608/25	111 N HAYES AVE 07/25/25-08/24/25	Paid by Check #54122		08/25/2025	09/26/2025	09/26/2025		09/26/2025	35.94
8968787345808/25	651 W SAGINAW AVE 07/25/25-08/24/25	Paid by Check #54144		08/25/2025	09/26/2025	09/26/2025		09/26/2025	325.81
3120184832708/25	7387 W Sierra Ave 07/23/25-08/20/25	Paid by Check #54119		08/26/2025	09/26/2025	09/26/2025		09/26/2025	30,807.33
4751971656808/25	HAYES & EDWARDS 07/28/25-08/25/25	Paid by Check #54123		08/26/2025	09/26/2025	09/26/2025		09/26/2025	47.66
4772157652908/25	ALTA & EL MONTE 07/26/25-08/25/25	Paid by Check #54124		08/26/2025	09/26/2025	09/26/2025		09/26/2025	199.76
5355488862708/25	912 N ALTA AVE @ SAGINAW & ALTA 07/26/25-08/25/25	Paid by Check #54129		08/26/2025	09/26/2025	09/26/2025		09/26/2025	95.96
5657667089908/25	NW COR ALICE & W EL MONTE WAY 07/26/25-08/25/25	Paid by Check #54130		08/26/2025	09/26/2025	09/26/2025		09/26/2025	128.17
6657667025208/25	NW COR ALTA & RD 80 07/26/25-08/25/25	Paid by Check #54132		08/26/2025	09/26/2025	09/26/2025		09/26/2025	95.58
8218800681908/25	2099 W SIERRA WAY B 07/23/25-08/20/25	Paid by Check #54137		08/26/2025	09/26/2025	09/26/2025		09/26/2025	4,014.08
8647150103008/25	ON E EL MONTE WAY & PERRY 07/26/25-08/25/25	Paid by Check #54140		08/26/2025	09/26/2025	09/26/2025		09/26/2025	90.28
1686600158508/25	2255 W EL MONTE WAY 07/29/25-08/26/25	Paid by Check #54116		08/27/2025	09/26/2025	09/26/2025		09/26/2025	92.70



Accounts Payable Invoice Report

G/L Date Range 09/21/25 - 09/26/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
2125236871308/25	1215 W EL MONTE WAY 07/29/25 -08/26/25	Paid by Check #54118		08/27/2025	09/26/2025	09/26/2025		09/26/2025	36.17
3354641796608/25	KAMM & O ST 07/29/25-08/26/25	Paid by Check #54120		08/27/2025	09/26/2025	09/26/2025		09/26/2025	127.46
5064695483908/25	CRAWFORD & EL MONTE SW 07/29/25-08/26/25	Paid by Check #54127		08/27/2025	09/26/2025	09/26/2025		09/26/2025	141.19
8397932225808/25	3481 W EL MONTE WAY 07/29/25 -08/26/25	Paid by Check #54138		08/27/2025	09/26/2025	09/26/2025		09/26/2025	31.33
8981923387808/25	150 W SAGINAW AVE 07/29/25- 08/26/25	Paid by Check #54145		08/27/2025	09/26/2025	09/26/2025		09/26/2025	76.04
9237058126308/25	2813 W EL MONTE WAY 07/29/25 -08/26/25	Paid by Check #54146		08/27/2025	09/26/2025	09/26/2025		09/26/2025	55.52
0571296382508/25	PW-2999 W EL MONTE WAY 07/30/25-08/27/25	Paid by Check #54111		08/28/2025	09/26/2025	09/26/2025		09/26/2025	165.34
1416294094508/25	PW 389 W EL MONTE WAY 07/30/25-08/27/25	Paid by Check #54113		08/28/2025	09/26/2025	09/26/2025		09/26/2025	93.08
8633990399808/25	PW WELL #14 07/29/25-08/26/25	Paid by Check #54139		08/28/2025	09/26/2025	09/26/2025		09/26/2025	23.82
2257627333209/25	Parks 425 S Alta Ave 08/01/25- 09/01/25	Paid by Check #54101		09/02/2025	09/26/2025	09/26/2025		09/26/2025	13.03
6724721106209/25	TULARE & L ST 08/07/25- 09/05/25	Paid by Check #54133		09/07/2025	09/26/2025	09/26/2025		09/26/2025	126.78
6766387770109/25	TULARE & L ST 08/07/25- 09/05/25	Paid by Check #54136		09/07/2025	09/26/2025	09/26/2025		09/26/2025	79.65
7748430711909/25	PARKS-1133 S COLLEGE INYO & M ST 08/07/25-09/05/25	Paid by Check #54107		09/07/2025	09/26/2025	09/26/2025		09/26/2025	30.59
1693144969409/25	Parks- N/KAMM E/Green 08/07/25 -09/07/25	Paid by Check #54100		09/08/2025	09/26/2025	09/26/2025		09/26/2025	26.28
1834091213009/25	PW-100 N Marshall Ave 08/07/25 -09/07/25	Paid by Check #54117		09/08/2025	09/26/2025	09/26/2025		09/26/2025	10.51
3396308460409/25	Parks L&L 08/07/25-09/07/25	Paid by Check #54103		09/08/2025	09/26/2025	09/26/2025		09/26/2025	7.20
5167308560409/25	S/E Kamm & Alta 08/07/25- 09/07/25	Paid by Check #54128		09/08/2025	09/26/2025	09/26/2025		09/26/2025	228.98
9459141832509/25	Parks-L&L 08/07/25-09/07/25	Paid by Check #54109		09/08/2025	09/26/2025	09/26/2025		09/26/2025	1.68
1349716235709/25	Kamm & Green Ave 08/07/25- 09/08/25	Paid by Check #54112		09/09/2025	09/26/2025	09/26/2025		09/26/2025	143.39
1557710974509/25	Parks 1851 E Kamm Ave 08/08/25 -09/08/25	Paid by Check #54099		09/09/2025	09/26/2025	09/26/2025		09/26/2025	3,576.99
2946520700809/25	L & L Various 08/08/25-09/08/25	Paid by Check #54102		09/09/2025	09/26/2025	09/26/2025		09/26/2025	241.35
35474471071 9/25	420 E TULARE ST 8/6/25- 9/8/2025	Paid by Check #54148		09/09/2025	09/26/2025	09/26/2025		09/26/2025	2,351.14
4964113683009/25	MILSAP & MYRTLE ALLEY 08/06/25-09/08/25	Paid by Check #54125		09/09/2025	09/26/2025	09/26/2025		09/26/2025	121.72
5027356573409/25	RANDLE AVE 08/08/25-09/08/25	Paid by Check #54126		09/09/2025	09/26/2025	09/26/2025		09/26/2025	80.59
5751498437609/25	PARKS 139 N K ST 07/29/25- 09/08/25	Paid by Check #54104		09/09/2025	09/26/2025	09/26/2025		09/26/2025	69.67
6021181187609/25	Sportsplex 201 N URUAPAN WAY 08/06/25-09/08/25	Paid by Check #54105		09/09/2025	09/26/2025	09/26/2025		09/26/2025	3,206.13



Accounts Payable Invoice Report

G/L Date Range 09/21/25 - 09/26/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
61830544740 9/25	496 E TULARE ST 8/6/25-9/8/25	Paid by Check #54149		09/09/2025	09/26/2025	09/26/2025		09/26/2025	3,013.64
6744215678109/25	6675 AVE 412 08/15/25-09/08/25	Paid by Check #54135		09/09/2025	09/26/2025	09/26/2025		09/26/2025	4,185.11
8319024072709/25	Parks SW SW 16-16-24 08/08/25-09/08/25	Paid by Check #54108		09/09/2025	09/26/2025	09/26/2025		09/26/2025	28.48
7314274871109/25	Parks & CS 08/08/25-09/08/25	Paid by Check #54106		09/10/2025	09/26/2025	09/26/2025		09/26/2025	6,985.40
8744095279109/25	301 E KAMM AVE 08/07/25-09/07/25	Paid by Check #54142		09/10/2025	09/26/2025	09/26/2025		09/26/2025	32.28
1561888272209/25	PW 5586 AVE 416 08/12/25-09/10/25	Paid by Check #54115		09/11/2025	09/26/2025	09/26/2025		09/26/2025	144.65
			Vendor 76 - Pacific Gas & Electric Totals			Invoices	51		\$99,499.21
Vendor 7 - Pena's Disposal Services									
894859	FY25/26-Parks-Green yard waste disposal- Vuich Park	Paid by Check #54150		07/18/2025	09/26/2025	09/26/2025	09/17/2025	09/26/2025	363.58
			Vendor 7 - Pena's Disposal Services Totals			Invoices	1		\$363.58
Vendor 1565 - Quadient Finance USA, Inc.									
9.9.25	POSTAGE	Paid by Check #54151		09/09/2025	09/26/2025	09/26/2025		09/26/2025	2,500.00
			Vendor 1565 - Quadient Finance USA, Inc. Totals			Invoices	1		\$2,500.00
Vendor 221 - Rene G. Ortega Concrete									
2053	Rene Ortega- Shoppers Alley	Paid by Check #54152		09/22/2025	09/26/2025	09/26/2025		09/26/2025	5,800.00
2054	Rene Ortega- Merced & K St	Paid by Check #54152		09/22/2025	09/26/2025	09/26/2025		09/26/2025	12,800.00
			Vendor 221 - Rene G. Ortega Concrete Totals			Invoices	2		\$18,600.00
Vendor 349 - Rescom Pest Control									
283159318	PD - Dog Kennels Pest Control Service	Paid by Check #54153		09/22/2025	09/26/2025	09/26/2025		09/26/2025	48.00
			Vendor 349 - Rescom Pest Control Totals			Invoices	1		\$48.00
Vendor 42 - Scout Specialties									
188775	FY25/26-Sports-Field striping paint-Soccer field prep	Paid by Check #54154		09/09/2025	09/26/2025	09/26/2025	09/12/2025	09/26/2025	221.67
			Vendor 42 - Scout Specialties Totals			Invoices	1		\$221.67
Vendor 957 - Shred-It USA LLC									
8012005007	PD - Shred Service 09/08/2025	Paid by Check #54155		09/18/2025	09/26/2025	09/26/2025		09/26/2025	160.06
			Vendor 957 - Shred-It USA LLC Totals			Invoices	1		\$160.06
Vendor 2084 - Superior Plus Energy Services Inc									
30661729	3018 Ridge Creek	Paid by Check #54156		09/05/2025	09/26/2025	09/26/2025		09/26/2025	1,285.13
			Vendor 2084 - Superior Plus Energy Services Inc Totals			Invoices	1		\$1,285.13
Vendor 49 - Tulare County									
21431	FY 24/25 FRONT DESK ENGRAVED SIGNS	Paid by Check #54157		06/06/2025	09/26/2025	09/26/2025		09/26/2025	151.90
			Vendor 49 - Tulare County Totals			Invoices	1		\$151.90
Vendor 354 - Verizon Wireless									
6122971482	Verizon 8/8-9/7	Paid by Check #54158		09/07/2025	09/26/2025	09/26/2025		09/26/2025	1,434.06
6123151159	PD - 08/11/2025 - 09/05/2025 Billing Charges	Paid by Check #54159		09/10/2025	09/26/2025	09/26/2025		09/26/2025	2,110.33



Accounts Payable Invoice Report

G/L Date Range 09/21/25 - 09/26/25
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
6123411968	Aug/Sept 2025	Paid by Check #54160		09/12/2025	09/26/2025	09/26/2025		09/26/2025	394.22
6123525771	Aug/Sept 2025	Paid by Check #54161		09/14/2025	09/26/2025	09/26/2025		09/26/2025	515.41
			Vendor	354 - Verizon Wireless Totals			Invoices	4	\$4,454.02
Vendor Rosario A. Renteria									
TNR2025-7	Feral Cat Trap & Release Program Reimbursement	Paid by Check #54162		09/22/2022	09/26/2025	09/26/2025		09/26/2025	100.00
			Vendor	Rosario A. Renteria Totals			Invoices	1	\$100.00
			Grand Totals				Invoices	229	\$986,634.28



Accounts Payable Invoice Report

G/L Date Range 09/28/25 - 10/03/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 1143 - AAA Quality Services, Inc.									
00360187	FY25/26-Parks-Portable restroom services (2)-Nebraska Park	Paid by Check #54164		09/20/2025	10/03/2025	10/03/2025	09/22/2025	10/03/2025	497.70
00360188	FY25/26-Parks-Portable restroom services (2)-Centennial Park	Paid by Check #54164		09/20/2025	10/03/2025	10/03/2025	09/22/2025	10/03/2025	497.70
00360189	FY25/26-Parks-Portable restroom services (1) Vuich Park	Paid by Check #54164		09/20/2025	10/03/2025	10/03/2025	09/22/2025	10/03/2025	130.20
Vendor 1143 - AAA Quality Services, Inc. Totals							Invoices	3	\$1,125.60
Vendor 263 - Advantek Benefit Administrators									
Funding 9/26/25	Miscellaneous	Paid by Check #54165		09/26/2025	10/03/2025	10/03/2025		10/03/2025	52,724.47
2509 011	September 2025	Paid by Check #54165		09/29/2025	10/03/2025	10/03/2025		10/03/2025	167,682.60
Vendor 263 - Advantek Benefit Administrators Totals							Invoices	2	\$220,407.07
Vendor 323 - ASCAP									
500580703-2025	FY25/26-Comm. Svcs.-Music licensing subscription renewal	Paid by Check #54166		09/20/2025	10/03/2025	10/03/2025	09/29/2025	10/03/2025	453.25
Vendor 323 - ASCAP Totals							Invoices	1	\$453.25
Vendor 17 - AT&T									
939105447409/25	Telephone 08/10/25-09/09/25	Paid by Check #54168		09/10/2025	10/03/2025	10/03/2025		10/03/2025	61.27
939105474109/25	Telephone 08/11/25-09/10/25	Paid by Check #54169		09/11/2025	10/03/2025	10/03/2025		10/03/2025	163.44
939105473609/25	PD - 08/20/2025 - 09/19/2025 Billing Charges	Paid by Check #54167		09/20/2025	10/03/2025	10/03/2025		10/03/2025	131.24
Vendor 17 - AT&T Totals							Invoices	3	\$355.95
Vendor 420 - Atlas Copco Compressors LLC									
1125096665	CNG repairs	Paid by Check #54170		09/10/2025	10/03/2025	10/03/2025		10/03/2025	1,878.35
1125096668	CNG repairs	Paid by Check #54170		09/10/2025	10/03/2025	10/03/2025		10/03/2025	1,520.00
Vendor 420 - Atlas Copco Compressors LLC Totals							Invoices	2	\$3,398.35
Vendor 1103 - Bauer Compressors, Inc.									
0000341057	Safety Equipment	Paid by Check #54171		09/24/2025	10/03/2025	10/03/2025		10/03/2025	520.81
0000341059	Safety Equipment	Paid by Check #54171		09/24/2025	10/03/2025	10/03/2025		10/03/2025	1,833.66
Vendor 1103 - Bauer Compressors, Inc. Totals							Invoices	2	\$2,354.47
Vendor 2201 - BlueTriton Brands, Inc.									
0518730269225	PD - Water Cooler Service	Paid by Check #54172		09/24/2025	10/03/2025	10/03/2025		10/03/2025	282.18
Vendor 2201 - BlueTriton Brands, Inc. Totals							Invoices	1	\$282.18
Vendor 822 - Boundtree Medical LLC									
85919383	Supplies	Paid by Check #54173		09/15/2025	10/03/2025	10/03/2025		10/03/2025	140.83
85924647	Supplies	Paid by Check #54173		09/18/2025	10/03/2025	10/03/2025		10/03/2025	113.54
85931609	Supplies	Paid by Check #54173		09/24/2025	10/03/2025	10/03/2025		10/03/2025	755.23
85933423	Supplies	Paid by Check #54173		09/25/2025	10/03/2025	10/03/2025		10/03/2025	45.45
Vendor 822 - Boundtree Medical LLC Totals							Invoices	4	\$1,055.05
Vendor 116 - BSK Associates									
AI24223	Bacti Report	Paid by Check #54174		09/17/2025	10/03/2025	10/03/2025		10/03/2025	176.00
AI24333	Bacti Report	Paid by Check #54174		09/19/2025	10/03/2025	10/03/2025		10/03/2025	110.00
AI24535	Bacti Report	Paid by Check #54174		09/22/2025	10/03/2025	10/03/2025		10/03/2025	41.00



Accounts Payable Invoice Report

G/L Date Range 09/28/25 - 10/03/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
AI24845	Bacti Report	Paid by Check #54174		09/24/2025	10/03/2025	10/03/2025		10/03/2025	55.00
		Vendor 116 - BSK Associates		Totals		Invoices	4		\$382.00
Vendor 381 - Cen Cal Distributing Inc.									
357675	8/01/25 Delivery Charge, Water Delivery 7 Bottles	Paid by Check #54175		08/01/2025	10/03/2025	10/03/2025		10/03/2025	83.50
359110	08/22/25 Water Delivery 9 Bottles	Paid by Check #54175		08/22/2025	10/03/2025	10/03/2025		10/03/2025	99.00
		Vendor 381 - Cen Cal Distributing Inc.		Totals		Invoices	2		\$182.50
Vendor 8 - City of Dinuba									
2026 Basketball	Sponsorship	Paid by Check #54176		09/29/2025	10/03/2025	10/03/2025		10/03/2025	260.00
		Vendor 8 - City of Dinuba		Totals		Invoices	1		\$260.00
Vendor 125 - College of the Sequoias									
754	PD - Firearms/Tactical Rifle - Angel Landeros & Cesar Morales	Paid by Check #54177		09/15/2025	10/03/2025	10/03/2025		10/03/2025	308.00
		Vendor 125 - College of the Sequoias		Totals		Invoices	1		\$308.00
Vendor 170 - Comcast									
0148160 09/11/25	1390 E Elizabeth Way OFC	Paid by Check #54178		09/11/2025	10/03/2025	10/03/2025		10/03/2025	122.84
	09/16/25-10/15/25								
0191269 09/22/25	201 N Uruapan Way 09/27/25-10/26/25	Paid by Check #54179		09/22/2025	10/03/2025	10/03/2025		10/03/2025	374.78
		Vendor 170 - Comcast		Totals		Invoices	2		\$497.62
Vendor 1992 - Melvin R Cox									
200100	Mel Cox- Shopping Cart Retrieval August	Paid by Check #54180		08/29/2025	10/03/2025	10/03/2025		10/03/2025	565.00
		Vendor 1992 - Melvin R Cox		Totals		Invoices	1		\$565.00
Vendor 1244 - Fire Apparatus Solutions									
0102W21047	2024 Spartan Smeal	Paid by Check #54181		09/23/2025	10/03/2025	10/03/2025		10/03/2025	35,564.54
		Vendor 1244 - Fire Apparatus Solutions		Totals		Invoices	1		\$35,564.54
Vendor 2113 - Green Pro Solutions									
26044	supplies	Paid by Check #54182		06/03/2025	10/03/2025	10/03/2025		10/03/2025	2,162.75
26170	Supplies	Paid by Check #54182		08/12/2025	10/03/2025	10/03/2025		10/03/2025	1,784.50
26802	Supplies	Paid by Check #54182		09/09/2025	10/03/2025	10/03/2025		10/03/2025	2,479.10
		Vendor 2113 - Green Pro Solutions		Totals		Invoices	3		\$6,426.35
Vendor 139 - Henry Schein Inc.									
46849128	Supplies	Paid by Check #54183		09/15/2025	10/03/2025	10/03/2025		10/03/2025	1,993.72
47074837	Supplies	Paid by Check #54183		09/18/2025	10/03/2025	10/03/2025		10/03/2025	279.12
		Vendor 139 - Henry Schein Inc.		Totals		Invoices	2		\$2,272.84
Vendor 533 - Herwaldt Motorsports									
4177580	PD - Parts	Paid by Check #54184		09/24/2025	10/03/2025	10/03/2025		10/03/2025	352.98
		Vendor 533 - Herwaldt Motorsports		Totals		Invoices	1		\$352.98
Vendor 1150 - Hoffman Security									
738250	FY25/26-Senior Center-Alarm monitoring svc.-10/1/25-10/31/25	Paid by Check #54185		09/20/2025	10/03/2025	10/03/2025	09/22/2025	10/03/2025	117.00



Accounts Payable Invoice Report

G/L Date Range 09/28/25 - 10/03/25
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 1150 - Hoffman Security Totals						Invoices	1		\$117.00
Vendor 560 - Daniel James									
Long Beach 10/25	League of California Cities Annual Conference	Paid by Check #54186		09/29/2025	10/03/2025	10/03/2025		10/03/2025	263.00
Vendor 560 - Daniel James Totals						Invoices	1		\$263.00
Vendor 213 - Javelina Trading Company									
2508012	saftesy supplies	Paid by Check #54187		08/12/2025	10/03/2025	10/03/2025		10/03/2025	6,356.98
Vendor 213 - Javelina Trading Company Totals						Invoices	1		\$6,356.98
Vendor 1403 - Kings Industrial Occupational Medical Center, Inc.									
306319	Contractual	Paid by Check #54188		09/11/2025	10/03/2025	10/03/2025		10/03/2025	999.00
Vendor 1403 - Kings Industrial Occupational Medical Center, Inc. Totals						Invoices	1		\$999.00
Vendor 1014 - Knox Company									
INV-KA-438550	Equipment	Paid by Check #54189		08/22/2025	10/03/2025	10/03/2025		10/03/2025	2,303.46
Vendor 1014 - Knox Company Totals						Invoices	1		\$2,303.46
Vendor 1247 - Linda Launer									
Long Beach 10/25	League of California Cities Annual Conference	Paid by Check #54190		09/29/2025	10/03/2025	10/03/2025		10/03/2025	263.00
Vendor 1247 - Linda Launer Totals						Invoices	1		\$263.00
Vendor 2140 - David Little									
DavidL405-0	David Little- Educational Assistance Reimbursement	Paid by Check #54191		08/01/2025	10/03/2025	10/03/2025		10/03/2025	298.80
Vendor 2140 - David Little Totals						Invoices	1		\$298.80
Vendor 2179 - Logan Bros Pump & Ag, INC									
250852	Logan Bos Pump, Well 16 Pump Rehab	Paid by Check #54192		08/22/2025	10/03/2025	10/03/2025		10/03/2025	12,400.45
Vendor 2179 - Logan Bros Pump & Ag, INC Totals						Invoices	1		\$12,400.45
Vendor 1723 - Matson Alarm Co, Inc.									
7056116	FY25/26-Sportsplex-Alarm monitoring 10/1/25-10/31/25	Paid by Check #54193		10/01/2025	10/03/2025	10/03/2025	09/24/2025	10/03/2025	110.77
7065572	City Hall Monitoring 10/01/25-10/31/25	Paid by Check #54193		10/01/2025	10/03/2025	10/03/2025		10/03/2025	128.62
Vendor 1723 - Matson Alarm Co, Inc. Totals						Invoices	2		\$239.39
Vendor 1797 - David Mendoza									
September 2025	Anthem Reimb 9/01/25-9/30/25	Paid by Check #54194		09/24/2025	10/03/2025	10/03/2025		10/03/2025	356.85
Vendor 1797 - David Mendoza Totals						Invoices	1		\$356.85
Vendor 22 - Moore Twining Associates Inc.									
4141140	Moore Twining- Industrial FY 24/25	Paid by Check #54195		06/11/2024	10/03/2025	10/03/2025		10/03/2025	88.00
4148523	Moore Twining- Industrial FY 24/25	Paid by Check #54195		12/06/2024	10/03/2025	10/03/2025		10/03/2025	88.00
2500177	Moore Twining- Industrial FY 24/25	Paid by Check #54195		03/06/2025	10/03/2025	10/03/2025		10/03/2025	88.00
2500277	Moore Twining- Industrial FY 24/25	Paid by Check #54195		03/10/2025	10/03/2025	10/03/2025		10/03/2025	88.00



Accounts Payable Invoice Report

G/L Date Range 09/28/25 - 10/03/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
2501497	Moore Twining- In House FY 24/25	Paid by Check #54195		04/02/2025	10/03/2025	10/03/2025		10/03/2025	179.00
2501741	Moore Twining- Industrial FY 24/25	Paid by Check #54195		04/10/2025	10/03/2025	10/03/2025		10/03/2025	461.00
2502283	Moore Twining- In House FY 24/25	Paid by Check #54195		04/22/2025	10/03/2025	10/03/2025		10/03/2025	102.00
2503818	Moore Twining- Industrial FY 24/25	Paid by Check #54195		05/29/2025	10/03/2025	10/03/2025		10/03/2025	88.00
2504595	Moore Twining- Industrial FY 24/25	Paid by Check #54195		06/19/2025	10/03/2025	10/03/2025		10/03/2025	88.00
2504683	Moore Twining- Industrial FY 24/25	Paid by Check #54195		06/23/2025	10/03/2025	10/03/2025		10/03/2025	88.00
2504852	Moore Twining- Industrial FY24/25	Paid by Check #54195		06/25/2025	10/03/2025	10/03/2025		10/03/2025	88.00
2504972	Moore Twining- In House FY24/25	Paid by Check #54195		06/26/2025	10/03/2025	10/03/2025		10/03/2025	86.00
2505425	Moore Twining- Industrial	Paid by Check #54195		07/07/2025	10/03/2025	10/03/2025		10/03/2025	88.00
2507356	Moore Twining- In House	Paid by Check #54195		08/20/2025	10/03/2025	10/03/2025		10/03/2025	257.00
2508324	Moore Twining- In House	Paid by Check #54195		09/09/2025	10/03/2025	10/03/2025		10/03/2025	195.00
2508508	industrial	Paid by Check #54195		09/15/2025	10/03/2025	10/03/2025		10/03/2025	88.00
2508609	industrial	Paid by Check #54195		09/16/2025	10/03/2025	10/03/2025		10/03/2025	88.00
2508647	in house	Paid by Check #54195		09/17/2025	10/03/2025	10/03/2025		10/03/2025	102.00
2508648	industrial	Paid by Check #54195		09/17/2025	10/03/2025	10/03/2025		10/03/2025	88.00
2508836	industrial	Paid by Check #54195		09/18/2025	10/03/2025	10/03/2025		10/03/2025	88.00
2509065	industrial	Paid by Check #54195		09/23/2025	10/03/2025	10/03/2025		10/03/2025	88.00
Vendor 22 - Moore Twining Associates Inc. Totals						Invoices	21		\$2,614.00
Vendor 1767 - Rachel Nerio-Guerrero									
Long Beach 10/25	League of California Cities Annual Conference	Paid by Check #54196		09/29/2025	10/03/2025	10/03/2025		10/03/2025	263.00
Vendor 1767 - Rachel Nerio-Guerrero Totals						Invoices	1		\$263.00
Vendor 142 - ODP Business Solutions, LLC									
438953227001	FY25/26-CDBG Senior Meals-Senior Center-Operating Supplies	Paid by Check #54197		09/09/2025	10/03/2025	10/03/2025	09/22/2025	10/03/2025	80.94
438637341001	PD - Supplies	Paid by Check #54197		09/12/2025	10/03/2025	10/03/2025		10/03/2025	195.33
441208412001	Office Supplies-Paper-Cups	Paid by Check #54197		09/18/2025	10/03/2025	10/03/2025		10/03/2025	289.97
Vendor 142 - ODP Business Solutions, LLC Totals						Invoices	3		\$566.24
Vendor 2217 - Orbit Lanes									
9242025	FY25/26-CDBG Senior Meals-Senior Center-Specialty lunch 9/24/25	Paid by Check #54198		09/09/2025	10/03/2025	10/03/2025	09/22/2025	10/03/2025	298.10
Vendor 2217 - Orbit Lanes Totals						Invoices	1		\$298.10
Vendor 1773 - Pace Supply Corp.									
1910618359-1	Pace- Whitney Meter Box Lids	Paid by Check #54199		09/10/2025	10/03/2025	10/03/2025		10/03/2025	2,849.20
Vendor 1773 - Pace Supply Corp. Totals						Invoices	1		\$2,849.20
Vendor 76 - Pacific Gas & Electric									



Accounts Payable Invoice Report

G/L Date Range 09/28/25 - 10/03/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
0915078178008/25	PW-Various 07/16/25-08/13/25	Paid by Check #54203		08/13/2025	10/03/2025	10/03/2025		10/03/2025	1,934.56
2567113494508/25	Autumn Gate Phase II & III	Paid by Check #54206		08/13/2025	10/03/2025	10/03/2025		10/03/2025	61.64
7232679737908/25	PW-Various 07/16/25-08/13/25	Paid by Check #54211		08/13/2025	10/03/2025	10/03/2025		10/03/2025	18,332.83
9179222553308/25	PW-Various 07/16/25-08/13/25	Paid by Check #54214		08/13/2025	10/03/2025	10/03/2025		10/03/2025	1,082.88
9548749847908/25	Alta & Nebraska Ave 07/12/25-08/11/25	Paid by Check #54215		08/14/2025	10/03/2025	10/03/2025		10/03/2025	107.33
6407995725008/25	PW 07/14/25-08/11/25	Paid by Check #54209		08/17/2025	10/03/2025	10/03/2025		10/03/2025	11,786.80
2073277197509/25	1088 E KAMM AVE 08/08/25-09/08/25	Paid by Check #54205		09/09/2025	10/03/2025	10/03/2025		10/03/2025	875.90
0915078178009/25	PW-Various 08/14/25-09/12/25	Paid by Check #54204		09/12/2025	10/03/2025	10/03/2025		10/03/2025	1,916.27
2567113494509/25	Autumn Gate Phase II & III	Paid by Check #54207		09/12/2025	10/03/2025	10/03/2025		10/03/2025	61.02
4323390246909/25	L & L CITRUS HEIGHTS VENTURA AND O 08/14/25-09/12/25	Paid by Check #54218		09/12/2025	10/03/2025	10/03/2025		10/03/2025	81.08
8543598174209/25	L & L 08/14/25-09/12/25	Paid by Check #54220		09/12/2025	10/03/2025	10/03/2025		10/03/2025	263.59
9018373735309/25	L & L DUNMORE HOMES VISCAYA 1 AT SAGINA 08/14/25-09/12/25	Paid by Check #54221		09/12/2025	10/03/2025	10/03/2025		10/03/2025	1,195.82
9179222553309/25	PW-Various 08/14/25-09/12/25	Paid by Check #54216		09/12/2025	10/03/2025	10/03/2025		10/03/2025	1,077.00
9196176758809/25	L & L SIERRA WAY AND BUENA VISTA AVE 08/14/25-09/12/25	Paid by Check #54222		09/12/2025	10/03/2025	10/03/2025		10/03/2025	124.69
0008440859009/25	2099 W SIERRA WAY B August 2025	Paid by Check #54202		09/15/2025	10/03/2025	10/03/2025		10/03/2025	343.71
6407995725009/25	PW 08/12/25-09/08/25	Paid by Check #54210		09/15/2025	10/03/2025	10/03/2025		10/03/2025	13,225.83
9548749847909/25	Alta & Nebraska Ave 08/12/25-09/10/25	Paid by Check #54217		09/15/2025	10/03/2025	10/03/2025		10/03/2025	122.56
3166578419009/25	3007 W Kamm Ave 08/15/25-09/15/25	Paid by Check #54223		09/16/2025	10/03/2025	10/03/2025		10/03/2025	1,428.50
5949665550309/25	6675 AVE 412 08/15/25-09/15/25	Paid by Check #54208		09/16/2025	10/03/2025	10/03/2025		10/03/2025	14,565.77
6402990649809/25	PD - 08/15/2025 - 09/15/2025 Billing Charges	Paid by Check #54200		09/16/2025	10/03/2025	10/03/2025		10/03/2025	20.41
7232679737909/25	PW-Various 08/14/25-09/12/25	Paid by Check #54212		09/16/2025	10/03/2025	10/03/2025		10/03/2025	18,231.18
8866956432509/25	NW SE SW 18 16 24 08/15/25-09/15/25	Paid by Check #54213		09/16/2025	10/03/2025	10/03/2025		10/03/2025	35.29
5022214690909/25	L & L PARKSIDE VILLAGE PHASE I 08/20/25-09/18/25	Paid by Check #54219		09/18/2025	10/03/2025	10/03/2025		10/03/2025	269.54
5683054506909/25	PD - 09/01/2025 - 09/30/2025 Billing Charges	Paid by Check #54201		09/18/2025	10/03/2025	10/03/2025		10/03/2025	2,159.22
			Vendor	76 - Pacific Gas & Electric Totals			Invoices	24	\$89,303.42
Vendor 982 - Luis Patlan									
Long Beach 10/25	League of California Cities Annual Conference	Paid by Check #54224		09/29/2025	10/03/2025	10/03/2025		10/03/2025	263.00
			Vendor	982 - Luis Patlan Totals			Invoices	1	\$263.00
Vendor 9 - Quinn Company									
WON50035035	PD - PM Level 2 Annual Service-Major w/Multi Point Inspection	Paid by Check #54225		09/29/2025	10/03/2025	10/03/2025		10/03/2025	924.89
WON50035036	PD - PM Level 5 Loadbank Test	Paid by Check #54225		09/29/2025	10/03/2025	10/03/2025		10/03/2025	990.00



Accounts Payable Invoice Report

G/L Date Range 09/28/25 - 10/03/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 9 - Quinn Company Totals						Invoices	2		\$1,914.89
Vendor 688 - Rogelio Ramirez									
September 2025	Anthem Reimb 9/01/25-9/30/25	Paid by Check #54226		09/23/2025	10/03/2025	10/03/2025		10/03/2025	424.13
Vendor 688 - Rogelio Ramirez Totals						Invoices	1		\$424.13
Vendor 817 - Maribel Reynosa									
Long Beach 10/25	League of California Cities Annual Conference	Paid by Check #54227		09/29/2025	10/03/2025	10/03/2025		10/03/2025	263.00
Vendor 817 - Maribel Reynosa Totals						Invoices	1		\$263.00
Vendor 42 - Scout Specialties									
188918	FY25/26-Sports-Field striping paint-Soccer field prep	Paid by Check #54228		09/12/2025	10/03/2025	10/03/2025	09/19/2025	10/03/2025	64.77
188961	FY25/26-Sports-Field striping paint-Soccer field prep	Paid by Check #54228		09/15/2025	10/03/2025	10/03/2025	09/22/2025	10/03/2025	75.45
189016	FY25/26-Parks-Raisin Festival-Striping paint-Operating supplies	Paid by Check #54228		09/16/2025	10/03/2025	10/03/2025	09/22/2025	10/03/2025	301.80
189021	FY25/26-Parks-Raisin Festival-Striping paint-Operating supplies	Paid by Check #54228		09/16/2025	10/03/2025	10/03/2025	09/22/2025	10/03/2025	301.80
Vendor 42 - Scout Specialties Totals						Invoices	4		\$743.82
Vendor 46 - Self Help Enterprises									
DIN21HB Aug2025	21-CDBG-HA-07 General Admin/ Act. Deliv. HB Aug.2025	Paid by Check #54229		09/18/2025	10/03/2025	10/03/2025		10/03/2025	640.49
DIN21RE Aug2025	21-CDBG-HA-06 Gen Admin & Act Deliv August 2025	Paid by Check #54229		09/18/2025	10/03/2025	10/03/2025		10/03/2025	547.12
DIN21SL Aug 2025	DIN21SL Sewer Lateral General Admin August 2025	Paid by Check #54229		09/18/2025	10/03/2025	10/03/2025		10/03/2025	74.46
DIN23CH Aug2025	DIN23CH Gen Admin& Activity Delivery Aug2025	Paid by Check #54229		09/18/2025	10/03/2025	10/03/2025		10/03/2025	2,107.16
Vendor 46 - Self Help Enterprises Totals						Invoices	4		\$3,369.23
Vendor 2214 - Standard Insurance Company									
10797304	Billing 10/01/25-11/01/25	Paid by Check #54230		09/11/2025	10/03/2025	10/03/2025		10/03/2025	717.50
Vendor 2214 - Standard Insurance Company Totals						Invoices	1		\$717.50
Vendor 1447 - Monte Sylvester									
Aug-Oct 2025	Anthem Reimb 08/01/25-10/31/25	Paid by Check #54232		09/30/2025	10/03/2025	10/03/2025		10/03/2025	1,396.53
Vendor 1447 - Monte Sylvester Totals						Invoices	1		\$1,396.53
Vendor 1461 - Teleflex LLC									
9510581483	Supplies	Paid by Check #54233		09/24/2025	10/03/2025	10/03/2025		10/03/2025	2,164.58
Vendor 1461 - Teleflex LLC Totals						Invoices	1		\$2,164.58
Vendor 818 - Kuldip Thusu									
Long Beach 10/25	League of California Cities Annual Conference	Paid by Check #54234		09/29/2025	10/03/2025	10/03/2025		10/03/2025	263.00
Vendor 818 - Kuldip Thusu Totals						Invoices	1		\$263.00
Vendor 2202 - Toasty Graphix									



Accounts Payable Invoice Report

G/L Date Range 09/28/25 - 10/03/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
REC024	FY25/26-Sports-Staff shirts/uniform-shirts/screen printing incl.	Paid by Check #54235		09/22/2025	10/03/2025	10/03/2025	09/29/2025	10/03/2025	672.00
		Vendor	2202 - Toasty Graphix	Totals		Invoices	1		\$672.00
Vendor 1098 - Tyler Technologies									
045-537021	Hardware & Maintenance Fee 10/01/25-09/30/26	Paid by Check #54236		09/16/2025	10/03/2025	10/03/2025		10/03/2025	709.00
045-536980	Payments PCI Service Fee 11/01/25-12/31/25	Paid by Check #54236		10/01/2025	10/03/2025	10/03/2025		10/03/2025	270.00
		Vendor	1098 - Tyler Technologies	Totals		Invoices	2		\$979.00
Vendor 273 - US Bank									
8693601312539	FY 25/26 Parks-PW CNG Fuel September 2025	Paid by Check #54237		09/24/2025	10/03/2025	10/03/2025		10/03/2025	887.62
		Vendor	273 - US Bank	Totals		Invoices	1		\$887.62
Vendor 354 - Verizon Wireless									
6123525769	admin phone	Paid by Check #54241		09/14/2025	10/03/2025	10/03/2025		10/03/2025	267.85
6123525770	FY25/26-Mult. Div.-Cell phones services-8/15/25-9/14/25	Paid by Check #54238		09/14/2025	10/03/2025	10/03/2025	09/23/2025	10/03/2025	1,174.55
6123525772	HR/Finance 08/15/25-09/14/25	Paid by Check #54239		09/14/2025	10/03/2025	10/03/2025		10/03/2025	166.62
6123525773	CMO/Council 08/15/25-09/14/25	Paid by Check #54240		09/14/2025	10/03/2025	10/03/2025		10/03/2025	280.66
		Vendor	354 - Verizon Wireless	Totals		Invoices	4		\$1,889.68
Vendor 21 - Vestis Services LLC									
5031623199	FY25/26-Parks-Uniform Allowance - Parks staff-WK. of 9/17/25	Paid by Check #54242		09/17/2025	10/03/2025	10/03/2025	09/18/2025	10/03/2025	60.25
5031626155	FY25/26-Parks-Uniform Allowance-Parks staff-Wk. of 9/24/25	Paid by Check #54242		09/24/2025	10/03/2025	10/03/2025	09/25/2025	10/03/2025	99.90
		Vendor	21 - Vestis Services LLC	Totals		Invoices	2		\$160.15
Vendor Health Net Overpayment Recovery Department									
REF2541502-01-01	Refund 2541502-01-01	Paid by Check #54243		09/26/2025	10/03/2025	10/03/2025		10/03/2025	303.70
		Vendor	Health Net Overpayment Recovery Department	Totals		Invoices	1		\$303.70
Vendor Wellcare by Health Net									
REF 24-4698	Refund 24-4698	Paid by Check #54244		09/26/2025	10/03/2025	10/03/2025		10/03/2025	722.14
		Vendor	Wellcare by Health Net	Totals		Invoices	1		\$722.14
Vendor Wellcare by Health Net									
REF2541502-01-01	Refund 2541502-01-01	Paid by Check #54245		09/26/2025	10/03/2025	10/03/2025		10/03/2025	628.12
		Vendor	Wellcare by Health Net	Totals		Invoices	1		\$628.12
		Grand Totals				Invoices	128		\$413,497.73



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 417 - 1800 Boardup of the Central San Joaquin Valley									
6164	166 n lyndsay	Paid by Check #54246		09/19/2024	10/10/2025	10/10/2025		10/09/2025	3,910.80
6165	restoration	Paid by Check #54246		09/19/2024	10/10/2025	10/10/2025		10/09/2025	3,671.87
Vendor 417 - 1800 Boardup of the Central San Joaquin Valley Totals							Invoices	2	\$7,582.67
Vendor 263 - Advantek Benefit Administrators									
Funding 10/3/25	Miscellaneous	Paid by Check #54247		10/03/2025	10/10/2025	10/10/2025		10/09/2025	53,883.60
Vendor 263 - Advantek Benefit Administrators Totals							Invoices	1	\$53,883.60
Vendor 289 - AT&T Mobility LLC									
586765	PD - Locate Service - LEA Tracking	Paid by Check #54248		09/25/2025	10/10/2025	10/10/2025		10/09/2025	175.00
Vendor 289 - AT&T Mobility LLC Totals							Invoices	1	\$175.00
Vendor 1817 - Joanne Bear									
CCAI Conf 2025 F	Per Diem	Paid by Check #54249		10/01/2025	10/10/2025	10/10/2025		10/09/2025	318.00
Vendor 1817 - Joanne Bear Totals							Invoices	1	\$318.00
Vendor 328 - Bernard Professional Transcription Services									
DF220018 INV1-25	PD - Transcription Services / DF2200118 / INV 1-25	Paid by Check #54250		09/26/2025	10/10/2025	10/10/2025		10/09/2025	34,056.50
Vendor 328 - Bernard Professional Transcription Services Totals							Invoices	1	\$34,056.50
Vendor 822 - Boundtree Medical LLC									
85936604	Supplies	Paid by Check #54251		09/29/2025	10/10/2025	10/10/2025		10/09/2025	252.69
85940893	Supplies	Paid by Check #54251		10/01/2025	10/10/2025	10/10/2025		10/09/2025	31.24
85940894	Supplies	Paid by Check #54251		10/01/2025	10/10/2025	10/10/2025		10/09/2025	160.04
85940895	Supplies	Paid by Check #54251		10/01/2025	10/10/2025	10/10/2025		10/09/2025	362.77
Vendor 822 - Boundtree Medical LLC Totals							Invoices	4	\$806.74
Vendor 563 - John Carrillo									
October 2025	Anthem Reimb 10/01/25-10/31/25	Paid by Check #54252		10/07/2025	10/10/2025	10/10/2025		10/09/2025	351.37
Vendor 563 - John Carrillo Totals							Invoices	1	\$351.37
Vendor 333 - Cintas Corporation No. 2									
4242154040	Contractual	Paid by Check #54253		09/03/2025	10/10/2025	10/10/2025		10/09/2025	43.60
4242154096	Contractual	Paid by Check #54253		09/03/2025	10/10/2025	10/10/2025		10/09/2025	654.47
4242154151	Contractual	Paid by Check #54253		09/03/2025	10/10/2025	10/10/2025		10/09/2025	238.75
4242154167	Contractual	Paid by Check #54253		09/03/2025	10/10/2025	10/10/2025		10/09/2025	275.41
4242154182	Contractual	Paid by Check #54253		09/03/2025	10/10/2025	10/10/2025		10/09/2025	260.79
4242154443	Contractual	Paid by Check #54253		09/03/2025	10/10/2025	10/10/2025		10/09/2025	310.14
4242337681	Contractual	Paid by Check #54253		09/04/2025	10/10/2025	10/10/2025		10/09/2025	163.17
4242337780	Contractual	Paid by Check #54253		09/04/2025	10/10/2025	10/10/2025		10/09/2025	294.22
4242338000	Contractual	Paid by Check #54253		09/04/2025	10/10/2025	10/10/2025		10/09/2025	948.50
4242960411	Contractual	Paid by Check #54253		09/10/2025	10/10/2025	10/10/2025		10/09/2025	72.80
4242960491	Contractual	Paid by Check #54253		09/10/2025	10/10/2025	10/10/2025		10/09/2025	646.97
4242960501	Contractual	Paid by Check #54253		09/10/2025	10/10/2025	10/10/2025		10/09/2025	174.83
4242960750	Contractual	Paid by Check #54253		09/10/2025	10/10/2025	10/10/2025		10/09/2025	310.14



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
4243105300	Contractual	Paid by Check #54253		09/11/2025	10/10/2025	10/10/2025		10/09/2025	294.22
4243105321	Contractual	Paid by Check #54253		09/11/2025	10/10/2025	10/10/2025		10/09/2025	158.17
4243105510	Contractual	Paid by Check #54253		09/11/2025	10/10/2025	10/10/2025		10/09/2025	679.27
4243751334	Contractual	Paid by Check #54253		09/17/2025	10/10/2025	10/10/2025		10/09/2025	654.47
4243751364	Contractual	Paid by Check #54253		09/17/2025	10/10/2025	10/10/2025		10/09/2025	239.46
4243751382	Contractual	Paid by Check #54253		09/17/2025	10/10/2025	10/10/2025		10/09/2025	43.60
4243751393	Contractual	Paid by Check #54253		09/17/2025	10/10/2025	10/10/2025		10/09/2025	324.04
4243751396	Contractual	Paid by Check #54253		09/17/2025	10/10/2025	10/10/2025		10/09/2025	275.41
4243751433	Contractual	Paid by Check #54253		09/17/2025	10/10/2025	10/10/2025		10/09/2025	404.56
4243905318	Contractual	Paid by Check #54253		09/18/2025	10/10/2025	10/10/2025		10/09/2025	163.17
4243905377	Contractual	Paid by Check #54253		09/18/2025	10/10/2025	10/10/2025		10/09/2025	294.70
4243905564	Contractual	Paid by Check #54253		09/18/2025	10/10/2025	10/10/2025		10/09/2025	937.63
4244480239	Contractual	Paid by Check #54253		09/24/2025	10/10/2025	10/10/2025		10/09/2025	72.80
4244480382	Contractual	Paid by Check #54253		09/24/2025	10/10/2025	10/10/2025		10/09/2025	646.97
4244480391	Contractual	Paid by Check #54253		09/24/2025	10/10/2025	10/10/2025		10/09/2025	207.23
4244480733	Contractual	Paid by Check #54253		09/24/2025	10/10/2025	10/10/2025		10/09/2025	335.87
4244598352	Contractual	Paid by Check #54253		09/25/2025	10/10/2025	10/10/2025		10/09/2025	158.17
4244598400	Contractual	Paid by Check #54253		09/25/2025	10/10/2025	10/10/2025		10/09/2025	294.22
4244598612	Contractual	Paid by Check #54253		09/25/2025	10/10/2025	10/10/2025		10/09/2025	679.27
Vendor 333 - Cintas Corporation No. 2 Totals									
							Invoices	32	\$11,257.02
Vendor 127 - City of Visalia									
AR107297	PD - Animal Shelter Services / October 2025	Paid by Check #54254		10/01/2025	10/10/2025	10/10/2025		10/09/2025	17,356.25
Vendor 127 - City of Visalia Totals									
							Invoices	1	\$17,356.25
Vendor 386 - Clean Tech Environmental, Inc.									
900330	motor oil	Paid by Check #54255		09/11/2025	10/10/2025	10/10/2025		10/09/2025	157.45
792977	motor oil	Paid by Check #54255		09/12/2025	10/10/2025	10/10/2025		10/09/2025	180.00
Vendor 386 - Clean Tech Environmental, Inc. Totals									
							Invoices	2	\$337.45
Vendor 274 - Code Publishing Company									
GCI0018534	Municipal Code - Cumulative Supplement	Paid by Check #54256		09/30/2025	10/10/2025	10/10/2025		10/09/2025	441.00
Vendor 274 - Code Publishing Company Totals									
							Invoices	1	\$441.00
Vendor 170 - Comcast									
0136611 09/26/25	PD - 10/01/2025 - 10/31/2025	Paid by Check #54257		09/26/2025	10/10/2025	10/10/2025		10/09/2025	158.97
	Billing Charges								
0002177 09/27/25	1390 E Elizabeth Way 10/01/25-10/31/25	Paid by Check #54258		09/27/2025	10/10/2025	10/10/2025		10/09/2025	88.91
0181138 09/27/25	180 W Merced St 10/02/25-11/01/25	Paid by Check #54259		09/27/2025	10/10/2025	10/10/2025		10/09/2025	918.14
Vendor 170 - Comcast Totals									
							Invoices	3	\$1,166.02
Vendor 1612 - Control Point Engineering, Inc.									
DINU-25002	SCADA	Paid by Check #54260		09/20/2025	10/10/2025	10/10/2025		10/09/2025	2,310.00
Vendor 1612 - Control Point Engineering, Inc. Totals									
							Invoices	1	\$2,310.00



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 232 - Courier Printing and Village Printer									
C26975	Council Members Business Cards	Paid by Check #54261		09/30/2025	10/10/2025	10/10/2025		10/09/2025	110.12
Vendor 232 - Courier Printing and Village Printer Totals						Invoices	1		\$110.12
Vendor 1992 - Melvin R Cox									
175901	cart retrieval	Paid by Check #54262		09/30/2025	10/10/2025	10/10/2025		10/09/2025	560.00
Vendor 1992 - Melvin R Cox Totals						Invoices	1		\$560.00
Vendor 1576 - Creative Asphalt, Inc.									
25-0230	REMOVE WEED FILL POT HOLES	Paid by Check #54263		09/19/2025	10/10/2025	10/10/2025		10/09/2025	5,071.44
Vendor 1576 - Creative Asphalt, Inc. Totals						Invoices	1		\$5,071.44
Vendor 4 - Dinuba Lumber Company									
956580	Maintenance	Paid by Check #54264		09/02/2025	10/10/2025	10/10/2025		10/09/2025	10.52
956660	Maintenance	Paid by Check #54264		09/02/2025	10/10/2025	10/10/2025		10/09/2025	13.37
956705	Maintenance	Paid by Check #54264		09/02/2025	10/10/2025	10/10/2025		10/09/2025	24.94
956744	Maintenance	Paid by Check #54264		09/02/2025	10/10/2025	10/10/2025		10/09/2025	86.52
956985	Maintenance	Paid by Check #54264		09/03/2025	10/10/2025	10/10/2025		10/09/2025	42.96
957036	Maintenance	Paid by Check #54264		09/03/2025	10/10/2025	10/10/2025		10/09/2025	14.34
957054	Maintenance	Paid by Check #54264		09/03/2025	10/10/2025	10/10/2025		10/09/2025	6.73
957061	Maintenance	Paid by Check #54264		09/03/2025	10/10/2025	10/10/2025		10/09/2025	28.20
957178	Maintenance	Paid by Check #54264		09/03/2025	10/10/2025	10/10/2025		10/09/2025	67.35
957216	Maintenance	Paid by Check #54264		09/03/2025	10/10/2025	10/10/2025		10/09/2025	16.49
957323	Maintenance	Paid by Check #54264		09/03/2025	10/10/2025	10/10/2025		10/09/2025	17.25
957355	Maintenance	Paid by Check #54264		09/04/2025	10/10/2025	10/10/2025		10/09/2025	4.47
957406	Maintenance	Paid by Check #54264		09/04/2025	10/10/2025	10/10/2025		10/09/2025	4.47
957428	Maintenance	Paid by Check #54264		09/04/2025	10/10/2025	10/10/2025		10/09/2025	25.66
957500	Maintenance	Paid by Check #54264		09/04/2025	10/10/2025	10/10/2025		10/09/2025	45.69
957597	Maintenance	Paid by Check #54264		09/04/2025	10/10/2025	10/10/2025		10/09/2025	31.99
957770	Maintenance	Paid by Check #54264		09/05/2025	10/10/2025	10/10/2025		10/09/2025	217.21
957787	Maintenance	Paid by Check #54264		09/05/2025	10/10/2025	10/10/2025		10/09/2025	95.10
957788	Maintenance	Paid by Check #54264		09/05/2025	10/10/2025	10/10/2025		10/09/2025	100.66
957819	Maintenance	Paid by Check #54264		09/05/2025	10/10/2025	10/10/2025		10/09/2025	30.26
957877	Maintenance	Paid by Check #54264		09/05/2025	10/10/2025	10/10/2025		10/09/2025	12.54
957893	Maintenance	Paid by Check #54264		09/05/2025	10/10/2025	10/10/2025		10/09/2025	12.48
957901	Maintenance	Paid by Check #54264		09/05/2025	10/10/2025	10/10/2025		10/09/2025	148.51
958011	Maintenance	Paid by Check #54264		09/05/2025	10/10/2025	10/10/2025		10/09/2025	12.15
958624	Maintenance	Paid by Check #54264		09/07/2025	10/10/2025	10/10/2025		10/09/2025	17.52
958881	Maintenance	Paid by Check #54264		09/08/2025	10/10/2025	10/10/2025		10/09/2025	108.12
958934	Maintenance	Paid by Check #54264		09/08/2025	10/10/2025	10/10/2025		10/09/2025	10.52
959031	Maintenance	Paid by Check #54264		09/08/2025	10/10/2025	10/10/2025		10/09/2025	28.43
959326	Maintenance	Paid by Check #54264		09/09/2025	10/10/2025	10/10/2025		10/09/2025	165.10
959366	Maintenance	Paid by Check #54264		09/09/2025	10/10/2025	10/10/2025		10/09/2025	4.48
959468	Maintenance	Paid by Check #54264		09/09/2025	10/10/2025	10/10/2025		10/09/2025	33.06
959536	Maintenance	Paid by Check #54264		09/09/2025	10/10/2025	10/10/2025		10/09/2025	78.11



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
959722	Maintenance	Paid by Check #54264		09/10/2025	10/10/2025	10/10/2025		10/09/2025	37.96
959785	Maintenance	Paid by Check #54264		09/10/2025	10/10/2025	10/10/2025		10/09/2025	37.04
959795	Maintenance	Paid by Check #54264		09/10/2025	10/10/2025	10/10/2025		10/09/2025	74.77
959798	Maintenance	Paid by Check #54264		09/10/2025	10/10/2025	10/10/2025		10/09/2025	5.26
959801	Maintenance	Paid by Check #54264		09/10/2025	10/10/2025	10/10/2025		10/09/2025	54.99
959813	Maintenance	Paid by Check #54264		09/10/2025	10/10/2025	10/10/2025		10/09/2025	9.36
959816	Maintenance	Paid by Check #54264		09/10/2025	10/10/2025	10/10/2025		10/09/2025	(20.38)
959827	Maintenance	Paid by Check #54264		09/10/2025	10/10/2025	10/10/2025		10/09/2025	55.38
959848	Maintenance	Paid by Check #54264		09/10/2025	10/10/2025	10/10/2025		10/09/2025	9.17
960158	Maintenance	Paid by Check #54264		09/11/2025	10/10/2025	10/10/2025		10/09/2025	13.87
960221	Maintenance	Paid by Check #54264		09/11/2025	10/10/2025	10/10/2025		10/09/2025	10.04
960408	Maintenance	Paid by Check #54264		09/11/2025	10/10/2025	10/10/2025		10/09/2025	18.43
960431	Maintenance	Paid by Check #54264		09/11/2025	10/10/2025	10/10/2025		10/09/2025	105.57
960432	Maintenance	Paid by Check #54264		09/11/2025	10/10/2025	10/10/2025		10/09/2025	28.30
960443	Maintenance	Paid by Check #54264		09/11/2025	10/10/2025	10/10/2025		10/09/2025	30.00
960576	Maintenance	Paid by Check #54264		09/12/2025	10/10/2025	10/10/2025		10/09/2025	98.78
960585	Maintenance	Paid by Check #54264		09/12/2025	10/10/2025	10/10/2025		10/09/2025	6.62
960597	Maintenance	Paid by Check #54264		09/12/2025	10/10/2025	10/10/2025		10/09/2025	18.24
960607	Maintenance	Paid by Check #54264		09/12/2025	10/10/2025	10/10/2025		10/09/2025	51.47
960628	Maintenance	Paid by Check #54264		09/12/2025	10/10/2025	10/10/2025		10/09/2025	95.89
960711	Maintenance	Paid by Check #54264		09/12/2025	10/10/2025	10/10/2025		10/09/2025	7.31
960724	Maintenance	Paid by Check #54264		09/12/2025	10/10/2025	10/10/2025		10/09/2025	5.26
960752	Maintenance	Paid by Check #54264		09/12/2025	10/10/2025	10/10/2025		10/09/2025	76.15
961111	Maintenance	Paid by Check #54264		09/13/2025	10/10/2025	10/10/2025		10/09/2025	14.43
961728	Maintenance	Paid by Check #54264		09/15/2025	10/10/2025	10/10/2025		10/09/2025	19.23
961769	Maintenance	Paid by Check #54264		09/15/2025	10/10/2025	10/10/2025		10/09/2025	15.40
961843	Maintenance	Paid by Check #54264		09/15/2025	10/10/2025	10/10/2025		10/09/2025	101.51
961848	Maintenance	Paid by Check #54264		09/15/2025	10/10/2025	10/10/2025		10/09/2025	25.38
961862	Maintenance	Paid by Check #54264		09/15/2025	10/10/2025	10/10/2025		10/09/2025	25.13
962216	Maintenance	Paid by Check #54264		09/16/2025	10/10/2025	10/10/2025		10/09/2025	51.54
962228	Maintenance	Paid by Check #54264		09/16/2025	10/10/2025	10/10/2025		10/09/2025	10.85
962355	Maintenance	Paid by Check #54264		09/16/2025	10/10/2025	10/10/2025		10/09/2025	73.31
962515	Maintenance	Paid by Check #54264		09/17/2025	10/10/2025	10/10/2025		10/09/2025	68.34
962619	Maintenance	Paid by Check #54264		09/17/2025	10/10/2025	10/10/2025		10/09/2025	60.49
962628	Maintenance	Paid by Check #54264		09/17/2025	10/10/2025	10/10/2025		10/09/2025	82.83
962631	Maintenance	Paid by Check #54264		09/17/2025	10/10/2025	10/10/2025		10/09/2025	33.19
962661	Maintenance	Paid by Check #54264		09/17/2025	10/10/2025	10/10/2025		10/09/2025	30.36
962748	Maintenance	Paid by Check #54264		09/17/2025	10/10/2025	10/10/2025		10/09/2025	90.96
962792	Maintenance	Paid by Check #54264		09/17/2025	10/10/2025	10/10/2025		10/09/2025	34.17
962921	Maintenance	Paid by Check #54264		09/18/2025	10/10/2025	10/10/2025		10/09/2025	79.06
963006	Maintenance	Paid by Check #54264		09/18/2025	10/10/2025	10/10/2025		10/09/2025	57.73
963196	Maintenance	Paid by Check #54264		09/18/2025	10/10/2025	10/10/2025		10/09/2025	21.69



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
963358	Maintenance	Paid by Check #54264		09/19/2025	10/10/2025	10/10/2025		10/09/2025	390.59
963359	Maintenance	Paid by Check #54264		09/19/2025	10/10/2025	10/10/2025		10/09/2025	92.76
963407	Maintenance	Paid by Check #54264		09/19/2025	10/10/2025	10/10/2025		10/09/2025	72.42
963411	Maintenance	Paid by Check #54264		09/19/2025	10/10/2025	10/10/2025		10/09/2025	76.79
963412	Maintenance	Paid by Check #54264		09/19/2025	10/10/2025	10/10/2025		10/09/2025	7.80
963619	Maintenance	Paid by Check #54264		09/19/2025	10/10/2025	10/10/2025		10/09/2025	539.25
963631	Maintenance	Paid by Check #54264		09/19/2025	10/10/2025	10/10/2025		10/09/2025	24.85
963672	Maintenance	Paid by Check #54264		09/19/2025	10/10/2025	10/10/2025		10/09/2025	57.08
964165	Maintenance	Paid by Check #54264		09/21/2025	10/10/2025	10/10/2025		10/09/2025	29.26
964166	Maintenance	Paid by Check #54264		09/21/2025	10/10/2025	10/10/2025		10/09/2025	8.76
964167	Maintenance	Paid by Check #54264		09/21/2025	10/10/2025	10/10/2025		10/09/2025	14.63
964345	Maintenance	Paid by Check #54264		09/22/2025	10/10/2025	10/10/2025		10/09/2025	58.58
964376	Maintenance	Paid by Check #54264		09/22/2025	10/10/2025	10/10/2025		10/09/2025	38.08
964408	Maintenance	Paid by Check #54264		09/22/2025	10/10/2025	10/10/2025		10/09/2025	53.00
964470	Maintenance	Paid by Check #54264		09/22/2025	10/10/2025	10/10/2025		10/09/2025	39.05
964488	Maintenance	Paid by Check #54264		09/22/2025	10/10/2025	10/10/2025		10/09/2025	40.88
964491	Maintenance	Paid by Check #54264		09/22/2025	10/10/2025	10/10/2025		10/09/2025	18.93
964513	Maintenance	Paid by Check #54264		09/22/2025	10/10/2025	10/10/2025		10/09/2025	27.33
964607	Maintenance	Paid by Check #54264		09/22/2025	10/10/2025	10/10/2025		10/09/2025	21.45
964781	Maintenance	Paid by Check #54264		09/23/2025	10/10/2025	10/10/2025		10/09/2025	109.32
964867	Maintenance	Paid by Check #54264		09/23/2025	10/10/2025	10/10/2025		10/09/2025	14.43
964889	Maintenance	Paid by Check #54264		09/23/2025	10/10/2025	10/10/2025		10/09/2025	325.39
964894	Maintenance	Paid by Check #54264		09/23/2025	10/10/2025	10/10/2025		10/09/2025	92.76
964995	Maintenance	Paid by Check #54264		09/23/2025	10/10/2025	10/10/2025		10/09/2025	18.92
965188	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	179.66
965237	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	9.63
965245	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	19.52
965246	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	36.12
965272	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	(19.52)
965278	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	45.44
965285	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	41.07
965320	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	16.09
965322	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	7.80
965333	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	(14.34)
965334	Maintenance	Paid by Check #54264		09/24/2025	10/10/2025	10/10/2025		10/09/2025	13.77
965578	Maintenance	Paid by Check #54264		09/25/2025	10/10/2025	10/10/2025		10/09/2025	18.43
965580	Maintenance	Paid by Check #54264		09/25/2025	10/10/2025	10/10/2025		10/09/2025	7.22
965611	Maintenance	Paid by Check #54264		09/25/2025	10/10/2025	10/10/2025		10/09/2025	11.00
965613	Maintenance	Paid by Check #54264		09/25/2025	10/10/2025	10/10/2025		10/09/2025	43.49
965652	Maintenance	Paid by Check #54264		09/25/2025	10/10/2025	10/10/2025		10/09/2025	39.11
965697	Maintenance	Paid by Check #54264		09/25/2025	10/10/2025	10/10/2025		10/09/2025	31.70
965722	Maintenance	Paid by Check #54264		09/25/2025	10/10/2025	10/10/2025		10/09/2025	57.60



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
966024	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	155.97
966025	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	81.49
966042	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	9.27
966061	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	12.52
966116	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	22.99
966122	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	177.68
966131	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	(30.36)
966149	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	20.76
966261	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	26.53
966265	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	(40.88)
966266	Maintenance	Paid by Check #54264		09/26/2025	10/10/2025	10/10/2025		10/09/2025	56.91
965431	Maintenance	Paid by Check #54264		09/27/2025	10/10/2025	10/10/2025		10/09/2025	10.14
967083	Maintenance	Paid by Check #54264		09/29/2025	10/10/2025	10/10/2025		10/09/2025	9.16
967157	Maintenance	Paid by Check #54264		09/29/2025	10/10/2025	10/10/2025		10/09/2025	27.79
967248	Maintenance	Paid by Check #54264		09/29/2025	10/10/2025	10/10/2025		10/09/2025	73.23
967266	Maintenance	Paid by Check #54264		09/29/2025	10/10/2025	10/10/2025		10/09/2025	18.33
967294	Maintenance	Paid by Check #54264		09/29/2025	10/10/2025	10/10/2025		10/09/2025	13.35
967434	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	(539.25)
967439	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	129.95
967450	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	8.19
967451	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	7.80
967474	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	61.29
967488	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	16.87
967526	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	235.34
967547	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	21.22
967589	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	16.08
967594	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	335.27
967602	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	7.56
967691	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	255.51
967703	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	(128.03)
967708	Maintenance	Paid by Check #54264		09/30/2025	10/10/2025	10/10/2025		10/09/2025	7.56
Vendor 4 - Dinuba Lumber Company Totals									
Invoices									
147									
									\$7,036.62
Vendor 2029 - Dinuba Smog									
034338	dinuba smog	Paid by Check #54265		09/24/2025	10/10/2025	10/10/2025		10/09/2025	45.00
034454	smog test	Paid by Check #54265		09/24/2025	10/10/2025	10/10/2025		10/09/2025	45.00
034457	smog test	Paid by Check #54265		09/24/2025	10/10/2025	10/10/2025		10/09/2025	45.00
034459	Repairs/Maintenance	Paid by Check #54265		09/25/2025	10/10/2025	10/10/2025		10/09/2025	45.00
034461	smog test	Paid by Check #54265		09/25/2025	10/10/2025	10/10/2025		10/09/2025	45.00
034262	smog test	Paid by Check #54265		09/26/2025	10/10/2025	10/10/2025		10/09/2025	45.00
034467	smog test	Paid by Check #54265		09/26/2025	10/10/2025	10/10/2025		10/09/2025	45.00
034468	smog test	Paid by Check #54265		09/26/2025	10/10/2025	10/10/2025		10/09/2025	45.00
034343	smog test	Paid by Check #54265		09/27/2025	10/10/2025	10/10/2025		10/09/2025	45.00



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 2029 - Dinuba Smog Totals									
						Invoices	9		\$405.00
Vendor 407 - Ed's Custom Collision Center									
17749	repairs to T-42	Paid by Check #54266		09/12/2025	10/10/2025	10/10/2025		10/09/2025	2,024.66
Vendor 407 - Ed's Custom Collision Center Totals									
						Invoices	1		\$2,024.66
Vendor 1506 - Enterprise FM Trust									
FBN5457705	FY25/26-L&L/Parks-Vehicle rental/maintenance	Paid by Check #54267		10/03/2025	10/10/2025	10/10/2025	10/06/2025	10/09/2025	143.94
Vendor 1506 - Enterprise FM Trust Totals									
						Invoices	1		\$143.94
Vendor 16 - Ernest Packaging Solutions									
91233168	FY25/26-Parks-cleaning/maintenance. supplies	Paid by Check #54268		09/30/2025	10/10/2025	10/10/2025	10/06/2025	10/09/2025	1,064.75
Vendor 16 - Ernest Packaging Solutions Totals									
						Invoices	1		\$1,064.75
Vendor 36 - Ewing Irrigation Products									
26021729	Median Supplies	Paid by Check #54269		05/14/2025	10/10/2025	10/10/2025		10/09/2025	286.86
22432170	FY25/26-Parks-Irrigation parts/supplies	Paid by Check #54269		05/29/2025	10/10/2025	10/10/2025	09/24/2025	10/09/2025	(56.29)
26909506	median supplies	Paid by Check #54269		07/18/2025	10/10/2025	10/10/2025		10/09/2025	24.52
27634750	FY25/26-Parks-Irrigation parts/supplies	Paid by Check #54269		09/15/2025	10/10/2025	10/10/2025	09/29/2025	10/09/2025	661.91
27634892	FY25/26-Parks-Irrigation parts/supplies	Paid by Check #54269		09/15/2025	10/10/2025	10/10/2025	09/29/2025	10/09/2025	(661.91)
Vendor 36 - Ewing Irrigation Products Totals									
						Invoices	5		\$255.09
Vendor 2031 - FCON3 Inc									
1109	hydrant Replacement	Paid by Check #54270		09/02/2025	10/10/2025	10/10/2025		10/09/2025	11,000.00
Vendor 2031 - FCON3 Inc Totals									
						Invoices	1		\$11,000.00
Vendor 1244 - Fire Apparatus Solutions									
02P2003	E-31	Paid by Check #54271		09/30/2025	10/10/2025	10/10/2025		10/09/2025	695.05
Vendor 1244 - Fire Apparatus Solutions Totals									
						Invoices	1		\$695.05
Vendor 2242 - Funtastic Face Painters									
0000006	PD - National Night Out Event / 3-Hr. Face Painting Service	Paid by Check #54272		10/06/2025	10/10/2025	10/10/2025		10/09/2025	600.00
Vendor 2242 - Funtastic Face Painters Totals									
						Invoices	1		\$600.00
Vendor 252 - Geil Enterprises, Inc.									
468548	Valley Security Alarm- Transit Fire/Burglar Alarm&CCTV Maint	Paid by Check #54273		10/01/2025	10/10/2025	10/10/2025		10/09/2025	855.00
Vendor 252 - Geil Enterprises, Inc. Totals									
						Invoices	1		\$855.00
Vendor 2113 - Green Pro Solutions									
26925	orange squirt degreaser	Paid by Check #54274		09/23/2025	10/10/2025	10/10/2025		10/09/2025	2,541.30
Vendor 2113 - Green Pro Solutions Totals									
						Invoices	1		\$2,541.30
Vendor 1328 - Ken Grover									
Mar-Sept 2025	Anthem Reimb 03/01/25-09/30/25	Paid by Check #54275		10/07/2025	10/10/2025	10/10/2025		10/09/2025	2,838.50
Vendor 1328 - Ken Grover Totals									
						Invoices	1		\$2,838.50



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 605 - Frank Guerra									
October 2025	Anthem Reimb 10/1/25-10/31/25	Paid by Check #54276		10/07/2025	10/10/2025	10/10/2025		10/09/2025	358.85
			Vendor 605 - Frank Guerra Totals			Invoices	1		\$358.85
Vendor 139 - Henry Schein Inc.									
47233616	Supplies	Paid by Check #54277		09/23/2025	10/10/2025	10/10/2025		10/09/2025	230.22
47351549	Supplies	Paid by Check #54277		09/25/2025	10/10/2025	10/10/2025		10/09/2025	40.11
47642672	Supplies	Paid by Check #54277		10/01/2025	10/10/2025	10/10/2025		10/09/2025	3,990.75
			Vendor 139 - Henry Schein Inc. Totals			Invoices	3		\$4,261.08
Vendor 533 - Herwaldt Motorsports									
36446	tire repair	Paid by Check #54278		09/30/2025	10/10/2025	10/10/2025		10/09/2025	442.58
4177673	pd-53	Paid by Check #54278		09/30/2025	10/10/2025	10/10/2025		10/09/2025	100.17
			Vendor 533 - Herwaldt Motorsports Totals			Invoices	2		\$542.75
Vendor 174 - Howard's Pest Control									
133677	FY25/26-Parks-Pest Control-Vuich Park-October 2025	Paid by Check #54279		10/03/2025	10/10/2025	10/10/2025	10/03/2025	10/09/2025	85.00
133701	FY25/26-Sportsplex-Pest control services-October 2025	Paid by Check #54279		10/06/2025	10/10/2025	10/10/2025	10/06/2025	10/09/2025	147.00
133702	Howards Pest- Transit Center	Paid by Check #54279		10/06/2025	10/10/2025	10/10/2025		10/09/2025	85.00
133703	Howards Pest- Old PW Building	Paid by Check #54279		10/06/2025	10/10/2025	10/10/2025		10/09/2025	77.00
133710	FY25/26-Parks-Pest Control-October 2025-KC Park Concession	Paid by Check #54279		10/06/2025	10/10/2025	10/10/2025	10/06/2025	10/09/2025	46.00
			Vendor 174 - Howard's Pest Control Totals			Invoices	5		\$440.00
Vendor 1721 - Image 2000 Fresno									
802820	PD - Copier Supplies Freight Charges	Paid by Check #54280		09/30/2025	10/10/2025	10/10/2025		10/09/2025	16.75
803212	PD - Copiers Supplies	Paid by Check #54280		10/01/2025	10/10/2025	10/10/2025		10/09/2025	200.03
			Vendor 1721 - Image 2000 Fresno Totals			Invoices	2		\$216.78
Vendor 253 - Jam Services Inc.									
195404	RAPID FLAHES STREET	Paid by Check #54281		09/26/2025	10/10/2025	10/10/2025		10/09/2025	7,535.33
			Vendor 253 - Jam Services Inc. Totals			Invoices	1		\$7,535.33
Vendor 1718 - JCL Company, LLC									
09302524297	shop supplies	Paid by Check #54282		09/30/2025	10/10/2025	10/10/2025		10/09/2025	58.32
			Vendor 1718 - JCL Company, LLC Totals			Invoices	1		\$58.32
Vendor 115 - Kesting Welding									
496132	repairs cake truck	Paid by Check #54283		09/16/2025	10/10/2025	10/10/2025		10/09/2025	1,556.62
			Vendor 115 - Kesting Welding Totals			Invoices	1		\$1,556.62
Vendor 216 - Key Design Locksmithing									
17608	Key Design- Transit Center Exterior Door	Paid by Check #54284		09/22/2025	10/10/2025	10/10/2025		10/09/2025	222.96
17615	FY25/26-Parks-Shop lock repair/maintenance-Rekey	Paid by Check #54284		09/30/2025	10/10/2025	10/10/2025	10/01/2025	10/09/2025	110.00
			Vendor 216 - Key Design Locksmithing Totals			Invoices	2		\$332.96
Vendor 1917 - Kimball Midwest									



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
103782882	supplies water division	Paid by Check #54285		09/25/2025	10/10/2025	10/10/2025		10/09/2025	617.19
		Vendor 1917 - Kimball Midwest Totals				Invoices	1		\$617.19
Vendor 1747 - KRC Safety Co Inc									
70490	fluorescent	Paid by Check #54286		09/11/2025	10/10/2025	10/10/2025		10/09/2025	499.10
70520	street signs	Paid by Check #54286		09/12/2025	10/10/2025	10/10/2025		10/09/2025	5,039.99
70550	Over lay detour ahead	Paid by Check #54286		09/15/2025	10/10/2025	10/10/2025		10/09/2025	677.30
70729	HIP with overlay	Paid by Check #54286		09/29/2025	10/10/2025	10/10/2025		10/09/2025	282.21
		Vendor 1747 - KRC Safety Co Inc Totals				Invoices	4		\$6,498.60
Vendor 281 - Law and Associates Investigations									
25-164	Shanen	Paid by Check #54287		09/30/2025	10/10/2025	10/10/2025		10/09/2025	800.00
		Vendor 281 - Law and Associates Investigations Totals				Invoices	1		\$800.00
Vendor 449 - Les Schwab Tire Centers of Central California									
55100372327	pd-4	Paid by Check #54288		09/24/2025	10/10/2025	10/10/2025		10/09/2025	847.82
		Vendor 449 - Les Schwab Tire Centers of Central California Totals				Invoices	1		\$847.82
Vendor 2179 - Logan Bros Pump & Ag, INC									
251049	Logan Bros- Well 16	Paid by Check #54289		09/22/2025	10/10/2025	10/10/2025		10/09/2025	300.00
		Vendor 2179 - Logan Bros Pump & Ag, INC Totals				Invoices	1		\$300.00
Vendor 857 - Lynn Peavey Company									
421469	PD - Supplies	Paid by Check #54290		10/06/2025	10/10/2025	10/10/2025		10/09/2025	495.06
		Vendor 857 - Lynn Peavey Company Totals				Invoices	1		\$495.06
Vendor 1943 - Mineral King Publishing, Inc									
719661	housing element ad	Paid by Check #54291		09/25/2025	10/10/2025	10/10/2025		10/09/2025	549.00
		Vendor 1943 - Mineral King Publishing, Inc Totals				Invoices	1		\$549.00
Vendor 1931 - MissionSquare Plan Services									
2026-00000108	30 - 457 - Employee MissionSquare \$*	Paid by EFT #3662		10/09/2025	10/09/2025	10/09/2025		10/09/2025	2,905.96
		Vendor 1931 - MissionSquare Plan Services Totals				Invoices	1		\$2,905.96
Vendor 589 - Rosa Montanez									
September 2025	Anthem Reimb 9/01/25-9/30/25	Paid by Check #54292		10/03/2025	10/10/2025	10/10/2025		10/09/2025	374.71
		Vendor 589 - Rosa Montanez Totals				Invoices	1		\$374.71
Vendor 884 - Napa Auto Parts									
120915	Vehicles	Paid by Check #54293		09/03/2025	10/10/2025	10/10/2025		10/09/2025	85.54
121025	Vehicles	Paid by Check #54293		09/04/2025	10/10/2025	10/10/2025		10/09/2025	25.75
121096	Vehicles	Paid by Check #54293		09/05/2025	10/10/2025	10/10/2025		10/09/2025	603.03
121218	Vehicles	Paid by Check #54293		09/08/2025	10/10/2025	10/10/2025		10/09/2025	30.69
121289	Vehicles	Paid by Check #54293		09/09/2025	10/10/2025	10/10/2025		10/09/2025	11.38
121316	Vehicles	Paid by Check #54293		09/09/2025	10/10/2025	10/10/2025		10/09/2025	5.13
121329	Vehicles	Paid by Check #54293		09/09/2025	10/10/2025	10/10/2025		10/09/2025	91.55
121339	Vehicles	Paid by Check #54293		09/09/2025	10/10/2025	10/10/2025		10/09/2025	(9.77)
121551	Vehicles	Paid by Check #54293		09/12/2025	10/10/2025	10/10/2025		10/09/2025	9.24
121552	Vehicles	Paid by Check #54293		09/12/2025	10/10/2025	10/10/2025		10/09/2025	(87.89)
121679	Vehicles	Paid by Check #54293		09/15/2025	10/10/2025	10/10/2025		10/09/2025	130.89



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
121726	Vehicles	Paid by Check #54293		09/16/2025	10/10/2025	10/10/2025		10/09/2025	14.94
121735	Vehicles	Paid by Check #54293		09/16/2025	10/10/2025	10/10/2025		10/09/2025	(108.49)
121809	Vehicles	Paid by Check #54293		09/17/2025	10/10/2025	10/10/2025		10/09/2025	42.30
121820	Vehicles	Paid by Check #54293		09/17/2025	10/10/2025	10/10/2025		10/09/2025	259.00
121822	Vehicles	Paid by Check #54293		09/17/2025	10/10/2025	10/10/2025		10/09/2025	867.89
121912	Vehicles	Paid by Check #54293		09/18/2025	10/10/2025	10/10/2025		10/09/2025	318.85
121932	Vehicles	Paid by Check #54293		09/19/2025	10/10/2025	10/10/2025		10/09/2025	48.81
121996	Vehicles	Paid by Check #54293		09/19/2025	10/10/2025	10/10/2025		10/09/2025	56.33
122308	Vehicles	Paid by Check #54293		09/26/2025	10/10/2025	10/10/2025		10/09/2025	21.68
122330	Vehicles	Paid by Check #54293		09/26/2025	10/10/2025	10/10/2025		10/09/2025	499.08
122390	Vehicles	Paid by Check #54293		09/29/2025	10/10/2025	10/10/2025		10/09/2025	387.33
122419	Vehicles	Paid by Check #54293		09/29/2025	10/10/2025	10/10/2025		10/09/2025	23.70
122441	Vehicles	Paid by Check #54293		09/30/2025	10/10/2025	10/10/2025		10/09/2025	123.68
122447	Vehicles	Paid by Check #54293		09/30/2025	10/10/2025	10/10/2025		10/09/2025	8.64
122454	Vehicles	Paid by Check #54293		09/30/2025	10/10/2025	10/10/2025		10/09/2025	8.07
			Vendor	884 - Napa Auto Parts Totals			Invoices	26	\$3,467.35
Vendor 899 - NBS									
202509-3065	Professional Services from October 1, 2025- December 31, 2025	Paid by Check #54294		09/20/2025	10/10/2025	10/10/2025		10/09/2025	8,062.17
202509-3066	Professional Services from October 1, 2025- December 31, 2025	Paid by Check #54294		09/20/2025	10/10/2025	10/10/2025		10/09/2025	3,186.94
			Vendor	899 - NBS Totals			Invoices	2	\$11,249.11
Vendor 392 - O'Reilly Auto Parts									
3641-290279	Vehicles	Paid by Check #54295		09/02/2025	10/10/2025	10/10/2025		10/09/2025	11.78
3641-290422	Vehicles	Paid by Check #54295		09/03/2025	10/10/2025	10/10/2025		10/09/2025	5.74
3641-290837	Vehicles	Paid by Check #54295		09/05/2025	10/10/2025	10/10/2025		10/09/2025	1,178.31
3641-290838	Vehicles	Paid by Check #54295		09/05/2025	10/10/2025	10/10/2025		10/09/2025	40.62
3641-290839	Vehicles	Paid by Check #54295		09/05/2025	10/10/2025	10/10/2025		10/09/2025	73.90
3641-290869	Vehicles	Paid by Check #54295		09/05/2025	10/10/2025	10/10/2025		10/09/2025	297.11
3641-291449	Vehicles	Paid by Check #54295		09/08/2025	10/10/2025	10/10/2025		10/09/2025	13.01
3641-291466	Vehicles	Paid by Check #54295		09/08/2025	10/10/2025	10/10/2025		10/09/2025	62.78
3641-291469	Vehicles	Paid by Check #54295		09/08/2025	10/10/2025	10/10/2025		10/09/2025	1,003.31
3641-291586	Vehicles	Paid by Check #54295		09/08/2025	10/10/2025	10/10/2025		10/09/2025	32.54
3641-291689	Vehicles	Paid by Check #54295		09/09/2025	10/10/2025	10/10/2025		10/09/2025	60.67
3641-291882	Vehicles	Paid by Check #54295		09/10/2025	10/10/2025	10/10/2025		10/09/2025	239.30
3641-291924	Vehicles	Paid by Check #54295		09/10/2025	10/10/2025	10/10/2025		10/09/2025	165.35
3641-292027	Vehicles	Paid by Check #54295		09/11/2025	10/10/2025	10/10/2025		10/09/2025	268.90
3641-292105	Vehicles	Paid by Check #54295		09/11/2025	10/10/2025	10/10/2025		10/09/2025	30.37
3641-292153	Vehicles	Paid by Check #54295		09/11/2025	10/10/2025	10/10/2025		10/09/2025	127.72
3641-292324	Vehicles	Paid by Check #54295		09/12/2025	10/10/2025	10/10/2025		10/09/2025	15.17



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
3641-292821	Vehicles	Paid by Check #54295		09/15/2025	10/10/2025	10/10/2025		10/09/2025	144.52
3641-292822	Vehicles	Paid by Check #54295		09/15/2025	10/10/2025	10/10/2025		10/09/2025	144.52
3641-292826	Vehicles	Paid by Check #54295		09/15/2025	10/10/2025	10/10/2025		10/09/2025	241.38
3641-292830	Vehicles	Paid by Check #54295		09/15/2025	10/10/2025	10/10/2025		10/09/2025	(14.31)
3641-292831	Vehicles	Paid by Check #54295		09/15/2025	10/10/2025	10/10/2025		10/09/2025	(325.50)
3641-292832	Vehicles	Paid by Check #54295		09/15/2025	10/10/2025	10/10/2025		10/09/2025	(62.78)
3641-292844	Vehicles	Paid by Check #54295		09/15/2025	10/10/2025	10/10/2025		10/09/2025	188.00
3641-292862	Vehicles	Paid by Check #54295		09/15/2025	10/10/2025	10/10/2025		10/09/2025	8.13
3641-293001	Vehicles	Paid by Check #54295		09/16/2025	10/10/2025	10/10/2025		10/09/2025	25.88
3641-293005	Vehicles	Paid by Check #54295		09/16/2025	10/10/2025	10/10/2025		10/09/2025	73.91
3641-293026	Vehicles	Paid by Check #54295		09/16/2025	10/10/2025	10/10/2025		10/09/2025	(10.85)
3641-293056	Vehicles	Paid by Check #54295		09/16/2025	10/10/2025	10/10/2025		10/09/2025	144.61
3641-293413	Vehicles	Paid by Check #54295		09/18/2025	10/10/2025	10/10/2025		10/09/2025	61.94
3641-293491	Vehicles	Paid by Check #54295		09/18/2025	10/10/2025	10/10/2025		10/09/2025	(61.94)
3641-293717	Vehicles	Paid by Check #54295		09/19/2025	10/10/2025	10/10/2025		10/09/2025	61.89
3641-294272	Vehicles	Paid by Check #54295		09/22/2025	10/10/2025	10/10/2025		10/09/2025	97.40
3641-294298	Vehicles	Paid by Check #54295		09/22/2025	10/10/2025	10/10/2025		10/09/2025	452.87
3641-294452	Vehicles	Paid by Check #54295		09/23/2025	10/10/2025	10/10/2025		10/09/2025	277.33
3641-294493	Vehicles	Paid by Check #54295		09/23/2025	10/10/2025	10/10/2025		10/09/2025	45.11
3641-294631	Vehicles	Paid by Check #54295		09/24/2025	10/10/2025	10/10/2025		10/09/2025	309.76
3641-294943	Vehicles	Paid by Check #54295		09/26/2025	10/10/2025	10/10/2025		10/09/2025	(341.97)
3641-295065	Vehicles	Paid by Check #54295		09/26/2025	10/10/2025	10/10/2025		10/09/2025	40.16
Vendor 392 - O'Reilly Auto Parts Totals									
Invoices									39
									\$5,126.64
Vendor 781 - Omega Industrial Supply Inc.									
165627	6 gallon pail	Paid by Check #54296		09/11/2025	10/10/2025	10/10/2025		10/09/2025	786.21
Vendor 781 - Omega Industrial Supply Inc. Totals									
Invoices									1
									\$786.21
Vendor 76 - Pacific Gas & Electric									
8474719951505/25	Alta & Kamm Aves 04/09/25-05/07/25	Paid by Check #54319		05/09/2025	10/10/2025	10/10/2025		10/09/2025	14.29
8474719951506/25	Alta & Kamm Aves 05/08/25-06/06/25	Paid by Check #54320		06/10/2025	10/10/2025	10/10/2025		10/09/2025	14.78
8474719951507/25	Alta & Kamm Aves 06/07/25-07/09/25	Paid by Check #54321		07/11/2025	10/10/2025	10/10/2025		10/09/2025	60.96
8474719951508/25	Alta & Kamm Aves 07/10/25-08/07/25	Paid by Check #54322		08/11/2025	10/10/2025	10/10/2025		10/09/2025	121.49
2337501511408/25	250 W Saginaw Ave0 07/09/25-08/26/25	Paid by Check #54298		08/27/2025	10/10/2025	10/10/2025		10/09/2025	23.82
8474719951509/25	Alta & Kamm Aves 08/08/25-09/08/25	Paid by Check #54323		09/10/2025	10/10/2025	10/10/2025		10/09/2025	124.53
2656920215809/25	L&L El Monte & Lillie	Paid by Check #54307		09/22/2025	10/10/2025	10/10/2025		10/09/2025	3.17
5192489513209/25	L & L 502 RD 72 TIMER 08/21/25-09/21/25	Paid by Check #54310		09/22/2025	10/10/2025	10/10/2025		10/09/2025	9.73



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
7771308180809/25	L & L 200 S RD 72 08/21/25-09/21/25	Paid by Check #54314		09/22/2025	10/10/2025	10/10/2025		10/09/2025	1.57
2459524157109/25	L & L NORTHRIDGE W/EATON 08/22/25-09/22/25	Paid by Check #54306		09/23/2025	10/10/2025	10/10/2025		10/09/2025	16.84
5438816975409/25	L & L NEWTON & NORTHRIDGE 08/22/25-09/22/25	Paid by Check #54311		09/23/2025	10/10/2025	10/10/2025		10/09/2025	592.06
9146744205809/25	L & L DAVIS E/ALTA AVE 08/22/25-09/22/25	Paid by Check #54317		09/23/2025	10/10/2025	10/10/2025		10/09/2025	18.12
0766265341409-25	L & L 1300 ROSEMARY AVE 08/25/25-09/23/25	Paid by Check #54303		09/24/2025	10/10/2025	10/10/2025		10/09/2025	43.05
1349551825309/25	L & L-1300 SAGINAW AVE 08/25/25-09/23/25	Paid by Check #54304		09/24/2025	10/10/2025	10/10/2025		10/09/2025	26.74
1594680195609/25	Parks-855 E El Monte Way 08/25/25-09/23/25	Paid by Check #54305		09/24/2025	10/10/2025	10/10/2025		10/09/2025	694.43
3600674390409/25	L & L 698 N LINCOLN AVE 08/25/25-09/23/25	Paid by Check #54308		09/24/2025	10/10/2025	10/10/2025		10/09/2025	21.29
4689942560009/25	L & L 1101 VISCAYA PKWY 08/25/25-09/23/25	Paid by Check #54309		09/24/2025	10/10/2025	10/10/2025		10/09/2025	12.77
5564264294009/25	L & L 08/25/25-09/23/25	Paid by Check #54312		09/24/2025	10/10/2025	10/10/2025		10/09/2025	335.84
6782667017509/25	L & L ALICE & W NORTH WAY 08/25/25-09/23/25	Paid by Check #54313		09/24/2025	10/10/2025	10/10/2025		10/09/2025	42.24
7905465742809/25	L & L 1150 S Crawford 08/25/25-09/23/25	Paid by Check #54315		09/24/2025	10/10/2025	10/10/2025		10/09/2025	1.57
8116588543509/25	L & L 1920 E LAUREN AVE 08/25/25-09/23/25	Paid by Check #54316		09/24/2025	10/10/2025	10/10/2025		10/09/2025	68.35
9480504109509/25	990 E El Monte Way 08/25/25-09/23/25	Paid by Check #54318		09/24/2025	10/10/2025	10/10/2025		10/09/2025	241.60
0021138281709/25	765 W Nebraska Ave 8/27/25-09/25/25	Paid by Check #54297		09/26/2025	10/10/2025	10/10/2025		10/09/2025	14.59
2337501511409/25	250 W Saginaw Ave0 08/27/25-09/25/25	Paid by Check #54299		09/26/2025	10/10/2025	10/10/2025		10/09/2025	28.57
7022723403909/25	1480 W El Monte Way 08/27/25-09/25/25	Paid by Check #54300		09/26/2025	10/10/2025	10/10/2025		10/09/2025	920.25
9825087728309/25	595 W Nebraska Ave 08/27/25-09/25/25	Paid by Check #54302		09/26/2025	10/10/2025	10/10/2025		10/09/2025	88.48
7464085068609/25	786 W Saginaw Ave 08/28/25-09/28/25	Paid by Check #54301		09/29/2025	10/10/2025	10/10/2025		10/09/2025	15.03
Vendor 650 - Mark Pearce			76 - Pacific Gas & Electric Totals			Invoices		27	\$3,556.16
Sept-Oct 2025	Anthem Reimb 9/01/25-10/31/25	Paid by Check #54324		10/08/2025	10/10/2025	10/10/2025		10/09/2025	665.80
Vendor 650 - Mark Pearce			650 - Mark Pearce Totals			Invoices		1	\$665.80
Vendor 2241 - Public Safety Communications Association									
00008	PD - Dispatch Update / Huerta, Landeros, Mares, Huerta & Ramirez	Paid by Check #54325		09/18/2025	10/10/2025	10/10/2025		10/09/2025	200.00
Vendor 2241 - Public Safety Communications Association			2241 - Public Safety Communications Association Totals			Invoices		1	\$200.00



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 2188 - PVP Communications, Inc.									
137167	PD - Motors Units Uniforms - Helmets / Ruben Henandez	Paid by Check #54326		09/30/2025	10/10/2025	10/10/2025		10/09/2025	1,258.46
		Vendor 2188 - PVP Communications, Inc. Totals				Invoices	1		\$1,258.46
Vendor 2043 - R3 Consulting Group, Inc									
124830	R3- SB1383 Gap Analysis+ Program Implementation	Paid by Check #54327		10/02/2025	10/10/2025	10/10/2025		10/09/2025	2,427.50
		Vendor 2043 - R3 Consulting Group, Inc Totals				Invoices	1		\$2,427.50
Vendor 2107 - Rat Incorporated									
INV/2025/10472	FY25/26-Special Events-Dog Days 10/4/25-Portable restroom rental	Paid by Check #54328		10/03/2025	10/10/2025	10/10/2025	10/03/2025	10/09/2025	375.00
		Vendor 2107 - Rat Incorporated Totals				Invoices	1		\$375.00
Vendor 2004 - SCA of CA, LLC									
2025-009309	SCA- September 2025 Street Sweeping	Paid by Check #54329		09/30/2025	10/10/2025	10/10/2025		10/09/2025	16,685.00
		Vendor 2004 - SCA of CA, LLC Totals				Invoices	1		\$16,685.00
Vendor 61 - Silvas Oil Company Inc.									
627785	fuel	Paid by Check #54330		09/19/2025	10/10/2025	10/10/2025		10/09/2025	1,461.28
200799CT	September 2025	Paid by Check #54330		09/30/2025	10/10/2025	10/10/2025		10/09/2025	626.12
		Vendor 61 - Silvas Oil Company Inc. Totals				Invoices	2		\$2,087.40
Vendor 214 - Stericycle, Inc.									
8012009949	September 2025	Paid by Check #54331		09/18/2025	10/10/2025	10/10/2025		10/09/2025	164.30
		Vendor 214 - Stericycle, Inc. Totals				Invoices	1		\$164.30
Vendor 2084 - Superior Plus Energy Services Inc									
30805810B	3018 Ridge Creek	Paid by Check #54332		09/12/2025	10/10/2025	10/10/2025		10/09/2025	159.48
		Vendor 2084 - Superior Plus Energy Services Inc Totals				Invoices	1		\$159.48
Vendor 2066 - Terminix Commercial									
464425507	405 E El Monte Way 09/22/25	Paid by Check #54333		09/22/2025	10/10/2025	10/10/2025		10/09/2025	78.14
		Vendor 2066 - Terminix Commercial Totals				Invoices	1		\$78.14
Vendor 717 - TMI Research Services									
CITYOD 25-9-30	Contractual	Paid by Check #54334		09/30/2025	10/10/2025	10/10/2025		10/09/2025	60.00
		Vendor 717 - TMI Research Services Totals				Invoices	1		\$60.00
Vendor 1953 - Ed Todd									
September 2025	Anthem Reimb 9/01/25-9/30/25	Paid by Check #54335		10/07/2025	10/10/2025	10/10/2025		10/09/2025	1,156.00
		Vendor 1953 - Ed Todd Totals				Invoices	1		\$1,156.00
Vendor 1049 - Torres Tinting									
8019	PD - 2017 Dodge Chargers / U#18 & U#24 Windows Tint	Paid by Check #54336		10/03/2025	10/10/2025	10/10/2025		10/09/2025	300.00
		Vendor 1049 - Torres Tinting Totals				Invoices	1		\$300.00
Vendor 329 - Townsend Public Affairs									
24095	Consulting October 2025	Paid by Check #54337		10/01/2025	10/10/2025	10/10/2025		10/09/2025	6,500.00
		Vendor 329 - Townsend Public Affairs Totals				Invoices	1		\$6,500.00
Vendor 2117 - TRANSUNION RISK & ALTERNATIVE DATA SOLUTIONS, INC.									



Accounts Payable Invoice Report

G/L Date Range 10/05/25 - 10/10/25

Report By Vendor - Invoice

Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
210720-202509-1	PD - Monthly Service / Account ID 210720	Paid by Check #54338		10/01/2025	10/10/2025	10/10/2025		10/09/2025	115.00
Vendor 2117 - TRANSUNION RISK & ALTERNATIVE DATA SOLUTIONS, INC. Totals						Invoices	1		\$115.00
Vendor 307 - Tulare County Consolidated Ambulance Dispatch, Inc									
25-10-07	September 2025	Paid by Check #54339		10/06/2025	10/10/2025	10/10/2025		10/09/2025	8,939.70
Vendor 307 - Tulare County Consolidated Ambulance Dispatch, Inc Totals						Invoices	1		\$8,939.70
Vendor 1041 - UPS									
0000Y64A59395	Postage	Paid by Check #54340		09/27/2025	10/10/2025	10/10/2025		10/09/2025	95.85
Vendor 1041 - UPS Totals						Invoices	1		\$95.85
Vendor 273 - US Bank									
565234218	CH Copier Charges 09/20/25-10/20/25	Paid by Check #54341		09/26/2025	10/10/2025	10/10/2025		10/09/2025	3,958.99
Vendor 273 - US Bank Totals						Invoices	1		\$3,958.99
Vendor 1434 - Vast Networks									
68516	10/01/25-10/31/25	Paid by Check #54342		10/01/2025	10/10/2025	10/10/2025		10/09/2025	4,654.43
Vendor 1434 - Vast Networks Totals						Invoices	1		\$4,654.43
Vendor 21 - Vestis Services LLC									
5031629118	FY25/26-Parks-Uniform Allowance - Parks staff	Paid by Check #54343		10/01/2025	10/10/2025	10/10/2025	10/02/2025	10/09/2025	93.81
Vendor 21 - Vestis Services LLC Totals						Invoices	1		\$93.81
Vendor 2072 - Wells Fargo Vendor Financial Services LLC									
5036018229	Oct/Nov 2025	Paid by Check #54344		09/27/2025	10/10/2025	10/10/2025		10/09/2025	126.51
Vendor 2072 - Wells Fargo Vendor Financial Services LLC Totals						Invoices	1		\$126.51
Vendor 347 - Zoll Data Systems									
INV00211598	FireRMS Ent. 11/1/25 - 12/31/25	Paid by Check #54345		10/01/2025	10/10/2025	10/10/2025		10/09/2025	124.25
Vendor 347 - Zoll Data Systems Totals						Invoices	1		\$124.25
Grand Totals						Invoices	372		\$268,345.21



City Council Staff Report

Department: PUBLIC WORKS

October 14, 2025

To: Mayor and City Council

From: George Avila, Public Works Director

By: David Little, Building Official

Subject: Ordinance No. 2025-04, Adoption of the 2025 California Building Standards Code (Title 24, California Code of Regulations) Amending Title 14 of the Dinuba Municipal Code (GA)

RECOMMENDATION:

Council conduct a public hearing, receive testimony, and take the following actions by one motion:

1. Introduce and waive the full reading of Ordinance No. 2025-04, amending Title 14 of the Dinuba Municipal Code, adopting by reference the 2025 California Building Standards Code and any local amendments.
2. Schedule second reading and adoption of the Ordinance for October 28, 2025.

EXECUTIVE SUMMARY:

The California Building Standards Code (Title 24, California Code of Regulations) is updated on a three-year cycle and must be adopted by all local jurisdictions. The 2025 edition becomes effective January 1, 2026. Adoption ensures the city remains in compliance with state law and continues to apply applicable standards.

OUTSTANDING ISSUES:

None

DISCUSSION:

State Law (Health & Safety Code §§ 18942) mandates that all California cities adopt the triennial update to the California Building Standards Code (Title 24, California Code of Regulations). Adopting Title 24 by reference allows a municipality the option to make amendments in relation to non-building and administrative standards that address local conditions. Title 24 consists of Part 1 California Administrative Code, Part 2 California Building Code, Part 2.5 California Residential Code, Part 3 California Electrical Code,

Part 4 California Mechanical Code, Part 5 California Plumbing Code, Part 6 California Energy Code, Part 7 Wildland-Urban Interface Code, Part 8 California Historical Building Code, Part 9 California Fire Code, Part 10 California Existing Building Code, Part 11 California Green Building Standards Code, and Part 12 California Reference Standards Code.

In addition to the aforementioned California Code of Regulations, the following amendments are proposed to reflect local conditions:

Amendment Description:	Location:
Formatting and terminology updates	Throughout
The California Building Code (CBC) clarified descriptions of exempt work, expirations, unauthorized starts, refunds, and special inspections.	14.04.020.2, 14.04.020.3-14.04.020.4, 14.04.020.5, 14.04.020.6, and 14.04.020.7.
International Property Maintenance Code (IPMC) state-aligned amendments.	14.12.020.1-14.12.020.19
The California Residential Code (CRC) clarified descriptions: exempt work, gypsum, and garage door.	14.36.020.1, 14.36.020.2, and 14.36.020.3.
The California Fire Code (CFC) clarified descriptions: stamps, approvals, and appeals.	14.40.015 (106.1.2, 106.1.3, and 111.)

In summary, this ordinance brings the City of Dinuba into compliance with state law by adopting the 2025 California Building Standards Code. The updates before you are routine in nature, focused primarily on formatting, clarifications, and alignment with state language. No substantive changes to how the City administers or enforces the codes are proposed. This action ensures that our municipal code remains current and consistent with statewide requirements while maintaining the City's ability to address local conditions when needed. Staff recommends approval of the ordinance as presented.

FISCAL IMPACT:

No fiscal impact as a result of this action

PUBLIC HEARING:

Notice published in the Mid-Valley Times on October 2, 2025.

ATTACHMENTS:

1. Ordinance No 2025-04

ORDINANCE NO 2025-04
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DINUBA
AMENDING TITLE 14 OF THE DINUBA MUNICIPAL CODE TO ADOPT BY
REFERENCE THE 2025 CALIFORNIA BUILDING STANDARDS CODE
(TITLE 24, CALIFORNIA CODE OF REGULATIONS)

THE CITY COUNCIL OF THE CITY OF DINUBA HEREBY DOES ORDAIN:

SECTION 1. Amendments are made to the following chapters of the Dinuba Municipal Code to adopt by reference the 2025 California Building Standards Code (Title 24, California Code of Regulations), as mandated by state law.

SECTION 2. ADOPTION BY REFERENCE.

The City Council of the City of Dinuba hereby adopts by reference the 2025 California Building Standards Code (Title 24, California Code of Regulations), including all parts, volumes, and appendices, as the Building Standards Code of the City of Dinuba, except as specifically amended or modified by this ordinance. A copy of the 2025 California Building Standards Code shall be maintained on file in the office of the City Clerk and shall be available for public inspection during regular business hours.

Chapter 14.04

CALIFORNIA BUILDING CODE*

Sections:

- 14.04.010 Adoption.
- 14.04.020 Amendments to the code.
- 14.04.030 Adoption of subsequent supplements, revisions and amendments.
- 14.04.040 Copies on file.
- 14.04.050 Adoption of the accumulative supplement.

* Statutory Authority. This code is adopted pursuant to California Government Code § 50022.1 et seq. The provisions of the California Building Code and other applicable codes are adopted by reference under the California Health and Safety Code § 17922, which establishes the statewide application of building codes and housing construction regulations.

14.04.010 Adoption.

A. Adoption of the California Building Code.

The 2025 California Building Code, based on the 2024 International Building Code and adopted by the California Building Standards Commission as Part 2, Volumes 1 and 2 of Title 24 of the California Code of Regulations (hereinafter referred to as the 'code'), is hereby adopted by reference

by the City of Dinuba, except as specifically repealed or amended, pursuant to the provisions of California Government Code Sections 50022.1 through 50022.8, inclusive.

B. Scope and Purpose.

The 2025 California Building Standards Code (hereinafter referred to as the 'building code') establishes the building regulations for the City of Dinuba. Together with the adopted appendices and the amendments set forth in this chapter, this code regulates the conditions and maintenance of all property, buildings, and structures within the City. It sets standards for utilities, facilities, and other physical conditions necessary to ensure that structures are safe, sanitary, and suitable for occupancy and use. It also provides for the condemnation and demolition of buildings and structures unfit for human occupancy, as well as for the issuance of permits and the collection of permit fees.

C. Portions of the California Building Code Not Adopted.

Except as expressly adopted herein, the appendices to the 2025 California Building Code are not approved, adopted, or incorporated by reference in this chapter and shall not be considered part of this chapter or of the Building Code of the City of Dinuba. The following appendices are adopted and made part of this chapter:

1. Appendix H, Signs.
2. Appendix I, Patio Covers.
3. Appendix J, Grading.

14.04.020 Amendments to the code.

14.04.020.1 (amending CBC § 105.1).

105.1 Required. Any owner or owner's authorized agent who intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert or replace any electrical, gas, mechanical or plumbing system, the installation of which is regulated by this code, or to cause any such work to be performed, shall first make application to the building official and obtain the required permit.

(1) No permit shall be issued for the improvement of, or the construction, installation or placement of any building or structure on any lot or parcel of land resulting from a subdivision of land contrary to the provisions of Ordinance No. 424 of the city of Dinuba.

(2) No permit shall be issued in connection with any building or structure erected, constructed, altered, enlarged, converted, moved or maintained, or for the use of land in a manner contrary to the provisions of Ordinance No. 376.

14.04.020.2 (amending CBC § 105.2).

105.2 Work exempt from a permit. Exemptions from permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any other laws or ordinances of this jurisdiction. Permits shall not be required for the following:

1. One-story detached accessory structures and portable structures used as tool or storage sheds, playhouses, or other similar uses, accessory to single-family dwellings if less than one hundred

twenty square feet in gross floor area. Exempt structures must comply with the front, side, and rear setback requirements, lot coverage limits, maximum height restrictions, and minimum clearances from the main residence and other structures. Unpermitted accessory structures shall not include electrical, plumbing, or mechanical systems that would otherwise require a permit. Land or sea cargo containers do not qualify as residential accessory structures.

2. Residential retaining walls not exceeding four feet in height measured from the bottom of the footing to the top of the wall, unless supporting a surcharge.

3. Residential decks, platforms, on-site paths, and driveways that do not exceed (18") eighteen inches above natural grade, are not part of an accessible route, do not serve as a required landing at a door, and comply with applicable lot coverage, front, side, and rear setback requirements.

4. Residential painting, papering, tiling, carpeting, cabinets and countertops, other than kitchen countertops having electrical receptacle spacing requirements.

14.04.020.3 (amending CBC § 105.3.2).

105.3.2 Expiration of Plan Review.

Applications for which no permit is issued within 180 days from the date of approval shall expire. Plans and supporting documents submitted for review may then be returned to the applicant or destroyed by the building official. Upon written request submitted prior to expiration, the building official may grant a single extension not exceeding 180 days, provided the applicant demonstrates that circumstances beyond their control prevented timely action. If a permit has not been obtained after the initial extension, the building official may grant additional extensions of up to 90 days. Each request must be submitted in writing before the current expiration date and will require payment of a fee established by resolution of the City Council. No further extensions shall be granted if a new code cycle has been adopted or if the scope of the project has been modified.

Exception: When a project has been approved by the City but is pending approval from an outside agency at the time of expiration, written requests for extensions shall not be required.

14.04.020.4 (amending CBC § 105.5).

105.5 Expiration of Permits.

Every permit issued by the building official under the provisions of the technical codes shall expire and become null and void if the project authorized by such permit has not received approval for at least one of the required inspections identified in Section 110.3 of the 2025 California Building Code within 180 days of issuance. The building official may grant a one-time extension of 180 days if the applicant submits a written request prior to the permit expiration and the project has not changed in scope. Additional 180-day extensions may be granted if the request is submitted in writing before the expiration date, the project has not changed in scope, at least one required inspection has been approved, and the applicant pays a fee as established by resolution of the City Council, provided a new code has not been adopted. If a permit expires, work may not commence or recommence until a new permit is obtained, and all applicable fees are paid as if for a new project. This section applies to all existing projects and shall be enforced under the conditions set forth herein.

14.04.020.5 (amending CBC § 109.4).

109.4 Work Commencing Before Permit Issuance.

Any person who begins work on a building, structure, or electrical, gas, mechanical, or plumbing system before obtaining the required permits shall be subject to an investigation fee, in addition to the required permit fee. This fee shall be collected regardless of whether a permit is subsequently issued. The initial investigation fee shall equal the amount of the adopted permit fee. For repeat violations by the same permittee, progressive penalties shall apply. A second violation shall result in an investigation fee equal to three times the permit fee. A third violation shall result in an investigation fee equal to four times the permit fee. A fourth violation shall result in an investigation fee equal to five times the permit fee, with subsequent violations increasing progressively up to a maximum of ten times the permit fee. Payment of an investigation fee does not relieve the applicant of the obligation to comply with all other provisions of this code or the technical codes, nor does it exempt the applicant from any other penalties prescribed by law.

14.04.020.6 (amending CBC § 109.6).

109.6 Refunds.

The Building Official may authorize refunds in accordance with this section and any additional administrative procedures adopted by the City. A refund of up to 80 percent of the permit fee may be issued under the following conditions:

1. No work has commenced and no inspections have been requested under the permit.
2. The permit is canceled prior to the commencement of work.
3. A written refund request is submitted by the original permittee to the Building Official.

Exceptions:

Plan review fees are non-refundable once plan check has commenced.

Requests submitted more than 180 days after payment of the permit fee are ineligible for a refund.

14.04.020.7 (amending CBC § 1705.3).

1705.3 Concrete construction. The special inspections and verifications for concrete construction shall be as required by this section and Table 1705.3.

Exception: Special inspections shall not be required for:

1. Isolated spread concrete footings of buildings three stories or less above grade plane that are fully supported on earth or rock, where the structural design of the footing is based on a specified compressive strength, f'_c , no greater than 2,500 pound per square inch (psi) (17.2 Mpa).

14.04.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions and amendments to the California Building Code that are subsequently approved and adopted by the State of California are adopted and incorporated as part of this code.

14.04.040 Copies on file.

A copy of the California Building Code is available in the office of the City Clerk for public use and examination.

14.04.050 Adoption of 2025 Accumulative Supplement.

The City of Dinuba adopts the 2025 Accumulative Supplement to the California Building Code, California Building Code Standards, California Mechanical Code, California Plumbing Code, California Electrical Code, and the California Fire Code, as approved by the California Building Standards Commission. These supplements are hereby incorporated into this code and are enforceable as part of the City's building regulations.

Chapter 14.06

CALIFORNIA ADMINISTRATIVE CODE

Sections:

14.06.010 Adoption.

14.06.020 Amendments to the code.

14.06.030 Adoption of subsequent supplements, revisions and amendments.

14.06.040 Copies on file.

14.06.010 Adoption of the California Administrative Code.

The 2025 California Administrative Code, as published by the International Code Council (ICC) and adopted by the California Building Standards Commission as Part 1 of Title 24 of the California Code of Regulations (hereinafter referred to as the 'code'), is hereby adopted by reference by the City of Dinuba, except as specifically repealed or amended, pursuant to the provisions of California Government Code Sections 50022.1 through 50022.8, inclusive.

14.06.020 Amendments. (Reserved)

14.06.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions, and amendments to the California Administrative Code are hereafter approved and adopted by the State of California are incorporated into this code and a part thereof.

14.06.040 Copies on file.

A copy of the California Administrative Code is available in the office of the City Clerk for public use and examination.

Chapter 14.08

CALIFORNIA MECHANICAL CODE*

Sections:

14.08.010 Adoption.

14.08.020 Amendments to the code.

14.08.030 Adoption of subsequent supplements, revisions and amendments.

14.08.040 Copies of file.

14.08.050 Violation—Infraction.

* Statutory Authority. Certain building and construction codes are required to be adopted by all municipalities under Health and Safety Code § 17958. The specific codes are listed in Health and Safety Code § 17922. Cities are authorized to adopt codes by reference under California Government Code Section 50022.1 through 50022 et seq.

14.08.010 Adoption of the California Mechanical Code.

The 2025 California Mechanical Code, based on the 2024 Uniform Mechanical Code and adopted

by the California Building Standards Commission (hereinafter referred to as the 'code'), is hereby adopted by reference by the City of Dinuba, except as specifically repealed or amended, pursuant to the provisions of California Government Code Sections 50022.1 through 50022.8, inclusive.

14.08.020 Amendments. (Reserved)

14.08.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions, and amendments to the California Mechanical Code are hereafter approved and adopted by the State of California are incorporated into this code and a part thereof.

14.08.040 Copies on file.

A copy of the California Mechanical Code is available in the office of the City Clerk for public use and examination.

14.08.050 Violation—Infraction.

Any person, firm, or corporation violating any of the provisions of this chapter, including any violation of the provisions of the California Mechanical Code or any amendments, revisions, or supplements thereto, shall be guilty of an infraction. Violations are subject to the penalties outlined in Chapter 1.18 of the Dinuba Municipal Code.

Chapter 14.12

PROPERTY MAINTENANCE CODE*

Sections:

14.12.010 Adoption.

14.12.020 Amendments to the code.

14.12.030 Adoption of subsequent supplements, revisions and amendments.

14.12.040 Copies of file.

14.12.050 Violation—Infraction.

* For statutory provisions of the State Housing Act, see Health and Safety Code § 17910 et seq.; for authority of cities to adopt codes by reference, see Gov. Code § 0022 et seq.

14.12.010 Adoption.

The 2024 International Property Maintenance Code (IPMC), as published by the International Code Council (ICC), is hereby adopted by reference by the City of Dinuba as the Property Maintenance Code, subject to the amendments set forth in this chapter to conform with the California Building Standards and local administrative provisions, pursuant to the provisions of California Government Code Sections 50022.1 through 50022.8, inclusive.

14.12.020 Amendments to the code.

14.12.020.1 Scope and General Requirements (amending IPMC § 101).

[A] 101.5 CONFLICT WITH ZONING ORDINANCE. If any provision of this Ordinance shall conflict

with any provision of Ordinance No. 250 of the City of Dinuba, the provisions of Ordinance No. 250 shall prevail.

14.12.020.2 References to Other Codes.

Unless otherwise specified, all references in the IPMC to the following codes shall mean:

Delete the following references	Insert the following references
International Building Code and International Residential Code	Current California Building Code and current California Residential Code
International Mechanical Code	Current California Mechanical Code
International Electrical Code	Current California Electrical Code
International Fire Code	Current California Fire Code
International Plumbing Code	Current California Plumbing Code
International Existing Building Code	Current California Existing Building Code
International Zoning Code	City of Dinuba – Zoning Ordinance
International Fuel Gas Code	Current California Plumbing Code
Name of jurisdiction	City of Dinuba
Jurisdiction to insert appropriate schedule	Current fees established by resolution of the city council
Board of appeals	Hearing officer appointed by the city manager
Code Official or Health Official	Building official or his/her designee

14.12.020.3 Conflicts (amending IPMC § [A] 102.8.1).

[A] 102.8.1 Conflicts. Where conflicts occur between provisions of this code and the referenced standards, the provisions of this code shall apply. Where conflicts occur between the provisions of this code and California statutes, the provisions of California law shall apply.

14.12.020.4 Code Official (amending IPMC § [A] 103).

[A] 103.1 General. The Building Official in charge of the City of Dinuba Building Division shall be known as the code official.

[A] 103.3 Deputies. The code official may appoint deputies, who shall have powers delegated by the code official.

[A] 103.4 Liability. The code official or employee charged with the enforcement of this code, while acting for the jurisdiction, in good faith and without malice in the discharge of the duties required by this code or other pertinent law or ordinance, shall not hereby be rendered liable personally, and is hereby relieved from all personal liability for any damage accruing to persons or property as a result of an act or by reason of an act or omission in the discharge of official duties. Any suit instituted against any officer or employee because of an act performed by that officer or employee in the lawful discharge of duties and under the provisions of this code shall be defended by the legal representative of the City of Dinuba.

14.12.020.5 Right of Entry (amending IPMC § [A] 105.3).

[A] 105.3 Right of entry. Where it is necessary to make an inspection to enforce the provisions of this code, or whenever the code official has reasonable cause to believe that there exists in a structure or upon a premises a condition in violation of this code, the code official is authorized to enter the structure or premises at reasonable times to inspect or perform the duties imposed by the code, provided that if such structure or premises is occupied the code official shall present credentials to the occupant and request entry. If such structure or premises is unoccupied, the code official shall first make a reasonable effort to locate the owner, owner's authorized agent, or other person having charge or control of the structure or premises and request entry. If entry is refused, the code official shall pursue legal remedies.

14.12.020.6 Appeals (amending IPMC § [A] 106.2).

[A] 106.2 Application for appeal. Any person directly affected by a decision of the code official or a notice or order issued under this code may appeal that decision, notice or order by filing an appeal with the city clerk within ten calendar days of the date of service of that decision, notice, or order. The appeal shall be based on a claim that the true intent of this code or the rules legally adopted thereunder have been incorrectly interpreted, the provisions of this code do not fully apply, or the requirements of this code are adequately satisfied by other means. The appeal shall identify the real property, state the grounds for the appeal, and state all material facts in support of the appeal. The provisions in Dinuba Municipal Code section 14.64.120 shall apply.

[A] 106.5 Stays of enforcement. Appeals of notices and/or orders issued pursuant to this chapter, other than those issued pursuant to section 109, shall stay the enforcement of the notice and order until the appeal is heard by the board of appeals.

14.12.020.7 Stop Work Orders (amending IPMC § [A] 108).

[A] 108.4 Unlawful continuance. Any person continuing work after service of a stop work order, except as directed to remove a violation, shall be subject to penalties under Dinuba Municipal Code § 1.16.030.

14.12.020.8 Unsafe Structures (amending IPMC § [A] 109).

[A] 109.1 General. When a structure or equipment is found by the code official to be unsafe, or when a structure is found unfit for human occupancy, or is found unlawful, such structure shall be condemned and shall be posted and vacated in accordance with this section and declared to be a public nuisance and the violations shall be abated by repair, rehabilitation, demolition or removal pursuant to the provisions of this code.

[A] 109.1.4 Unlawful structure. An unlawful structure is one found in whole or in part to be occupied by more persons than permitted under this code, or was erected, altered, occupied or maintained contrary to Title 14; or one that is partially constructed, reconstructed or demolished upon which work is abandoned. Work is deemed abandoned when there is no valid building or demolition permit.

[A] 109.2 Closing of vacant structures. If the structure is vacant and unfit for human habitation and occupancy, and is not in danger of structural collapse, the code official is authorized to post a placard of condemnation on the premises and order the structure boarded according to Appendix A or fenced, so as not to be an attractive nuisance and/or to prevent entry. Upon failure of the owner or owner's authorized agent to board the premises within the time specified in the order, the code official shall cause the premises to be boarded and secured through any available public agency or by contract or arrangement by private persons and the cost for such boarding shall be a debt owed by the owner, shall be charged against the real property upon which the structure is located, and shall be a lien upon such real property and shall be collected by any legal means.

[A] 109.3 Notice. Whenever the code official has condemned a structure or equipment under the provisions of this section, the code official shall obtain a preliminary or survey title report as to the building, structure, or premises, which shall identify all owners of record, holders of mortgages, deeds of trust or other liens and encumbrances of record. In accordance with section 107.3 of this code, the code official shall serve the persons listed in the preliminary or survey title report with notice described in section 107.2 of this code. In addition, the notice shall be posted in a conspicuous place on in or about the structure or premises affected by such notice. If the notice pertains to equipment, it shall be placed on the condemned equipment.

[A] 109.5 Placard removal. The code official shall remove the condemnation placard whenever the defect or defects upon which the condemnation and placarding action was based has been eliminated. Any person who defaces or removes a condemnation placard without the approval of the code official shall be subject to the penalties provided by this code and applicable state law and Title 14.

[A] 109.8 Prohibited occupancy. Any occupied structure condemned and placarded by the code official shall be vacated as ordered by the code official. Any person who occupies a placarded premises or operates placarded equipment, and any owner, owner's authorized agent or person responsible for the premises who lets anyone occupy a condemned premises or operate condemned equipment shall be liable for the penalties provided by this code and Title 14.

14.12.020.9 Emergency Repairs (amending IPMC § [A] 110.5–[A] 110.6).

[A] 110.5 Costs of emergency repairs. Cost incurred in the performance of emergency work may be paid by the city. Such costs shall be a debt owed to the city by the owner. The city attorney may institute appropriate legal action against the owner of the premises or the owner's authorized agent

where the unsafe structure is or was located for the recovery of such costs.

[A] 110.6 Appeal. Once the emergency work has been completed, the owner may appeal the need for the emergency repairs and/or the costs for such work within seven calendar days after service in the manner provided in Sections 106 of this code.

14.12.020.10 Definitions (amending IPMC § [A] 202).

- GARBAGE. Garbage shall be defined pursuant to Dinuba Municipal Code Section 13.12.120.
- INOPERABLE MOTOR VEHICLE. A vehicle which cannot be driven upon the public streets for reason including but not limited to being unlicensed, wrecked, abandoned, in a state of disrepair, incapable of being moved under its own power or is prohibited from being operated on a public street or highway for any reason pursuant to the provisions of the California Vehicle Code.
- RUBBISH. Rubbish shall be defined pursuant to Dinuba Municipal Code Section 7.08.010 (F).
- [A] STRUCTURE. That which is built or constructed or a portion thereof.
- TEMPORARY. Temporary shall mean buildings, facilities, or structures intended for use at one location for not more than six months for the purpose of this code only.

14.512.020.11 Exterior Property Standards (amending IPMC § 302).

302.1 Sanitation. The owner or authorized agent shall maintain the property exterior and premises in a clean, safe and sanitary condition. Such owner or authorized agent shall remain liable for violations thereof regardless of any contract or agreement with any third party regarding such property. The occupant may also be held jointly and severally liable for causing or contributing violations of this section.

302.2 Grading and drainage. All premises shall be graded and maintained to prevent the erosion of soil and prevent the accumulation of stagnant water thereon, or within any structure located thereon. Excess or concentrated drainage shall be contained on site or directed to the nearest practicable drainage system approved by the code official.

Exception: Approved retention areas and reservoirs.

302.3 Sidewalks and driveways. Sidewalks, walkways, stairs, driveways, parking spaces and similar areas shall be kept in proper state of repair, and maintained free from hazardous conditions. The owner or owner's authorized agent of any building, lot or premises within the city shall maintain the walks and/or walkways located upon such premises that are accessible to the general public and the public sidewalks between such premises and any adjacent public street or alley in a clean, safe sanitary, and in a proper state of repair, free from hazardous conditions. Maintenance shall include the removal and proper disposal of any unsightly, unsafe, or unsanitary conditions, including but not limited to accumulations of garbage, refuse, litter, dirt, gum, spilled materials, or other substances on adjoining sidewalks and alleys, walkways, stairs, driveways, parking areas, and similar surfaces.

302.4 Weeds. No owner, authorized agent, lessee or occupant or other person having charge or

control of any building, lot or premises within the city shall permit weeds exceeding twelve inches (12") in height to remain or accumulate upon such premises or upon public sidewalks adjoining such premises.

Upon failure of the owner or authorized agent having charge of a property to cut and destroy weeds after service of a warning notice of violation, any duly authorized employee of the city or contractor hired by the city shall be authorized to enter upon the property in violation and cut and destroy the weeds growing thereon, and the costs of such removal shall be paid by the owner or authorized agent responsible for the property pursuant to Dinuba Municipal Code Chapter 9.18.

302.8 Motor vehicles. Refer to Dinuba Municipal Code Chapter 7.24. Painting of vehicles is prohibited unless conducted inside an approved spray booth.

Exception: An owner, authorized agent, lessee, or occupant of the property may repair, wash, clean, or service personal property, provided they comply with Dinuba Municipal Code and any other applicable requirements.

14.12.020.12 Swimming Pools (amending IPMC § 303.2).

303.2 Enclosures. Except as otherwise provided by regulation, private swimming pools, hot tubs, spas, and ponds with a depth greater than 18 inches (457 mm) shall be enclosed by a fence or barrier at least 48 inches (1219 mm) in height, measured from the finished ground level on the side of the barrier away from the pool. Gates and doors within the barrier shall be self-closing and self-latching. The self-latching device shall be located not less than 54 inches (1372 mm) above the bottom of the gate. Self-closing, self-latching gates shall swing outward, away from the pool, and shall be maintained to ensure the gate closes and latches securely when released from a point at least 6 inches (152 mm) from the gatepost. No existing pool enclosure shall be removed, replaced, altered, or maintained in a way that diminishes its effectiveness as a safety barrier

14.12.020.13 Exterior Structure (amending IPMC § 304).

304.14 Insect screens. Every door, window and other outside opening required for ventilation of habitable rooms, food preparation areas, food service areas or any areas where products to be included or utilized in food for human consumption are processed, manufactured, packaged or stored shall be supplied with approved tightly fitting screens of minimum 16 mesh per inch (16 mesh per 25 mm), and every screen door used for insect control shall have a self-closing device in good working condition.

Exception: Screens shall not be required where other approved means, such as air curtains or insect repellent fans, are employed.

304.15 Doors. All exterior doors, door assemblies, including weather stripping, thresholds and hardware, shall be maintained in good condition. Locks at all entrances to dwelling units and sleeping units shall tightly secure the door. Locks on means of egress doors shall be in accordance with Section 702.3.

304.16 Under-Floor areas. Under-floor access doors and ventilation openings shall be maintained to prevent the entrance of rodents, rain and surface drainage water. Doors shall be tight fitting and ventilation openings shall be properly screened with corrosion-resistant wire mesh having openings not exceeding 1/4 inch in any direction pursuant to CBC 1202.4.1.

304.18.2 Windows. Operable windows located in whole or in part within 12 feet above ground level or a walking surface that provide access to a dwelling unit, rooming unit or housekeeping unit that is rented, leased or let shall be equipped with a window sash locking device. Vacant/abandoned buildings shall provide internal window coverings to prevent easy view of the building interior.

14.12.020.14 (Reserved)

14.12.020.15 Pest Elimination (amending IPMC § 309).

309.1 Infestation. All structures shall be kept free from insect, rodent, and vermin infestations. When such an infestation is reported or observed, the code official may require the owner or responsible agent of the building, lot, or premises to engage a licensed exterminator or other qualified professional to inspect the property. The professional shall provide a written report verifying the presence and severity of the infestation, along with recommended methods of extermination. Any structure found to be infested shall be promptly treated using approved processes that are not hazardous to human health. Upon completion of the extermination, the code official may request written confirmation from the exterminator or qualified professional attesting to the successful elimination of the infestation. After extermination, appropriate measures shall be taken to prevent reinfestation.

309.2 Owner. The owner of any structure shall be responsible for ensuring the structure is pest-free prior to renting or leasing and for providing extermination when infestations occur. The owner of any dwelling unit, multiple-occupancy building, rooming house, or nonresidential structure shall maintain the premises in a rodent-free and pest-free condition. If an infestation is caused by an occupant substantially failing to properly maintain their occupied area of the structure or premise as clean and sanitary as the condition of the structure or premises permits. For as long as the occupants failure either substantially causes an unlivable condition to occur, or substantially interferes with the owners ability to remedy the condition, the owner does not have to remedy the condition. Where the infestation is caused by defects in the structure, the owner is not required to remedy the condition for as long as the occupant's failure contributes to the problem. When an infestation results from structural defects, the owner remains responsible for extermination.

14.50.020.16 Plumbing Facilities (amending IPMC § 505.4).

505.4 Water heating facilities. Water heating facilities shall be properly installed, maintained and capable of providing an adequate amount of water to be drawn at every required sink, lavatory, bathtub, shower and laundry facility at a minimum temperature of 110° F (43° C). A gas-burning water heater shall not be located in any bathroom, toilet room, bedroom or other occupied room normally kept closed, unless the installation complies with Chapter 5 of the current California Plumbing Code. An approved combination temperature-and-pressure relief valve shall be properly installed on all water heaters, maintained in good working condition, and discharge to the exterior unless otherwise approved by the code official.

14.12.020.17 Heating Facilities (amending IPMC § 602).

602.2 Residential occupancies. Dwellings shall be provided with heating facilities capable of maintaining a room temperature of 68° F (20° C) in all habitable rooms, bathrooms and toilet rooms as measured per IPMC section 602.5. Cooking appliances or fireplaces shall not be used, nor shall portable space heaters be used, as a means to provide required heating.

Exception: In areas where the average monthly temperature is above 30° F (-1° C), a minimum temperature of 65° F (18° C) shall be maintained.

602.3 Heat supply. Every owner and operator of any building who rents, leases or lets one or more dwelling units or sleeping units on terms, either expressed or implied, to furnish heat to the occupants thereof shall supply heat to maintain a minimum temperature of 68° F (20° C) in all habitable rooms, bathrooms and toilet rooms.

Exceptions:

1. Minimum room temperatures are not required when the outdoor temperature falls below the locality's winter design temperature, provided the heating system is operating at its full design capacity. For this locality, the winter outdoor design temperature is 32° F.

14.12.020.18 Electrical Systems (amending IPMC § 604.3).

604.3 Electrical system hazards. Where it is found that the electrical system in a structure constitutes a hazard to the occupants or the structure by reason of inadequate service, improper fusing, insufficient receptacle and lighting outlets, improper wiring or installation including the improper use of extension cords as permanent wiring, deterioration or damage, or for similar reasons, the code official shall require the defects to be corrected to eliminate the hazard.

14.12.020.19 Means of Egress (amending IPMC § 702.1).

[BE] 702.1 General. A safe, continuous, and unobstructed path of travel shall be provided from any point within a building or structure to a public way. All means of egress shall comply with the current California Residential Code or California Building Code, as applicable based on the building's approved use.

14.12.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions and amendments to the code as may be hereafter approved and adopted by the state are adopted and made a part of this code.

14.12.040 Copies on file.

A copy of the International Property Maintenance Code is available in the office of the City Clerk for public use and examination.

14.12.050 Violation—Infraction.

Any person, firm, or corporation violating any of the provisions of this chapter, including any violation of the provisions of the International Property Maintenance Code or any amendments, revisions, or supplements thereto, shall be guilty of an infraction. Violations are subject to the penalties outlined in Chapter 1.18 of the Dinuba Municipal Code.

Chapter 14.16

CALIFORNIA PLUMBING CODE*

Sections:

14.16.010 Adoption.

14.16.020 Amendments to the code.

14.16.030 Adoption of subsequent supplements, revisions and amendments.

14.16.040 Copies on file.

14.16.050 Violation – Infraction.

* For statutory provisions authorizing cities to regulate building and construction within the city, see California Government Code §§ 38601 and 38660; for provisions authorizing cities to adopt codes by reference, see California Government Code § 50022 et seq.

14.16.010 Adoption.

The 2025 California Plumbing Code, as published by the International Association of Plumbing and Mechanical Officials and codified in the California Building Standards Code in Title 24, Part 5, of the California Code of Regulations based on the 2024 Uniform Plumbing Code (referred to as the “code” in this chapter), is hereby adopted by the City of Dinuba pursuant to the provisions of California Government Code Sections 50022.1 through 50022.8, inclusive.

14.16.020 Amendments. (Reserved)

14.16.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions and amendments to the code as may be hereafter approved and adopted by the state are adopted and made a part of this code.

14.16.040 Copies on file.

A copy of the California Plumbing Code is available in the office of the City Clerk for public use and examination.

14.16.050 Violation—Infraction.

Any person, firm, or corporation violating any of the provisions of this chapter, including any violation of the provisions of the California Plumbing Code or any amendments, revisions, or supplements thereto, shall be guilty of an infraction. Violations are subject to the penalties outlined in Chapter 1.18 of the Dinuba Municipal Code.

Chapter 14.20

CALIFORNIA ELECTRICAL CODE*

Sections:

14.20.010 Adoption.

14.20.020 Amendments to the code.

14.20.030 Adoption of subsequent supplements, revisions and amendments.

14.20.040 Copies on file.

14.20.050 Violation – Infraction.

* For statutory provisions authorizing cities to regulate building and construction within the city, see California Government Code §§ 38601 and 38660; for provisions authorizing cities to adopt codes by reference, see California Government Code § 50022 et seq.

14.20.010 Adoption.

The 2025 California Electrical Code, based on the 2023 National Electrical Code (NEC) published by the National Fire Protection Association (NFPA) and adopted with amendments by the California Building Standards Commission as Part 3 of Title 24 of the California Code of Regulations (referred to in this chapter as the “code”), except as specifically repealed or amended by the City of Dinuba, is hereby adopted by the city pursuant to California Government Code Sections 50022.1 through 50022.8, inclusive.

14.20.020 Amendments. (Reserved)

14.20.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions and amendments to the code as may be hereafter approved and adopted by the state are adopted and made a part of this code.

14.20.040 Copies on file.

A copy of the California Electrical Code is available in the office of the City Clerk for public use and examination.

14.20.050 Violation—Infraction.

Any person, firm, or corporation violating any of the provisions of this chapter, including any violation of the provisions of the California Electrical Code or any amendments, revisions, or supplements thereto, shall be guilty of an infraction. Violations are subject to the penalties outlined in Chapter 1.18 of the Dinuba Municipal Code.

Chapter 14.24

SWIMMING POOL FENCING AND SECURITY

Sections:

14.24.010 Adoption.

14.24.020 Amendments to the code.

14.24.030 Adoption of subsequent supplements, revisions and amendments.

14.24.040 Copies on file.

14.24.050 Violation – Infraction.

* For statutory provisions authorizing cities to regulate building and construction within the city, see Gov. Code §§ 38601 and 38660; for provisions authorizing cities to adopt codes by reference, see Gov. Code § 50022 et seq.

14.24.010 Adoption.

The 2024 International Swimming Pool and Spa Code (ISPSC), as published by the International

Code Council and referred to in this chapter as the “code,” except as specifically repealed or amended by the City of Dinuba, is hereby adopted by the city pursuant to the provisions of California Government Code Sections 50022.1 through 50022.8, inclusive.

14.24.020 Amendments. (Reserved)

14.24.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions, and amendments to the code as may hereafter be approved and adopted by the state are adopted and made a part of this code.

14.24.040 Copies on file.

A copy of the International Swimming Pool and Spa Code is available in the office of the City Clerk for public use and examination.

14.24.050 Violation – Infraction.

Any person, firm, or corporation violating any of the provisions of this chapter, including any violation of the provisions of the International Swimming Pool and Spa Code or any amendments, revisions, or supplements thereto, shall be guilty of an infraction. Violations are subject to the penalties outlined in Chapter 1.18 of the Dinuba Municipal Code.

Chapter 14.28

CALIFORNIA HISTORICAL BUILDING CODE

Sections:

14.28.010 Adoption.

14.28.020 Amendments to the code.

14.28.030 Adoption of subsequent supplements, revisions and amendments.

14.06.040 Copies on file.

14.28.010 Adoption.

The 2025 California Historical Building Code, as published by the International Code Council (ICC) and adopted by the California Building Standards Commission as Part 8 of Title 24 of the California Code of Regulations (referred to as the “code” in this chapter), except as specifically repealed or amended by the City of Dinuba, is hereby adopted by reference pursuant to the provisions of California Government Code Sections 50022.1 through 50022.8, inclusive.

14.28.020 Amendments. (Reserved)

14.28.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions, and amendments to the California Historical Building Code are hereafter approved and adopted by the State of California are incorporated into this code and a part thereof.

14.28.040 Copies on file.

A copy of the California Historical Building Code is available in the office of the City Clerk for public use and examination.

Chapter 14.32

CALIFORNIA EXISTING BUILDING CODE

Sections:

14.32.010 Adoption.

14.32.020 Amendments to the code.

14.32.030 Adoption of subsequent supplements, revisions and amendments.

14.32.040 Copies on file.

14.32.010 Adoption.

The 2025 California Existing Building Code, as published by the International Code Council (ICC) and adopted by the California Building Standards Commission as Part 10 of Title 24 of the California Code of Regulations (hereinafter referred to as the 'code'), is hereby adopted by reference by the City of Dinuba, except as specifically repealed or amended, pursuant to the provisions of California Government Code Sections 50022.1 through 50022.8, inclusive.

14.32.020 Amendments. (Reserved)

14.32.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions, and amendments to the California Existing Building Code are hereafter approved and adopted by the State of California are incorporated into this code and a part thereof.

14.32.040 Copies on file.

A copy of the California Existing Building Code is available in the office of the City Clerk for public use and examination.

Chapter 14.36

CALIFORNIA RESIDENTIAL CODE

Sections:

14.36.010 Adoption.

14.36.020 Amendments to the code.

14.36.030 Adoption of subsequent supplements, revisions and amendments.

14.36.040 Copies on file.

14.36.010 Adoption.

A. Adoption of the California Residential Code.

The 2025 California Residential Code, as published by the International Code Council (ICC) and adopted by the California Building Standards Commission as Part 2.5 of Title 24 of the California Code of Regulations, and based on the 2024 International Residential Code (referred to as the "code" in this chapter), is hereby adopted by the City of Dinuba by reference, except for the local

amendments set forth herein, pursuant to the provisions of California Government Code Sections 50022.1 through 50022.8, inclusive.

B. Scope and Purpose.

The California Building Standards Codes, 2025 Edition (hereinafter “building code”), shall constitute be the building codes for the City. This Code, together with the adopted appendices and the amendments set forth in this chapter, shall regulate and govern the construction conditions of all residential buildings and structures within the City.

C. Portions of the California Residential Code Not Adopted.

Except as expressly adopted herein, the appendices to the 2025 California Building Code are not approved, adopted, or incorporated by reference in this chapter and shall not be considered part of this chapter or of the Residential Code of the City of Dinuba. The following appendices are adopted and made part of this chapter:

1. Appendix BF, Patio Covers.
2. Appendix BG, Sound Transmission.
3. Appendix CI, Swimming Pool Safety Act.
14.36.020 Amendments to the code.

14.36.020.1 (amending CRC § R105.2).

R105.2 Work exempt from permit. Exemption from permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any other laws or ordinances of this jurisdiction. Permits shall not be required for the following:

Building:

1. One-story detached accessory structures and portable structures used as tool or storage sheds, playhouses, or other similar uses, accessory to single-family dwellings if less than one hundred twenty square feet in gross floor area. Exempt structures must comply with the front, side, and rear setback requirements, lot coverage limits, maximum height restrictions, and minimum clearances from the main residence and other structures. Unpermitted accessory structures shall not include electrical, plumbing, or mechanical systems that would otherwise require a permit. Land or sea cargo containers do not qualify as residential accessory structures.
2. Residential fences not over 7 feet high measured from the lowest adjacent grade.
3. Residential retaining walls not exceeding four feet in height measured from the bottom of the footing to the top of the wall, unless supporting a surcharge.
4. Residential decks, platforms, on-site paths, and driveways that do not exceed (18") eighteen inches above natural grade, are not part of an accessible route, do not serve as a required landing at a door, and comply with applicable lot coverage, front, side, and rear setback requirements. Sidewalks within the public right-of-way require an encroachment permit and must comply with the current City of Dinuba Public Improvement Standards.

5. Residential painting, papering, tiling, carpeting, cabinets and countertops, other than kitchen countertops having electrical receptacle spacing requirements.

14.36.020.2 (amending CRC § Table R302.3.6).

Table R302.3.6 “Not less than 5/8 inch Type X” in all columns in the table.

14.36.020.3 (amending CRC § R318.1).

R318.1 Means of egress. Dwellings shall be provided with a means of egress in accordance with this section. The means of egress shall provide a continuous and unobstructed path of vertical and horizontal egress travel from all portions of the dwelling to the required egress door without requiring travel through a garage. If a dwelling provides a direct passage door between the dwelling and an attached garage, the attached garage shall provide an egress door to prevent entrapment. The required egress door shall open directly into a public way or to a yard or court that opens to a public way.

14.36.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions, and amendments to the California Residential Code are hereafter approved and adopted by the State of California are incorporated into this code and a part thereof.

14.36.040 Copies on file.

A copy of the California Residential Code is available in the office of the City Clerk for public use and examination.

Chapter 14.40

CALIFORNIA FIRE CODE*

Sections:

14.40.010 Adoption of California Fire Code.

14.40.015 Fire Code amendments.

14.40.020 Cost recovery.

14.40.044 Automatic sprinkler system.

14.40.048 Appendices.

* For statutory provisions authorizing cities to regulate building and construction within the city, see Gov. Code §§ 38601 and 38660; for provisions authorizing cities to adopt codes by reference, see Gov. Code § 50022 et seq.

14.40.010 Adoption of California Fire Code.

For the purposes of prescribing regulations governing conditions hazardous to life and property from fire or explosion, **the 2025 California Fire Code (CFC)**, including Appendix Chapter 1, as promulgated by the California Building Standards Commission, which incorporates the adoption of the 2025 edition of the California Fire Code based on the 2024 International Fire Code with California Amendments, including Appendix B, C, CC, D,E,F, H, I and O, is hereby adopted by reference thereto as is fully set forth in this Chapter, save and except such portions as are deleted,

modified, or amended by the provisions of this Chapter. Copies of the 2025 California Fire Code are on file in the office of the Building Official and Fire Code Official. Any changes made by the California Building Standards Commission applicable to the City, including new editions, shall be deemed incorporated herein. If any conflicts between this Code and any other City, State or Federal Code should arise, the most restrictive code providing the highest level of safety as determined by the Fire Code Official shall prevail.

14.40.015 Fire Code amendments.

A101.I Title. These regulations shall be known as the Fire Code of City of Dinuba, hereinafter referred to as "this code."

106.1.2. Stamps. The fire code official may require fire protection system construction documents to be stamped by an approved, State of California registered, Fire Protection Engineer, or other fire code official approved Technical Specialist. This requirement shall be applied at the sole discretion of the fire code official.

106.1.3. Approvals. The process described in section 106.1.2 shall only be permitted after the fire code official has approved the engineer or specialist, and the engineer or specialist has demonstrated that they possess the technical ability to evaluate fire protection system designs and have the proper background and experience.

Section 111 is deleted replaced with

Section 111 APPEALS Whenever the Fire Chief or Fire Code Official shall disapprove an application or refuse to grant a permit applied for, or when it is claimed that the provisions or intent of this code or the rules legally adopted hereunder have been incorrectly interpreted, the provision of this code do not apply, or an equally good or better form of construction is proposed, or that the true intent and meaning of this Code has been misconstrued or wrongly interpreted, the applicant may appeal from the decision of the Fire Chief or the Fire Code Official to the California Office of the State Fire Marshal within thirty (30) days from the date of the decision. The decision of the California State Fire Marshal shall be final.

505.1 Address identification. New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches (102 mm) high with a minimum stroke width of 1/2 inch (12.7 mm) unless larger characters are specified by the fire official. Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address identification shall be maintained.

503.2.1 Dimensions, Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders and gutters, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

Section 603.5.2 Exception 1 is deleted.

14.40.020 Cost recovery.

Section 115 of the California Fire Code is added to read:

Section 116 of the California Fire Code is added to read:

116.1 Cost Recovery. The Fire Code Official or designee is authorized to recover any direct or indirect costs for fire prevention, fire suppression, hazardous material incident response, and protection of the public from fire and life safety hazards.

116.2 Fire Prevention Cost Recovery. Any person or firm who fails to, or refuses to, correct, within the time allotted for correction, any fire hazard prohibited by code, regulation or law, for which a public agency has issued a notice of violation or correction respecting the hazard, or failure to comply with a written notice of violation is liable for the fire prevention costs, and any other costs, incurred in furtherance of the abatement of the fire hazard, and those costs shall be a charge against that person.

116.3 Fire Suppression Cost Recovery. Any person or firm who causes a fire, sets a fire, allows a fire to be set, or allows a fire kindled or attended by them to escape onto any public or private property, is liable for the fire suppression costs, rescue or emergency medical services costs, and any other costs incurred as a result of fighting the fire.[JB5]

116.4 Hazardous Materials Release Cost Recovery. Any person or firm who releases a hazardous material, allows a hazardous material to be released, causes, or allows a hazardous material attended by them to escape onto any public or private property, is liable for the hazardous material incident response, rescue or emergency medical services costs, and any other costs incurred as a result of responding to the hazardous material release.

116.5 Protection of the Public Cost Recovery. Any person or firm who creates a fire or life safety hazard to the public, allows a fire or life safety hazard to the public, causes, or allows a fire or life safety hazard to the public to escape onto any public or private property, is liable for the fire or life safety hazard incident response, rescue or emergency medical services costs, and any other costs incurred as a result of responding to the fire or life safety hazard to the public.

116.6 Action and Administration. Cost recovery actions and administration pursuant to this section shall be as set forth in the Master Fee Schedule and fire department policy, and shall constitute a debt of such person, and is collectable by the City of Dinuba Fire Department in the same manner as in the case of an obligation under a contract, express or implied.

116.7 Other laws. The provisions of this section shall not be deemed to nullify or prevent the application, either cumulatively, concurrently, or separately, of the provisions of the California Health and Safety Code or any other law related to liability.

14.40.044 Automatic sprinkler system.

SECTION 901.6.3.2 ADDITIONAL FIRE PROTECTION SYSTEM

903.1.2. Changes in occupancy or use. Existing Buildings and Structures: Existing buildings where an automatic fire extinguishing system does not exist and a change of occupancy or use, as defined in the 2025 California Fire Code Definitions is made and the existing area of the building equals or exceeds five thousand (5,000) square feet unless otherwise specified, an approved automatic fire-

extinguishing system shall be installed throughout the building.

903.1.3. Additions to existing buildings. All additions to existing buildings or structures hereafter erected, constructed, or moved into, when the addition to the existing building results in a total building area of five thousand (5,000) square feet or more unless otherwise specified, an approved automatic fire-extinguishing system shall be installed in the entire building.

EXCEPTIONS:

(1) Minor additions, defined as restrooms, mechanical rooms, or similar accessory rooms with floor area less than ten (10) percent of the building area of the existing building to which it is being added shall not be construed to require all of the building to be equipped with an automatic fire-extinguishing system, all additions will be evaluated on an individual basis by the Fire Chief or Fire Code Official.

(2) Additions, when required by the California Building Code, to provide minimum standards to safeguard life or limb, health, property and public welfare, may not be construed as to require the installation of an automatic fire-extinguishing system.

(3) Changes, alterations and repairs to the interior of existing building or the front thereof facing a public street may be made without triggering the requirement of the installation of an automatic fire-extinguishing system, provided such changes do not, in the opinion of the Fire Chief or Fire Code Official or Building Code Official, increase the fire hazard of such building.

Section 903.1.4. Drinking Establishments. In new construction, additions or a change in occupancy, an automatic fire-extinguishing system shall be installed in rooms used by the occupants for the consumption of alcoholic beverages and unseparated accessory uses where the total building area of such unseparated rooms and assembly uses is equal to or exceeds three thousand (3,000) square feet.

Section 903 are hereby amended and changed as follows (all other sections not amended are adopted as written)

Section 903.2.1 Group A-1. An automatic sprinkler system shall be provided for Group A-1 occupancies and intervening floors of the building where one of the following conditions exists:

Section 903.2.1.1 An automatic sprinkler system shall be provided throughout stories containing Group A-1 occupancies and throughout all stories from the Group A-1 occupancy to and including the levels of exit discharge serving that occupancy where one of the following conditions exists:

1. The total fire area equals or exceeds 5,000 square feet (464 m²).
2. The total fire area has an occupant load of 125 or more.
3. The total fire area is located on a floor other than a level of exit discharge serving such occupancies.
4. The total fire area contains a multi-theater complex.

903.2.1.2 Group A-2. An automatic sprinkler system shall be provided throughout stories containing Group A-2 occupancies and throughout all stories from the Group A-2 occupancy to and including the levels of exit discharge serving that occupancy where one of the following conditions exists:

1. The fire area exceeds 3,000 square feet (278 m²).
2. The fire area has an occupant load of 75 or more.
3. The fire area is located on a floor other than a level of exit discharge serving such occupancies.
4. The structure exceeds 5,000 square feet (465 m²), contains more than one fire area containing a Group A-2 occupancy, and is separated into two or more buildings by fire walls of not less than 4-hour fire-resistance rating without openings.

Section 903.2.1.3 Group A-3. An automatic sprinkler system shall be provided throughout stories containing Group A-3 occupancies and throughout all stories from the Group A-3 occupancy to and including the levels of exit discharge serving that occupancy where one of the following conditions exists:

1. The total fire area equals or exceeds 5,000 square feet (464 m²).
2. The total fire area has an occupant load of 125 or more.
3. The total fire area is located on a floor other than a level of exit discharge serving such occupancies.
4. The structure exceed 5,000 square feet (468 m²), contains more than one fire area containing exhibition and display rooms, and is separated into two or more buildings by fire walls of less than 4-hour fire-resistance rating without openings

Section 903.2.1.4 Group A-4. An automatic sprinkler system shall be provided throughout stories containing Group A-4 occupancies and throughout all stories from the Group A-4 occupancy to and including the levels of exit discharge serving that occupancy where one of the following conditions exists:

1. The total fire area equals or exceeds 5,000 square feet (464 m²).
2. The total fire area has an occupant load of 125 or more.
3. The total fire area is located on a floor other than a level of exit discharge serving such occupancies.

Section 903.2.1.8 Group B. An automatic sprinkler system shall be provided for Group B occupancies as required in Sections 903.2.2.1 and 903.2.2.2 as follows:

1. The total fire area equals or exceeds 5,000 square feet (464 m²)

Section 903.2.3 Group E. An automatic sprinkler system shall be provided for Group E occupancies as follows:

1. Throughout all Group E occupancies where total fire area equals or exceeds 5,000 square feet (464 m²).
2. The Group E total fire area is located on a floor other than a level of exit discharge serving such occupancies.

EXCEPTION: In buildings where every classroom has not fewer than one exterior exit door at ground level, an automatic sprinkler system is not required in any area below the lowest level of exit discharge serving that area.

3. The Group E total fire area has an occupant load of 125 or more.
4. In rooms or areas with special hazards such as laboratories, vocational shops and other such areas where hazardous materials in quantities not exceeding the maximum allowable quantity are used or stored.
5. Throughout any Group E structure equal to or greater than 5,000 square feet (464 m²) in area, which contains more than one fire area, and which is separated into two or more buildings by fire walls of less than 4-hour fire-resistance rating without openings.
6. For public school state-funded construction projects see Section 903.2.19.
7. For public school campuses, Kindergarten through 12th grade, see Section 903.2.20

Section 903.2.4 Group F-1. An automatic sprinkler system shall be provided throughout all buildings containing a Group F-1 occupancy where one of the following conditions exists:

1. A Group F-1 total fire area equals or exceeds 5,000 square feet (464 m²).
2. A Group F-1 total fire area is located more than three stories above grade plane.
3. The combined area of all Group F-1 total fire areas on all floors, including any mezzanines, equals

or exceeds 5,000 square feet (464 m²).

4. A Group F-1 occupancy is used to manufacture lithium-ion or lithium metal batteries.

5. A Group F-1 occupancy is used to manufacture vehicles, energy storage systems or equipment containing lithium-ion or lithium metal batteries where the batteries are installed as part of the manufacturing process

Section 903.2.7 Group M. An automatic sprinkler system shall be provided throughout buildings containing a Group M occupancy where one of the following conditions exists:

1. A Group M total fire area equals or exceeds 5,000 square feet (464 m²).

2. A Group M total fire area is located more than three stories above grade plane.

3. The combined area of all Group M fire areas on all floors, including any mezzanines, exceeds 5000 square feet (464 m²).

5. [SFM] The structure exceeds 24,000 square feet (2229 m²), contains more than one fire area containing a Group M occupancy, and is separated into two or more buildings by fire walls of less than 4-hour fire-resistance rating without openings.

Section 903.2.8 Group R. An automatic sprinkler system installed in accordance with Section 903.3 shall be provided throughout all buildings with a Group R fire area.

Section 903.2.9 Group S-1. An automatic sprinkler system shall be provided throughout all buildings containing a Group S-1 occupancy where one of the following conditions exists:

1. A Group S-1 total fire area equals or exceeds 5,000 square feet (464 m²).

2. A Group S-1 total fire area is located more than three stories above grade plane.

3. The combined area of all Group S-1 total fire areas on all floors, including any mezzanines, exceeds 5,000 square feet (464 m²).

4. A Group S-1 fire area used for the storage of commercial trucks or buses where the total fire area equals or exceeds 5,000 square feet (464 m²).

5. A Group S-1 fire area used for the storage of lithium-ion or lithium metal powered vehicles where the fire area exceeds 500 square feet (46.4 m²).

903.2.9.1 Repair garages.

An automatic sprinkler system shall be provided throughout all buildings used as repair garages in accordance with Section 406.8 of the California Building Code, as shown:

1. Buildings having two or more stories above grade plane, including basements, with a total fire area containing a repair garage exceeding 5,000 square feet (464 m²).

2. Buildings not more than one story above grade plane, with a total fire area containing a repair garage exceeding 5,000 square feet (464 m²).

3. Buildings with repair garages servicing vehicles parked in basements.

4. A Group S-1 fire area used for the repair of commercial motor vehicles where the total fire area exceeds 2,500 square feet (232 m²).

5. A Group S-1 fire area used for the storage of lithium-ion or lithium metal powered vehicles where the fire area exceeds 500 square feet (46.4 m²)

903.2.9.2 Bulk storage of tires. Buildings and structures where the area for the storage of tires exceeds 10,000 cubic feet (283 m³) shall be equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1

Section 903.2.10

Group S-2 parking garages. An automatic sprinkler system shall be provided throughout buildings classified as parking garages where any of the following conditions exist:

1. Where the total fire area of the enclosed parking garage, in accordance with Section 406.6 of the California Building Code, exceeds 5,000 square feet (464 m²).

2. Where the enclosed parking garage, in accordance with Section 406.6 of the California Building Code, is located beneath other groups.

Exception: Enclosed parking garages located beneath Group R-3 occupancies.

3. Where the total fire area of the open parking garage, in accordance with Section 406.5 of the California Building Code, exceeds 48,000 square feet (4460 m²).

903.3.1.2 Group R Mixed Occupancy Buildings.

Mixed occupancy buildings containing Group R occupancies shall be provided with automatic sprinkler systems in accordance with Section 903.3.1.1 (NFPA 13). The R-2 or R-3 residential portion of a mixed occupancy building shall be provided with fire sprinkler piping and control valves arranged so that the automatic sprinkler system can remain in service independent of non-residential occupancies.

Exceptions:

1. Mixed occupancy buildings where a vertical fire barrier with no openings is provided in accordance with California Building Code, Section 707 separating the R occupancy from other uses may have automatic fire sprinkler systems installed in the residential portion in accordance with Sections 903.3.1.2 (NFPA 13R) or 903.3.1.3 (NFPA 13D) as applicable. Separate control valves shall be installed as indicated above unless otherwise approved by the fire code official.

2. Group R-1 or R-2 occupancies with accessory occupancy groups that do not require installation of fire sprinklers by Section 903.2.

903.3.1.3 Joint Live Work Units Quarters. Where joint live/work residential dwelling units are constructed in accordance with California Fire Code, Chapter 11, Article 7, automatic sprinkler systems shall be designed in accordance with Section 903.3.1.1 (NFPA 13).

903.6 Where required in existing buildings and structures. An automatic sprinkler system shall be provided in existing buildings and structures where required in Chapter 11.

1. Fire Damage Repairs. An approved automatic sprinkler system shall be installed as a condition of a fire damage repair building permit as follows:

(a) When a fire occurs in any existing building or occupancy, including R-3 occupancies and one and two family dwelling units, and the building permit repair costs exceed 25% of the current building valuation, an automatic sprinkler system shall be installed throughout the building as required for a new building in Section 903 or R309, regardless of the building square footage.

(b) Fire damage repair costs and building valuation shall be determined using the latest ICC Building Valuation Tables in use by the fire department at the time of the issuance of the fire damage repair permit.

14.40.048 Appendices.

Add/amend CFC Appendices as follows:

Appendix A, Appendix G, Appendix J, Appendix K, Appendix L, Appendix M and Appendix N are not adopted.

C103.3 maximum spacing. The maximum spacing between fire hydrants shall be 400 feet for residential developments and 300 feet for commercial, multi-family developments, or mixed use applications.

Appendix CC, Section CC105.1 The maximum spacing between fire hydrants shall be 400 feet for residential developments and 300 feet for commercial developments, multi-family developments, or mixed use applications.

Appendix D, D106 and D107 are amended to add to each section and exception “as determined by the fire code official”

D107.1 Exceptions are not adopted

14.55.090 Violation – Penalty

Any person, firm or corporation violating any of the provisions of this chapter, including any violation of the California Fire Code or all other amendments, revisions or supplements shall be a misdemeanor unless the city attorney determines that violation to be an infraction. The violation of the provisions of this chapter may be prosecuted by city authorities in the name of the people of the state of California, or redressed by civil action. Every violation determined to be an infraction is punishable in accordance with Chapter 1.18.040 Notwithstanding any other provision of law, a violation of local building and safety codes determined to be an infraction is punishable pursuant to Government Code sect. 36900, other applicable law or codes, or Chapter 1.18.040.

Chapter 14.45

CALIFORNIA ENERGY CODE

Sections:

14.45.010 Adoption.

14.45.020 Amendments to the code.

14.45.030 Adoption of subsequent supplements, revisions and amendments.

14.45.040 Copies on file.

14.45.010 Adoption.

The 2025 California Energy Code, as published by the International Code Council and adopted by the California Building Standards Commission as Part 6 of Title 24 of the California Code of Regulations (referred to as the “code” in this chapter), except as specifically repealed or amended by the City of Dinuba, is hereby adopted by reference, pursuant to Sections 50022.1 through 50022.8, inclusive, of the California Government Code.

14.45.020 Amendments. (Reserved)

14.45.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions and amendments to the code as may be hereafter approved and adopted by the state are adopted and made a part of this code.

14.45.040 Copies on file.

A copy of the California Energy Code is available in the office of the City Clerk for public use and examination.

Chapter 14.48

CALIFORNIA GREEN BUILDING CODE

Sections:

14.48.010 Adoption.

14.48.020 Amendments to the code.

14.48.030 Adoption of subsequent supplements, revisions and amendments.

14.48.040 Copies on file.

14.48.010 Adoption.

The 2025 California Green Building Code as adopted by the Building Standards Commission of the state of California and codified in the California Building Standards Code at Title 24, Part 11, of the California Code of Regulations, except as specifically repealed or amended by ordinance of the City of Dinuba, (referred to as the “code” in this chapter), is hereby adopted by reference pursuant to the California Government Code Sections 50022.1 through 50022.8, inclusive.

14.48.020 Amendments. (Reserved)

14.48.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions and amendments to the code as may be hereafter approved and adopted by the state are adopted and made a part of this code.

14.48.040 Copies on file.

A copy of the California Green Building Code is available in the office of the City Clerk for public use and examination.

Chapter 14.49

CALIFORNIA WILDLIFE-URBAN INTERFACE CODE

Sections:

14.49.010 Adoption.

14.49.020 Amendments to the code.

14.49.030 Adoption of subsequent supplements, revisions and amendments.

14.49.040 Copies on file.

14.49.010 Adoption of the California Wildlife-Urban Interface Code.

The 2025 California Wildlife-Urban Interface Code, as published by the International Code Council (ICC) and adopted by the Building Standards Commission of the State of California and codified in the California Building Standards Code at Title 24, Part 1, of the California Code of Regulations, except as specifically repealed or amended by ordinance of the City of Dinuba, (referred to as the “code” in this chapter), is hereby adopted by reference, pursuant to the provisions

of California Government Code Sections 50022.1 through 50022.8 inclusive.

14.49.020 Amendments. (Reserved)

14.49.030 Adoption of subsequent supplements, revisions and amendments.

All supplements, revisions, and amendments to the California Wildlife-Urban Interface Code are hereafter approved and adopted by the State of California are incorporated into this code and a part thereof.

14.49.040 Copies on file.

A copy of the California Wildlife-Urban Interface Code is available in the office of the City Clerk for public use and examination.

Chapter 14.50 (RESERVED).

Unchanged Chapters and Sections

No changes, amendments, or modifications to the following chapters of **Title 14 of the Dinuba Municipal Code** are made or implied by this ordinance:

Chapter 14.52 – Substandard Housing, Unsafe Structures and Unsafe Use of Property—Nuisances

Chapter 14.55 – Open Burning

Chapter 14.62 – Historic Preservation

Chapter 14.64 – Construction and Demolition Debris Recycling and Reuse Ordinance

SECTION 3. SEVERABILITY.

Each of the provisions of this ordinance is severable from all other provisions. If any article, section, subsection, paragraph, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 4. PUBLICATION AND EFFECTIVE DATE.

The City Clerk is hereby directed to cause a summary of this Ordinance to be published by one insertion in a newspaper of general circulation in the community at least five (5) days prior to adoption and again fifteen (15) days after its adoption. If a summary of the ordinance is published, then the City Clerk shall cause a certified copy of the full text of the proposed ordinance to be posted in the office of the City Clerk at least five days prior to the Council meeting at which the ordinance is adopted and again after the meeting at which the ordinance is adopted. The summary shall be approved by the City Attorney.

This Ordinance shall take effect and be in full force thirty (30) days from and after its adoption.

The foregoing Ordinance No. 2022-04 was introduced at a regular meeting of the City Council of the City of Dinuba on the 14th day of October 2025 by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

ABSTAIN:	COUNCIL MEMBERS:
----------	------------------

Rachel Nerio-Guerrero, Mayor of the City of Dinuba

ATTEST:

Maria Alaniz, Interim City Clerk



City Council Staff Report

Department: PLANNING

October 14, 2025

To: Mayor and City Council
From: Schoettler Karl, City Planner
By:
Subject: Public hearing for adoption of amendments to the Dinuba Housing Element. (KSch)

RECOMMENDATION:

Council to adopt Resolution No. 2025-56 approving amendments to the draft Dinuba Housing Element.

EXECUTIVE SUMMARY:

Following the recent adoption of the draft Dinuba Housing Element, a series of amendments are required resulting from reviews of the Housing Element by the State of California, Department of Housing and Community Development.

OUTSTANDING ISSUES:

None.

DISCUSSION:

In March, 2025 the Planning Commission and City Council adopted a draft version of the Dinuba Housing Element. The Housing Element is that portion of the General Plan that establishes policies and programs to facilitate housing for all income groups in Dinuba during the planning period (2023 to 2031).

The Housing Element is a unique part of the General Plan in that the State of California has oversight and approval authority. The State does not have approval over other parts of the General Plan (land use, circulation, open space elements, etc.).

Following adoption of the Housing Element in March, the consultant forwarded the document to the State for review and approval. The State had four rounds of comments and revisions to the Element and now has indicated the Housing Element meets standards for adoption.

The majority of the amendments are minor, and the most significant amendments are

to Chapter 7 (Housing Plan) where some new action plans have been added. Key amendments to the Housing Plans are listed in Table 1 along with explanations (Attachment "B"). A complete list of all amendments to the Housing Element is in Table 2 (Attachment "C"). Attachment "D" is a copy of the complete Dinuba Housing Element (with edits in red)) and Attachment "E" is the complete Tulare County Regional Housing Element (also with edits in red)).

Planning Commission Action

The Planning Commission conducted a public hearing on October 7 to consider the amendments and voted unanimously to recommend approval. No members of the public spoke on the matter.

Staff recommends Council adopt Resolution No. 2025-56 (Attachment 'A') approving amendments to the draft Dinuba Housing Element.

FISCAL IMPACT:

None.

PUBLIC HEARING:

A public hearing notice was published in the Midvalley Times, ten days before the City Council's meeting.

ATTACHMENTS:

1. A. CC Res HE 10-14-25
2. B. Table 1
3. C. Table 2
4. D. 9-25-25 Redlined Housing Element
5. E. Tulare County Regional Housing Element 2023-2031 redline

ATTACHMENT "A"

RESOLUTION NO. 2025-56

**BEFORE THE CITY COUNCIL
CITY OF DINUBA, COUNTY OF TULARE, STATE OF CALIFORNIA**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DINUBA
ADOPTING AMENDMENTS TO THE 2023-2031 DINUBA HOUSING ELEMENT
AND AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT
PREPARED FOR THE 2023 FOCUSED DINUBA GENERAL PLAN UPDATE.**

WHEREAS, the City of Dinuba (the "City") has prepared an Update to the Dinuba Housing Element, consistent with Government Code Sections 65583 and 65588; and

WHEREAS, the Housing Element is a part of Dinuba's General Plan and is the City's policy document to ensure that safe and decent housing is available for all income groups in the community, and

WHEREAS, the City has conducted efforts to publicize input and comment on the Housing Element, and

WHEREAS, consistent with the California Environmental Quality Act (CEQA) the City has also prepared an Addendum to the Final Environmental Impact Report for the 2023 Focused Dinuba General Plan Update (State Clearinghouse No. 2006091107), which evaluated the Housing Element's potential impacts on the environment. The Study found that adoption and implementation of the Housing Element would not have any impacts beyond those identified and acknowledged in the Final Environmental Impact Report, and

WHEREAS, the City previously adopted the Housing Element on March 11, 2025 and submitted the adopted Housing Element to the State Department of Housing and Community Development for review. The State responded with several rounds of comments that were addressed by the City's consultant. The State has now indicated the Housing Element revisions may proceed for adoption, and

WHEREAS, a public hearing was published ten days prior to the City Council's public hearing on the Housing Element Update and Environmental Addendum, and

WHEREAS, the City Council accepted public testimony and reviewed the

Planning Department's staff report.

NOW, THEREFORE, BE IT RESOLVED by the City Council that the following findings are hereby considered and adopted regarding the Housing Element Update and Environmental Addendum.

1. The Housing Element will not have any significant impacts on the environment beyond those identified and acknowledged in the Final Environmental Impact Report prepared for the 2023 Focused Dinuba General Plan update (State Clearinghouse Number 2006091107).
2. A public hearing was held on the Housing Element Update and environmental finding by the Planning Commission.
3. The Housing Element Update will ensure that Dinuba meets its housing obligations as detailed in Government Code Section 65583.

BE IT FURTHER RESOLVED that the City Council hereby approves the revisions to the 2023-2031 Dinuba Housing Element (Attachments "B"), and Tulare County Regional Housing Element (Attachment "C"), and the associated environmental finding.

The foregoing resolution was adopted upon a motion of City Council member _____, second by City Council member _____ at a regular meeting of the Dinuba City Council on the 14th day of October, 2025, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rachel Nerio-Guerrero, Mayor
City of Dinuba

Maria Alaniz, City Clerk
City of Dinuba

Table 1: Amendments to Housing Element Action Plans

Program 2: Adequate Sites for RHNA and Monitoring of No Net Loss (pp. A7-6 to A7-7)

This amendment clarifies that:

- the City will provide technical assistance, incentives, and strategies (as appropriate) to facilitate the development of affordable housing.
- The City will endeavor to meet with property owners and developers to encourage the development of mixed income housing.
- If affordable housing is not being developed at the rate specified by the Housing Element, the City will identify additional incentives, strategies and tools to facilitate such housing.

Program 5: Accessory Dwelling Units (pp. A7-9 to A7-10)

This amendment specifies that the City will support the development of at least 16 ADU's over the planning time frame, including at least 10 ADU's in northeast, northwest and southwest Dinuba during the planning period.

Program 8: Facilitating Affordable Housing Development (pp. A7-13 to A7-15)

State law now requires cities to allow affordable housing at the site of churches and non-profit college campuses. This action program ensures the City will comply with this requirement.

This program also directs the City to facilitate the development of "missing middle" housing (duplexes, triplexes, fourplexes, townhouses, etc. in high-opportunity areas (generally northwest and north-central Dinuba).

Program 12: Community and Economic Development (pp. A7-19 to A7-20)

Several new initiatives have been added to this program, including applying for grants to implement action plans of the South El Monte Neighborhood Revitalization Plan, complete the installation of Well 21, installation of additional sidewalks, and shade structures at Delgado and Roosevelt Parks, among others.

Program 13: Energy Conservation (p. A7-21)

New initiatives include updating energy efficiency information on the City's website and providing this information to applicants during the development process and during code enforcement actions.

**Table 2: Summary of Amendments to Dinuba Housing Element
and Tulare County Regional Housing Element**

Chapter 4: (Housing Resources and Site Inventory Analysis)

A4-1: Title change
A4-2: Minor text change
A4-3: Change to Table A4-2 (change to list of pipeline projects)
A4-5: Change to text and to Table A4-4 (Remaining units to be constructed)
A4-6: Changes to text of analysis of Nonvacant sites
A4-7 Changes to text of Market conditions analysis
A4-8 to A4-9: Changes to text of Site Characteristics Analysis and Redevelopment Trends of Agricultural Sites
A4-11 to A4-13: Changes to analysis of Large Sites for Lower-Income Units.
A4-13 to A4-15: Amendments to analysis of development trends on large sites
A4-17: Revisions to analysis of housing in south Dinuba
A4-21: Revisions to analysis of sites in south Dinuba
A4-22: Revisions to analysis of sites to be rezoned.
A4-23: Revisions to Adequacy of Residential Site Inventory in Meeting the RHNA
A4-25: Additional reference to Action Plan 13 (energy efficiency).

Chapter A-5: Affirmatively Furthering Fair Housing

A5-21 to A5-23: Revisions to analysis of Racially and Ethnically Concentrated Areas of Poverty
A5-57 to A5-58: Revisions to Housing Site Inventory Analysis
A5-63: Revisions to Sites by Income Population, Sites by Overcrowded Households and Sites by Overpayment by Renters.
A5-76: Revisions to Sites by Areas of Integration and Segregation, Sites by Communities Vulnerable to Displacement,
A5-89: Revisions to Segregation and Integration Patterns and Trends
A5-91: Revision to Table A5-7: Site Inventory by Census Tract Characteristics
A5-93: Revisions to Racially and Ethnically Concentrated Areas of Poverty and Disproportionate Housing Needs
A5-94: Revisions to Disparities in Access to Opportunities

Chapter A-6: Review of Past Accomplishments

A6-5 to A6-6, A6-17: Amendments to results of past housing activities

Chapter A-7: Housing Plan

A7-6 to A7-7: Revisions to Program 2: Adequate Sites for RHNA and Monitoring of No Net Loss.
A7-8: Revisions to Program 3: By-Right Approval
A7-10: Program 5: Revisions to Program 5: Accessory Dwelling Units
A7-11 to A7-12: Revisions to Program 6: Zoning Code Amendments
A7-13 to A7-15: Revisions to Program 8: Facilitating Affordable Housing Development
A7-17 to A7-18: Revisions to Program 11: Lower-Income and Special Needs Housing

Table 2: Amendments to Dinuba Housing Element

A7-19 to A7-21 Revisions to Program 12: Community and Economic Development

A7-21: Revisions to Program 13: Energy Conservation

A7-21 to A7-22: Revisions to Program 14: Fair Housing Outreach and Enforcement

A7-24 to A7-36: This section summarizes those action plans related to goals that are associated with Affirmatively Furthering Fair Housing.

Amendments to Tulare County Regional Housing Element

The Housing Element also includes a regional component that pertains to the County as a whole. This section has also had several amendments following the consultant's coordination with the State.

Key amendments to the Regional Housing Element are as follows:

Chapter 1: Introduction and Public Participation

1-1. Chapter has been renamed

1-2 to 1-3: Revisions to discussion of Relationship to Other General Plan Elements

1-3 Revisions to discussion of Organization of the Element

1-12 to 1-13: Revisions to discussion of Public Engagement for the Revised Draft Housing Element

Chapter 2: Regional Housing Needs Assessment

2-24 to 2-25: Amendments to Table 2-22 (Developmental Disability by Residence)

2-55: Revisions to discussion of Low and Moderate Income Asset Fund

2-56 and 2-62: Amendments to Table 2-50 (Inventory of Publicly Assisted Complexes)

2-63 to 2-65: Revisions to discussion of Acquisition/Rehabilitation

Chapter 4: Regional Housing Resources

4-18 to 4-19: Amendment to information for City of Farmersville

4-22 to 4-23: Revisions to discussion of Density and Parcel Size

4-23: Revisions to discussion of Realistic Development Capacity

4-25: Revisions to discussion of Summary of Interviews with Development Community



City of Dinuba 2023-2031 Housing Element

Tulare County Regional Housing Element

prepared by

City of Dinuba
Planning Division
405 East El Monte Way
Dinuba, California 93618
Contact: Karl Schoettler, 4Creeks, Inc.

prepared with the assistance of

Rincon Consultants, Inc.
4589 North Marty Avenue, Suite 102
Fresno, California 93722

Adoption Draft, October 2025



Table of Contents

A1	Public Participation	A1-1
A1.1	Community Engagement.....	A1-1
A1.1.1	Public Noticing	A1-1
A1.1.2	City Council Presentation	A1-1
A1.1.3	Community Workshops.....	A1-1
A1.1.4	Stakeholder Interviews	A1-2
A1.1.5	Public Comment Survey	A1-2
A1.1.6	Response to Community Input	A1-3
A1.1.7	Public Review of the Draft Housing Element	A1-4
A1.1.8	Revised Draft Housing Element	A1-5
A2	Housing Needs Assessment	A2-1
A2.1	Population Characteristics.....	A2-1
A2.2	Population Growth	A2-1
A2.3	Age Characteristics	A2-1
A2.4	Race and Ethnicity	A2-2
A2.5	Economic Characteristics	A2-2
A2.6	Overpayment and Housing Cost Burdens	A2-8
A2.7	Household Characteristics.....	A2-9
A2.8	Large Households	A2-9
A2.9	Overcrowding	A2-10
A2.10	Special Needs Groups.....	A2-10
A2.11	Housing Stock Characteristics	A2-23
A2.12	Housing Growth.....	A2-23
A2.13	Housing Type and Tenure.....	A2-23
A2.14	Vacancy Rate	A2-25
A2.15	Housing Unit Size.....	A2-27
A2.16	Age and Condition of Housing Stock	A2-27
A2.17	Housing Costs	A2-29
A2.18	Distribution of Owner-Occupied Units.....	A2-31
A2.19	Housing Affordability.....	A2-31
A2.20	Assisted Housing Units	A2-35
A3	Housing Constraints Analysis	A3-1
A3.1	Summary of Local Housing Constraints.....	A3-1
A3.2	Non-Governmental Constraints	A3-2
A3.2.1	Land Costs	A3-2
A3.2.2	Construction Costs	A3-3

A3.2.3	Availability of Financing	A3-3
A3.2.4	Requests for Lower Development Densities.....	A3-5
A3.3	Governmental Constraints	A3-5
A3.3.1	Land Use Controls	A3-5
A3.3.2	Residential Development Standards.....	A3-8
A3.3.3	Housing for Persons with Disabilities.....	A3-22
A3.3.4	Planning and Development Fees.....	A3-24
A3.3.5	Permit Types	A3-26
A3.3.6	Permit Procedures and Processing Times.....	A3-32
A3.3.7	Short-Term Housing Rentals	A3-34
A3.3.8	Code Enforcement	A3-34
A3.4	Environmental Constraints.....	A3-36
A3.4.1	Floodplains	A3-36
A3.4.2	Seismic Zones	A3-37
A3.4.3	Wildfire.....	A3-37
A3.4.4	Soil Contamination.....	A3-37
A4	Housing Resources and Site Inventory Analysis.....	A4-1
A4.1	Regional Housing Needs Allocation (RHNA).....	A4-1
A4.2	Meeting the RHNA.....	A4-2
A4.2.1	RHNA Credits.....	A4-2
A4.3	Summary of RHNA Credits.....	A4-5
A4.4	Nonvacant Sites.....	A4-6
A4.4.1	Market Conditions	A4-7
A4.4.2	Site Characteristics.....	A4-8
A4.5	Development Trends.....	A4-9
A4.5.1	Realistic Development Capacity.....	A4-10
A4.6	Large Sites for Lower-Income Units	A4-11
A4.7	Site Inventory	A4-15
A4.7.1	Downtown Dinuba	A4-15
A4.7.2	Northeast Dinuba	A4-16
A4.7.3	Northwest Dinuba	A4-16
A4.7.4	Southeast Dinuba	A4-16
A4.7.5	South Dinuba.....	A4-17
A4.7.6	Rezone Sites	A4-22
A4.7.7	Sites Used in Previous Planning Periods	A4-22
A4.7.8	Adequacy of Residential Site Inventory in Meeting RHNA	A4-23
A4.8	Availability of Infrastructure and Services	A4-23
A4.8.1	Wastewater System	A4-23
A4.8.2	Potable Water System.....	A4-24

A4.8.3	Storm Water and Drainage	A4-24
A4.8.4	Dry Utilities.....	A4-24
A4.9	Environmental Considerations.....	A4-24
A4.10	Opportunities for Energy Conservation	A4-24
A5	Affirmatively Furthering Fair Housing Analysis.....	A5-1
A5.1	Introduction.....	A5-1
A5.2	Methodology	A5-1
A5.2.1	Summary of AFFH Analysis Findings	A5-3
A5.2.2	Data Sources	A5-4
A5.2.3	Fair Housing Resources	A5-4
A5.2.4	Ability to Address Complaints.....	A5-5
A5.2.5	Segregation and Integration Patterns and Trends.....	A5-5
A5.2.6	Disparities in Access to Opportunities	A5-27
A5.2.7	Disproportionate Housing Needs.....	A5-39
A5.2.8	Local Area Knowledge.....	A5-48
A5.2.9	Other Relevant Factors	A5-49
A5.2.10	Subsidized Housing	A5-51
A5.2.11	Housing Site Inventory Analysis.....	A5-56
A5.2.12	Contributing Factors and Meaningful Actions	A5-90
A6	Review of Past Accomplishments	A6-1
A6.1	Overview of Accomplishments.....	A6-1
A6.2	Effectiveness in Addressing Special Needs.....	A6-1
A6.3	Quantified Objectives.....	A6-4
A6.4	Review of Past Accomplishments.....	A6-4
A7	Housing Plan.....	A7-1
A7.1	Goals and Policies.....	A7-1
A7.2	Implementing Programs.....	A7-3
A7.3	AFFH Actions Summary	A7-23
A7.4	Quantified Objectives.....	A7-37

Tables

Table A2-1	Population Change (2000 - 2020).....	A2-1
Table A2-2	Population by Age Group (2020).....	A2-2
Table A2-3	Population by Race and Ethnicity	A2-2
Table A2-4	Employment by Industry (2020).....	A2-3
Table A2-5	Major Employers in Tulare County (2024)	A2-4
Table A2-6	Occupational Employment and Wages by Major Occupational Group, Visalia-Porterville Metropolitan Area (2023)	A2-5
Table A2-7	HUD Income Limits by Person per Household (dollars)	A2-6
Table A2-8	State of California Income Categories.....	A2-7

Table A2-9	Median Household Income by Race/Ethnicity (dollars)	A2-8
Table A2-10	Overpayment by Tenure.....	A2-8
Table A2-11	Cost Burdened Households	A2-9
Table A2-12	Households by Type	A2-9
Table A2-13	Large Households by Tenure	A2-10
Table A2-14	Overcrowding Severity by Tenure	A2-10
Table A2-15	Senior Households by Tenure.....	A2-11
Table A2-16	Housing Cost Burden by Elderly Family Type and Tenure.....	A2-11
Table A2-17	Inventory of Senior Housing	A2-12
Table A2-18	Senior Resource Centers (Dinuba).....	A2-12
Table A2-19	Population by Number of Disabilities.....	A2-13
Table A2-20	Disability by Age for the Total Population.....	A2-13
Table A2-21	Developmental Disability by Age.....	A2-14
Table A2-22	Developmental Disability by Residence	A2-14
Table A2-23	Inventory of Housing for People with Disabilities	A2-15
Table A2-24	Housing Units for Large Families	A2-15
Table A2-25	Single Female-Headed Households	A2-16
Table A2-26	Female-Headed Family Households with No Spouse Present, by Poverty Status	A2-16
Table A2-27	Female-Headed Family Households with No Spouse Present, by Poverty Status and Tenure, City of Dinuba.....	A2-16
Table A2-28	Single-Parent Resources.....	A2-17
Table A2-29	Extremely Low-Income Households by Tenure.....	A2-17
Table A2-30	Extremely Low-Income Households Overpaying by Tenure	A2-18
Table A2-31	Extremely Low-Income Households.....	A2-18
Table A2-32	Inventory of Public Assisted Complexes, Dinuba	A2-18
Table A2-33	Extremely Low-Income Resources	A2-19
Table A2-34	Farmworker Population (2020)	A2-21
Table A2-35	Farmworkers in Tulare County by Days Worked (2022)	A2-21
Table A2-36	Homelessness by Type (2023)	A2-22
Table A2-37	Total Housing Units Over Time (1980 to 2020)	A2-23
Table A2-38	Total Housing Units by Type.....	A2-24
Table A2-39	Housing Units by Tenure	A2-25
Table A2-40	Vacancy Status by Type for Total Vacant Units	A2-26
Table A2-41	Housing Unit Size.....	A2-27
Table A2-42	Total Occupied Housing Units by Year Built	A2-28
Table A2-43	Substandard Housing Units	A2-29
Table A2-44	Median Housing Value Over Time (1980 to 2020)	A2-30
Table A2-45	Median Gross Rent, 2020	A2-30
Table A2-46	Median Gross Rent Over Time, Dinuba	A2-30

Table A2-47	Median Rent by Number of Bedrooms	A2-31
Table A2-48	Owner-Occupied Units by Race.....	A2-31
Table A2-49	Housing Affordability Matrix – Dinuba (2022)	A2-32
Table A2-50	Cost Burdened Owner-Occupied Households Over Time	A2-34
Table A2-51	Cost Burdened Renter-Occupied Households Over Time	A2-34
Table A2-52	Cost Burden by Income and Tenure.....	A2-35
Table A2-53	Inventory of Public Assisted Complexes – Dinuba	A2-38
Table A3-1	Listed Land Prices – Dinuba.....	A3-2
Table A3-2	Sold Land Prices – Dinuba.....	A3-2
Table A3-3	Estimated Construction Cost.....	A3-3
Table A3-4	Site Area Per Dwelling Unit (RM)	A3-7
Table A3-5	Residential Development Standards	A3-8
Table A3-6	Residential Parking Requirements	A3-10
Table A3-7	Active Recreation Area Requirements	A3-10
Table A3-8	Residential Use Matrix.....	A3-14
Table A3-9	Emergency Shelter Capacity Analysis.....	A3-19
Table A3-10	Residential Development Planning Fees	A3-24
Table A3-11	Residential Development Fees	A3-25
Table A3-12	Residential Development Fee Comparison	A3-26
Table A3-13	Timelines for Permit Procedures.....	A3-32
Table A3-14	Typical Processing Procedures by Project Type	A3-33
Table A4-1	Dinuba 2023-2031 RHNA.....	A4-1
Table A4-2	Pipeline Projects	A4-3
Table A4-3	Accessory Dwelling Unit Production, City of Dinuba.....	A4-5
Table A4-4	Remaining Share of RHNA	A4-5
Table A4-5	Redevelopment Trends on Sites with Operational Agriculture	A4-9
Table A4-6	Dinuba Development Trends.....	A4-10
Table A4-7	Realistic Capacity of Sites by Zoning District.....	A4-11
Table A4-8	Large Sites with Lower-Income Units.....	A4-11
Table A4-9	Recent Developments on Large Sites in San Joaquin Valley	A4-13
Table A4-10	Dinuba Site Inventory.....	A4-19
Table A4-11	Realistic Capacity of Rezoned Sites	A4-22
Table A4-12	Sites Used in Previous Planning Periods.....	A4-22
Table A4-13	Adequacy of Residential Site Inventory.....	A4-23
Table A5-1	Population by Racial Group (City of Dinuba).....	A5-6
Table A5-2	Tenure by Household Type and Presence of Children (City of Dinuba)	A5-14
Table A5-3	Demographics of Area of High Segregation and Poverty	A5-22
Table A5-4	Assistance Needs of Lower-Income Households, 2015-2019 (City of Dinuba)	A5-40
Table A5-5	Mortgage Loans (County of Tulare).....	A5-51

Table A5-6	Proposed Housing Units by Resource Area (Housing Opportunity Sties)	A5-57
Table A5-7	Site Inventory by Census Tract Characteristics	A5-91
Table A6-1	Quantified Housing Objective and Achieved Accomplishments (2015-2023)	A6-4
Table A6-2	RHNA Progress (2015-2023)	A6-4
Table A6-3	Review of Past Accomplishments.....	A6-5
Table A7-1	Quantified Objectives 2023-2031.....	A7-37

Figures

Figure A2-1	Median Household Income	A2-7
Figure A2-2	Homelessness by Type Over Time, Households, Kings/Tulare CoC.....	A2-22
Figure A4-1	Pipeline Projects	A4-4
Figure A4-2	Dinuba Site Inventory.....	A4-18
Figure A5-1	Dinuba Neighborhoods.....	A5-2
Figure A5-2	Percent of Total Non-White Population (City of Dinuba).....	A5-8
Figure A5-3	Predominant Populations (City of Dinuba).....	A5-9
Figure A5-4	Racial Segregation and Integration (City of Dinuba)	A5-10
Figure A5-5	Disability by Type (City of Dinuba)	A5-11
Figure A5-6	Percent of Population with a Disability and Residential Care Facilities (City of Dinuba).....	A5-12
Figure A5-7	Percent of Population with a Disability (City of Dinuba).....	A5-13
Figure A5-8	Children in Female-Headed Households, No Spouse/Partner Present (City of Dinuba).....	A5-15
Figure A5-9	Children in Married-Couple Households (City of Dinuba).....	A5-16
Figure A5-10	Children in Female-Headed Households, No Spouse/Partner Present and Child Care Centers (City of Dinuba)	A5-17
Figure A5-11	Median Household Income (City of Dinuba)	A5-19
Figure A5-12	Low and Moderate Income Population (City of Dinuba).....	A5-20
Figure A5-13	Areas of High Segregation and Poverty (City of Dinuba).....	A5-25
Figure A5-14	Poverty Status (City of Dinuba)	A5-26
Figure A5-15	Racial Segregation and Integration (City of Dinuba)	A5-27
Figure A5-16	Subsidized Housing and Public Housing Buildings.....	A5-28
Figure A5-17	Walkability Index (City of Dinuba)	A5-31
Figure A5-18	TCAC Opportunity Areas – Education Outcomes (City of Dinuba)	A5-33
Figure A5-19	TCAC Opportunity Areas – Economic (City of Dinuba)	A5-35
Figure A5-20	CalEnviroScreen 4.0 Percentile Scores (City of Dinuba)	A5-37
Figure A5-21	TCAC Opportunity Areas - Environmental (City of Dinuba).....	A5-38
Figure A5-22	SB 35 Disadvantaged Communities (City of Dinuba).....	A5-39
Figure A5-23	Overpayment by Home Owners (City of Dinuba).....	A5-45
Figure A5-24	Overpayment by Renters (City of Dinuba)	A5-46
Figure A5-25	Overcrowded Households (City of Dinuba).....	A5-47

Figure A5-26	Displacement Risk (City of Dinuba)	A5-48
Figure A5-27	Subsidized Housing (City of Dinuba).....	A5-54
Figure A5-28	Public Housing (City of Dinuba)	A5-55
Figure A5-29	Housing Choice Vouchers (City of Dinuba).....	A5-56
Figure A5-30	Housing Opportunity Sites by TCAC Resource Area, Northeast Dinuba	A5-59
Figure A5-31	Housing Opportunity Sites by TCAC Resource Area, Northwest Dinuba	A5-60
Figure A5-32	Housing Opportunity Sites by TCAC Resource Area, South and Southwest Dinuba	A5-61
Figure A5-33	Housing Opportunity Sites by TCAC Resource Area, Downtown and Southeast Dinuba	A5-62
Figure A5-34	Housing Opportunity Sites by Income Population, Northeast Dinuba.....	A5-64
Figure A5-35	Housing Opportunity Sites by Income Population, Northwest Dinuba.....	A5-65
Figure A5-36	Housing Opportunity Sites by Income Population, South and Southwest Dinuba	A5-66
Figure A5-37	Housing Opportunity Sites by Income Population, Downtown and Southeast Dinuba	A5-67
Figure A5-38	Housing Opportunity Sites by Overcrowding, Northeast Dinuba	A5-68
Figure A5-39	Housing Opportunity Sites by Overcrowding, Northwest Dinuba	A5-69
Figure A5-40	Housing Opportunity Sites by Overcrowding, South and Southwest Dinuba	A5-70
Figure A5-41	Housing Opportunity Sites by Overcrowding, Downtown and Southeast Dinuba.....	A5-71
Figure A5-42	Housing Opportunity Sites by Overpayment by Renters, Northeast Dinuba.....	A5-72
Figure A5-43	Housing Opportunity Sites by Overpayment by Renters, Northwest Dinuba.....	A5-73
Figure A5-44	Housing Opportunity Sites by Overpayment by Renters, South and Southwest Dinuba	A5-74
Figure A5-45	Housing Opportunity Sites by Overpayment by Renters, Downtown and Southeast Dinuba	A5-75
Figure A5-46	Housing Opportunity Sites by Total Non-White Population, Northeast Dinuba.....	A5-77
Figure A5-47	Housing Opportunity Sites by Total Non-White Population, Northwest Dinuba.....	A5-78
Figure A5-48	Housing Opportunity Sites by Total Non-White Population, South and Southwest Dinuba	A5-79
Figure A5-49	Housing Opportunity Sites by Total Non-White Population, Downtown and Southeast Dinuba	A5-80
Figure A5-50	Housing Opportunity Sites by Displacement Risk, Northeast Dinuba.....	A5-81
Figure A5-51	Housing Opportunity Sites by Displacement Risk, Northwest Dinuba.....	A5-82
Figure A5-52	Housing Opportunity Sites by Displacement Risk, South and Southwest Dinuba	A5-83
Figure A5-53	Housing Opportunity Sites by Displacement Risk, Downtown and Southeast Dinuba	A5-84
Figure A5-54	Housing Opportunity Sites by CalEnviroScreen Percentile Score, Northeast Dinuba..	A5-85
Figure A5-55	Housing Opportunity Sites by CalEnviroScreen Percentile Score, Northwest Dinuba	A5-86
Figure A5-56	Housing Opportunity Sites by CalEnviroScreen Percentile Score, South and Southwest Dinuba	A5-87

Figure A5-57	Housing Opportunity Sites by CalEnviroScreen Percentile Score, Downtown and Southeast Dinuba	A5-88
--------------	--	-------

A1 Public Participation

This section details the efforts made in Dinuba to inform the public of the Housing Element update and engage the community in the development of the Housing Element. Community engagement was also conducted at a regional level, these efforts are described in Chapter 1, *Regional Introduction and Public Participation*.

A1.1 Community Engagement

Each participating jurisdiction deployed a diverse range of public outreach methods to solicit input from stakeholders and community members including interviews, surveys, a project-specific website, community events, and public meetings. The City of Dinuba collaborated with the other participating jurisdictions to compile a list of local stakeholders and organizations that provide affordable housing, market rate housing, homeless and other non-profit services, economic development services, and other community services in Dinuba. These entities were included in all notifications associated with the Housing Element update, including the project website, community events, housing survey, and release of the public draft Housing Element. Detailed information on the public engagement program and copies of community engagement materials are provided in Chapter 1, *Regional Introduction and Public Participation*.

A1.1.1 Public Noticing

In addition to the outreach conducted for the project described in Chapter 1, *Regional Introduction and Public Participation*, Dinuba utilized the following notification method during the Housing Element update process to engage a diverse array of community members:

- Posts to the City's Facebook and the City's website announcing the housing needs survey and availability of the draft Housing Element for public review.

A1.1.2 City Council Presentation

On February 28, 2023, City staff presented at a City Council meeting that was open to the public. City staff presented an introduction to the Housing Element, the RHNA, state legislation, and the project timeline.

A1.1.3 Community Workshops

The City of Dinuba held a virtual workshop on May 30, 2023, to help inform the Housing Element and to introduce new Housing Element goals and requirements to the community. Information on the workshop content is available in Chapter 1, *Regional Introduction and Public Participation*.

Flyers advertising the workshop were posted on the City's website. Two participants attended the workshop. Key findings from the workshops are as follows:

- Affordable housing for individuals with disabilities is crucial, particularly because their incomes are typically limited to Supplemental Security Income and must cover all expenses.
- Housing must be in a safe and pleasant environment, allowing residents to take pride in their homes.

- Working with city governments to adapt housing is challenging for persons with disabilities. Special needs and adaptations include wheelchair accessibility, ground-floor placement, ramps, elevators, accessible showers, and widened hallways.
- There is a high demand for single occupancy affordable housing options, as evidenced by frequent requests from case managers.
- The construction of a new high school in the industrial zone of the city at Kamm and Alta Avenues in fall 2024 may spur residential and community development.

A1.1.4 Stakeholder Interviews

A series of virtual stakeholder interviews were hosted on March 21, March 23, and April 4, 2023, via Zoom as part of community engagement efforts for the Multi-Jurisdictional Housing Element. During the stakeholder interviews, there was no discussion of housing issues specific to Dinuba. However, many of the issues discussed on a regional level are relevant to Dinuba. Information on the interviews is available in Chapter 1, *Regional Introduction and Public Participation*.

A1.1.5 Public Comment Survey

The City of Dinuba collaborated with the Tulare County Association of Governments and the other participating jurisdictions on the release of an online survey about housing needs to help inform the Housing Element. Information on the survey and input on a regional level is available in Chapter 1, *Regional Introduction and Public Participation*.

This section summarizes information collected from survey respondents who noted that they reside in Dinuba:

- Respondents selected “affordability,” “quality and size of housing,” and “close to work and/or school” as most important when seeking housing.
- Overall, most respondents selected “cost of quality housing” as the largest barrier to securing desirable housing. Respondents also identified the low supply of housing and lack of rent-restricted housing as barriers to housing.
- The most urgent housing issues are affordability of desired housing, availability of desired housing, and homelessness.
- The housing assistance programs most beneficial to Dinuba residents are homebuyer loan counseling services, rental assistance or housing choice vouchers (HCVs), and housing assistance for residents with special needs. Respondents also cited home rehabilitation assistance as a beneficial program to assist with housing needs.
- “Housing with three or more bedrooms” was ranked as most needed in the region followed by “housing with one or two bedrooms.”
- One-third of respondents were interested in developing Accessory Dwelling Units (ADUs) on their existing or future property. No respondents claimed to have an ADU on their property.
- Respondents from all jurisdictions identified a need for supportive housing programs for individuals experiencing homelessness.
- Respondents across jurisdictions expressed the need for median-income housing, “higher end” housing, and non-low-income housing to keep families in the region.

A1.1.6 Response to Community Input

During community outreach, community members identified the following overarching themes regarding housing in the region. A summary of how the Housing Element addresses each theme is below.

Need for more housing options for both renters and buyers at all income levels.

How addressed: The City will encourage housing development and diversification of the City's housing stock to create additional housing for households of all income levels through implementation of the following programs:

- Housing Plan Program 2 ensures that adequate sites at appropriate densities remain available during the planning period. This program directs the City to maintain an inventory of available vacant and prospective sites for housing development. Additionally, this program will support the City's RHNA goals to support housing options for all income levels.
- Housing Plan Program 5 directs the City to encourage the production of ADUs as an affordable housing option through permit streamlining, increasing awareness of available ADU resources, generating an ADU permitting checklist, and adopting pre-approved ADU plans. In addition, the City will prepare a report to identify strategies and implement a pilot program to advocate for ADUs as an affordable housing option for lower- and moderate-income households.
- Housing Plan Program 6 requires the City to update its Zoning Code to facilitate a variety of housing types. The City will review and revise development standards, including those related to allowed land uses in various zones, parking, parkland dedication, development, and objective design standards. The City will also revise the Zoning Code to allow Single-Room Occupancy Housing (SRO) housing, streamline the permitting process, and ensure ministerial permitted processes for multifamily and affordable housing development. Additionally, the Zoning Code will be amended to comply with the state density bonus law and reasonable accommodation requirements and to comply with state law and remove barriers for the development of transitional and supportive housing, emergency shelters and low barrier navigation centers, employee housing for agricultural workers, and residential care facilities.

Need for financial assistance for low-income families who rent, including rental assistance, rent-restricted housing, and HCVs.

How addressed: The City will coordinate with local service providers and agencies that operate assistance programs for low-income households to spread awareness of available financial resources through implementation of the following programs:

- Housing Plan Program 11 directs the City to assist in the development of housing to meet the needs of extremely low, very low- and low-income households by connecting residents to HCVs, which grants voucher holders a fixed subsidy that the Housing Authority pays directly to the landlord, and to public housing, which provides assistance to low-income families and individuals. This program also offers support from Self-Help Enterprises, which expands funding for financial assistance programs.
- Housing Plan Program 14 directs the City to coordinate with Fair Housing Council of Central California (FHCCC) and other fair housing nonprofit organizations to provide fair housing and tenant/landlord services. Additionally, this program directs the City to coordinate with non-profit organizations, local community groups, and service organizations to increase awareness of available housing resources and fair housing assistance.

Need for housing for special needs populations including people experiencing homelessness.

How addressed: The City will continue to work with local non-profit and private developers to pursue funding and facilitate the production of affordable and special needs housing through implementation of the following programs:

- Housing Plan Program 1 directs the City to collaborate with other jurisdictions in the region to address housing and homeless issues in Tulare County by pursuing funding opportunities partnering with the Kings/Tulare Homeless Alliance, and supporting development of emergency shelters, low barrier navigation centers, and transitional and supportive housing.
- Housing Plan Program 6 directs the City to amend the Zoning Code to remove constraints for the development of SRO housing, ADUs, residential care facilities, and emergency shelters. Additionally, the Zoning Code will be amended to comply with state laws related to density bonus, and reasonable accommodation requirements, development of transitional and supportive housing, emergency shelters and low barrier navigation centers, employee housing for agricultural workers, and residential care facilities.
- Housing Plan Program 8 directs the City to expand housing opportunities for households of all income levels by removing constraints to the development of affordable housing and market-rate housing development, such as offering density bonus provisions, waiving development fees, and streamlining the permitting process. This program also encourages the City to pursue funding at the local, regional, state, and federal levels to support the development of affordable housing, housing for special needs, and support service projects.
- Housing Plan Program 11 directs the City to continue partnerships with community-based organizations and agencies including Self-Help Enterprises and the Tulare County Housing Authority to provide the community with information regarding financial assistance programs and connect low-income residents with housing assistance resources.

Need for housing rehabilitation services.

How addressed: The City will encourage the rehabilitation of housing units, utilizing various programs and community partnerships to support funding, and spread awareness of rehabilitation efforts through implementation of the following programs:

- Housing Plan Program 10 directs the City to coordinate with community-based organizations such as Self-Help Enterprises to fund rehabilitation efforts. Additionally, this program encourages the City to expand its Housing Rehabilitation Program by applying for additional funding for the Homebuyer Rehabilitation Program prioritizing Downtown, Southeast and Southwest Dinuba, as well as publishing resources on homeowner rehabilitation assistance on the City's website.

A1.1.7 Public Review of the Draft Housing Element

The draft Housing Element was available for public review for 31 days from June 6 to July 7, 2024. The draft Housing Element was posted on the regional project website(<https://tulararegionalhousingelement.rinconconsultants.com>) and on the City's website. The City publicized the availability of the draft Housing Element by posting on the City's social media platforms and through an email blast to the project stakeholder list. Physical copies of the draft Housing Element were made available at City Hall and the Public Works Department. No public comments were received on the draft Housing Element.

A1.1.8 Revised Draft Housing Element

The draft Housing Element was submitted to HCD on July 29, 2024. The draft Housing Element was revised per HCD comment letter received October 24, 2024.

On December 13, 2024, prior to resubmitting a revised draft to HCD, the City conducted additional outreach to persons and organizations that develop affordable housing and/or serve lower-income and special needs groups in the city. The City sent a questionnaire to the following organizations:

- Housing Authority of Tulare County
- Self-Help Enterprises
- Habitat for Humanity
- The Pacific Companies
- San Joaquin Valley Homes
- Castlerock Communities
- Smee Homes
- D.R. Horton
- Landmark Builders Group, Inc.
- Salt + Light Works
- Woodside Homes
- Ennis Builders and Realtors
- HHSA TulareWORKs
- Kings/Tulare Area Agency on Aging
- Kings/Tulare Homeless Alliance
- CASA Tulare County
- Central California Environmental Justice Network
- Central Valley Air Quality Coalition
- Central Valley Regional Center
- Community Services Employment Training (CSET)
- Community Water Center - El Centro Comunitario Por El Agua
- Down Syndrome Association of Central California
- FoodLink Tulare County
- Kings/Tulare Area Agency on Aging
- Leadership Council for Justice and Accountability
- United Way of Tulare County/211
- Uplift Family Services
- Pacific West Communities
- Tulare Health and Human Services Agency
- Employment Development Department
- County of Tulare Health and Human Services Agency
- HUD - VASH
- Tulare County Public Defender
- Tulare County HHSA Mental Health
- Congressman David G. Valadao - 22nd District
- Tulare County Veterans Service Officer
- Tulare County Special Education Local Plan Areas (SELPA)
- LAFCo Tulare County
- Tulare County Regional Transit Agency
- Tulare County Economic Development Corporation
- Valley Community Small Business Development Center (SBDC)
- County of Tulare Economic Development Corporation
- Workforce Investment Board of Tulare County
- Proteus, Inc.

- Fair Housing Council of Central California
- Family Services of Tulare County
- Dinuba Woman's Club
- Central Valley Health Network (CVHN)
- Kiwanis Bilingual Club of Dinuba
- Dinuba Chamber of Commerce

The City also sent the questionnaire to the 25 individuals who signed up to receive updates and information on the Housing Element update via the project website. The City received feedback from Self-Help Enterprises (SHE), summarized in the points below:

- There is a long wait for households to obtain affordable housing, signifying a lack of affordable housing in the community.
- Household overcrowding is a major issue due to high rental and purchase housing and lack of available units to rent or own.
- There are homeless residents with few or no options for permanent supportive housing.
- Some landlords are reluctant to rent to households with housing choice vouchers (HCVs).
- People who work in Dinuba sometimes seek housing in other communities such as Cutler and Orosi due to lack of affordable housing and higher-wage employment in Dinuba.
- Transportation options and parks are deficient in the city.
- There is a lack of housing options in the city for housing in good condition and that is affordable for most city residents.
- The City should proactively work with SHE and other affordable housing developers to locate sites, streamline permitting and entitlements, and pursue funding designed to assist in the construction and management of affordable housing. However, it is acknowledged that the lack of staff resources to proactively seek resources to build new housing is a challenge.
- The City should concentrate on locating properties that meet the HCD definition of “infill” (existing development on 75 percent of perimeter), are in “high opportunity areas” as defined by TCAC and HCD and are in close proximity to amenities and services. Increasingly, the primary funding streams to develop affordable rental housing, including the Low-Income Housing Tax Credit (LIHTC) and various programs of HCD, are providing competitive advantage to projects planned on “high or highest resource” sites.
- A significant portion of the available acreage in the adequate sites inventory should have minimum parcel sizes of 2.5 to 3 acres (and larger if onsite storm drainage is required.) Affordable housing projects generally require the development of 50 units or more to be financially feasible.
- Important funding streams for affordable housing either require or competitively favor projects where the City is a co-applicant.
- The availability of sewer, water, and dry utilities proximate to the site is helpful for the development of affordable housing.

The City responded to this input regarding the need for more affordable housing by shortening the timeline for creation of the Housing Development Toolkit, outlined in Housing Plan Program 8, from December 2025 to August 2025. The Toolkit, which will be published on the City’s website, will outline a step-by-step process for residential development, including identifying steps in the entitlement and building permit process, detailed information on development incentives, and funding programs and resources for affordable housing development. Publishing the Toolkit will provide information to housing developers who are interested in developing affordable housing in the city and provide more

certainty during initial steps. Moving up the deadline for this action will allow housing developers to be able to access this information more quickly.

Additionally in Housing Plan Program 8, the City added the action to annually coordinate with Self-Help Enterprises, proactively work with Self-Help and other housing developers to locate sites and housing opportunities in infill sites in high opportunity areas and pursue funding designed to assist in the affordable housing space.

In response to input received on affordable housing on large sites, the City added the following incentive in Housing Plan Program 2: offer expedited processing and fee deferrals, reductions, or waivers for affordable units in development on large sites identified in the sites inventory. The City also added several actions in Housing Plan Programs 9 and 11 to streamline and support the development of housing for lower-income and special housing needs groups, including farmworkers.

To address the input that transportation access in the city is limited, the City added the following action to Program 1 in the Housing Plan: Collaborate with TCaT and/or TCAG on the 2023 Tulare County Coordinated Human Services Transportation Plan to identify ways to bridge the transit service gap for seniors, persons with disabilities and low income persons.

This page intentionally left blank.

A2 Housing Needs Assessment

This chapter provides an individual assessment of housing needs for the City of Dinuba. This section summarizes demographic, employment, and housing characteristics. The main source of the information is the pre-approved data package for jurisdictions approved by the California Department of Housing and Community Development (HCD). This data is primarily sourced from the United States (U.S.) Census, the California Department of Finance (DoF), and American Community Survey (ACS) 2016-2020 5-year estimates. The data contained throughout this chapter may differ from the data included in Chapter A5, *Affirmatively Furthering Fair Housing*, due to the availability of data at the time of drafting. Tables and figures also include comparable data for Tulare County and the state where it is found most useful.

A2.1 Population Characteristics

Population characteristics, such as growth rate, age, and income levels, affect the type and amount of housing needed in a community. Residents' age and income, employment trends, and other factors influence the type of housing needed and the community's ability to afford housing. The following section analyzes the city of Dinuba's population characteristics and trends.

A2.2 Population Growth

Table A2-1 analyzes population change from 2000 to 2020. Dinuba experienced an increase in population of 27.4 percent from 2000 to 2010, and 14.5 percent from 2010 to 2020. This was significantly higher than both countywide and statewide population growth during each time period.

Table A2-1 Population Change (2000 - 2020)

Jurisdiction	2000	2010	2020	Percent Change 2000-2010	Percent Change 2010-2020
Dinuba	16,844	21,453	24,563	27.4%	14.5%
Tulare County	368,021	442,179	463,955	20.2%	4.9%
California	33,971,648	37,253,956	39,346,023	9.7%	5.6%

Source: U.S. Census Bureau, Census 2000, 2010; Social Explorer tables for Census 2020.

A2.3 Age Characteristics

Table A2-2 shows population by age group and each group's percentage of the total population. The age groups include preschool (under five years), school-age students (five to 17 years), college-age students (18 to 24 years), young adults (25 to 44 years), middle-aged adults (45 to 64 years), and seniors (65 years and over). In Dinuba, the largest age group is the young adult category, representing 29.8 percent of the total population, which is similar to the county (26.9 percent) and state (24.9). The second largest age group in Dinuba is school-age students at 26.8 percent. The smallest population by age is seniors at 7.1 percent, which is lower than the county (11.4 percent) and the state (14.4 percent).

Table A2-2 Population by Age Group (2020)

Jurisdiction	Under 5 years (Preschool)	5 to 17 years (School-age Students)	18 to 24 years (College-age Students)	25 to 44 (Young Adults)	45 to 64 (Middle-aged Adults)	65 years and over (Seniors)	Total Population
Dinuba	2,282	6,561	2,501	7,288	4,099	1,724	24,455
Percent	9.3%	26.8%	10.2%	29.8%	16.8%	7.1%	
Tulare County	36,942	105,835	46,977	124,822	96,553	52,826	463,955
Percent	8.0%	22.8%	10.1%	26.9%	20.8%	11.4%	
California	2,409,082	6,547,559	3,724,239	11,241,816	9,778,830	5,644,497	39,346,023
Percent	6.1%	16.6%	9.5%	28.6%	24.9%	14.4%	

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B01001.

A2.4 Race and Ethnicity

Table A2-3 shows race and ethnicity data for residents in Dinuba, Tulare County, and California. In Dinuba, a majority of the population identifies as Hispanic/Latino (any race) at 86.9 percent, considerably higher than countywide (65.1 percent) or across the state (39.1 percent). The second largest racial/ethnic group is white (not Hispanic) representing 9.8 percent of the total population in Dinuba. This percentage is lower than Tulare County (27.8 percent) and the state (36.5 percent).

Table A2-3 Population by Race and Ethnicity

Jurisdiction	Asian, not Hispanic	Black, not Hispanic	White, not Hispanic	Other race, not Hispanic*	Hispanic/ Latino (any race)	Total Population:
Dinuba	399	21,255	335	78	2,388	24,455
Percent of Population	1.6%	86.9%	1.4%	0.3%	9.8%	
Tulare County	11,505	301,919	15,857	5,923	128,751	463,955
Percent of Population	2.5%	65.1%	3.4%	1.3%	27.8%	
California	1,713,595	15,380,929	5,743,983	2,142,371	14,365,145	39,346,023
Percent of Population	4.4%	39.1%	14.6%	5.4%	36.5%	

*Note: Other race includes American Indian and Alaskan Native, Native Hawaiian and Pacific Islander, Two or More Races, and Some Other Race.

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B01001.

A2.5 Economic Characteristics

Employment

Understanding employment and occupation patterns can provide insight into present housing needs. Table A2-4 shows employment by industry. Agriculture, forestry, fishing and hunting, and mining are the most common industries in Dinuba, representing 20.9 percent of the jobs held by Dinuba residents. This is higher than the countywide total of 15.6 percent and the statewide total of 2.1 percent. The second largest industry in Dinuba is educational services, health care, and social assistance with 20.2 percent. Countywide, the largest industry is educational services, health care, and social assistance with 21.6 percent.

Table A2-4 Employment by Industry (2020)

	Dinuba	Percent	Tulare County	Percent	California	Percent
Agriculture, Forestry, Fishing And Hunting, And Mining	2,022	20.9%	28,627	15.6%	394,290	2.1%
Educational Services, And Health Care And Social Assistance	1,951	20.2%	39,809	21.6%	3,960,265	21.2%
Retail Trade	955	9.9%	20,382	11.1%	1,942,421	10.4%
Manufacturing	887	9.2%	15,074	8.2%	1,676,497	9.0%
Arts, Entertainment, And Recreation, And Accommodation And Food Services	768	7.9%	15,326	8.3%	1,894,858	10.2%
Wholesale Trade	636	6.6%	6,000	3.3%	514,234	2.8%
Transportation And Warehousing, And Utilities	541	5.6%	9,021	4.9%	1,028,818	5.5%
Other Services, Except Public Administration	443	4.6%	8,228	4.5%	952,302	5.1%
Professional, Scientific, And Management, And Administrative, And Waste Management Services	386	4.0%	12,541	6.8%	2,581,266	13.8%
Public Administration	374	3.9%	10,691	5.8%	850,479	4.6%
Construction	334	3.5%	10,863	5.9%	1,190,537	6.4%
Finance And Insurance, And Real Estate, And Rental And Leasing	229	2.4%	5,252	2.9%	1,118,253	6.0%
Information	145	1.5%	2,062	1.1%	542,674	2.9%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C24050.

According to the California Bureau of Labor Statistics, the unemployment rate in Dinuba as of September 2024 is 10.2 percent, which is lower than the long-term average of 12.25 percent over the previous two years. Since 2020, Bureau data indicates that unemployment rates have decreased significantly in Dinuba and California. Dinuba’s unemployment rate is higher than Tulare County as a whole (9.3 percent) and is higher than the statewide average (5.3 percent).

Table A2-5 shows the major employers in Tulare County, the number of employees, and type of industry. The majority of large employers are located in the City of Visalia, which is the county’s largest city and the County seat. The largest employer in Dinuba is [Valley Labor Svc Inc](#) (500-999 employees), a staffing agency, specializing in providing temporary and permanent labor solutions for various industries. The City does not anticipate any significant changes in employment trends and is not aware of any new large-scale employers planning on relocating to Dinuba during the planning period.

Table A2-5 Major Employers in Tulare County (2024)

Employer Name	Number of Employees	Location	Industry
Adventist Health Tulare	250-499	Tulare	Hospitals
Eagle Mountain Casino	500-999	Porterville	Casinos
Kings Canyon National Park	250-499	Springville	National Parks/Preserves
Land O'Lakes Indl Cheese	250-499	Tulare	Cheese Processors (mfrs)
Latino Farm Labor Svc	500-999	Visalia	Contractors
Monrovia Nursery Co	500-999	Woodlake	Nurseries-Plants Trees & Etc-Wholesale
Porterville Developmental Ctr	500-999	Porterville	Hospitals
Prima Wawona	500-999	Cutler	Fruits & Vegetables-Growers & Shippers
Saputo Cheese USA Inc	500-999	Tulare	Cheese Processors (mfrs)
Sierra View Medical Ctr	500-999	Porterville	Hospitals
Solid Waste Collection	250-499	Tulare	Public Works Department
Sun Pacific	250-499	Exeter	Fruits & Vegetables-Growers & Shippers
Tulare City	500-999	Tulare	General Government Support
Tulare County Child Care Prgm	500-999	Visalia	Child Care Service
Tulare County Lake Patrol	250-499	Visalia	Government Offices-County
Tulare County Ofc of Edu Sicon	1,000-4,999	Visalia	Schools
Tulare County Parks & Rec Dept	250-499	Visalia	Parks
Tulare County Resource Mgmt	250-499	Visalia	Government Offices-County
Tulare Joint Union High Sch	500-999	Tulare	Schools
Tulare Local Healthcare Dist	500-999	Tulare	Health Care Management
US Cotton Classing Office	250-499	Visalia	Government Offices-Federal
Valley Labor Svc Inc	500-999	Dinuba	Services NEC
Visalia Public Works Admin	250-499	Visalia	Public Works Department
Walmart Distribution Ctr	1,000-4,999	Porterville	Distribution Centers (whls)
Yokuts Coffee House	500-999	Porterville	Full-Service Restaurant

Source: California Employment Development Department, Major Employers in Tulare County. Accessed 2024
<https://labormarketinfo.edd.ca.gov/majorer/countymajorer.asp?CountyCode=000107>

Table A2-6 shows the employment estimates, average hourly wage and average annual wage for employment industries in the Visalia-Porterville Metropolitan Statistical Area (MSA) as of May 2023 (latest available data). The occupations offering the lowest wages are food preparation and serving related, healthcare support, and farming, fishing, and forestry. Occupational groups offering the highest wages include management, legal, and healthcare practitioners, and technical.

The largest percentage of employed civilians in Dinuba are in the health care, agriculture and farming, fishing, and forestry, and retail industries. While healthcare practitioners have a higher average higher annual salary (\$107,806) than the metropolitan area mean annual wage (\$57,034), healthcare support worker average salary (\$36,900) is approximately 65 percent of the mean annual wage, similar to the mean annual wage for those employed in farming, fishing, and forestry (\$36,962) and food service (\$36,192). Educational workers earn a mean annual wage of \$75,358, which is higher than the metropolitan area mean annual wage.

Table A2-6 Occupational Employment and Wages by Major Occupational Group, Visalia-Porterville Metropolitan Area (2023)

Major Occupational Group	Mean Hourly Wage	Mean Annual Wage
Total, all occupations	\$27.42	\$57,034
Management	\$57.62	\$119,850
Business and financial operations	\$38.37	\$79,810
Computer and mathematical	\$45.34	\$94,307
Architecture and engineering	\$44.10	\$91,728
Life, physical, and social science	\$36.30	\$75,504
Community and social service	\$29.58	\$61,526
Legal	\$55.64	\$115,731
Educational instruction and library	\$36.23	\$75,358
Arts, design, entertainment, sports, and media	\$28.97	\$60,258
Healthcare practitioners and technical	\$56.44	\$117,395
Healthcare support	\$17.99	\$37,419
Protective service	\$31.43	\$65,374
Food preparation and serving related	\$17.40	\$36,192
Building and grounds cleaning and maintenance	\$19.96	\$41,517
Personal care and service	\$19.33	\$40,206
Sales and related	\$22.12	\$46,010
Office and administrative support	\$23.98	\$49,878
Farming, fishing, and forestry	\$17.77	\$36,962
Construction and extraction	\$30.86	\$64,189
Installation, maintenance, and repair	\$28.55	\$59,384
Production	\$22.63	\$47,070
Transportation and material moving	\$21.47	\$44,658

Source: U.S. Bureau of Labor Statistics. Occupational Employment and Wages in Visalia-Porterville (May 2023)
https://www.bls.gov/regions/west/news-release/occupationalemploymentandwages_visalia.htm

A household with two income earners in the agricultural sector or food service sector may average an annual household income at or under \$74,000. In a household of four persons, this household would be considered low-income according to the 2022 HUD guidelines. As discussed in Section A.2-19 Housing Affordability, a low-income household of four can afford to pay approximately \$1,007 in monthly rent before it would be considered to be overpaying for housing. The median monthly rent for a three-bedroom unit in Dinuba is \$1,900. Therefore, it is likely that a household with two income earners employed in food service or agriculture would need subsidized housing. According to a 2024 report by the California Housing Partnership, renters in Tulare County need to earn 1.4 times the minimum wage to afford the average asking rent, equal to an annual income of \$46,884. Medical assistants, retail salespersons, and farmworkers, which are common employee types in Dinuba, typically earn a salary that does not meet that threshold.¹

¹ California Housing Partnership. 2024. Tulare County 2024 Affordable Housing Needs Report. https://chpc.net/wp-content/uploads/2024/05/Tulare_Housing_Report.pdf

A household with one person employed in the education sector would earn an annual household income of around \$75,000, which for a household of four would be considered low-income. With two earners, the household would be considered above-moderate income. Single-earner households in Dinuba, even with employment in a relatively higher annual wage industry, are likely to need subsidized housing. Special housing needs households such as single-parent households and farmworkers are likely to be unable to afford appropriately sized market-rate rental units in Dinuba.

Income Definitions and Income Limits

The state and federal governments classify household income into several categories based upon the relationship to the county area median income (AMI), adjusted for household size. The U.S. Department of Housing and Urban Development (HUD) estimate of AMI is used to set income limits for eligibility in federal housing programs. The income categories include:

- Acutely low-income households, which earn up to 15 percent AMI;
- Extremely low-income households, which earn up to 30 percent AMI;
- Very low-income households, which earn between 31 and 50 percent AMI;
- Low-income households, which earn between 51 and 80 percent AMI; and
- Moderate income households, which earn between 80 and 120 percent AMI.

For all income categories, income limits are defined for various household sizes based on a four-person household as a reference point. Income limits for larger or smaller households are calculated by HUD (see Table A2-7). According to HUD, the AMI for a four-person household in Tulare County was \$80,300 in 2022.

Table A2-7 HUD Income Limits by Person per Household (dollars)

Household Size:	1	2	3	4	5	6	7	8
Acutely Low	\$8,450	\$9,650	\$10,850	\$12,050	\$13,000	\$14,000	\$14,950	\$15,900
Extremely Low	\$16,350	\$18,700	\$23,030	\$27,750	\$32,470	\$37,190	\$41,910	\$46,630
Very Low	\$27,300	\$31,200	\$35,100	\$38,950	\$42,100	\$45,200	\$48,300	\$51,450
Low Income	\$43,650	\$49,850	\$56,100	\$62,300	\$6,730	\$72,300	\$77,300	\$82,250
Median Income	\$56,200	\$64,250	\$72,250	\$80,300	\$84,730	\$93,150	\$99,550	\$106,000
Moderate Income	\$67,450	\$77,100	\$89,700	\$96,350	\$104,050	\$111,750	\$119,450	\$127,200

Source: U.S. Department of Housing and Urban Development (HUD), 2022

HCD uses the income categories shown in Table A2-8 to determine eligibility for state housing programs. HCD's methodology for calculating AMI is slightly different from HUD's methodology, and therefore the AMI and income limits vary.

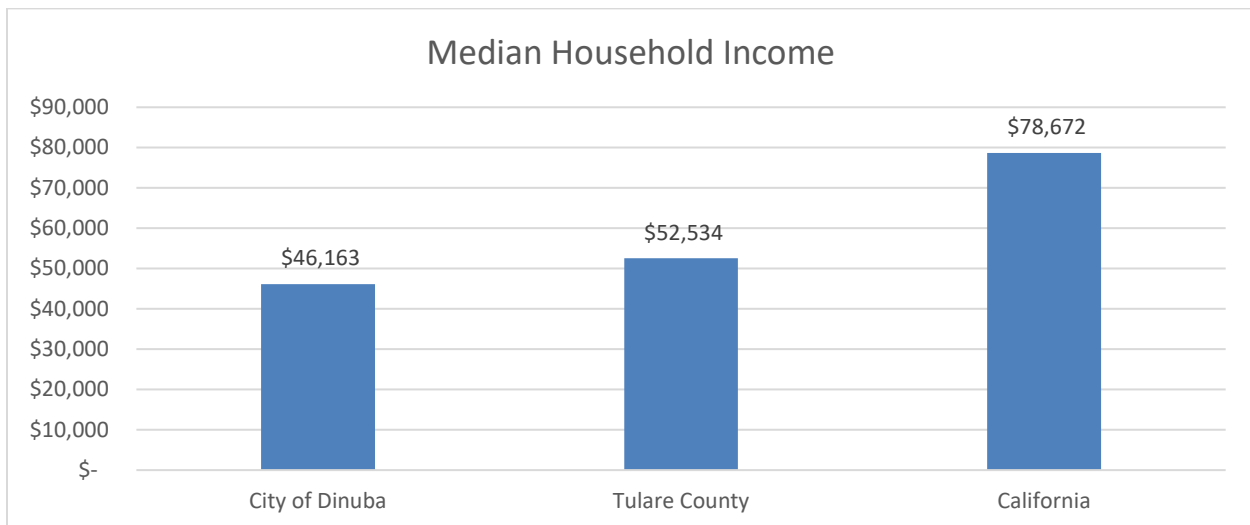
Table A2-8 State of California Income Categories

Income Category	Percent of County Area Median Income (AMI)
Extremely Low	0-30% AMI
Very Low	31%-50% AMI
Low	51%-80% AMI
Moderate	81%-120% AMI
Above Moderate	120% AMI or greater

Source: Section 50093 of the California Health and Safety Code.

Figure A2-1 shows median household income in Dinuba as reported by the 2016-2020 ACS. This median income is for all households, regardless of household size. The median household income in Dinuba was \$46,163 in 2020, which was lower than in Tulare County (\$52,534) and significantly lower than the statewide median household income (\$78,672).

Figure A2-1 Median Household Income



Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B19013.

Table A2-9 compares the median household income by race in 2020. In Dinuba, Asian American households had the highest median income at \$71,058, followed by white at \$67,706. Hispanic/Latino households had the third highest median income of \$43,426, significantly lower than Asian American and white households. Black/African American households had the lowest median income across the state and county; however, data for this category is not available for Dinuba due to the low number of Black/African American households.

Table A2-9 Median Household Income by Race/Ethnicity (dollars)

Jurisdiction	White, alone	Black or African American, alone	American Indian and Alaskan Native, alone	Asian, alone	Native Hawaiian and Other Pacific Islander, alone	Some Other Race, alone	Two or More Races, alone	Hispanic /Latino, Any Race
Dinuba	\$69,706	N/A	N/A	\$71,058	N/A	\$38,438	\$32,457	\$43,426
Tulare County	\$64,453	\$44,708	\$37,632	\$67,396	N/A	\$47,520	\$62,159	\$46,063
California	\$90,496	\$54,976	\$60,182	\$101,380	\$81,682	\$59,287	\$76,733	\$62,330

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B19013.

A2.6 Overpayment and Housing Cost Burdens

Table A2-10 lists the number of households overpaying (spending more than 30 percent of income on housing) for housing by tenure. Generally, renters are more affected by overpayment than owners. As shown, 49.1 percent of renter-occupied households are overpaying in Dinuba, which is higher than the county average and lower than the state average.

Table A2-10 Overpayment by Tenure

Jurisdiction	Owner-Occupied Overpaying	Renter-Occupied Overpaying	Total Overpaying
Dinuba	1,049	1,464	2,513
Percent	31.1%	49.1%	
Tulare County	23,773	28,894	52,667
Percent	30.0%	48.4%	
California	2,237,292	3,019,235	5,256,527
Percent	31.0%	51.5%	

Source: U.S. Census Bureau, ACS 06-10, 11-15, 16-20 (5-year Estimates), Table B25070

Comprehensive Housing Affordability Strategy (CHAS) data provided by HUD provides information on cost burden based on the HUD Area Median Family Income (HAMFI). This data is included in Table A2-11 below. While the totals do not align exactly with 2020 ACS data presented above, the CHAS data identifies the level at which cost burdened households are overpaying for housing. In Dinuba, 38.4 percent of households are cost burdened, similar to the county and state. Further, 16.8 percent of households are spending more than 50 percent of their income on housing (severe cost burden), which is less than in the county and state.

Table A2-11 Cost Burdened Households

Jurisdiction	Cost Burden ≤ 30%	Cost Burden >30% to ≤50%	Cost Burden >50%	Cost Burden Not Calculated	Total Occupied Units
Dinuba	3,760	1,332	1,039	44	6,175
Percent	60.9%	21.6%	16.8%	0.7%	100.0%
Tulare County	84,225	27,570	24,864	1,581	138,240
Percent	60.9%	19.9%	18.0%	1.1%	100.0%
California	7,807,275	2,632,205	2,427,660	177,125	13,044,265
Percent	59.9%	20.2%	18.6%	1.4%	100.0%

Source: U.S. Department of Housing and Urban Development, CHAS 2015-19 (5-Year Estimates), Table 7.

A2.7 Household Characteristics

Table A2-12 provides information on household types. Of the 6,354 households in Dinuba, 3,240 are married-couple households with or without children, and 413 are cohabitating couple households with or without children. Over half the total households in Dinuba and Tulare County are married-couple households.

Table A2-12 Households by Type

Jurisdiction	Married-Couple Household			Cohabitating Couple Household			Total Households
	Total	Children	No Children	Total	Children	No Children	
Dinuba	3,240	1,686	1,554	413	305	108	6,354
Percent	51.0%	26.5%	24.5%	6.5%	4.8%	1.7%	
Tulare County	73,140	35,234	37,906	10,809	6,596	4,213	139,044
Percent	52.6%	25.3%	27.3%	7.8%	4.7%	3.0%	
California	6,510,580	2,784,123	3,726,457	896,192	327,712	568,480	13,103,114
Percent	49.7%	21.2%	28.4%	6.8%	2.5%	4.3%	

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B11012

A2.8 Large Households

Table A2-13 provides information on large households (households with five or more people) by tenure. As shown, 29 percent of households in Dinuba consist of five or more people, which is greater than both the county and state averages of 21.3 and 13.7 percent respectively. In Dinuba, renter-occupied 5-person households (7.7 percent of total households), renter-occupied 6-person households (7.2 percent) and owner-occupied 5-person households (6.6 percent) make up the largest percentage of large households, while renter-occupied 7-or-more person households make up the smallest percentage of large households. Additionally, both Dinuba and Tulare County have higher percentages of owner-occupied 6- and 7-person households than the California average of 13.7 percent.

Table A2-13 Large Households by Tenure

Jurisdiction	Total Large Households	Owner-Occupied Large Households			Renter-Occupied Large Households		
		5-Person	6-Person	7-or-More Person	5-Person	6-Person	7-or-More Person
Dinuba	1,841	416	173	189	486	457	120
Percent	29.0%	6.6%	2.7%	3.0%	7.7%	7.2%	1.9%
Tulare County	29,599	8,116	4,101	3,237	7,507	3,896	2,742
Percent	21.3%	5.8%	3.0%	2.3%	5.4%	2.8%	2.0%
California	1,809,518	567,528	238,866	195,326	458,328	201,263	148,207
Percent	13.7%	4.3%	1.8%	1.5%	3.5%	1.5%	1.1%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25009

A2.9 Overcrowding

Table A2-14 provides information on overcrowding (more than one persons per room) by tenure in Dinuba. There are 952 overcrowded households in the city, of which 258 are owner-occupied households and 694 are renter-occupied.

Table A2-14 Overcrowding Severity by Tenure

Jurisdiction	Total	Owner-Occupied		Total	Renter-Occupied	
		1.0 to 1.5 Occupants per Room	More than 1.5 Occupants per Room		1.0 to 1.5 Occupants per Room	More than 1.5 Occupants per Room
Dinuba	3,375	161	97	2,979	580	114
Percent		4.8%	2.9%		19.5%	3.8%

Source: U.S. Census Bureau, ACS 06-10, 11-15, 16-20 (5-year Estimates), Table B25014.

A2.10 Special Needs Groups

Special needs populations include individuals with a disability, elderly, large households, single-parent households, farmworkers, and individuals experiencing homelessness. These groups often have housing needs that can make it difficult for members of these groups to locate suitable housing. The following subsections identify and discuss these special housing needs groups.

Seniors

Table A2-15 identifies senior households in Dinuba, Tulare County, and California. The percentage row identifies the percent of the specified age range within the owner-occupied or renter-occupied categories. There are far more owner-occupied senior households in Dinuba (631 total), than renter-occupied senior households (260 total), which is similar to the county and state. As shown, 62.4 percent of senior owner-occupied households and 71.9 percent of senior renter-occupied households are comprised of seniors between the ages of 65 and 74.

Table A2-15 Senior Households by Tenure

Jurisdiction	Owner-Occupied			Renter-Occupied		
	65 to 74	75 to 84	85 and over	65 to 74	75 to 84	85 and over
Dinuba	394	132	105	187	51	22
Percent	62.4%	20.9%	16.6%	71.9%	19.6%	8.5%
Tulare County	12,787	6,686	3,009	4,613	1,643	1,238
Percent	56.9%	29.7%	13.4%	61.6%	21.9%	16.5%
California	1,350,393	688,443	301,853	484,266	234,067	139,828
Percent	57.7%	29.4%	12.9%	56.4%	27.3%	16.3%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B25007

Table A2-16 shows the housing cost burdens by elderly family type and tenure in Dinuba based on data extracted through HUD's CHAS (CHAS data defines senior or elderly as age 62 and over, as opposed to the American Community Survey that reports seniors as age 65 and older). Based on data in this table, of all elderly persons in lower-income categories (less than or equal to 80 percent HAMFI), approximately 20 percent of all senior-owner households and 60 percent of all senior-renter households in Dinuba are housing cost burdened.

Table A2-16 Housing Cost Burden by Elderly Family Type and Tenure

	Owners		Renters		Total
	Elderly Family	Elderly Non- family	Elderly Family	Elderly Non- family	
Household Income <= 30% HAMFI Extremely Low-Income					
TOTAL HOUSEHOLDS <= 30% HAMFI	19	50	33	60	162
Number w/ Cost Burden <= 30%	4	10	4	25	43
Number w/ Cost Burden > 30% to <= 50%	-	25	4	15	44
Number w/ Cost Burden > 50%	15	15	25	20	75
Percent with Cost Burden >30% HAMFI	79%	80%	88%	58%	73%
Household Income > 30% to <= 50% HAMFI Very Low-Income					
TOTAL HOUSEHOLDS > 30% to <= 50% HAMFI	40	60	90	40	230
Number w/ Cost Burden <= 30%	10	35	20	20	85
Number w/ Cost Burden > 30% to <= 50%	30	15	35	-	80
Number w/ Cost Burden > 50%	-	10	35	20	65
Percent with Cost Burden >30% HAMFI	75%	42%	78%	50%	63%
Household Income > 50% to <= 80% HAMFI Low-Income					
TOTAL HOUSEHOLDS > 50% to <= 80% HAMFI	134	35	49	30	248
Number w/ Cost Burden <= 30%	95	35	15	30	175
Number w/ Cost Burden > 30% to <= 50%	35	-	4	-	39
Number w/ Cost Burden > 50%	4	-	30	-	34
Percent with Cost Burden >30% HAMFI	29%	0%	69%	0%	29%
Household Income > 80% to <= 100% HAMFI					
TOTAL HOUSEHOLDS > 80% to <= 100% HAMFI	75	10	-	-	85

	Owners		Renters		Total
	Elderly Family	Elderly Non- family	Elderly Family	Elderly Non- family	
Household Income > 100% HAMFI					
TOTAL HOUSEHOLDS > 100% HAMFI	240	75	10	4	329
Total Income <80% HAMFI and Cost Burden > 30%	149		188		337
Percent Income <80% HAMFI and Cost Burden > 30%	20.2%		59.5%		32.0%
GRAND TOTAL HOUSEHOLDS	508	230	182	134	1,054

Elderly family constitutes 2 persons with either or both age 62 and over.

HAMFI = HUD Area Median Family Income

Source: HUD Consolidated Planning / Comprehensive Housing Affordability Strategy (CHAS) database, 2015-2019 estimates, Table 7, accessed 2023. <https://www.huduser.gov/portal/datasets/cp.html>

Resources for Senior-Headed Households

Table A2-17 contains an inventory of the 168 senior rental units in Dinuba. As shown in Table A2-16, there are 314 total senior rental-occupied households, of which 188 are lower income. Based on this data, there is a 20-unit deficiency of available units for lower-income senior renter households.

Table A2-17 Inventory of Senior Housing

Housing Development	Address	Number of Units	Description
Haden Apartments	315 E Tulare St, Dinuba, CA 93618	24	Rental units for seniors or individuals 55 and older with a disability.
Euclid Village	600 N Euclid Ave, Dinuba, CA 93618	5	Handicap accessible units to serve disabled individuals and families
El Monte West Apartments	999 W El Monte Way, Dinuba, CA 93618	40	Family and senior housing.
Emperor Estates Senior Apartments	350 North M St, Dinuba, CA 93618	61	Rental units for residents 55 years and older
West Northway Apartments	245 W Northway, Dinuba, CA 93618	38	Rental units for seniors disabled individuals.
Total units:		168	

Source: Housing Authority of Tulare County, <https://www.hatc.net/subsidized-housing-referral-listing.php>, Accessed June 2023.

Table A2-18 provides information for Dinuba Senior Centers, which offers activities and programs for all seniors (age 55 and over). The organization offers luncheon events, private meeting room rentals, weekly activities, a local newsletter, and a broad range of senior resource information. The Cutler-Orosi Senior Center is a senior center in the nearby community of Cutler that offers a similar range of services and resources.

Table A2-18 Senior Resource Centers (Dinuba)

Organization	Phone	Address
Dinuba Senior Center	559.591.2450	437 N. Eaton Ave., Dinuba, CA 93618
Cutler-Orosi Senior Center	559.528.6108	12691 Ave 408, Cutler, CA 93615

Source: CSET.org, <https://www.cset.org/senior-services?rq=senior%20centers> accessed June 2023.

Housing Plan Program 8 directs the City to support the development of affordable housing for residents with special needs, including seniors, by implementing permit streamlining and pursuing funding to facilitate affordable housing development for special needs populations.

Persons with Disabilities (including Developmental Disabilities)

Table A2-19 identifies the number of residents with one or more disabilities. In Dinuba, 4.4 percent of the total population has one type of disability, while 3.8 percent report two or more disabilities. The total share of population with a disability is smaller in Dinuba than the county and state averages. Among those with a disability, 53.9 percent have one disability, while 46.1 percent have two or more types of disability.

Table A2-19 Population by Number of Disabilities

Jurisdiction	Total	With One Type of Disability	With two or More types of Disability	No Disability
Dinuba	24,355	1,071	915	22,369
Percent		4.4%	3.8%	91.9%
Tulare County	459,748	28,405	25,355	405,988
Percent		6.2%	5.5%	88.3%
California	38,838,726	2,089,065	2,057,886	34,691,775
Percent		5.4%	5.3%	89.3%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C18108.

Table A2-20 summarizes the population with a disability by age. In Dinuba, residents 65 years and older make up the largest population of disabled individuals at 29.1 percent of the total population. This percentage is lower than the countywide average of 41.0 percent and the statewide average of 34.2 percent. Residents under 18 years old age account for the smallest percentage of those with a disability at 3.9 percent.

Table A2-20 Disability by Age for the Total Population

Jurisdiction	Total	Under 18 Years	18 to 64 Years	65 Years and Older
Dinuba	24,355	345	1,160	481
Percent		3.9%	8.4%	29.1%
Tulare County	459,748	6,680	25,918	21,162
Percent		4.7%	9.8%	41.0%
California	38,838,726	306,806	1,944,580	1,895,565
Percent		3.4%	8.0%	34.2%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C18108

Table A2-21 identifies residents with a developmental disability by age. In Dinuba, the majority of residents with a developmental disability are under 18 years old, which is consistent with both the state and county.

Table A2-21 Developmental Disability by Age

Jurisdiction	Under 18 Years	18 Years and Older	Total Population with a Developmental Disability
Dinuba	194	132	326
Tulare County	3,201	3,071	6,272
California	192,384	185,353	377,737

Source: DDS Quarterly Consumer Report, December 2021.

Table A2-22 includes data summarizing the housing location of residents with developmental disabilities. 385 residents with a developmental disability in Dinuba live in the home of a parent, family member, or guardian. An additional 47 residents live in an independent/supported living facility, 29 residents live in community care facilities, 11 residents live in intermediate care facilities, and fewer than 11 residents live in foster/family homes. Many individuals with a disability, including developmental disability, live on a small, fixed income, limiting their ability to pay for housing. Individuals with mental, physical, and developmental disabilities need affordable, conveniently located housing that has been (or can be) specially adapted to address accessibility issues and include on- or off-site support services, including inpatient/outpatient day-treatment programs.²

Table A2-22 Developmental Disability by Residence

Residence Type	City of Dinuba	Tulare County	California
Home of Parent/Family/Guardian	300	4,652	309,381
Independent/Supported Living	16	389	27,881
Community Care Facility	<11	526	23,728
Intermediate Care Facility	0	93	6,188
Foster/Family Home	<11	76	8,288
Other	0	27	4,792
Total	>316	>5,763	380,258

Source: California Department of Developmental Services, DDS Quarterly Consumer Report, January 2022.

The Supplemental Security Income (SSI) program, administered by the U.S. Social Security Administration, provides monthly payments to people with disabilities and older adults who have little or no income or resources, and is a proxy for the number of persons with disabilities who may have housing needs because of their low incomes. As of December 2021, 14,228 SSI recipients in Tulare County were receiving benefits because they were blind or disabled³.

Resources for Persons with Disabilities

Table A2-23 identifies 46 rental units for residents with a disability in Dinuba. There are 1,641 residents over 18 years old with a disability in the city (Table A2-20). Therefore, there is a need for additional housing for residents with a disability. Tulare County provides In-Home Supportive Services (IHSS) which

² HCD. 2024. People with Disabilities, Including Developmental Disabilities. <https://www.hcd.ca.gov/planning-and-community-development/housing-elements/building-blocks/people-disabilities-including-developmental-disabilities#:~:text=Individuals%20with%20mental%2C%20physical%2C%20and,with%20HIV/AIDS%2C%20etc.>

³ Source: U.S. Social Security administration. SSI Recipients by State and County, 2021.

https://www.ssa.gov/policy/docs/statcomps/ssi_sc/2021/ca.html

Note: Although these figures can give a sense of the proportion of the population with different types of disabilities, a much smaller proportion of the population may actually require specially adapted housing to accommodate disabilities.

pays for services that enable aged, blind, and disabled individuals to continue living safely in their own homes and avoid or delay the need for nursing home care.⁴ Additionally, the Porterville Developmental Center (50 miles from Dinuba) provides residential services for individuals 18 years or older who have serious medical and/or behavior problems for which appropriate services are not currently available through community resources.⁵

Table A2-23 Inventory of Housing for People with Disabilities

Housing Development	Address	Number of Units	Description
Euclid Village	600 N Euclid Ave, Dinuba, CA 93618	5	Handicap accessible units to serve disabled individuals and families
North Park Apartments	1655 N Crawford Ave, Dinuba, CA 93618	3	Rental units for disabled individuals.
West Northway Apartments	245 W Northway, Dinuba, CA 93618	38	Rental units for disabled individuals.
Total Units		46	

Source: Housing Authority of Tulare County, <https://www.hatc.net/subsidized-housing-referral-listing.php>, Accessed June 2023.

Housing Plan Program 8 directs the City to support the development of affordable housing for residents with special needs, including those with a disability, by implementing permit streamlining and pursuing funding to facilitate affordable housing development for special needs populations.

Large Households

Table A2-13 above provides information on large households by tenure, while Table A2-14 examines overcrowding severity by tenure. As shown in these tables, there are 1,841 large households in Dinuba, 57.7 percent of which are renter-occupied while 43.4 percent are owner-occupied.

Resources for Large Households

Table A2-24 compares the number of large households to the number of large units. Units with five or more rooms provide housing options for large households and reduce overcrowding. As shown, there are 40 units in Dinuba with five or more bedrooms but more than 1,841 large households, leaving a resource gap of more than 1,800 units. Extending the analysis to include units with four or more bedrooms (1,427), the remaining resource gap is 414 units.

Table A2-24 Housing Units for Large Families

Total Occupied Housing Units	Total Large Households	Renter-Occupied Large Households	Units with 4 Bedrooms	Units with 5 or more Bedrooms	Total Units with 4 or More Bedrooms
Dinuba	1,841	1,063	1,387	40	1,427

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Tables B25042, B25009.

Housing Plan Program 8 directs the City to support the development of affordable housing for residents with special needs, including large households, by implementing permit streamlining and pursuing funding to facilitate affordable housing development for special needs populations.

⁴ Tulare County. 2024. In-Home Supportive Services. <https://tchhsa.org/eng/human-services/in-home-supportive-services-ihss/>

⁵ California Dept. of Developmental Services. 2024. <https://www.dds.ca.gov/services/state-facilities/porterville-dc/>

Female-Headed Households

Table A2-25 identifies single female-headed households with their own children under age 18. The table values do not include female-headed households with unrelated dependents. Dinuba has 1,910 single female-headed households with their own children under 18, representing 30.1 percent of total households. This percentage is greater than in the county (24.3 percent) and the state (26.2 percent).

Table A2-25 Single Female-Headed Households

Jurisdiction	Total Households	Single Female-Headed Households*	Percent
Dinuba	6,354	1,910	30.1%
Tulare County	139,044	33,727	24.3%
California	13,103,114	3,430,426	26.2%

Notes: Single Female-Headed Households with own children under age 18, does not include unrelated dependents.

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B11012.

Table A2-26 compares female-headed households with children by poverty status. In Dinuba, 43.2 percent of female-headed households earn an income below the poverty line. This percentage is higher than countywide (36.3 percent) and statewide (21.5 percent).

Table A2-26 Female-Headed Family Households with No Spouse Present, by Poverty Status

	City of Dinuba	Percent	Tulare County	Percent	California	Percent
Below Poverty Line	752	43.2%	8,689	36.3%	364,236	21.5%
Above Poverty Line	987	56.8%	15,222	63.7%	1,329,038	78.5%
Total	1,739		23,911		1,693,274	

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B17010.

Table A2-27 summarizes female-headed family households with no spouse present by poverty status and tenure in Dinuba. Of the 752 female-headed family households with incomes below the poverty level, the majority (614 households, 81.6 percent) are renters, while 138 own their home.

Table A2-27 Female-Headed Family Households with No Spouse Present, by Poverty Status and Tenure, City of Dinuba

	Total	Renter-Occupied	Owner-Occupied
Below Poverty Line	752	614	138
Above Poverty Line	987	436	551
Total	1,739	1,050	689

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B17019.

Resources for Single-Parent and Female-Headed Households

Lower-income female-headed households can access existing affordable housing options in the city and through the County's Housing Choice Voucher (HCV) program. Tulare County Community Services Employment Training (CSET) operates family resource centers located in the city of Tulare and Earlimart that provide families with access to services ranging from nutrition and health education to housing and utility assistance to employment training. Each resource center has established partnerships and referral

processes with local agencies, food pantries, and the faith-based community, to provide assistance quickly.

Core services of the Tulare County Family Resource Network include family advocacy, parenting education, ongoing intensive family support services, resource and referrals to partner agencies, family health and wellness, home visitation and child development services.

Table A2-28 provides information on resources for single parents located throughout Tulare County and available to all Dinuba residents.

Table A2-28 Single-Parent Resources

Organization	Phone	Address
Tulare County Resource Center	559.684.1987	304 E. Tulare Ave., Tulare, CA 93274
Earlimart Family Resource Center	661.849.2960	176 N. Front St., Earlimart, CA 93219
CalWORKS Child Care Program	559.624.8100	1845 North Dinuba Boulevard, Visalia, CA

Source: Tulare County CSET, <https://www.cset.org/> accessed June 2023.

Tulare County Family Resource Center Network, <http://www.tcfrcn.org/> accessed June 2023.

California Department of Social Services, *CalWORKS Child Care Program*, <https://www.cdss.ca.gov/calworks-child-care> accessed June 2023.

Housing Plan Program 8 directs the City to support the development of affordable housing for residents with special needs, including single-parent female-headed households, by pursuing funding to facilitate affordable housing development.

Extremely Low-Income Residents

Table A2-29 identifies extremely low-income households by tenure in Dinuba. Renter-occupied households make up a larger percentage of total extremely low-income households with 82.0 percent. There are 996 extremely low-income households in Dinuba, comprising 15.7 percent of total households in the city.

Table A2-29 Extremely Low-Income Households by Tenure

Jurisdiction	Income <=30% HAMFI		Total
	Owner-Occupied	Renter-Occupied	
Dinuba	179	817	996
Percent	18.0%	82.0%	15.7% of total households

Source: US Housing and Urban Development, CHAS 2015-19 (5-Year Estimates), Table 7.

Table A2-30 summarizes cost burdens among extremely low-income households in Dinuba. As shown, 150 of 179 extremely low-income owner-occupied households and 734 of 817 extremely low-income renter-occupied households are experiencing a housing cost burden of over 30 percent of the household income.

Table A2-30 Extremely Low-Income Households Overpaying by Tenure

Jurisdiction	Owner-Occupied			Renter-Occupied			Total ELI Households
	Cost Burden <30%	Cost Burden 30% - 50%	Cost Burden >50%	Cost Burden <30%	Cost Burden 30% - 50%	Cost Burden >50%	
Dinuba	29	25	125	83	184	550	996
Percent	2.9%	2.5%	12.6%	8.3%	18.5%	55.2%	100.0%

Source: US Housing and Urban Development, CHAS 2015-19 (5-Year Estimates), Table 7.

Analyzing the overlap between special needs groups and extremely low-income households can provide a deeper understanding of each population. The CHAS dataset used to analyze extremely low-income households above also provides data on senior households, householders with a disability and large households. Table A2-31 compares total extremely low-income households among the total population, seniors, and residents with a disability. As shown, among the 996 extremely low-income households, 162 are senior households, 385 are households where the householder has at least one disability, and 214 are large households.

Table A2-31 Extremely Low-Income Households

	Total	Senior Households	Householders with a Disability	Large Households
Dinuba	996	162	385	214
Percent	100%	16.3%	38.7%	21.5%

Source: US Housing and Urban Development, CHAS 2015-15 (5-Year Estimates), Tables 6 and 7.

The CHAS dataset does not include data for female headed households; however, as shown in Table A2-27, there are 752 female-headed family households with incomes below the poverty line.

Resources for Extremely Low-Income Households

Table A2-32 includes an inventory of affordable housing in Dinuba. As shown, there are 768 affordable units in the city. These units serve households making less than 80 percent of the AMI. Based on the identified need (996 extremely low-income households) there is a need for additional units affordable to extremely low-income households in the city.

Table A2-32 Inventory of Public Assisted Complexes, Dinuba

Name	Address	City	Zip	Affordable Units
College Park Apartments	1850 South College Avenue	Dinuba	93618	53
Greene Street Townhomes	1600 S. Green Avenue	Dinuba	93618	28
North Park Apartments	1655 North Crawford Avenue	Dinuba	93618	79
Parkside Village Apartments	1151 N. Villa Avenue	Dinuba	93618	75
North Park Apartments II	1435 North Crawford Avenue	Dinuba	93618	80
Euclid Village	600 N. Euclid Avenue	Dinuba	93618	56
Dinuba Senior Apartments	350 N. M Street	Dinuba	93618	61
Viscaya Gardens	1000 Rosemary Avenue	Dinuba	93618	47
El Monte West Apartments	999 West El Monte Way	Dinuba	93618	39
Grace & Laughter Apartments	1051 N. Eaton Avenue	Dinuba	93618	39

Name	Address	City	Zip	Affordable Units
Sierra Village II	1375 N Crawford Ave	Dinuba	93618	63
Garden Estates	1400 South Green	Dinuba	93618	43
West Northway Apartments	245 W. Northway	Dinuba	93618	38
Dinuba Manor	1333 South Greene Avenue	Dinuba	93221	24
Dinuba Village	1375 N. Crawford Avenue	Dinuba	93618	43

Source: California Housing Partnership, 2023.

To address the needs of extremely low-income households, the City will implement Housing Plan Program 8 to support affordable housing development and remove constraints to, and support the development of, housing types that may fit the needs of extremely low-income residents, such as supportive housing.

The Housing Authority of Tulare County (HATC) provides assistance to lower and moderate-income families in need of housing through the HCV program throughout the county. The HATC currently administers approximately 700 public housing units, 3,100 HCV units, and 860 units of local, non-traditional housing.⁶ According to the HATC, 122 households use HCVs in Dinuba. When accounting for both housing units affordable to low-income households and HCVs, there is a resource gap of 106 extremely low-income households in need of housing assistance in Dinuba.

Table A2-33 summarizes resources available for extremely low-income residents of Dinuba. The HATC offers rental assistance for low-income families. Open Gate Ministries provides rental and utility assistance to low-income Dinuba residents.

To meet the needs of extremely low-income households, the City will implement Housing Plan Program 11 to connect extremely low-income households with available housing assistance resources, including the HCV program. The City will also implement Housing Plan Program 8 to support the development of affordable housing for residents with special needs, including extremely low-income households, by implementing permit streamlining, offering regulatory concessions and incentives for affordable housing for extremely low-income households, and pursuing funding to facilitate affordable housing development.

Table A2-33 Extremely Low-Income Resources

Organization	Phone	Address
Housing Authority of Tulare County: Dinuba	559.591.4286	1435 College Avenue Dinuba, CA
Open Gate Ministries	559.734.7921	511 N. K Street Dinuba, CA

Source: Housing Authority of Tulare County, <https://www.hatc.net/contact.php> accessed June 2023.
Open Gate Ministries, <https://opengatedinuba.com/> accessed June 2023.

Farmworkers

Farmworkers and day laborers are an essential component of California's agriculture industry. Farmers and farmworkers are the cornerstone of the larger food sector, which includes the industries that provide farmers with fertilizer and equipment; farms to produce crops and livestock; and industries that process, transport, and distribute food to consumers. Farmworker households are often compromised

⁶ U.S. Department of Housing and Urban Development, Housing Authority of Tulare County, https://www.hud.gov/program_offices/public_indian_housing/programs/ph/mtw/tulare accessed June 2023.

of extended family members or single male workers. Farmworkers make up the majority of the agricultural labor sector and include individuals whose primary income is earned through either seasonal or permanent agricultural labor.

Migrant farmworkers as a group consist of individuals who travel not only across county lines but also from one major geographic region of California to another to find work. Travel for work prevents them from returning to their primary residence every evening. Many migrant farmworkers are single males, most of whom are married and migrate alone to support their families who live at home base. However, there are many migrant families who have more than one employed member.

When workloads increase during harvest periods, the labor force is supplemented by seasonal labor, often supplied by a labor contractor. Non-migrant seasonal farmworkers consist of individuals who work only during a harvest season, and are able to return to their primary residence every evening. This group, which includes cannery workers, is fairly significant, and includes more than half of all farmworkers in the state. Permanent farmworkers comprise the smallest group of individuals employed in agriculture. Permanent farmworkers are employed year-round, usually by one employer in the agricultural industry. This group generally lives in rural areas in permanent housing provided by the grower. Providing migratory or seasonal farmworkers with affordable shelter has long presented a problem. Traditionally, growers offered some level of shelter to workers, yet the availability of grower-offered housing has dramatically decreased over the last twenty years. While housing for farmworkers is most convenient when located on or adjacent to farms, housing affordable at very low-income levels tends to be more feasible in cities. Housing in cities, with services located nearby, may also be more suitable for seasonal farmworkers whose families live with them. Increasingly, farmworkers are living in cities on a year-round basis, especially in existing single family rental units in older neighborhoods that offer relatively low-cost housing and its central location in relation to farmland.

According to a study conducted by the University of California, Merced, farmworker households frequently experience high poverty rates, severe overcrowding, and poor housing conditions, with a majority renting and living in substandard environments due to their typically lower incomes and face a disproportionate need for more affordable housing. These housing issues, combined with the demanding and poorly compensated nature of farmwork, often lead to negative health outcomes and exacerbate respiratory and infectious diseases.⁷

In Tulare County, the average wage for persons employed as farmworkers in 2024 is \$17.42 per hour, or \$36,228 annually.⁸ As discussed in Section A2.5, this salary is considered low-income and insufficient to afford the average asking market rent in Dinuba without incurring a housing cost burden.

The U.S. Department of Agriculture (USDA) provides countywide farmworker population data generated through the Census of Agriculture. The most recent Census of Agriculture data (2017) identified 23,233 farmworkers in the county.⁹

Table A2-34 provides ACS data for the total farmworker population in Dinuba and Tulare County in 2020. Dinuba had 2,022 farm workers in 2020, representing 7.1 percent of the total farmworker population in the county.

⁷ Farmworker Health in California. UC Merced. August 2022.

https://clc.ucmerced.edu/sites/clc.ucmerced.edu/files/page/documents/fwhs_report_2.2.2383.pdf?_gl=1*1rg0e9w*_ga*MTU3Njc2MDMzNS4xNzA4OTk2Nzg*_ga_TSE2LSBDQZ*MTcwODk5Njc4MC4xLjAuMTcwODk5Njc4MC42MC4wLjA.

⁸ California Housing Partnership. 2024. Tulare County 2024 Affordable Housing Needs Report. https://chpc.net/wp-content/uploads/2024/05/Tulare_Housing_Report.pdf

⁹ U.S. Department of Agriculture, *2017 Census of Agriculture*, <https://www.nass.usda.gov/AgCensus/> accessed June 2023.

Table A2-34 Farmworker Population (2020)

Jurisdiction	Farmworkers
Dinuba	2,022
Percent	7.1%
Total Tulare County	28,627
Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C24050.	

The USDA Census of Agriculture reported the presence of 1,800 farms with a total of 20,531 workers in Tulare County in 2017 (see Table A2-35). The majority of the farmworkers were seasonal, working fewer than 150 days per year.

Table A2-35 Farmworkers in Tulare County by Days Worked (2022)

Farm Type	Number of Farms	Number of Workers
150 Days or More (Year-Round)		
Small Farms (fewer than 10 workers per farm)	941	2,628
Large Farms (10 or more workers per farm)	395	9,812
Subtotal	1,336	12,440
Fewer than 150 Days (Seasonal)		
Small Farms (fewer than 10 workers per farm)	810	2,216
Large Farms (10 or more workers per farm)	195	5,875
Subtotal	1,005	8,091
Total	2,341	20,531
Source: USDA. 2022 Census of Agriculture - County Data. https://www.nass.usda.gov/Publications/AgCensus/2022/Full_Report/Volume_1,_Chapter_2_County_Level/California/st06_2_007_007.pdf		

Resources for Farmworkers

A privately-operated farm worker housing project called Collegeville Farm Workers provides housing for approximately 40 to 50 workers in the city. Additionally, the HATC operates 191 housing units at the Linnel Farm Labor Center, located on Walnut Avenue and Road 156, about 20 miles from Dinuba. La Puente apartments is located on North Bridge Street in Visalia and provides an additional 15 units for farmworkers. The HATC requires low-income farm worker families to pay 30 percent of their adjusted gross income towards rent. Any additional rent is paid for by the USDA Rural Development program. As reported in Table A2-34 above, there were more than 2,000 farmworkers living in Dinuba in 2020. Accounting for affordable housing units, HCVs, and nearby farmworker housing, there is a resource gap of 926 units affordable to farmworkers in Dinuba. Additionally, farmworkers often face access barriers to housing and assistance programs due to language differences.

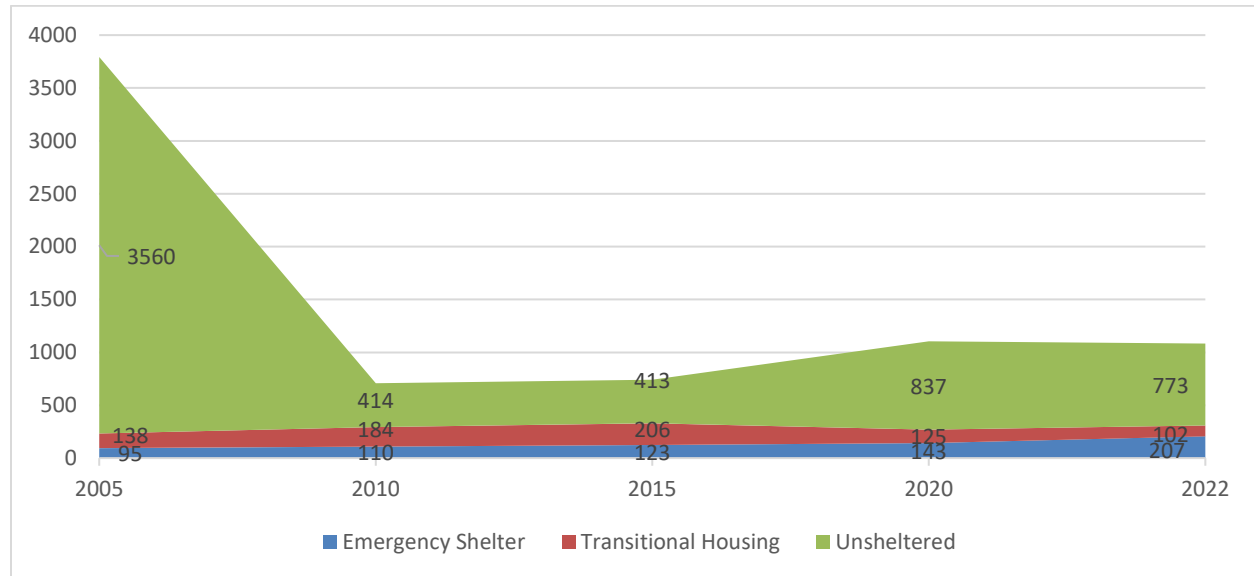
Currently, farm employee housing with six or fewer employees is allowed in the AN, RA, R, and RM zoning districts, and farm employee housing up to 36 beds in group quarters or up to twelve units or spaces designed for use by a single family or household is allowed in the AN zone.

To address the needs of farmworkers, the City will implement Housing Plan Programs 6 and 8 to support affordable housing development and remove constraints to development of housing types that may fit the needs of farmworkers, such as employee housing.

Persons Experiencing Homelessness

Figure A2-2 shows total households experiencing homelessness by living situation between 2005 to 2022. As shown, 2005 had the highest reported number of households (3,793) within the Continuum of Care (CoC), the majority of which were unsheltered. Data for 2022 indicates that 1,082 households were experiencing homelessness, including 773 that were reported as unsheltered.

Figure A2-2 Homelessness by Type Over Time, Households, Kings/Tulare CoC



Source: U.S. HUD, CoC Homeless Populations and Subpopulations Reports (2005, 2010, 2015, 2020, 2022).

CoC data identifies persons experiencing homelessness by type and race across the regions CoC for the year 2020. Among those counted, 92 percent identified as white, nine percent as Black/African American, and seven percent as American Indian or Alaska Native. Regarding ethnicity, 45 percent identify as Hispanic/ Latino (of any race).

The Kings Tulare Homeless Alliance conducted a Point-in-Time count in 2023. Data from the Point-in-Time count is reported for Porterville, Visalia, Tulare, and the balance of the county. Among those counted, there were a total of 1,053 people experiencing homelessness. Approximately 97 percent of this population lives in either Porterville, Tulare, or Visalia, while the remaining three percent (36 residents) live throughout all other jurisdictions, including Dinuba. Table A2-36 identifies those counted in 2023.

Table A2-36 Homelessness by Type (2023)

Jurisdiction	Emergency Shelter	Transitional Housing	Unsheltered	Total
Balance of County, including Dinuba	5	0	31	36
Porterville	56	16	227	299
Tulare	21	36	227	284
Visalia	83	57	294	434

Source: Kings/Tulare Homeless Alliance, 2023 Point in Time Report, July 7, 2023.

Resources for Persons Experiencing Homelessness

Emergency shelters for up to six persons are currently a permitted use in Dinuba in the C-2 zone. Emergency shelters are also allowed by use permit in the RM zone.

There is one emergency shelter located in Dinuba offering short-term housing and basic amenities to those in need. Open Gate Ministries located on North K Street provides 34 beds, which is likely sufficient to provide shelter for unsheltered individuals in the city. Additional shelters are available in Visalia about 20 miles south of Dinuba. Visalia Rescue Mission provides 50 beds to men 18 years and older and 40 beds to women and children. The City partnered with Self-Help Enterprises to develop Sierra Village II, an affordable multifamily housing development with 64 units, including nine permanent supportive housing units.

To address the needs of homeless individuals, the City will implement Housing Plan Programs 1 and 6 to support the development of shelter housing and supportive services for people experiencing homelessness.

A2.11 Housing Stock Characteristics

A community's housing stock is defined as the collection of all housing units located within the jurisdiction. The characteristics of the housing stock, including growth, type, age, condition, tenure, vacancy rates, housing costs, and affordability are important in determining the housing needs for the community. The following sections detail the housing stock characteristics of Dinuba to identify how well the current housing stock meets the needs of current and future residents.

A2.12 Housing Growth

Table A2-37 summarizes the growth in the housing stock in Dinuba by providing the total number of units constructed each decade from 1980 and 2020. The largest growth rate occurred between 2000 and 2010 with a 25.7 percent change during this 10-year period. Between 1980 and 2010, the housing stock grew by at least 20 percent each decade. Between 2010 and 2020, however, production slowed. During this time, the number of housing units in the city grew by 11.7 percent.

Table A2-37 Total Housing Units Over Time (1980 to 2020)

Jurisdiction	1980	1990	2000	2010	2020
Dinuba	3,182	3,836	4,670	5,868	6,552
Percent Change		+20.6%	+21.7%	+25.7%	+11.7%

Source: U.S. Census Bureau, Census 1980(STF1:T65), 1990(STF1:H1), 2000(SF1:H1); ACS 16-20 (5-year Estimates), Table B25001.

A2.13 Housing Type and Tenure

Table A2-38 identifies the total housing units by type in Dinuba, Tulare County, and California. In Dinuba, single-family detached homes comprise the majority of the housing stock, with 69.8 percent of total units. This percentage is less than the county average (75.0 percent) but more than the statewide average (57.7 percent). The second most common housing type are 5-to-9-unit complexes, providing 9.0 percent of the total units in the city.

Table A2-38 Total Housing Units by Type

Jurisdiction	Total	1 unit, Detached	1 unit, Attached	2 units	3 or 4 units	5 to 9 units	10 to 19 units	20 to 49 units	50 or more units	Mobile Home	Boat, RV, Van, etc.
Tulare County	6,552	4,571	152	200	367	589	354	54	80	180	5
Percent		69.8%	2.3%	3.1%	5.6%	9.0%	5.4%	0.8%	1.2%	2.8%	0.1%
Dinuba	150,079	112,528	4,416	3,704	7,936	4,077	2,262	2,362	3,535	9,096	163
Percent		75.0%	2.9%	2.5%	5.3%	2.7%	1.5%	1.6%	2.4%	6.1%	0.1%
California	14,210,945	8,206,621	1,009,488	339,846	773,994	840,296	721,132	705,450	1,083,247	515,666	15,205
Percent		57.7%	7.1%	2.4%	5.4%	5.9%	5.1%	5.0%	7.6%	3.6%	0.1%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C24050.

Table A2-39 indicates housing units by tenure. In Dinuba, 53.1 percent of units are owner-occupied compared to 46.9 percent renter-occupied. This percentage is similar to the county (57.1 percent owner-occupied) and the statewide average (55.3 percent).

Table A2-39 Housing Units by Tenure

Jurisdiction	Total	Owner-Occupied	Renter-Occupied
Dinuba	6,354	3,375	2,979
Percent		53.1%	46.9%
Tulare County	139,044	79,353	59,691
Percent		57.1%	42.9%
California	13,103,114	7,241,318	5,861,796
Percent		55.3%	44.7%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25042

A2.14 Vacancy Rate

Table A2-40 provides data on vacancy status by type for all vacant units. Vacant units comprise approximately three percent of total units. Of the total vacant units in Dinuba, units for rent make up the largest percentage of total vacant units. These units make up 46 percent of total vacant units in the city, greater than both the county average (14 percent) and statewide average (20.6 percent). Compared to the county and state, the city has far fewer vacant units for seasonal, recreational, or occasional use. In Dinuba, 5.6 percent of vacant units fall within this category, compared to 27.2 percent in the county and 34.1 percent statewide.

Table A2-40 Vacancy Status by Type for Total Vacant Units

Jurisdiction	Total	For Rent	Rented, Not Occupied	For Sale Only	Sold, Not Occupied	For Seasonal, Recreational, or Occasional Use	For Migrant Workers	Other Vacant
Dinuba	198	91	-	35	-	11	-	61
Percent		46.0%	0.0%	17.7%	0.0%	5.6%	0.0%	30.8%
Tulare County	11,035	1,542	449	901	398	3,004	39	4,702
Percent		14.0%	4.1%	8.2%	3.6%	27.2%	0.4%	42.6%
California	1,107,831	227,993	54,898	77,702	53,437	378,023	3,326	312,452
Percent		20.6%	5.0%	7.0%	4.8%	34.1%	0.3%	28.2%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25004

A2.15 Housing Unit Size

Table A2-41 provides housing unit size data for Dinuba, Tulare County, and California. In Dinuba, three-bedroom units (49.2 percent) are the most common housing type, followed by two-bedroom (22.0 percent) and four-bedroom units (21.8 percent). This is similar to the statewide housing unit size trend; however, there is a notably larger percentage of three-bedroom units in Dinuba and Tulare County when compared to the state.

Table A2-41 Housing Unit Size

Jurisdiction	Total	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	5 or more Bedrooms
Dinuba	6,354	122	277	1,399	3,129	1,387	40
Percent		1.9%	4.4%	22.0%	49.2%	21.8%	0.6%
Tulare County	139,044	2,322	7,462	33,867	67,094	25,533	2,766
Percent		1.7%	5.4%	24.4%	48.3%	18.4%	2.0%
California	13,103,114	547,466	1,686,731	3,527,970	4,418,085	2,336,619	586,243
Percent		4.2%	12.8%	26.9%	33.7%	17.8%	4.4%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25042

A2.16 Age and Condition of Housing Stock

Table A2-42 provides data on the total occupied housing units by year built. Dinuba saw the most growth between 1970 and 1979. During this period, 1,289 units were constructed, representing 20.3 percent of the housing stock. Similarly, growth trends for Tulare County and California indicate that the largest percentage of units were constructed in the 1970s, with 20.3 percent in Tulare County and 17.5 percent in California. Notably, more than half (51.6 percent) of the housing stock in Dinuba was built prior to 1980 and is more than 40 years old.

Table A2-42 Total Occupied Housing Units by Year Built

Jurisdiction	Total	2014 or later	2010 to 2013	2000 to 2009	1990 to 1999	1980 to 1989	1970 to 1979	1960 to 1969	1950 to 1959	1940 to 1949	1939 or earlier
Dinuba	6,354	316	454	884	885	538	1,289	469	643	470	406
Percent		5.0%	7.2%	13.9%	13.9%	8.5%	20.3%	7.4%	10.1%	7.4%	6.4%
Tulare County	139,044	5,070	4,655	22,770	20,677	20,078	25,486	13,063	12,537	7,205	7,503
Percent		5.0%	7.2%	13.9%	13.9%	8.5%	20.3%	7.4%	10.1%	7.4%	6.4%
California	13,103,114	294,667	234,646	1,432,955	1,448,367	1,967,306	2,290,081	1,740,922	1,767,353	763,029	1,163,788
Percent		2.2%	1.8%	11.0%	11.1%	15.1%	17.5%	13.3%	13.5%	5.8%	8.9%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25036

Table A2-43 provides information on substandard housing units. In Dinuba, there is a larger percentage of units lacking kitchen facilities (0.4 percent of total units) compared to units lacking plumbing facilities (0.2 percent). This is similar to both the state and county. By comparison, Dinuba substandard housing units comprise a lower percent of total units (0.6 percent) compared to the county average (1.1 percent) and statewide average (1.6 percent).

The City's Planning and Code Enforcement divisions estimate that five percent of housing units (318 units) are dilapidated, 12 percent (762 units) are in need of major repair, and 20 percent (1,272 units) in need of minor repairs. Concentrated areas of substandard housing in the city are in southeast and southern portions of the city, which are older neighborhoods closest to the downtown core area. Enforcement staff regularly distribute information about the City's home rehabilitation program to property owners undergoing enforcement.

Table A2-43 Substandard Housing Units

Jurisdiction	Total Housing Units	Lacking Plumbing Facilities	Lacking Kitchen Facilities
Dinuba	6,354	15	27
Percent		0.2%	0.4%
Tulare County	139,044	481	971
Percent		0.4%	0.7%
California	13,103,114	54,342	151,660
Percent		0.4%	1.2%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25049

As described in Chapter A7, Program 10, the City will continue to support housing assistance providers that offer housing rehabilitation assistance for owner-occupied households by applying for funding opportunities and expanding awareness of available rehabilitation programs.

A2.17 Housing Costs

Median Home Sale Price

Table A2-44 provides information on the median housing value in Dinuba and comparable jurisdictions from 1980 to 2020. As shown, prices rose steadily from 1980 to 2000, before experiencing a large increase in value from 2000 to 2010. Median home values increased by 105.2 percent during this period. Increases in value have slowed since 2010, with growth between 2010 and 2020 at 7.0 percent. Each jurisdiction listed in the table experienced a similar pattern of growth in home values, including an extreme spike in value between 2000 and 2010. Porterville is the only jurisdiction listed that saw a decrease in value during any decade (0.6 percent decrease between 2010 and 2020). According to Zillow analytics, the typical value for single-family homes in Dinuba (within the 65th to 95th percentile range) as of October 2024 (latest available data) is \$340,461.¹⁰ No information was available for condos.

¹⁰ Zillow.com. 2024. Housing Data. <https://www.zillow.com/research/data/>

Table A2-44 Median Housing Value Over Time (1980 to 2020)

Jurisdiction	1980	1990	2000	2010	2020
Dinuba	46,400	67,200	95,700	196,400	210,100
Percent Change		44.8%	42.4%	105.2%	7.0%
Exeter	44,300	67,900	94,800	211,400	224,000
Percent Change		53.3%	39.6%	123.0%	6.0%
Farmersville	36,000	49,100	77,600	151,300	173,800
Percent Change		36.4%	58.0%	95.0%	14.9%
Lindsay	38,600	56,300	78,000	162,100	189,700
Percent Change		45.9%	38.5%	107.8%	17.0%
Porterville	52,300	70,800	92,200	183,200	182,100
Percent Change		35.4%	30.2%	98.7%	-0.6%

Note: Data are not inflation-adjusted to current 2022 dollars.

Source: U.S. Census Bureau, Census 1980(ORG STF1), 1990(STF3), 2000(SF3); ACS 06-10, 16-20 (5-year Estimates), Table B25077.

Housing Rents

According to the 2016-2020 ACS, the median gross rent in Dinuba was \$963 per month (Table A2-45). This was slightly lower than the median for the county at \$974 and significantly lower than the state average of \$1,586.

Table A2-45 Median Gross Rent, 2020

	City of Dinuba	Tulare County	City % of County	California	City % of State
Median Gross Rent	\$963	\$974	98.9%	\$1,586	60.7%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25064.

Table A2-46 below provides data on median gross rent from 1980 to 2020. Median gross rent has grown from \$214 per month in 1980 to \$963 in 2020. Between 2000 and 2010, rents in the city grew by 57.2 percent. From 2010 to 2020, rents grew at a slower rate of 25.6 percent.

Table A2-46 Median Gross Rent Over Time, Dinuba

	1980	1990	2000	2010	2020
Median Gross Rent	\$214	\$376	\$488	\$767	\$963
Percent Change		75.7%	29.8%	57.2%	25.6%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25064.

Table A2-47 provides an overview of median rent for rental housing by number of bedrooms. The median rent data provided by Zumper shows the estimated rent for 2022 and 2023 in Dinuba. Rental prices for 1-2-bedroom units were lower in Dinuba than the county average but higher for 3-4-bedroom units.

Table A2-47 Median Rent by Number of Bedrooms

Jurisdiction	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Dinuba	N/A	\$795	\$1,000	\$1,900	\$2,200
Tulare County	\$660	\$850	\$1,425	\$1,800	\$1,995
California	\$1,643	\$1,964	\$1,996	\$2,349	\$2,785

Source: Zumper.com, Rental data, 2022 and 2023, accessed June 2023.

A2.18 Distribution of Owner-Occupied Units

Table A2-48 compares data on the number of owner-occupied housing units by race in Dinuba, Tulare County, and California. In Dinuba, most owner-occupied units are occupied by residents that identify as white (67.6). This rate is lower than in Tulare County (73.6 percent) and slightly higher than in California (66.7 percent).

Considering ethnicity, 79 percent of owner-occupied units are occupied by Hispanic/Latino residents of any race. This percentage is higher than in Tulare County (48.8 percent) and California (24.0 percent).

Table A2-48 Owner-Occupied Units by Race

Jurisdiction	White	Black	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic/Latino of any Race
Dinuba	2,281	8	45	68	4	561	408	2,665
Percent	67.6%	0.2%	1.3%	2.0%	0.1%	16.6%	12.1%	79.0%
Tulare County	58,375	710	784	2,682	45	10,916	5,841	38,702
Percent	73.6%	0.9%	1.0%	3.4%	0.1%	13.8%	7.4%	48.8%
California	4,831,347	286,043	48,100	1,111,582	18,182	576,852	369,212	1,741,159
Percent	66.7%	4.0%	0.7%	15.4%	0.3%	8.0%	5.1%	24.0%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25003.

A2.19 Housing Affordability

Table A2-49 shows the maximum amount that a household can pay for housing each month without incurring a cost burden (overpayment) for Dinuba. A summary of each income category's ability to pay for housing is provided below the table.

Table A2-49 Housing Affordability Matrix – Dinuba (2022)

	Annual Income Limits	Affordable Monthly Housing Costs	Rental Utility Allowance (2020)	Taxes, Insurance, Homeowners Association Fees	Affordable Rent	Affordable Home Price
Extremely Low Income (0-30% AMI)						
1-Person (Studio)	\$13,849	\$346	\$181	\$121	\$165	\$61,306
2-Person (1 BR)	\$15,584	\$390	\$202	\$136	\$188	\$68,382
3-Person (2 BR)	\$17,310	\$433	\$227	\$151	\$206	\$75,436
4-Person (3 BR)	\$19,045	\$476	\$263	\$167	\$213	\$82,512
5-Person (4 BR)	\$24,548	\$614	\$298	\$215	\$316	\$103,393
Very Low Income (30-50% AMI)						
1-Person	\$23,082	\$577	\$181	\$202	\$396	\$102,177
2-Person	\$25,973	\$649	\$202	\$227	\$447	\$113,971
3-Person	\$28,849	\$721	\$227	\$252	\$494	\$125,727
4-Person	\$31,741	\$794	\$263	\$278	\$531	\$137,520
5-Person	\$34,094	\$852	\$298	\$298	\$554	\$143,601
Low Income (50-80% AMI)						
1-Person	\$36,930	\$923	\$181	\$323	\$742	\$163,483
2-Person	\$41,557	\$1,039	\$202	\$364	\$837	\$182,353
3-Person	\$46,159	\$1,154	\$227	\$404	\$927	\$201,164
4-Person	\$50,786	\$1,270	\$263	\$444	\$1,007	\$220,032
5-Person	\$54,551	\$1,364	\$298	\$477	\$1,066	\$229,762
Median Income (80-100% AMI)						
1-Person	\$46,163	\$1,154	\$181	\$404	\$973	\$204,354
2-Person	\$51,946	\$1,299	\$202	\$455	\$1,097	\$227,941
3-Person	\$57,699	\$1,442	\$227	\$505	\$1,215	\$251,455
4-Person	\$63,483	\$1,587	\$263	\$555	\$1,324	\$275,040
5-Person	\$68,189	\$1,705	\$298	\$597	\$1,407	\$287,203
Moderate Income (100-120% AMI)						
1-Person	\$55,396	\$1,385	\$181	\$485	\$1,204	\$245,225
2-Person	\$62,335	\$1,558	\$202	\$545	\$1,356	\$273,529
3-Person	\$69,239	\$1,731	\$227	\$606	\$1,504	\$301,746
4-Person	\$76,179	\$1,904	\$263	\$667	\$1,641	\$330,048
5-Person	\$81,827	\$2,046	\$298	\$716	\$1,748	\$344,643

Assumptions:

1. Income limits are the 2021 HCD limits for Tulare County.
2. Affordable housing costs are 30 percent of gross household income.
3. Utility costs are based on Tulare County Housing Authority Utility Allowance Schedule for 2022.
4. Taxes, insurance, private mortgage insurance, and homeowners' association dues are calculated at 35 percent of monthly affordable cost.
5. Affordable home price assumes a 30-year fixed mortgage with a 7 percent interest rate and 10 percent down payment.
6. Taxes and insurance costs apply to owners only.

Sources: 2022 HCD Income Limits, Tulare County Housing Authority Utility Allowance Schedule, 2022.

Extremely Low-income Households

Extremely low-income households earn 30 percent or less of the county AMI. Extremely low-income households have an annual income of \$13,849 or below for a one-person household and \$24,548 or below for a five-person household. Extremely low-income households cannot afford market-rate rental or ownership housing in Dinuba. After deductions for utilities, an extremely low-income household can afford to pay approximately \$165 to \$316 in monthly rent. Given the cost of housing, extremely low-income households could not afford to purchase a home, as the affordable home price for extremely low-income households ranges from \$61,306 to \$103,393 depending on household size.

Very Low-income Households

Very low-income households earn between 31 and 50 percent of the county AMI – up to \$23,082 for a one-person household and up to \$34,094 for a five-person household in 2022. A very low-income household can generally afford homes offered at prices between \$102,177 and \$143,601, adjusting for household size. After deductions for utilities, a very low-income household can afford to pay approximately \$396 to \$554 in monthly rent, depending on household size. Given the cost of housing in Dinuba, very low-income households could not afford to purchase a home or rent an adequately sized unit.

Low-income Households

Low-income households earn between 51 and 80 percent of the county AMI – up to \$36,930 for a one-person household and up to \$54,551 for a five-person household in 2022. A low-income household can generally afford homes offered at prices between \$163,483 and \$229,762, adjusting for household size. After deductions for utilities, a low-income household can afford to pay approximately \$742 to \$1,066 in monthly rent, depending on household size. Finding appropriately sized market-rate rental housing can be challenging to households in this income group.

Median-Income Households

Median-income households earn between 80 and 100 percent of the county's AMI – up to \$46,163 for a one-person household and up to \$68,189 for a five-person household in 2022. The affordable home price for a moderate-income household range from \$204,354 to \$287,203. After deductions for utilities, a one-person median-income household could afford to pay up to \$973 in rent per month and a five-person low-income household could afford to pay as much as \$1,407. Finding appropriately sized market-rate rental housing can be challenging to households in this income group.

Moderate-Income Households

Moderate-income households earn between 100 and 120 percent of the county's AMI – up to \$55,396 for a one-person household and up to \$81,827 for a five-person household in 2022. The maximum affordable home price for a moderate-income household is \$245,225 for a one-person household and \$344,643 for a five-person family. Moderate-income households in Tulare County could afford to purchase a median priced home; however, finding an affordable adequately sized home could present a challenge for households earning incomes at the lower end of the moderate-income category. The maximum affordable rent payment for moderate-income households is between \$1,204 and \$1,748 per month. Appropriately sized market-rate rental housing is generally affordable to households in this income group.

Workforce Housing

Federal guidelines define workforce housing as housing that is affordable to households earning incomes within the range of 60 to 120 percent of the AMI (Tulare County, that range is \$50,580 to \$101,160). A broader definition of workforce housing is housing that is affordable to people who work in the county. A four-person household with an annual income of \$84,300 could afford monthly rent of \$1,845 for a three-bedroom housing unit and a home purchase price of \$304,998 without being burdened by housing costs. As noted in Table A2-48, the average monthly rental price for a three-bedroom unit is \$1,720, just below the affordable rent for the AMI for the county.

As noted in Table A2-4, the salary for the largest number of workers located in Tulare County (educational services, healthcare and social assistance) receives an annual median income of approximately \$52,534. At this median income level, a household of two would be considered low-income; if there were two children or dependents, then that household would be considered a low-income household.

Cost Burden

Table A2-50 and Table A2-51 identify cost-burdened households by tenure overtime in Dinuba. There has been a decrease in the number of owner-occupied cost-burdened households from 974 households in 2010 to 611 in 2020. Cost-burdened renter-occupied households show different results, indicating noticeable increases during the same time period, from 914 in 2010 to 1,277 in 2020.

Table A2-50 Cost Burdened Owner-Occupied Households Over Time

Jurisdiction	1980	1990	2000	2010	2020
Dinuba	211	254	546	974	611
Percent		20.4%	115.0%	78.4%	-37.3%

Note: Data are not inflation-adjusted to current 2023 dollars.

Source: U.S. Census Bureau, Census 1980 (ORG STF1), 1990 (STF3), 2000 (SF3); ACS 06-10, 16-20 (5-year Estimates), Table B25077.

Table A2-51 Cost Burdened Renter-Occupied Households Over Time

Jurisdiction	1980	1990	2000	2010	2020
Dinuba	293	563	560	914	1,277
Percent		92.2%	-0.5%	63.2%	39.7%

Note: Data are not inflation-adjusted to current 2022 dollars.

Source: U.S. Census Bureau, Census 1980(ORG STF1), 1990(STF3), 2000(SF3); ACS 06-10, 16-20 (5-year Estimates), Table B25077.

CHAS data provided by HUD provides information on cost burden by income category based on the HAMFI. This data is included in Table A2-52 below. While the totals do not align exactly with 2020 ACS data presented above, the CHAS data gives insight into which income categories are currently experiencing costs burdens in the city. As shown, households with income less than 50 percent of HAMFI experience a high rate of cost burden, including 874 of 996 extremely low-income households and 910 of 1,230 very low-income households. Most of the extremely low- and very low-income households experiencing cost burden are renters. However, low-income, median-income, and moderate-income households with cost burdens are more likely to own their home.

Table A2-52 Cost Burden by Income and Tenure

Row Labels	Owner-occupied	Renter-occupied	Grand Total
Household income is <= to 30% of HAMFI (extremely low income)	179	817	996
Housing cost burden is <= to 30%	29	83	112
Housing cost burden > 30% but <= to 50%	25	184	209
Housing cost burden is > 50%	125	550	675
Income is greater than 30% but <= to 50% of HAMFI (very low income)	490	740	1,230
Housing cost burden is <= to 30%	170	150	320
Housing cost burden is > 30% but <= to 50%	165	440	605
Housing cost burden is > 50%	155	150	305
Income is > 50% but <= to 80% of HAMFI (low income)	748	649	1,397
Housing cost burden is <= to 30%	484	450	934
Housing cost burden is > 30% but <= to 50%	250	169	419
Housing cost burden is > 50%	14	30	44
Income is > 80% <= to 100% of HAMFI (median income)	280	225	505
Housing cost burden is <= to 30%	215	225	440
Housing cost burden is > 30% but <= to 50%	65	0	65
Housing cost burden is > 50%	0	0	0
Income is greater than 100% of HAMFI (moderate income)	1,555	448	2,003
Housing cost burden is <= to 30%	1,525	429	1,954
Housing cost burden is > 30% but <= to 50%	30	4	34
Housing cost burden is > 50%	0	15	15
Grand Total	3,252	2,879	6,131

US Housing and Urban Development, CHAS 2015-19 (5-Year Estimates), Table 7.

A2.20 Assisted Housing Units

Assisted housing units are those that are restricted for use by occupants with limited household incomes. These units are assisted under federal, State, and/or local programs, including HUD programs, State and local bond programs, former redevelopment agency (RDA) programs, density bonus, or direct assistance programs.

At-Risk Housing Units

The California Housing Partnership maintains an affordable housing database to monitor changes in affordable housing and to identify units or housing developments that are at risk of converting to market-rate uses. Assisted units in the preservation database are classified by the following risk categories:

- **Low Risk:** affordable housing units that are at risk of converting to market rate in 10+ years and/or are owned by a large/stable non-profit, mission-driven developer.
- **Moderate Risk:** affordable housing units that are at risk of converting to market rate in the next 5-10 years that do not have a known overlapping subsidy that would extend affordability and are not owned by a large/stable non-profit, mission-driven developer.

- **High Risk:** affordable housing units that are at risk of converting to market rate in the next 1-5 years that do not have a known overlapping subsidy that would extend affordability and are not owned by a large/stable non-profit, mission-driven developer.

Table A2-53 shows assisted units in Dinuba by estimated affordability end date. As shown, there are 768 assisted units in the city, and none are at risk of conversion by 2033. The USDA verified that the 38 units in West Northway Apartments have an affordability covenant as a stipulation of a loan that expires in 2035. Since 2035 is close to the 10-year analysis timeframe required by HCD, and it is uncertain that the affordability covenant will be extended after the expiration of the loan, a fiscal analysis for replacement or preservation of these units is provided below.

Costs of Replacement Versus Preservation

To understand the significance if these 38 at-risk units are lost from the supply of affordable housing, it is critical to identify the cost of construction of new regulated housing to replace these at-risk units if they are converted to market-rate units, as well as to compare this cost to the potential costs to preserve these units. The cost of developing housing depends upon a variety of factors, including density, size of the units (i.e., square footage and number of bedrooms), location, land costs, and type of construction, as discussed in Chapter A3, *Housing Constraints*. The typical cost of construction for below market-rate housing in Tulare County in 2022 was \$337,540 per unit. Based on this per unit cost, the total cost to replace the 38 high-risk affordable units with new construction would be approximately \$12.8 million.

Another option to preserve the units at risk is to transfer the units to nonprofit ownership. Transferring ownership of an at-risk project to a non-profit housing provider is one of the least costly ways to ensure that the at-risk units remain affordable for the long term. By transferring property ownership to a non-profit organization, low-income restrictions can be secured, and the project would become potentially eligible for a greater range of governmental subsidies. Under AB 1521, there are prescribed steps for owners of deed-restricted properties to take prior to the expiration of those affordability requirements. This law requires that the owner consider an offer to purchase the deed-restricted units.

Nonprofit organizations are usually committed to maintaining the long-term affordability of low-income housing and may be eligible for a variety of affordable housing programs. A list of qualified entities is provided in Chapter 2, *Regional Housing Needs Assessment*. The feasibility of this option depends largely on the willingness of property owners to sell. Transferring ownership would also involve the projects in their entirety, not just the at-risk units. A cursory survey of older apartment buildings sold in Dinuba and similar nearby cities conducted in November 2024 indicates a price range of \$63,545 to \$230,835 per unit, with an average sales price of \$131,229 per unit.¹¹ At this sales price, the cost for the 38 at-risk units would be approximately \$5 million.

The cost of preserving these units is much less than the cost of new construction. As shown in Table A2-49, the amount a lower-income household of four can afford to pay for housing annually without a housing cost burden is \$1,066 per month. The median market rent for a three-bedroom unit in the city is \$1,900 monthly. Based on the difference between the affordable rent and current market rate, the cost of preserving such a unit is approximately \$834 per month, or \$10,008 per year. Using this total, the cost of preserving the 38 units would be approximately \$308,304 per year. However, the City does not have a program to provide such subsidies.

¹¹ Homes.com. 2024. <https://www.homes.com/tulare-county-ca/multi-family-homes-for-sale/>

The City will implement Program 9 to preserve restricted affordable housing developments that are at risk of converting to market-rate uses during the planning period. The City will monitor all regulated affordable units and maintain annual contact with property owners regarding the status of these units.

Funding Sources for Assisted Housing

There are a variety of funding sources for affordable housing, preservation, and rehabilitation from federal, state, and local sources. HCD and HUD administers grants which can assist developers, local governments, and non-profits in constructing housing units. Local resources that support affordable housing are described in the Housing Constraints analysis.

Permanent Local Housing Allocation (State)

The 2017-18 Regular Session of the California State Legislature passed one bill (of many other housing-related legislation) sought to generate, and distribute directly to cities, funds for new affordable housing production. The Building Homes and Jobs Act (Senate Bill 2, Atkins 2017) established a permanent source of funding for affordable housing through a \$75 fee on real estate document filings. In 2023, the City received an entitlement from the resulting program “Permanent Local Housing Allocation” in the amount of just under \$230,897 from filing fees during calendar year 2022.

Affordable Housing and Sustainable Communities Program (State)

The statewide Greenhouse Gas Reduction Fund’s Affordable Housing and Sustainable Communities program is a competitive funding program that encourages collaboration between affordable housing developers, jurisdictions, and transit agencies to fund affordable housing development and transportation infrastructure and amenities. City planning staff will continue to work with their colleagues in various departments to best position affordable housing and sustainable infrastructure planning to align with this program. Additionally, staff will continue seeking partnerships with area technical assistance programs, affordable housing developers, and area transit agencies to collaborate in an application for funding when a viable and competitive housing and transportation development is ready to move forward.

State Low Income Housing Tax Credits (State)

The federal government through the Internal Revenue Service enacted the Low Income Housing Tax Credit Program in 1986. This program has been the largest producer of affordable multifamily rental housing since its inception. Each state has a financing agency that administers the LIHTC Program, and in California that is the Tax Credit Allocation Committee (TCAC). Institutional investors or syndicates are incentivized to invest in long term affordable rental housing projects to receive tax credits. Nonprofit and private developers are eligible to apply for State LIHTC for acquisition, new construction and/or rehabilitation of affordable rental housing.

Table A2-53 Inventory of Public Assisted Complexes – Dinuba

Name	Address	City	Zip	Affordable Units	Total Units	Active Funding Source(s)	Estimated Affordability End Year/Date	Risk Level
College Park Apartments	1850 South College Avenue	Dinuba	93618	53	54	LIHTC ¹	2052	Low
Greene Street Townhomes	1600 S. Green Avenue	Dinuba	93618	28	36	LIHTC	2055	Low
North Park Apartments	1655 North Crawford Avenue	Dinuba	93618	79	80	LIHTC; HCD	2058	Low
Parkside Village Apartments	1151 N. Villa Avenue	Dinuba	93618	75	76	LIHTC; HUD; USDA	2059	Low
North Park Apartments II	1435 North Crawford Avenue	Dinuba	93618	80	81	LIHTC; HCD	2062	Low
Euclid Village	600 N. Euclid Avenue	Dinuba	93618	56	57	LIHTC; USDA	2064	Low
Dinuba Senior Apartments	350 N. M Street	Dinuba	93618	61	62	LIHTC; HCD	2067	Low
Viscaya Gardens	1000 Rosemary Avenue	Dinuba	93618	47	48	LIHTC; HCD	2067	Low
El Monte West Apartments	999 West El Monte Way	Dinuba	93618	39	40	LIHTC; USDA	2069	Low
Grace & Laughter Apartments	1051 N. Eaton Avenue	Dinuba	93618	39	40	LIHTC; HUD	2072	Low
Sierra Village II	1375 N Crawford Ave	Dinuba	93618	63	64	LIHTC	2075	Low
Garden Estates	1400 South Green	Dinuba	93618	43	44	LIHTC; USDA	2076	Low
West Northway Apartments	245 W. Northway	Dinuba	93618	38	38	USDA	2035*	Moderate
Dinuba Manor	1333 South Greene Avenue	Dinuba	93221	24	24	LIHTC; HCD	12/10/2047	Low
Dinuba Village	1375 N. Crawford Avenue	Dinuba	93618	43	44	LIHTC; HCD	6/5/2074	Low

Note: All locally assisted or restricted developments may not be included in this list.

¹ Low-Income Housing Tax Credit (LIHTC) program

*Although the California Housing Partnership records indicate that the affordability end year is 2039, the USDA verified that the affordability covenant stipulated by the USDA loan will expire in 2035.

Source: California Housing Partnership, 2023.

HOME

The HOME program was created under Title II of the Cranston-Gonzales National Affordable Housing Act enacted on November 28, 1990. For Dinuba, HOME funds are made available on an annual, competitive basis through HCD's HOME Investment Partnerships Program. Approximately \$1,000,000 or more is available to develop and support affordable multifamily rental housing, owner-occupied housing rehabilitation, and home ownership affordability. Dinuba uses HOME funds primarily for first-time homebuyers (down payment assistance), owner-occupied rehabilitation, and rental-rehabilitation. The City has also done some multifamily acquisition/rehabilitation.

CDBG Funding (Locally controlled federal funds)

The City is considered a non-entitlement city, as it has a population of under 50,000, a criterion defined by HUD for agencies seeking assistance with CDBG funds. The City was awarded approximately \$1,000,000 from the State administered HUD funds in 2022. Dinuba utilizes CDBG funds for rental and owner housing rehabilitation activities, infrastructure, public facilities and public services. Proceeds from those activities are deposited into a revolving loan fund established from low interest loans for rehabilitation and could be a resource for preservation activities. Additionally, CDBG funds support public facilities and infrastructure including \$250,000 for the South El Monte neighborhood Revitalization Plan in 2021, \$3.5 million for the North Dinuba Infrastructure Improvements Project in 2020, and \$3.0 million for the Kern Street Storm Drain Project in 2019.

Homebuyer Assistance Program (Local)

The City of Dinuba's Homebuyer Assistance Program offers affordable secondary mortgage financing to first-time homebuyers. The Program is designed to provide the additional financing needed to keep a first mortgage payment affordable. The program provides a zero percent deferred loan payment, due after the term of the primary loan years, plus an additional 15 years, and requires a minimal one percent down payment. Participation in the program requires completion of a free homebuyer education course and that the household income falls below annual income thresholds.

This page intentionally left blank.

A3 Housing Constraints Analysis

Constraints to the development of adequate and affordable housing include market, governmental, infrastructure, and environmental factors. These constraints may result in housing that is not affordable to low- and moderate-income households and may render residential construction economically infeasible for developers. Constraints to housing production significantly impact households with low and moderate incomes and special needs.

According to Government Code Section 65583, local governments are required to analyze governmental and non-governmental constraints to the production, maintenance, and improvement of housing for persons of all income levels and those with special needs and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing as part of the housing elements update. Where constraints to housing production are related to the City's regulations or land use controls, the City must identify appropriate programs to mitigate these constraints, particularly ones that impact the production of affordable housing or housing for special needs populations.

The following chapter outlines non-governmental, governmental, environmental, and infrastructure constraints and was used in the development of specific policies and actions included in the Housing Plan to remove barriers to housing and to incentivize housing production, specifically targeting housing production at all income levels and housing for persons with special needs.

A3.1 Summary of Local Housing Constraints

- The costs of developing housing, including land costs and construction costs, are rising rapidly. There is a lack of federal, state, and local funding, and the funding that is available is increasingly competitive. The time and effort needed to identify, compete for, and incorporate affordable housing funds is a major constraint to development of affordable housing.
- Loan denial rates in Tulare County were higher for Hispanic/Latino applicants (18 percent) compared to non-Hispanic/Latino applicants (16 percent). Although discrimination in mortgage lending is prohibited by the federal Fair Housing Act, other factors may contribute to a potential homebuyer's ability to secure safe financing, such as credit history, savings, and education regarding the home-buying process. The higher denial rate for Hispanic/Latino applicants indicates a financial constraint to purchasing a home which puts higher pressure on the rental markets.
- Although Dinuba's development regulations allow for a variety of densities throughout the city, development standards are not sufficiently flexible. Residential parking requirements, open space requirements for multifamily developments, and zoning code provisions allowing single-family residences by-right in multifamily zones potentially constrain the development of a variety of housing types.
- Use permit regulations for small group homes in certain zoning districts could pose a constraint to housing for individuals with special needs, and use permit regulations for emergency shelters in certain zoning districts constraints housing access for unsheltered individuals.
- Dinuba's development review and impact fees are higher than in other small cities in the region, which may be a constraint to development.

A3.2 Non-Governmental Constraints

The availability of housing is affected by a complex set of interrelated market factors, including but limited to, cost of land, cost of construction, and availability of financing. These factors contribute to determining a new home's sale price or the rents required to make a project feasible. Non-governmental constraints include factors outside of direct governmental control that directly impact housing prices. The cost of construction and the availability of financing contribute to the cost of housing and can hinder the production of affordable housing. The following analysis accounts for these non-governmental constraints.

A3.2.1 Land Costs

The cost of land can impede the production of affordable housing. Land costs are influenced by many variables, including land scarcity and developable density (both of which are indirectly controlled through governmental land use regulations), location, site constraints, and the availability of public utilities.

Table A3-1 provides the average price per acre for land listed for sale throughout Dinuba in June 2023. The average price per acre is significantly higher for smaller lots, most of which are in non-agricultural zones. The average price per acre for all plots is \$152,631. The price per acre is less for larger lots, which average \$29,492. Most of these larger properties are in agricultural zones.

Table A3-1 Listed Land Prices – Dinuba

Lot Size	Average Price per Acre (Listed)
Less than 10 acres	\$275,769.88
10 or more acres	\$29,492.54
Average \$/acre	\$152,631.21

Source: Zillow, Inc., 2023.

Table A3-2 provides the average price per acre for land sold in 2022 in Dinuba. The average price per acre for all land sales across Dinuba is \$154,520, slightly higher than the average list price. The average sales price per acre for larger lots was \$34,585, which is lower than the total average per acre price for all sales, but higher than the average price per acre for currently listed properties. Most of these larger properties are in agricultural zones.

Table A3-2 Sold Land Prices – Dinuba

Lot Size	Average Price per Acre (Listed)
Less than 10 acres	\$274,455.10
10 or more acres	\$34,585.72
Average \$/acre	\$154,520.41

Source: Zillow, Inc., 2023.

Conclusion

Land costs in Dinuba are consistent with neighboring cities and are not considered a constraint to development.

Recommended Action

None required.

A3.2.2 Construction Costs

Construction costs can be broken down into two primary categories: materials and labor. A major component of the cost of housing is the cost of building materials, including wood and wood-based products, cement, asphalt, roofing materials, and pipe. The availability and demand for such materials affect prices for these goods.

Another major cost component of new housing is labor. The cost of labor in Tulare County is comparatively low because the area's cost of living is relatively low compared to other areas in California. However, labor for government subsidized housing work is additionally costly for the Central Valley, as wages are rooted in the required State Labor Standards based on higher northern and southern California prevailing wages.

Table A3-3 shows the estimated cost of constructing a basic 2,000 square foot single-family home in Tulare County to be around \$337,540. The estimate includes direct and indirect (e.g., insurance, permits, utilities, plans) construction costs, including material, labor, and equipment costs, but does not include the price of land or development impact fees.

Table A3-3 Estimated Construction Cost

Item	Cost
Material	\$204,226
Labor	\$126,001
Equipment	\$7,313
Total	\$337,540

Source: Promatcher.com, 2023.

There is little that municipalities can do to mitigate the impacts of high construction costs except by avoiding local amendments to uniform building codes that unnecessarily increase construction costs without significantly adding to health, safety, or construction quality. Although the cost of construction constrains affordable housing development, construction costs are similar across jurisdictions in Tulare County, illustrating that the constraints are market driven rather than an impact of local policy.

A3.2.3 Availability of Financing

Mortgage interest rates have a large influence over housing affordability. Higher interest rates increase a homebuyer's monthly payment and decrease the range of housing that a household can afford. Lower interest rates result in lower costs and lower monthly payments for the homebuyer.

When interest rates rise, housing prices typically fall to compensate. Similarly, when interest rates decrease, housing prices begin to rise. There is often a lag in the market, causing housing prices to remain high when interest rates rise until the market catches up. Lower-income households often find it most difficult to purchase a home during this time period.

Where financing is available, construction capital seems to be directed at the transactions – those with large, established, and well-capitalized sponsors. Given recent trends of increasing interest rates, the

availability of financing is likely to be more of a constraint on new housing construction during this Housing Element planning period than it has been in the recent past.

Market-Rate Development Financing

As discussed in Land Costs and Construction Costs above, market-rate development is generally financed by investors, and the cost to build a residential project must be recovered by revenue from sales or rents. Rent or sales prices of new housing rises as the component costs for developers increase. A market in which housing supply is limited and demand is high can support higher housing prices, but lower-income segments of the community are priced out. Therefore, it is difficult for the private sector, for-profit developers, and market-rate housing supply to meet the housing needs of all community members.

Affordable Housing Financing

A description of available funding sources for affordable development is provided in Chapter A2, *Housing Needs Assessment*.

Mortgage and Rehabilitation Financing

The availability of financing affects the ability of residents to purchase or improve a home. Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications and the income, gender, and race of loan applicants. The primary purpose of reviewing the lending activity is to determine whether home financing is available to city residents. The data presented in this section includes the disposition of loan applications submitted to financial institutions for home mortgages, home improvement, and refinance loans.

Lending activity data provides information regarding home financing availability for city residents. The most recent data set available for the County of Tulare from 2022 shows that 18,154 households applied for a home financing loan, which includes loans for home purchase, home improvement, and refinancing. As discussed in Chapter 3, *Regional Housing Constraints Analysis*, of the total applications received for home purchase, 54 percent of the loans originated while 5.9 percent were denied.

Conventional loans are made by the private sector (banks, mortgage companies, etc.) and are not guaranteed or insured by the U.S. government. Conversely, government-backed loans, such as those issued by the Federal Housing Administration, Department of Veterans Affairs, and the Rural Housing Services/Farm Service Agency, are completely or partially insured by the U.S. government. Within the county, 12,849 of the applications received were for conventional loans and 5,305 were for government backed loans. As discussed in Chapter 3, *Regional Housing Constraints Analysis*, 49 percent of the conventional loans were originated, and 18 percent of the applications were denied. Additionally, 43 percent of the government backed loans originated and 10 percent of the applications were denied.

County data shows that the white racial group had the highest number of loan applications with 5,463 applications. Per racial group, white applicants also had the highest percentage of loans originated out of applications received (56 percent). In terms of ethnicity, Hispanic/Latino applicants comprised 38 percent of the total number of loan applications while non-Hispanic or Latino residents comprised 29 percent. However, of the loan applications made by Hispanic/Latino applicants, only 53 percent of loans originated compared to 56 percent for non-Hispanic/Latino applicants. Hispanic/Latino applicants also had a higher loan denial rate (18 percent) compared to non-Hispanic/Latino applicants (15.5 percent).

Construction Financing Timing

The timing between project approval and requests for building permits affects project viability. Project delays may result from developers' inability to secure financing for construction. In Dinuba, the average time between project approval and request for building permit is typically three to nine months but varies by type of project. Some projects take years to pull building permits and secure financing. Single-family homes usually experience the least delay (three to nine months). Multifamily housing construction tends to be more complex and usually involves more time between entitlement and building permit issuance (six to nine months).

Conclusion

Although discrimination in mortgage lending is prohibited by the federal Fair Housing Act, other factors may contribute to a potential homebuyer's ability to secure safe financing, such as credit history, savings, and education regarding the home-buying process. Federal Financial Institutions Examination Council (FFIEC) HMDA data, by itself, does not provide insight into these other factors. Therefore, it is important that the City supports housing education and opportunities for all residents.

Recommended Action

The City shall implement goals and policies to support homeownership opportunities and home-buying education, particularly for racial and ethnic groups underrepresented in the homebuying market. The City will implement Housing Plan Program 11 to expand awareness of homebuyer education programs.

A3.2.4 Requests for Lower Development Densities

In Dinuba, four recent developments, including Castlerock Subdivision and Montebella 2/3, have developed at densities lower than allowed by the zoning of the site. Three of these developments were subdivisions in the R-1-6 zone, and achieved 63 percent, 58 percent, and 87 percent of allowable density. The other project was a multifamily development in the RM-1.5 zone which achieved 82 percent of allowable density. Both the Castlerock Subdivision and Montebella 2/3 projects were required to dedicate land for park and stormwater ponding basins, which lowered the overall site density. Program 2 requires the City to identify alternative sites if requests for lower development densities would result in a shortfall in RHNA sites,

A3.3 Governmental Constraints

Although local governments have little influence on market factors such as interest rates, local policies and regulations can impact where, how much, and what type of residential development is built. Land use controls, site improvement requirements, fees and exactions, and permit processing procedures, among other policies and regulations, may constrain the maintenance, development, and improvement of housing.

A3.3.1 Land Use Controls

Land use controls provided in the General Plan and the zoning code influence housing production in several ways. The permitted and conditionally permitted uses in each district guide new development and provide both developers and the public with an understanding of how vacant land will develop in the future. This includes the density of development that will occur within a particular zone, the

compatibility of planned uses in each area, and the range and type of buildings and uses that will be located throughout Dinuba.

A3.3.1.1 General Plan

Dinuba adopted its current General Plan in 2008 to guide development in the city. The Land Use Element of the City's General Plan sets forth the vision, goals, and policies for the city's urban form and land use patterns, including residential development. The General Plan Land Use Element establishes land use categories that define the allowable uses and building densities/intensities throughout the city. The various types of housing units allowed in the city include single-family dwellings, multifamily dwellings, townhomes, condominiums, and mobile homes. Residential densities in Dinuba cover a wide spectrum that promotes the development of various housing types.

The Dinuba General Plan contains the following residential land use designations:

- Low Density Residential: 0 to 2.0 units per acre.
- Medium Low Density Residential: 2.1 to 4.5 units per acre.
- Medium Density Residential: 4.6 to 7.5 units per acre
- Medium High Density Residential: 7.6 to 15.0 units per acre.
- High Density Residential: 15.1 to 24 units per acre

In addition, the Community Commercial land use designation allows mixed use development with approval of a Conditional Use Permit (CUP) in conformance with the Downtown Residential Overlay District, with an allowable maximum density of 24 units per acre.

The City of Dinuba is currently in the process of developing a Focused 2023 General Plan Update to the existing 2008 General Plan. The update is titled "focused" since it is not a comprehensive update of all elements of the General Plan, but rather a focused analysis of a few growth areas and community topics that are discussed in the Land Use and Circulation Elements of the General Plan. The Focused General Plan Update includes the provision of new residential neighborhoods, the development of policies that encourage mixed-use development in the downtown area and commercial areas, Zoning Code updates to accommodate residential and commercial areas, implementation of road safety measures, and the addition of an Environmental Justice element.

Conclusion

The General Plan includes five residential land use designations with a density range from less than one to 25 dwelling units per acre. The densities ranges are sufficiently high to allow the development of affordable housing for all income levels.

Recommended Action

None required.

A3.3.1.2 Zoning Code

The City regulates the type, location, density, and scale of residential development primarily through the Zoning Code, as well as specific plan development codes. A zoning district is assigned to every parcel in the city and the Zoning Code identifies compatible uses. In general, the City's zoning regulations are designed to balance the goal of providing a mix of residential and commercial land use types while protecting the health and safety of residents and preserving the character of existing neighborhoods.

Additionally, development standards such as setbacks, height limits, lot coverage, open space requirements, and parking identified for each zoning district. Some zoning districts may allow similar uses but have different development standards. Development standards may be considered a constraint to the development of housing units if they are too restrictive or reduce the development potential on a specific parcel.

The City's Zoning Code allows residential uses in the following districts: Development beyond 24 units per gross acre is permitted by CUP. The City's Zoning Code provides for the following residential districts.

- **Agriculture (AN):** The AN district is intended to preserve lands best suited for agriculture from the encroachment of incompatible uses; to protect lands designated for eventual urban development to ensure the orderly and beneficial conversion of these lands to nonagricultural use. The AN district does allow for rural residential development, specifically for single family dwellings. The minimum site area is ten (10) acres for all permitted uses. Each site has no less than five (5) acres for each dwelling unit located on the site, subject to the exception that employee housing may be located on a site with a lesser area for each dwelling unit.
- **Residential Acreage (RA):** The RA district is intended to provide living areas within the city limited to a very low-density concentration of one-family dwellings. The minimum site area is twenty thousand (20,000) square feet for a permitted use. No more than one (1) unit is allowed on each site in the RA district.
- **One Family Residential (R):** The R district is intended primarily to provide living areas at locations designated by the General Plan for medium low and medium density, involving single-family dwellings. In the R district, no more than one (1) dwelling unit is allowed on each site, except as provided under Sections 17.26.030.
- **Multifamily Residential (RM):** The multifamily residential districts are intended primarily for the development of multifamily residential structures at densities consistent with policies of the General Plan.
- **Downtown Commercial District (C-2):** The C-2 zone allows mixed use development, including residential uses, in the Downtown Residential Overlay District with a CUP.

In Dinuba, minimum residential lot sizes are required in some zones. Table A3-4 provides the minimum lot area per dwelling unit standard by zoning district.

Table A3-4 Site Area Per Dwelling Unit (RM)

District	Lot Area
RM-3	3,000 square feet (14.54 units/gross acre)
RM-2	2,000 square feet (21.78 units/gross acre)
RM-1.5	1,500 square feet (Conditional Use Permit [CUP] required over 24 units/gross acre)
Downtown Residential Overlay	1,875 square feet (24.0 units/gross acre)

Source: Dinuba Zoning Code, Adopted September 2022.

Downtown Residential Overlay District

The Downtown Residential Overlay allows residential development as part of a mixed use development throughout the downtown area. Only parcels classified as C-2 within the Downtown Residential Overlay District allow mixed use development subject to approval of a CUP. Mixed use projects allow residential uses on the second and third floor or limited residential use on the ground floor if compatibility is

determined with the neighborhood or other commercial development. Residential uses must include at least two studio units, two one-bedroom units, and two two-bedroom units.

Conclusion

The City's Zoning Code provides for a range of densities and is consistent with the General Plan land use designations.

Recommended Action

None required.

A3.3.2 Residential Development Standards

Table A3-5 shows the development standards for residential zones. The minimum parcel area for residential zones ranges from 6,000 square feet to five acres. Maximum site coverage ranges from 35 percent to 60 percent of the lot area.

The front setback requirement is 15 feet for all R and RM districts and 35 feet for AN and RA districts. The side setback requirement is 15 feet for AN and RA districts, 10 feet for R-1-10, and five feet for the remaining three R districts as well as all RM districts. Rear setback requirement is 15 feet for AN and RA districts, 20 feet for R districts, and 15 feet for RM districts.

Maximum height requirements are 35 feet for AN district, 30 for RA districts, 25 for R districts, and 35 for RM districts. In the RA district, maximum height may be increased to 50 feet with a CUP. In RM districts, buildings within 50 feet of the boundary of an RA or R district may not exceed one story and buildings within 100 feet of the boundary of an RA or R district may not exceed two stories. Height requirements for ADUs are 35 feet for AN district, 35 for RA districts, and 15 feet for all other districts. Maximum density ranges from 0.2 units per acre in the AN district to 24 units per gross acre in the RM-1.5 districts. The City's maximum height requirement for accessory structures requires a CUP for accessory structures over one story in the RA, R, and RM districts. The height requirement of 35 feet in the AN, RA, and RM zones does not constrain the development of three-story buildings in Dinuba. The City is currently processing an application for a three story multi-family project (El Monte Village) within the 35-foot height limit.

Table A3-5 Residential Development Standards

Zoning District	Minimum Parcel Area	Minimum Setback (in feet)			Maximum Height (feet)	Maximum Height (Accessory Structure)	Maximum Site Coverage (percent of lot)	Maximum Density (du/acre)
		Front (feet)	Side (feet)	Rear (feet)				
AN	10 acres	35	15	15	35	35	10	0.2
RA	20,000 sq. ft.	35	15	15	30 (50 with CUP)	35	25	2
R-1-10	10,000 sq. ft.	15	10	20	25	25	40	4
R-1-7.5	7,500 sq. ft.	15	15	20	25	25	40	5.7
R-1-6	6,000 sq. ft.	15	5	20	25	25	40	7.2
RM-3	7,000 sq. ft.	20	5	15	35	35	50	14.54
RM-2	7,000 sq. ft.	20	5	15	35	35	55	21.78
RM-1.5	7,000 sq. ft.	20	5	15	35	35	60	24

Zoning District	Minimum Parcel Area	Minimum Setback (in feet)			Maximum Height (feet)	Maximum Height (Accessory Structure)	Maximum Site Coverage (percent of lot)	Maximum Density (du/acre)
		Front (feet)	Side (feet)	Rear (feet)				
Downtown Residential Overlay	3,750 sq. Ft.	0 (15 if abutting residential district)	0 (10 to 15 if abutting residential district)	0 (10 if abutting residential district)	40	N/A	N/A	24.0

Notes:

The sum of the two side yards for the R-1-7.5 zone shall be 15 feet and each lot may have one five-foot minimum side yard.

Source: Dinuba Zoning Code, Adopted September 2022.

The City has recently received requests for reduced setbacks to adapt to site-specific constraints. These requests are currently accommodated through the Planned Unit Development process. The City is reviewing setback requirements as part of the comprehensive Zoning Code update that is currently underway.

Conclusion

Development standards related to parcel area, setbacks, height of primary structures, site coverage, and density do not constrain residential development.

Recommended Action

None required.

A3.3.2.1 Parking

According to the Turner Center for Housing Innovation at UC Berkeley, parking can cost \$25,000 to \$75,000 per space to construct. However, given the age of data and the increased cost of land and construction costs discussed above, the costs per parking space are likely much higher.¹ Parking provided in underground or structured parking facilities, or if required to be covered or enclosed, can significantly increase the cost of housing and could affect the feasibility of various housing projects in the city. In addition, requirements for parking space locations and maximum distances from dwelling units may also increase the cost of housing and affect the feasibility of housing projects. Requiring less parking not only reduces the project budget but can allow for more space to build additional housing units.

Table A3-6 provides the residential parking requirements in Dinuba.

¹ Turner Center for Housing Innovation at UC Berkeley, 2016. Available at: <http://turnercenter2.berkeley.edu/proforma/>

Table A3-6 Residential Parking Requirements

Residential Use		Required Parking Spaces
Single-family units		2.0 per unit
Multifamily units	Studio	1.5 per unit + 1 guest space/5 units
	1 Bedroom	2.0 per unit + 1 guest space/5 units
	2 or more Bedrooms	2.0 per unit + 1 guest space/5 units
Mixed Use Projects (residential portion)	Studio	1.0 per unit
	1 Bedroom	1.0 per unit
	2 Bedrooms	2.0 per unit
Senior residential units		1.0 per unit

Spaces for single family units require a garage or carport.
Multifamily units require one guest parking space per five dwelling units.
Source: Dinuba Zoning Code, Adopted September 2022.

Conclusion

Residential parking requirements for studios (1.5 spaces per unit, plus one guest space per 5 units) and one-bedroom multifamily units (2.0 spaces per unit, plus one guest space per five units) pose a potential constraint due to the requirement of more than one parking space per unit, which can be cost prohibitive to the development of such units.

Recommended Action

Revise parking requirements related to studios and one-bedroom multifamily units to require no more than one space per unit. The City will implement Housing Plan Program 6 to amend the Zoning Code to revise parking requirements for studio and one-bedroom multifamily units to not more than one space per unit.

A3.3.2.2 Open Space and Park Requirements

The Zoning Code establishes open space requirements for the RM districts. In these zones, each building site must provide landscaped and usable recreational and leisure areas equaling at least 350 square feet per dwelling unit. This area should be conveniently located and readily accessible to each dwelling unit. Of this area, at least 25 percent must be designed as recreation area dedicated to promoting athletics and physical activity and at least another 25 percent must be designed as leisure area. Developments with five or more units are required to provide barbecue/picnic areas and children's play areas. Table A3-7 provides requirements for barbecue/picnic areas and children's play areas.

Table A3-7 Active Recreation Area Requirements

Number of Units	Required Play Areas	Required Barbecue/Picnic Areas
5 to 50 units	1	1
51 to 99 units	2	2
100 to 149 units	3	3
150 to 199 units	4	4
200 to 249 units	5	5

Source: Dinuba Zoning Code, Adopted September 2022.

Conclusion

The requirement of children's play areas and barbecue/picnic areas for all developments with five or more units without any consideration of the target population can result in underutilized active recreation areas in some developments. This is an issue when considering children's play areas due to the greater area requirement for these spaces. Additionally, these spaces are targeted towards a specific age group that may not be present in all multifamily developments.

Recommended Action

Adjust open space requirements for multifamily developments to provide a wider array of acceptable active recreation area types, and reduce the amount of open space required, to provide options for housing developers to meet the needs of their intended users. The City will implement Housing Plan Program 6 to amend the Zoning Code to reduce open space requirements for multifamily developments.

A3.3.2.3 Density Bonus

Chapter 17.84 of the Dinuba Municipal Code establishes the City's density bonus policy. The city provides a density bonus and other incentives or concessions to applicants for residential projects who agree to provide affordable or senior housing pursuant to the provisions of Government Code Sections 65915 through 65918 or successor statute. The City provides an additional density bonus or other incentives or concessions to applicants for residential projects who agree to donate land for affordable housing development and/or provide a childcare facility pursuant to the provisions of state law.

Allowed Density Bonuses

The amount of the density bonus granted shall be determined pursuant to state law. The City may choose to grant a density bonus greater than provided in the provisions of Government Code Sections 65915 through 65918 or successor statute for a development that exceeds the requirements of state law. The granting of a density bonus shall not be interpreted, in and of itself, to require a General Plan amendment, zoning change, or other discretionary approval separate from the discretionary approval otherwise required for the project.

Types of Incentives

Incentives or concessions include any of the following:

1. A modification of development standards pertaining to building height, open space, lot size requirements, street access, off-street parking, landscaping, fencing, a reduction in setback and square footage requirements or off-site improvements. Such reduction or modification requirements must exceed the minimum building standards approved by the California Building Standards Commission in compliance with Health and Safety Code Section 18901 et seq.;
2. Approval of mixed use zoning in conjunction with the housing project if commercial, office, industrial or other land uses will reduce the cost of the housing development and if such nonresidential uses are compatible with the housing project and the existing or planned development in the area where the housing project will be located;
3. Other regulatory incentives or concessions proposed by the developer or the City which result in identifiable cost reductions; and

4. Direct financial incentives which include, in order of City priority:
 - a. Financial contributions or mortgage financing from the redevelopment agency's twenty percent set aside for low and moderate income housing (as available);
 - b. Modification of dedication requirements;
 - c. Waiver or reduction of fees (not including connection charges);
 - d. Provision of publicly owned land.

Processing of Density Bonus and Incentive Request

Within thirty days of receipt of a complete written proposal, the director shall notify the applicant in writing of: the types of incentives which may be recommended to comply with Chapter 17.84; and whether staff may support the granting of a density bonus on the basis of required development standards and findings. The target units must be compatible in floor plan, furnishings, and exterior design to non-designated units. Further, the target units must be reasonably dispersed throughout the development. Each density bonus project shall record an affordable housing agreement and resale and/or rental restrictive covenant, or other equivalent document approved as to form by the City Attorney.

Assembly Bill 1287 Additional Density Bonus for Very Low- to Moderate-Income Units

California Assembly Bill 1287, signed into law on June 21, 2023, requires that a city, county, or city and county grant an additional density bonus. Additional density bonuses are to be administered when housing development conforms to specified requirements and provides 24 percent of the total units to lower income households, conforms to specified requirements and provides 15 percent of the total units to very low households, or conforms to specified requirements and provides 44 percent of the total units to moderate-income units.

The Density Bonus Law prohibits a local government from conditioning the submission, review, or approval of an application pursuant to the Density Bonus Law on the preparation of an additional report or study that is not otherwise required by state law, but provides that this provision does not prohibit a local government from requiring an applicant to provide reasonable documentation to establish eligibility for a requested density bonus, incentives or concessions, waivers or reductions of development standards, and parking ratios, as specified.

Conclusion

The City of Dinuba is not in compliance with AB 1287 as it does not provide additional density bonuses for compliance with the criteria set forth by the bill.

Recommended Action

Revise the zoning code to provide additional density bonuses under the criteria set forth by AB 1287. The City will implement Housing Plan Programs 6 and 8 to revise the Density Bonus Ordinance to comply with state law.

A3.3.2.4 On/Off Site Improvement Standards

The typical improvements required by the City for development of property include curb, gutter, sidewalk, and street improvements. Extension of necessary utilities is also generally required as new

subdivisions are developed. As stated in U.S. Department of Housing and Urban Development's (HUD) study of Subdivision Requirements as a Regulatory Barrier, such requirements can reasonably be considered regulatory barriers to affordable housing if the requirements are greater (and hence, more costly) than those necessary to achieve health and safety requirements in the community.²

If a development borders or is traversed by an existing street, the applicant may be required to:

1. Dedicate all necessary rights-of-way to widen a bordering minor or collector street to the extent of one-half the ultimate width established by the City as the standard for such minor or collector street, or the full extent required for a frontage road.
2. Dedicate all necessary rights-of-way to widen a traversing minor or collector street to its ultimate width established as the standard for such minor or collector street.
3. Dedicate all necessary rights-of-way to widen a bordering or traversing arterial street to the standards of width established by the City.
4. Set back all facilities the required distance from ultimate property lines along an arterial or collector street as shown on any master, official, or precise plan of streets and highways, or by the City's General Plan.
5. Install curbs, gutters, sidewalks, street signs, streetlights, and street trees along one side of a bordering or along both sides of a traversing minor, collector, or arterial street.
6. Install utilities and drainage facilities to the full extent of the service requirements generated by the development.

Improvement Standards

Public improvement standards and approximate values are listed below.

- Local Street – 60-foot right-of-way, including 36 feet of pavement with two travel lanes and two parking lanes. Two inches asphalt concrete over 6 inches compacted aggregate. Value: range between \$4.00 to \$6.00/sf.
- Curb and Gutter – 30 inches from asphalt pavement to back of curb, 7 ½ inches concrete over compacted native soil. Value: \$12 to \$15 per linear foot, dependent upon method of construction.
- Sidewalk – 60 inches from back of curb, 4 inches concrete over compacted native soil. Value: range between \$4.50 to \$6.00/sf.
- Sewer Lateral – 4-inch PVC (dependent upon depth) with minimum slope of ¼-inch per foot. Value: range between \$3,000 to \$4,000/ea.
- 1-inch Water Service – 1 inch CTS polyethylene pipe, meter boxes, bronze saddles, straps, and bolts. Value: range between \$2,000 to \$4,000/ea.

Total development costs for a recent 64-unit multifamily development, Sierra Village II, was approximately \$21 million. Off-site improvement costs were \$429,200, or about \$6,700 per unit and approximately 2 percent of the overall development costs. On average, off-site improvement costs for single-family home developments are similar to that of Tulare County, which range from \$2,500 to \$30,000 per unit for development in an existing service district.³

² U.S. HUD. 2007. Study of Subdivision Requirements as a Regulatory Barrier. https://www.huduser.gov/portal/publications/commdev/subdiv_report.html

³ County of Tulare. 2023. Tulare County Housing Element. <https://tularecounty.ca.gov/rma/planning-building/tulare-county-housing-element/tulare-county-housing-element-2023-2031-update/>

Conclusion

On/off site improvement standards for the City of Dinuba are typical of small cities and comparable to surrounding jurisdictions. Once the improvements are completed, they are typically granted to the City, which will be responsible for operating, maintaining, repairing, and replacing the improvements in perpetuity. The City does not consider the requirements to be greater than those necessary to achieve health and safety requirements.

Recommended Action

None required.

A3.3.2.5 Provision of a Variety of Housing Types

Housing Element law specifies that jurisdictions must identify adequate sites that are zoned to encourage the development of a variety of housing types available to all economic segments of the population. Persons and households of different ages, types, incomes, and lifestyles have a variety of housing needs and preferences that evolve over time and in response to changing life circumstances. This includes single-family homes, multifamily housing, accessory dwelling units, mobile homes, agricultural employee housing, homeless shelters, and transitional housing, among others. Table A3-8 summarizes the housing types permitted and conditionally permitted for the City of Dinuba.

Table A3-8 Residential Use Matrix

Residential Use	AN	RA	R	RM	C-2
Single Family (1 per lot)		P	P	P	
Multifamily				P	
Manufactured Housing		P	P	A	
Mobilehome Park	U	U	U	U	
Farm Employee Housing (6 or fewer)	P	P	P	P	
Farm Employee Housing (7 or more)	P	U	U	U	
Emergency Shelters				U	P
Transitional Housing (6 or fewer)	P	P	P	P	
Transitional Housing (7 or more)	P	P	P	P	
Supportive Housing (6 or fewer)	P	P	P	P	U
Supportive Housing (7 or more)	P	P	P	P	U
Single Room Occupancy					
Residential Care Facility (6 or fewer)	P	P	P	P	
Residential Care Facility (7 or more)					
Accessory Dwelling Unit	P	P	P	P	
Mixed Use					

P = permitted; A = Administrative Site Plan is required; U = Use Permit required

Source: Dinuba Municipal Code, Adopted September 2022.

Manufactured Housing

Manufactured homes that are built on a permanent foundation must be allowed in the same manner and in the same zones as single-family dwellings. Manufactured housing is permitted by-right in the RA,

R-1-10, R-1-7, and R-1-6 zones and can also be used as second units. Manufactured housing development requires an administrative use permit in the RM-3, RM-2, and RM-1.5 zones.

Conclusion

Manufactured housing requirements are a constraint to development of this housing type since manufactured housing development is subject to an administrative use permit in the RM zones but is not required for single-family dwellings.

Recommended Action

Revise the Zoning Code to comply with state law. Through implementation of Program 6, the City will revise the Zoning Code to allow manufactured housing without an administrative use permit in the RM zones.

Accessory Dwelling Units

In recent years, several bills have added requirements for local governments related to accessory dwelling unit (ADU) regulation. Updates to state law in 2016 and 2017 included changes pertaining to the allowed size of ADUs, permitting ADUs by-right in at least some areas of a jurisdiction, and reduced parking requirements related to ADUs. More recent bills reduce the time to review and approve ADU applications to 60 days and remove lot size and replacement parking space requirements. AB 68 allows an ADU and a junior ADU (JADU) to be built on a single-family lot, if certain conditions are met. The State has also removed owner-occupancy requirements for ADUs, created a tiered permit fee structure for ADUs based on their size and location, and prohibits fees on units of less than 750 square feet. In addition, AB 671 requires the Housing Element to include plans to incentivize and encourage affordable ADU rentals.

In 2022, two laws were passed that affect ADU law and came into effect in 2023. SB 897 increases the existing height limit for attached and detached ADUs that meet certain conditions. AB 2221 clarifies existing ADU law to close procedural and permitting loopholes for approving ADUs, including the requirement for approving or denying applications within 60 days of application submittal and providing a full set of comments and remedies to applicants with denied applications. Additionally, AB 2221 adds front setbacks to the list of local development standards that local governments cannot impose if they would preclude construction of an attached or detached ADU of at least 800 square feet, that is at least 16 feet in height and that has at least four-foot side and rear yard setbacks.

ADUs are permitted by-right in all AN, RA, R, and RM districts subject to development standards and conditions outlined in Section 17.70.024 of the City's Zoning Code and included below.

- A. An accessory dwelling unit shall be either attached to the existing single-family dwelling or be separated from the existing single-family detached residence by not less than ten feet or the separation as allowed by the Uniform Building Code, whichever is less.
- B. Height. A conditional use permit shall be required for all accessory dwelling units constructed over one story in all RA, R and RM districts.
- C. Number of Units. Only one accessory dwelling unit shall be permitted on any parcel.
- D. Facilities. The accessory dwelling unit shall contain separate living, kitchen, and bathroom facilities.
- E. Construction. All accessory dwelling units shall be constructed so as to be compatible with the existing primary residence and existing residences within the neighborhood.

- F. Screening. All detached accessory dwelling units shall be appropriately screened so as not to be visible from the front street.
- G. Construction within the Rear or Side Yard. Any attached or detached accessory dwelling unit may be constructed within the rear or the side yard of the existing single-family residence.
- H. Mobile Homes. Mobile homes shall not be permitted as an accessory dwelling unit.
- I. Manufactured Homes. Manufactured homes shall be allowed as a detached accessory dwelling unit provided the manufactured unit complies to standards and conditions of this chapter.
- J. Existing Unit. A residential unit shall exist on a parcel before an accessory dwelling unit may be authorized unless approved by the director.
- K. Rental. The accessory dwelling unit may be rented as a one-family unit.
- L. One Family. The accessory dwelling unit shall provide complete independent sleeping, kitchen and bathroom facilities for one family.
- M. Access. The front entrance established for the accessory dwelling unit shall not be located on the same street frontage of the primary residence.
- N. Floor Area. Total floor area of the accessory dwelling unit shall be not less than one hundred fifty square feet. An accessory dwelling unit shall not exceed one thousand two hundred square feet of floor area if separated from the existing single-family dwelling. If attached to the existing single-family residence, the floor area of the second unit shall not exceed fifty percent of the existing living area of the existing single-family dwelling. A manufactured home shall not be less than eight feet wide by forty feet long and three hundred twenty square feet in floor area. An efficiency unit shall not be less than one hundred square feet in floor area and meet all space and occupancy standards of Chapter 5 of the Uniform Housing Code.
- O. Address. Address standards for the accessory dwelling unit shall be the same as established for the existing district; one address per parcel.
- P. Mailboxes. Mailboxes for the accessory dwelling unit shall be the same as for the existing residential unit.
- Q. Trash Disposal. Trash disposal services for accessory dwelling units shall be the same as for those established in the existing zoning district.
- R. Finish Floor Elevation. All accessory dwelling units shall be constructed on a foundation at the same level of the primary residence or compatible to existing standards established within the block and comply with all standards of the Uniform Building Code and flood zone district.
- S. Roof Pitch. All accessory dwelling units shall have a roof pitch equal to the primary residence and not less than what is consistent to be compatible within the block.
- T. Roof Material. All accessory dwelling units shall have roofing material consisting of shingles or other material customarily used for residential units; compatible with the roof of the primary residence and not less than what is consistent to be compatible within the block.
- U. Roof Overhangs. All accessory dwelling units shall have a roof overhang similar and compatible with the primary residence or what is consistent to be compatible within the block.
- V. Exterior. All accessory dwelling units shall have exterior materials compatible with the primary residence or what is consistent to be compatible within the block.
- W. Design. The accessory dwelling unit shall be clearly subordinate to the principal residential unit on the parcel by size, location and appearance.
- X. Utilities. Accessory dwelling units shall be provided with water, sewer and other utilities as determined by the building official.

- Y. Fees. All accessory dwelling units shall be subject to all fees required for new construction as adopted by the City.
- Z. An application for an accessory dwelling unit shall not be denied solely based on any maximum density requirements or standard.

Conclusion

The City of Dinuba's ADU Ordinance was last updated in 2017 and is not in compliance with state legislation passed since 2017.⁴

Recommended Action

Revise the Zoning Code to comply with state law. The City will facilitate the development of ADUs through implementation of Housing Plan Program 5, which directs the City to amend the Zoning Code in compliance with state ADU law and implement strategies to streamline the ADU permitting process, such as adopting pre-approved ADU plans.

Multifamily

Multifamily housing is permitted by-right in all zones allowing multifamily uses, including the RM-3, RM-2, and RM-1.5 zones. Multifamily development is not permitted in any other zoning district but can be incorporated into a mixed-use development within the Downtown Residential Overlay District subject to approval of a CUP.

Conclusion

Multifamily development requirements are not a constraint to residential development. However, allowing single-family residences by-right in multifamily zones potentially constrains the development of multifamily housing.

Recommended Action

Amend the Zoning Code provisions for RM districts to prohibit single-family uses. The City will implement Housing Plan Program 6 to reflect this change.

Group Homes/Residential Care Facilities

Group homes with six or fewer residents are permitted by-right in all residential districts, which is in accordance with state law. The City currently has no provisions in the Zoning Code to allow the development of group homes with seven or more residents.

State law requires residential care facilities with six or fewer persons to be allowed by-right in all zones that allow residential uses in zones where single-family residential uses are allowed. The City of Dinuba allows residential care facilities by-right in the following zones: AN, RA, R, and RM. In commercial, mixed-use, office and industrial zones, residential care facilities of any size are not permitted. Residential care facilities with seven or more persons are not permitted in any zoning district, which is considered a constraint to development.

⁴ State laws governing ADUs since 2017: Assembly Bill 494 (2017), Senate Bill 229 (2017), Assembly Bill 68 (2019), Assembly Bill 881 (2019), Assembly Bill 587 (2019), Senate Bill 13 (2019), and Assembly Bill 671 (2019), Assembly Bill 3182 (2020), Assembly Bill 345 (2021), Assembly Bill 2221 (2022), Senate Bill 897 (2022), Assembly Bill 345 (2022).

The City requires one covered parking space per every three beds in group care facilities, including residential care facilities. This is reduced from the two parking spaces required for single-family residential and 1.5 spaces for multifamily residential. The parking requirements in place for residential care facilities are similar to, or reduced from, that of other residential uses and do not pose an undue constraint on housing development for persons with disabilities.

Conclusion

Group homes/residential care facility requirements are not a constraint to development of facilities with six or fewer residents. Facilities with seven or more residents should be allowed by-right in all zones that permit residential uses, approved with objectivity and certainty, and subject only to the requirements of residential uses of similar type and form.

Recommended Action

Revise the Zoning Code to regulate residential care facilities in the same manner as similar uses in the same zone, regardless of the number of residents. Revise the Zoning Code to allow care facilities of seven or more residents by-right in all zones that permit residential uses, approved with objectivity and certainty, and subject only to the requirements of residential uses of similar type and form. The City will implement Housing Plan Program 6 to amend the Zoning Code to reflect this change.

Emergency Shelters

The City of Dinuba allows emergency shelters by-right in the C-2 zone with a maximum capacity of six persons and emergency shelters with no capacity limitation are allowed with a CUP in RM zones. The maximum stay for any person is limited to six months. The City's zoning code dictates that charitable and religious institutions providing sleeping accommodations must provide one space for each employee and one space for each three beds. AB 2339 requires cities to only require sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone.

In 2019, AB 101 was passed requiring that a Low Barrier Navigation Center development be a use by-right in mixed-use zones and nonresidential zones permitting multifamily uses. A Low Barrier Navigation Center is a low barrier, temporary, service-enriched shelter that helps homeless individuals and families obtain permanent housing. The City will need to amend its Zoning Code to explicitly allow the development of Low-Barrier Navigation Centers, by-right, in mixed-use zones, as well as nonresidential zones permitting multifamily uses.

AB 2339 was passed in 2022 and went into effect January 1, 2023. AB 2339 requires that jurisdictions identify zoning designations where emergency shelters are allowed to include sites that meet at least one of the following:

- Vacant and zoned for residential use;
- Vacant and zoned for nonresidential use and located near amenities and services for homeless individuals;
- Nonvacant and is suitable for use as a shelter in the current planning period.

Zoning designations identified to allow emergency shelters as a permitted use without a discretionary permit must also allow residential uses. The City permits emergency shelters by-right and without discretion in the C-2 zone. The C-2 zone permits mixed use development with residential uses, which satisfies that requirement of AB 2339.

Identified sites with the C-2 zone must also have a minimum area of 200 square feet per unsheltered person to accommodate the number of people experiencing homelessness. Additionally, AB 2339 requires that emergency shelters can only be subject to parking requirements such that the jurisdiction can require sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone.

The Kings/Tulare County Point-in-time count estimated that 1,053 people experienced homelessness in Tulare County in 2023, including 299 in Porterville, 284 in Tulare, and 434 in Visalia and 36 in the remainder of the county areas including Dinuba. Pursuant to AB 2339, 7,200 square feet or 0.17 acres of land is required to shelter the 36 unsheltered individuals from the 2023 PIT using 200 square feet per person.

As shown on Table A3-9, the C-2 zone has potential capacity for more than 36 individuals in emergency shelters. Smaller parcels (five acres or less) and vacant parcels are more likely to be developed with a shelter than large or nonvacant parcels; therefore, this table only includes vacant parcels less than five acres. While there is more than 0.17 acres of land available to shelter unsheltered individuals, the limit of six persons per emergency shelter in the C-2 zone could be a constraint due to the need to build up to five emergency shelters to house 36 individuals. The parcels identified in Table A3-9 are within a short walking distance to the Dinuba Transit Center, which provides residents with local bus circulation between Dinuba, Delft Colony, London, and Traver, and the Tulare County Area Transit (TCaT) North County service between Visalia, Yetttem, Seville, Cutler, Orosi, East Orosi, Sultana, Dinuba, Justice Complex, and Patterson Tract. These parcels are also within a 10-minute walking distance of Open Gate Ministries, which provides shelter and food distribution to residents experiencing homelessness.

Table A3-9 Emergency Shelter Capacity Analysis

APN	Acreage	Realistic Capacity (beds)	Vacant/Non-Vacant
17182016	0.18	39	Vacant
17173006	0.69	150	Vacant
17171009	0.16	36	Vacant
Total	1.03	90	

Source: City of Dinuba and Tulare County, 2023

Conclusion

The limit of six persons per emergency shelter in the C-2 Zone poses a constraint on housing access for unsheltered individuals. Maximum stay requirements pose a constraint to housing access for residents experiencing homelessness. Additionally, the City's parking requirements for emergency shelters do not align with the requirements of AB 2339 which poses a constraint to the development of emergency shelters.

Recommended Action

Revise the emergency shelter definition in the Zoning Code to remove the limit of six persons for emergency shelters in the C-2 zone and the maximum stay requirements.

Revise the Zoning Code to be consistent with AB 2339, expanding the definition of emergency shelters to include other interim interventions, including but not limited to, navigation centers, bridge housing, and respite or recuperative care, ensuring emergency shelters are only subject to objective

development standards that apply to residential to commercial development within the same zone, and revise parking standards for emergency shelters in order to comply with AB 2339.

Revise the Zoning Code to explicitly allow the development of Low-Barrier Navigation Centers, by-right, in mixed-use zones, as well as nonresidential zones permitting multifamily uses, consistent with AB 101.

Housing Plan Program 6 directs the City to amend the Zoning Code to increase capacity limits and maximum stay requirements for emergency shelters, revise the definition of emergency shelter and parking requirements to be consistent with the requirements of AB 2339, and permit Low-Barrier Navigation Centers, by-right, in mixed-use zones and nonresidential zones permitting multifamily uses.

Transitional and Supportive Housing

“Transitional housing” is defined as buildings configured as rental housing operating under program requirements that require the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months from the beginning of the assistance. Transitional housing units are residential uses subject only to those requirements and restrictions that apply to other residential uses of the same type in the same zone.

“Supportive housing” is defined as housing with no limit on length of stay that is occupied by the target population and that is linked to on-site or off-site services that assist the supportive housing resident in retaining permanent housing, health services, and employment, as needed. Supportive housing units are residential uses subject only to those requirements and restrictions that apply to other residential uses of the same type in the same zone. AB 2162, which went into effect on January 1, 2019, requires that cities allow supportive housing with up to 50 units by-right in multifamily and mixed-use zones and precludes cities from imposing parking requirements on supportive housing developments located within 0.5-mile of a public transit stop.

The Zoning Code defines supportive housing as “housing with no limit of stay, that is occupied by the target population, and that is linked on an on-site or off-site service that assists the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.”

The Zoning Code defines transitional housing as “buildings configured as rental housing developments, but operated under program requirements that require the termination of assistance and recirculation of the assisted unit to another eligible program recipient at a predetermined future point in time that shall be no less than six months from the beginning of the assistance.” Transitional housing

Transitional and supportive housing is allowed as permitted use in the AN, RA, R, and RM zones and by CUP in the C-2 zone.

Conclusion

The City’s Zoning Code is not consistent with the requirements of AB 2126.

Recommended Action

Revise the Zoning Code to comply with AB 2162 to permit by-right permanent supportive housing without discretionary action in zones allowing multifamily uses pursuant to Government Code 65651. For such supportive housing locating within half-mile from a public transit, no minimum parking can be required. Housing Plan Program 6 directs the City to amend the Zoning Code to reflect this change.

Farmworker Housing/Employee Housing

The Employee Housing Act regulates the use and occupancy of employee housing, which consists of privately-owned housing for five or more employees. Employee housing for six or fewer persons is to be treated as a single-family structure and residential use and shall be considered a use of property by a single household (Health & Safety Code Section 17021.5). No conditional-use permit, zoning variance, or other zoning clearance shall be required for this type of employee housing that is not required of a family dwelling of the same type in the same zone. In addition, employee housing consisting of no more than 36 beds in a group quarters or 12 units or spaces designed for use by a single family or household shall be deemed an agricultural land use (Health & Safety Code Section 17021.6). For the purpose of all local ordinances, employee housing shall not be deemed a use that implies that the employee housing is an activity that differs in any other way from an agricultural use. No CUP, zoning variance, or other zoning clearance shall be required of employee housing that is not required of any other agricultural activity in the same zone. The permitted occupancy in employee housing in a zone allowing agricultural uses shall include agricultural employees who do not work on the property where the employee housing is located.

In Dinuba, farmworker/employee housing for six or fewer residents is permitted by-right in the AN, RA, R, and RM zones in accordance with the Employee Housing Act. Farmworker/employee housing for six or fewer residents requires a CUP in the AR (Agriculture) zone, which does not comply with the Employee Housing Act.

Employee housing for seven or more residents, up to 36 beds in group quarters, or up to 12 units or spaces designed for use by a single family or household, is permitted in the AN zone and allowed by use permit in the RA, R, and RM zones. However, these uses are not allowed in the AR (Agriculture) zone.

Conclusion

The City's Zoning Code does not comply with state law regarding employee housing for seven or more residents or 36 beds.

Recommended Action

Revise the Zoning Code to ensure compliance with the Employee Housing Act (Health & Safety Code Section 17021.6). Housing Plan Program 6 directs the City to make this amendment to the Zoning Code.

Single Room Occupancy Units (SROs)

SROs are defined as a living or efficiency unit by California Health and Safety Code section 17958.1, intended or designed to be used as a primary residence by not more than two persons for a period of more than 30 consecutive days and having either individual bathrooms and kitchens or shared bathrooms and/or kitchens. Single-room occupancy (SRO) units are not specifically enumerated land use in the Zoning Code.

Conclusion

The Zoning Code does not specifically allow the development of SROs, which constrains the development of these uses.

Recommended Action

Revise the Zoning Code to define SROs and allow the development of SROs in residential zones allowing multifamily uses and/or commercial zones allowing hotel and motel uses. Housing Plan Program 6 directs the City to amend the Zoning Code to reflect this change

A3.3.3 Housing for Persons with Disabilities

California Government Code Section 65583 requires local jurisdictions to analyze potential and actual government constraints on the maintenance, improvement, and development of housing for people with disabilities. This is to ensure that persons with either physical or mental disabilities are provided reasonable accommodation for access to and the enjoyment of all facilities, including housing. Government Code Section 65583(c)(3) also requires housing elements to provide a program to “...address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing for persons with disabilities.”

This section analyzes if the zoning policies and permitting procedures in Dinuba impose any constraints on persons with disabilities accessing appropriate and adequate housing in the city.

A3.3.3.1 Definition of Family

Local jurisdictions may restrict access to housing for households that do not meet the jurisdiction’s definition for “family.” A restrictive definition of “family” that limits the number of individuals living together may illegally limit the development and siting of group homes for persons with disabilities, but not for housing families that are similarly sized or situated. The City of Dinuba’s definition of family is as follows:

“Family” or “household” means all those persons, related and unrelated, who occupy a single housing unit.

Conclusion

The City’s definition of “family” is not restrictive.

Recommended Action

None required.

A3.3.3.2 Reasonable Accommodation Procedures

The federal Fair Housing Act and the California Fair Employment and Housing Act require that cities and counties provide reasonable accommodation where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. Cities and counties must also consider requests for accommodations related to housing for people with disabilities and provide the accommodation when it is determined to be “reasonable” based on fair housing laws and the case law interpreting the statutes.

Reasonable accommodation is one of the tools intended to further housing opportunities for people with disabilities. These accommodations require that local jurisdictions make modifications or exceptions in their zoning laws and other land-use regulations when accommodations are necessary to afford individuals with disabilities an equal opportunity to use and enjoy a dwelling. For example, it may be a reasonable accommodation to waive a setback requirement so that a paved path of travel can be provided to residents with mobility impairments.

Reasonable accommodation enables developers and providers of housing for people with disabilities a means of requesting from the local government flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or requirements because it is necessary to achieve equal access to housing.

The City's Zoning Code requires that the alteration of any building, structure, or land may take place only after review and approval by the Director of Development Services after applying all the necessary permits and licenses. Site plan review is necessary to ensure that all improvements, including, without limitation, structures, parking areas, walks, refuse containers, landscaping, and street improvements, are properly related to the site and surrounding sites and structures.

The following development types shall be submitted to the Director of Development Services for review:

1. All new multifamily residences.
2. All additions to existing multifamily residences.
3. All renovations to multifamily residences which involve façade or exterior work.
4. All new or exterior renovations to commercial buildings.
5. All new or exterior renovations to industrial buildings.

Dinuba does not provide a reasonable accommodation procedure; however, it does provide an accelerated approval process for minor modifications to approved plans or building details of an approved CUP. The City is currently preparing a comprehensive update of the Zoning Code that will include a reasonable accommodations ordinance, anticipated summer 2024.

Conclusion

Dinuba's lack of a reasonable accommodation procedure, and the requirement of a discretionary permit for modifications that facilitate access to a building for persons with physical and non-physical disabilities, limits housing opportunities for people with disabilities.

Recommended Action

Revise the Zoning Code to include a reasonable accommodation procedure that allows for modifications on the basis of access for persons with physical and non-physical disabilities without any discretionary application requirements. Housing Plan Program 6 directs the City to amend the Zoning Code to include a reasonable accommodation procedure.

A3.3.4 Planning and Development Fees

The city charges various fees and assessments to cover the cost of processing permits and providing certain services and utilities.

Dinuba's fees for a CUP, variance, and zone change are lower than those in nearby, similarly sized cities, such as Farmersville and Lindsay. Fees for other permit and plan review categories fall within the middle range of similar cities in the county. Table A3-10 describes residential development planning fees for both single-family and multifamily development.

Table A3-10 Residential Development Planning Fees

Fee Title	Amount
Annexation Process	\$5,192
Lot Line Adjustment	\$413 + actual costs
Tentative Subdivision Map Review	\$1,515 + \$29/lot
Final Subdivision Map Review	\$601 + \$30/lot
Tentative Parcel Map	\$2,838 + actual costs
Final Parcel Map	\$1,455 + actual costs
Final Tract Map	\$1,259 + actual costs
Planned/Smart Development	\$785
Preliminary Plan Review	\$1,455 + actual costs
Site Plan Review-Major	\$1,249
General Plan Amendment	\$2,712
Rezoning Review	\$1,536
Negative Declaration	\$769 + County Fees
Categorical Exemption	\$198 + County Fees
Lighting and Landscape Fee	\$2,362
Landscape Plan Check/Inspection	\$225
Conditional Use Permit	\$1,301
Variance Review	\$781

Source: Dinuba Zoning Code, Adopted September 2022.

Table A3-11 shows development impact and permit fees for single-family and multifamily prototype developments. The single-family prototype is representative of a single-family detached residential dwelling unit with 1,500 square feet of living area in the R-1-6 zoning district. It assumes a 10-acre parcel subdivided into 60 single-family units occupying 360,000 square feet in area (assumes each lot contains 6,000 square feet in area) with an estimated price of \$322,000, based on Zillow's average home value for single-family homes in Dinuba.⁵ Single-family residential development fees range from \$37,059 to \$38,888 per unit and account for approximately 11 percent of the home price.

Estimated multifamily fees are based on a 108-unit multifamily development in the RM-2 zoning district. It assumes a five-acre parcel, 2.2 parking spaces per unit, a single 30-foot-wide travel lane, 350 square feet of open space per unit, and 1,011 square feet per unit. Multifamily residential development fees range from \$32,796 to \$33,962 per unit, approximately 8 percent of the cost of development.

⁵ Zillow. Dinuba Home Values. 2023. <https://www.zillow.com/home-values/118558/tokay-dinuba-ca/>

Table A3-11 Residential Development Fees

Number of Units	Cost Per Unit	
	Multifamily	Single Family
Land System Development Charges		
Water	\$1,317	\$3,918
Sewer	\$1,127	\$3,342
Transportation	\$2,140	\$6,366
Storm Drainage Master Plan	\$148 to \$657	\$535 to \$2,364
Park Master Plan	\$3	\$9.25
Park Land Dedication In-Lieu	\$1,392	\$1,749
Fire Protection Facilities	\$758	\$890
Subtotal	\$6,885 to \$7,542	\$16,809 to \$19,173
Building System Development Charges		
Water	\$1,171	\$1,737
Sewer	\$1,471	\$2,183
Transportation	\$2,283	\$3,387
Subtotal	\$4,926	\$7,307
Building and Other Fees		
Building Permit	\$860	\$1,425
Strong Motion Instrument Fee	\$9	\$13
Building Standards	\$3	\$4
Water Meter Service	\$4	\$449
Construction Water Payment	\$1	\$100
General Plan Maintenance	\$40	\$60
Subtotal	\$916	\$2,051
Dinuba Unified School District Fee	\$7,342	\$10,890
Total	\$32,796 to \$33,962	\$37,059 to \$38,888

Source: Dinuba Zoning Code, Adopted September 2022.

According to a 2019 National Impact Fees Survey of 37 jurisdictions in California, the average impact fees are \$37,471 per single family unit and \$21,703 per multifamily unit. Dinuba's fees for a single-family unit are less than the survey average; however, the City's fees are much higher than the average for multifamily units. The Turner Center for Housing conducted a study of the amount and effects of development and impact fees in six California cities: Los Angeles, Sacramento, Roseville, Oakland, Irvine, and Fremont⁶. Fees in Fremont and Irvine were calculated at over \$60,000 per multifamily unit while Roseville, Sacramento, and Los Angeles were calculated to be under \$20,000 per multifamily unit. Dinuba's fees are higher than some of the studied cities but less than others.

Single-family development fees in Dinuba are much higher than for similarly sized cities in the same county. Fees for a single-family unit range from \$37,059 to \$38,888 in Dinuba but range from \$12,009 to \$19,269 in the cities of Exeter, Lindsay, Farmersville, and Woodlake. Similarly, fees for a multifamily unit range from \$32,796 to \$33,962 per multifamily unit in Dinuba and range from \$10,495 to \$16,400 per

⁶ Turner Center for Housing Innovation at UC Berkley, 2018. Available at, It <https://turnercenter.berkeley.edu/blog/it-all-adds-up-the-cost-of-housing-development-fees-in-seven-california-cities/>

unit in other cities. Table A3-12 shows a comparison of development fees in other Tulare County jurisdictions.

Table A3-12 Residential Development Fee Comparison

Jurisdiction	Total Cost Per Unit	
	Multifamily	Single-Family
Dinuba	\$32,796 to \$33,962	\$37,059 to \$38,888
Exeter	\$10,495.25	\$16,482
Farmersville	\$16,400.00	\$19,269
Lindsay	\$40,342.88	\$12,009
Porterville	\$12,000 to \$14,500	\$17,000 to \$20,000
Tulare	\$17,781	\$18,677
Woodlake	\$11,477.88	\$14,606.67

Conclusion

Given that planning and development fees are much higher in Dinuba than in other small cities in the region, planning and development fees may be a constraint to development.

Recommended Action

Review the City's development impact fees and revise to be competitive with other cities in the same county. Program 6 directs the City to review and revise the City's development impact fees.

A3.3.5 Permit Types

The City of Dinuba provides the full range of services relating to the development of property within its city boundaries and Sphere of Influence. Subdivision maps, parcel maps, CUPs, and building plans are all processed by the City.

The City's Development Review Committee (DRC) process is intended to ensure that all City departments have an opportunity to review and discuss development proposals, including all subdivision maps. This process involves staff from public works (e.g., sanitary sewer, potable water, storm water drainage, and streets), parks and community services, the police, and fire departments. Staff meet and discuss any site concerns or issues they may have pertinent to their areas of responsibility. Alta Irrigation District, Dinuba Unified School District, and Pena's Disposal also participate in the DRC as these agencies may be impacted by development. The City believes this process provides an opportunity to give feedback to a developer prior to submittal of a formal application. The developer is given an opportunity to address any issues or concerns prior to investing in design costs of a subdivision. Thus, when the project is ready for consideration by the Planning Commission, any outstanding design issues should have been addressed and resolved at an informal level.

The initiation of a development proposal begins with the filing of an application and payment of appropriate fees. The application is reviewed by City staff and the environmental review process under CEQA is initiated. The project is evaluated for potentially adverse environmental impacts to determine which level of environmental review is necessary. Depending upon potential effect, City staff determines if a categorical exemption, negative declaration, mitigated negative declaration or environmental impact report (EIR) is appropriate. Should the project fit into any of several pre-defined exempt categories, a

notice of exemption may be filed which subsequently expedites project clearance of environmental concerns allowing the project to move forward to construction.

Site Plan Review

For projects subject to Site Plan Review, projects may only be denied if the project does not comply with City codes, standards, policies, or California Environmental Quality Act (CEQA) requirements. The Site Plan Review process follows objective approval standards and is not considered a constraint to development. New multifamily development, additions to existing multifamily development, and renovations to multifamily residences which involve façade or exterior work require Site Plan Review. The Planning Director reviews the site plan within 60 days of submission to determine compliance, and makes a decision within 30 days of acceptance of the site plan. The findings for Site Plan Review are as follows:

- The proposed project is consistent with the Dinuba General Plan and the purpose and standards of the site zoning.
- The proposed project will not have an adverse impact on the public health, safety or welfare.
- The approval of the permit application is in compliance with the requirements of the California Environmental Quality Act.

The director's decision shall be final unless appealed to the Planning Commission. Current City procedure states that when, in the opinion of the director, the site plan submitted is of such consequence, magnitude or involves potential public controversy, the director may refer such to the planning commission for public hearing. The City will remove this provision concurrently with updates to the City's Zoning Code, as directed by Housing Plan Program 6.

Design Review

The City's design review process consists of an assessment of conformance with Chapter 17.82, *Design Guidelines*, of the Zoning Code and consistency with the City's Residential Design Guidelines. In addition to Chapter 17.82, the City adopted the Residential Design Guidelines in June 2023. Many design requirements include objective measures for compliance; however, some of the guidelines for neighborhood, single-family, and multifamily development are subject may be restrictive to development. For example, the guideline that "the project should be designed to harmonize with surrounding development in terms of scale, setbacks, location of buildings on the parcel, etc." may limit larger residential developments. This requirement is subjective in that determination of compliance would require judgement on whether or not the project harmonizes with surrounding development. Chapter 17.82 includes the following subjective design standards:

- A. The site should be designed so as to create a development which is pleasant in character, human in scale and facilitates on-site circulation.
 1. Existing natural features such as trees, other native vegetation, natural ground forms, water and view shall be retained to the maximum extent feasible.
 2. The visual impact and presence of vehicles shall be minimized by generally siting parking areas to the rear or side of the property rather than along street frontages, and screening parking areas from view, both interior and exterior to the site.
 3. Where appropriate due to the nature of the project, bicycle parking with access from adjacent streets, driveways or paths shall be provided.
 4. Traffic congestion or impairment of traffic visibility shall be avoided.

5. Pedestrian safety and welfare shall be protected.
- B. There is no single architectural style and design theme for Dinuba. Good architectural style and design should reflect compatibility with the character of the area. Compatibility includes building style, size, setback, form, color and material considerations.
 1. The architectural style and design shall enhance the neighborhood and contribute beneficially to the overall design quality and visual character of the community, and maintain a stable, desirable character.
 2. A consistent color scheme should be used throughout a project and the scheme(s) should not contrast negatively with the character of the area.
 3. The design of projects containing many buildings should provide variety in building size and massing. A mixture of single and multistory buildings should be used.
 4. The architectural scheme (form, materials, color and detailing) of a building should be carried throughout all exterior elevations to achieve design, harmony and continuity.
 5. Coordinate roof shape, color and texture with the overall building design.
 6. Continue on all elevations the architectural character established for the street facing elevations to the extent possible.
 7. Mechanical equipment and utilities, with the exception of solar heating panels, shall be architecturally screened from view. Rooftop mechanical and electrical equipment and appurtenances to be used in the operation and maintenance of a building shall be installed so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings, and in any alteration of mechanical systems of existing buildings that results in significant changes in such rooftop equipment and appurtenances. The features so regulated shall, in all cases, be either enclosed by out building walls or parapets, or grouped and screened in a manner architecturally compatible with the building. Minor features not exceeding one foot in height shall be exempted from this requirement, except that such minor features shall be of a color that minimizes glare and blends with the building. Ground- or interior-mounted mechanical equipment is strongly recommended.
 8. Ensure that the physical proportions of the project and the manner in which the project is designed are appropriate in relation to the size, shape and topography of the site and adjacent developments.
 9. Buildings with box-like appearances, lacking architectural variation on all elevations, are discouraged. Architectural variation can be achieved through a variety of design techniques, including but not limited to:
 - a. Off-setting or varying building setbacks;
 - b. Providing covered porches, balconies and entries;
 - c. Combining single-story and two-story construction in a single building, with single-story nearest property lines;
 - d. Varying roof lines, height and type and building elevations;
 - e. Providing meandering sidewalks.
 10. Each project shall contain a sufficient number of trash enclosures to adequately serve the use. Said enclosures shall be constructed to City standard specifications.

11. Screen exterior trash and storage areas, service yards, loading docks and utility services from view of all nearby streets and adjacent structures in a manner that is compatible with building and site design.
12. All sides of commercial buildings shall be architecturally treated to produce an aesthetically pleasing facade which is of a design compatible with surrounding commercial buildings and the character of the community.
13. Signage should be compatible with the architectural style and design of the building and should contribute beneficially to the overall design quality and visual character of the community.

Chapter 17.71, *Special Provisions and Development Standards*, includes design standards for landscaping that applies to all projects that require landscaping, including residential development. Some of the landscaping standards are subjective in nature. The City's Landscape Design Guidelines, last updated in 2021, also contain subjective requirements that apply to residential development. For instance, the requirement that "plant materials should reflect the approved architectural theme" is subjective and would require judgement to determine compliance. Section 17.71.130 of the Zoning Code includes the following subjective landscape design standards:

1. All vegetation shall be maintained free of physical damage or injury from lack of water, excess chemical fertilizer or other toxic chemical, or disease, and any such vegetation which shows signs of such damage or injury shall be replaced by the same or similar vegetation of a size and character which will be comparable at full growth.
2. Landscaping shall be kept free from weeds and undesirable grasses.

Chapter 17.61 of the Zoning Code regulates the Downtown Residential Overlay District and encourages the development of mixed-use development. This Chapter establishes a subjective standard regulating the design of mixed-use development, "The overall exterior appearance of mixed land use projects shall favor a commercial architectural design."

The Development Review Committee (DRC) reviews and provides comments on applicable projects. The DRC is composed of staff from the departments of Planning and Development, City Manager's Office, Public Works, Police, Parks and Recreation, Fire and other outside agencies. This process is concurrent with the rest of the entitlement review. All residential projects in the city require the same level of design review.

Conditional Use Permits

The CUP review process consists of an analysis to verify consistency of the project with the City's Zoning Code and General Plan, and requirements of CEQA. A conditional use permit requires a public hearing and approval by the City's Planning Commission. The Planning Commission may impose reasonable conditions upon a project, subject to appeal to the City Council.

The following findings shall be made by the approving authority prior to the approval of any discretionary permit:

1. General Plan. The use or project proposed is consistent with the General Plan.
2. Zoning Code. The use, activity or improvement(s) proposed is consistent with the provisions of the zoning code.
3. CEQA. The approval of the permit application is in compliance with the requirements of the California Environmental Quality Act.

4. Compatibility. The location, size, design and operating characteristics of the proposed use will not create conditions or situations that may be incompatible with other permitted uses in the vicinity.
5. General Welfare. The approval of the permit application will not result in conditions or circumstances contrary to the public health and safety and the general welfare.
6. Site Characteristics. That the site for the proposed use is adequate in size and shape to accommodate such use and all yards, spaces, walls and fences, parking, loading, landscaping and other features required by the Municipal Code to adjust such use with the land and uses in the neighborhood.
7. That the site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use.
8. That the proposed use will not be detrimental to the character of the development in the immediate neighborhood.
9. That the conditions stated in the resolution are deemed necessary to protect the public health, safety and general welfare. Such conditions may include:
 - a. Special yards, spaces and buffers;
 - b. Fences and walls;
 - c. Surfacing of parking areas subject to specifications;
 - d. Requiring street dedications and improvements (or bonds) subject to the provisions of the site plan review of this title, including service roads or alleys when practical;
 - e. Regulation of points of vehicular ingress and egress;
 - f. Regulation of signs;
 - g. Requiring landscaping and the maintenance thereof;
 - h. Requiring the maintenance of the grounds;
 - i. Regulation of noise, vibration and odors;
 - j. Regulation of time for certain activities;
 - k. A bond for the removal of such use within a specified period of time;
 - l. Such other conditions as will make possible development in an orderly and efficient manner; and
 - m. Authorization for staff to bring back discretionary permits for a planning commission review after a specified period of time.

Requirements related to neighborhood character are subjective.

Variances

An applicant must request a variance when seeking an exception to specific requirements of the Zoning Code, Parking Regulations, and Sign Regulations, if those requirements would result in a hardship due to the physical conditions of a property. The Planning Director or the Planning Commission acts on variance requests. Administrative action on a variance request takes place two to four weeks after the application is deemed complete; additional time is necessary if Planning Commission review is required.

General Plan Amendment and Zone Change

Projects that are not consistent with the General Plan or Zoning Code may require approval of a General Plan Amendment or a Zone Change. Approval of these types of proposals is discretionary, subject to CEQA, and requires public hearings before the Planning Commission and City Council.

Subdivision Map Review

All tentative subdivision maps are reviewed by the Subdivision Review Committee prior to the submission of the map to the Planning Commission. The Subdivision Review Committee review the completeness and accuracy of the tentative map and the suitability of the land for purposes of subdivision, conformity of the overall design of the subdivision to the General Plan and other City plans, the provisions for and adequacy of street improvements and utilities, and provisions for public areas and services. The Subdivision Review Committee may deem it advisable to recommend additional improvements, easements, dedications, etc., to be included, in which case the subdivider is informed of the nature of the recommendations following the Committee meeting. Within 50 days after the tentative map has been filed with the City Planner or at such later date as may be required to concurrently process the appurtenant environmental impact review documents required by CEQA, the Planning Commission shall conduct a public hearing on the tentative parcel map. The City Council may overrule or modify any ruling or determination of the Planning Commission regarding a tentative map and may make conditional exceptions if special circumstances pertaining to the property involved justify a variance.

Parcel Map

All tentative parcel maps are reviewed by the Subdivision Review Committee prior to the submission of the map to the Planning Commission. The Subdivision Review Committee review the completeness and accuracy of the tentative map and the suitability of the land for purposes of subdivision, conformity of the overall design of the subdivision to the General Plan and other City plans, the provisions for and adequacy of street improvements and utilities, and provisions for public areas and services. The Subdivision Review Committee may deem it advisable to recommend additional improvements, easements, dedications, etc., to be included, in which case the subdivider is informed of the nature of the recommendations following the Committee meeting. Within 30 days after the tentative map has been filed with the City Planner or at such later date as may be required to concurrently process the appurtenant environmental impact review documents required by CEQA, the Planning Commission shall conduct a public hearing on the tentative parcel map. If the applicant is dissatisfied with the decision of the Planning Commission, an appeal in writing to the City Council for a hearing can occur within 15 days after the decision of the Commission.

Conclusion

Site Plan Review findings are objective. The Design Guidelines contain guidelines for multifamily housing to “integrate architectural elements and building articulation that is similar to the surrounding neighborhood,” which are restrictive to multifamily development. Additionally, findings for discretionary permits regarding neighborhood character are subjective.

Recommended Action

Revise the City’s Design Guidelines Ordinance, Residential Design Guidelines, and Landscape Design Guidelines to remove the guideline for multifamily development to “integrate architectural elements and building articulation that is similar to the surrounding neighborhood” and revise findings for

discretionary permits to be objective. Housing Plan Program 6 directs the City to amend the Zoning Code to remove restrictions on design standards and revise findings for discretionary permits to be objective.

A3.3.6 Permit Procedures and Processing Times

The time required to process a project varies greatly from one project to another and is directly related to the size and complexity of the proposal and the number of actions or approvals needed to complete the process. Table A3-13 identifies the typical processing time for various entitlement applications. It should be noted that each project does not necessarily have to complete each step in the process (i.e., small scale projects consistent with General Plan and zoning designations do not generally require EIRs, General Plan Amendments, Rezones, or Variances).

Also, certain review and approval procedures may run concurrently. For example, a ministerial review for a single-family home would be processed concurrently with the design review. Since the majority of CEQA documents (i.e., EIRs and Negative Declarations) are prepared in response to a General Plan Amendment request, they are typically processed simultaneously. The City also encourages the joint processing of related applications for a single project. As an example, a rezone petition may be reviewed in conjunction with the required site plan, a tentative tract map, and any necessary variances.

The average number of days from entitlement to building permit is three to six months, based on a review of projects from the past 18 months.

Table A3-13 Timelines for Permit Procedures

Type of Approval or Permit	Typical Processing Time	Approval Body
Site Plan Review/Design Plan Review	4 - 6 weeks	Community Development Dir.
Minor Modifications	1 - 2 weeks	City Staff
Conditional Use Permit	4 - 8 weeks	PC
Variance	4 - 8 weeks	PC
Zone Change	4 - 5 months	PC and City Council (CC)
General Plan Amendment	4 - 5 months	PC and CC
Development/Design Review	2 - 4 weeks	City Staff Dev. Review Comm.
Tentative Subdivision Map	3 - 5 months	PC, CC if easements
Final Subdivision Map	6-12 weeks	CC
Tentative Parcel Map	4 - 8 weeks	PC, CC if easements
Final Parcel Map	4 - 6 weeks	CC
Negative Declaration	2 months	PC and CC
Environmental Impact Report	4 - 6 months	PC and CC
Single Family Unit/Bldg. Permit Review	3 - 4 weeks	Building Official

Source: Dinuba Zoning Code, Adopted September 2022.

Table A3-14 shows the typical processing procedures by project type for Dinuba. As shown, single-family units have the shortest estimated processing times (one week) while planned unit development has the longest (3-4 months). Dinuba's permit process times are consistent with typical permit processing times for cities in Tulare County.

Table A3-14 Typical Processing Procedures by Project Type

	One Single-Family Unit	Subdivision	Multifamily Units	Planned Unit Development
	Site Plan	Site Plan Review	Site Plan Review	Site Plan Review
		Tentative Map	Conditional Use Permit	Conditional Use Permit
		Environmental Assessment	Environmental Assessment	Environmental Assessment
		Final Map		
		Final Map		
Estimated Processing Time	1 week	2 - 3 months	2 months	3 - 4 months

Source: Dinuba Zoning Code, Adopted September 2022.

Building Permits

Building permit review timelines for all projects are as follows depending on complexity and scope of work:

- First review: 1 to 20 working days
- Second review: 1 to 15 working days
- Third review: 1 to 15 working days
- Fourth review: 1 to 10 working days
- Fifth review: 1 to 10 working days

State Streamlining (SB 35)

Under the 5th Cycle Housing Element reporting period (2015-2023), the City of Dinuba has made insufficient progress toward its lower-income RHNA and is subject to SB 35 streamlining provisions for projects that include at least 50 percent affordability. SB 35 requires that eligible projects be reviewed for compliance and consistency with the City's objective standards and are not subject to discretionary processes, such as CEQA environmental review and public hearings. Eligible projects with 150 units or fewer must be approved within 90 days and projects with more than 150 units must be approved within 180 days. In addition, AB 1397 requires that 5th cycle opportunity sites re-used in the 6th cycle and identified to accommodate lower income units (very low-income and low-income) be subject to by-right approval if projects include 20 percent affordable units for lower income households on-site. No SB 35 project applications have been received by the City. The City has not adopted procedures for processing SB 35 applications and has not created a checklist for SB 35 applications.

Conclusion

The lack of permit procedures and resources for SB 35 applicants is a constraint to development.

Recommended Action

Amend the Zoning Code to provide a clear permitting process for SB 35 eligible projects and create an SB 35 application checklist. Housing Plan Program 6 directs the City to amend the Zoning Code to reflect this change.

Permit Streamlining Act

The Permit Streamlining Act sets forth various time limits within which state and local government agencies must either approve or disapprove permits and provides that these time limits may be extended once by agreement between the parties. The City currently meets the timelines below and complies with the Permit Streamlining Act including streamlining determinate with 30-day CEQA determination:

- 30 days to deem application complete/incomplete
- 30-day period restarts with each resubmittal on an incomplete application.
- 30 days to make environmental determination after an application is deemed complete
- 60 days after the environmental determination, including a finding that the project is exempt from CEQA, the City must take action to approve or disapprove the project. Applicants can agree to an additional 90 days to take action.

Conclusion

The City complies with the Permit Streamlining Act.

Recommended Action

None required.

A3.3.7 Short-Term Housing Rentals

Dinuba does not currently have a short-term housing rental program that regulates short-term vacation rentals in the jurisdiction. As of July 2023, there were two active VRBO and Airbnb rentals in the city. Both listings rented the entire house and located in Northwest Dinuba.⁷

Conclusion

The low number of short-term rentals in the city indicates short-term rentals are not a constraint to long-term rental housing supply.

Recommended Action

None Required.

A3.3.8 Code Enforcement

The City of Dinuba implements the California Building Code (CBC), 2016 Edition, which is based on the 2015 International Building Code and is published by the California Building Standards Commission as Part 2 of Title 24 of the California Code of Regulations. The 2016 California Building Code is set forth to regulate and govern the conditions and maintenance of all property, buildings, and structures within the city by providing the standards for supplied utilities and facilities and other physical things and conditions essential to ensure that structures are safe, sanitary, and fit for occupation and use and providing for the condemnation and demolition of buildings and structures that are unfit for human occupancy and use. Investigation of violations is complaint-based.

The City has included two local amendments to the CBC: (1) no permits shall be issued for the improvement of, or the construction, installation, or placement of any building or structure on any lot or

⁷ AirDNA. 2023. https://www.airdna.co/vacation-rental-data/app/th/default/bangkok/din-daeng_huai-khwang/overview

parcel of land resulting from a subdivision of land contrary to the provisions of Ordinance No. 424 of the City of Dinuba; (2) no permit shall be issued in connection with any building or structure erected, constructed, altered, enlarged, converted, move or maintained, or for the use of land in a manner contrary to the provisions of Ordinance No. 376. Ordinance No. 424 consists of Chapter 16.04 of the Zoning Code, adopted pursuant to the Subdivision Map Act and Ordinance No. 376 consists of Title 17, the Zoning Code. Neither ordinance poses a constraint to development.

The City has the power to inspect and declare unsafe any structure or piece of equipment, be it existing or under construction, that does not meet specific Municipal Code standards. These include, but are not limited to, structures with insufficient modes of egress; structures that are unsafe or that have been made structurally unsound due to fire, earthquake, or other natural disaster; buildings that are deemed a public nuisance; and buildings that have been constructed or maintained in violation of local or state law. Once a building has been declared unsafe, the building official may issue notice that the structure be repaired, vacated, or demolished within a reasonable amount of time and with the appropriate permits.

The enforcement of building codes in the city is centered on the inspection of new construction and remodels or renovations requiring building permits. However, for existing structures, City staff prioritizes code enforcement complaints according to the severity of the violation on the community and individuals. Situations that appear to pose a serious risk to health and safety are given top priority; others are pursued in the order in which they are received, as resources are available. In most cases for non-emergency complaints, a warning letter or courtesy notice is sent to the alleged violator to verify the status of the potential complaint and to obtain compliance.

Dinuba's code enforcement program is complaint based. A summary of the process as provided by the code enforcement officer is as follows:

- Complaint is submitted
- City inspects and attempts to make contact with the occupant/owner and provide a verbal warning with a deadline date for compliance. A written notice is also sent.
- If compliance does not occur, then second and third notices are sent. If compliance is still not achieved then the City can levy fines as follows:
 1. First administrative citation—one hundred dollars;
 2. Second administrative citation—two hundred dollars;
 3. Third administrative citation—five hundred dollars.

If it becomes an ongoing issue and the occupant/owner is not responding to administrative citations, the City has the option to cite as a misdemeanor if the City Attorney sees fit.

Conclusion

The City has yet to adopt the most recent (2022) California Building Code.

Recommended Action

Adopt by reference the 2022 edition of the California Building Code. Housing Plan Program 6 directs the City to amend the Zoning Code to adopt the most current edition of the California Building Code. The City will implement Housing Plan Program 10 to advertise available rehabilitation grant programs on the City's website and ensure that Code Enforcement has the information when addressing enforcement cases.

Transparency in the Development Process

To increase transparency in the development process, the City's website publishes resources that help developers and homeowners navigate the residential development and home improvement processes. The City's Planning and Development Services Department webpage (<https://www.dinuba.org/departments/planning-development>) provides links to planning and building permit resources, including the City's zoning and land use maps, permit application forms, a residential plan review checklist, rate and fee schedule, and staff contacts. However, links to the Zoning Code and zoning map connect to PDF versions of the documents that are outdated. The most recent Zoning Code and map, both in dynamic refresh form, can be found on the City's website as well but are not linked on the Planning and Development Services Department webpage.

Conclusion

While the City's website provides information on permit processing and zoning, links to these resources are outdated.

Recommended Action

The City should evaluate its compliance with the new transparency requirements per Government Code Section 65940.1(a)(1) and make changes as necessary. Update links on the City's Planning and Development Services Department webpage to connect to the most recent versions of each resource and document. Housing Plan Program 7 directs the City to comply with new transparency requirements and update links to the most recent version of each resource and documents on the Planning and Development Services webpage.

A3.3.8.1 Cumulative Impact of Development Standards

The Housing Element must analyze the cumulative effect of development standards on the development of housing and/or achieving densities after considering how all standards and/or ordinances relate to each other. In Dinuba, overly restrictive parking requirements, and recreation area/open space requirements, together with comparably high development impact fees, may constrain development of multifamily housing. Dinuba will amend its Zoning Code by summer 2024 to reduce and remove constraints to housing development.

A3.4 Environmental Constraints

A community's environmental setting affects the feasibility and cost of developing housing. Environmental issues range from the availability of water to the suitability of land for development due to potential exposure to seismic, flooding, wildfire, and other hazards. If not properly recognized and accommodated in residential design, these environmental features could potentially endanger lives and property. This section summarizes environmental constraints to housing development in the city.

A3.4.1 Floodplains

There are multiple floodplains in Dinuba affecting roughly 63 percent of all properties in Dinuba.⁸ Principal flooding problems exist in the western portion of the city, as identified by FEMA. Parcels in the western half of the city are primarily comprised of R zoning districts, general commercial zones, light industrial zones, and resource conservation in the southwestern portion of the city. Development within

⁸Risk Factor, Dinuba, California, https://riskfactor.com/city/dinuba/619318_fsid/flood accessed April 2023.

a flood zone typically is required to be protected against flood damage. FEMA recommends developers to obtain a flood zone elevation certificate when development is to occur on parcels in the flood zone, as it can also be used by the property owner to obtain flood insurance. These certificates require elevating the developed area (i.e., house pad) above the known flood level of that flood zone. Flood zone elevation certificates increase the cost of development by a small amount (\$67) but are necessary to ensure protection against flood risks.

The Site Inventory identifies parcel-specific environmental constraints, including whether the site is within the FEMA 100-year flood zone. Several sites in the Site Inventory are located in Zone X (500-year flood zone) and Zone AO (100-year flood zone); however, the flood zone is not a constraint to development.

A3.4.2 Seismic Zones

While Dinuba is in proximity to major California fault lines, there is no specific threat or hazard from seismic ground shaking to residential development within Tulare County and all new construction must comply with current State building code requirements related to seismic retrofitting. Due to the minimal historical hazard of earthquakes in the city and the use of the most current building codes and construction techniques, seismic faults do not pose a constraint to residential development.

A3.4.3 Wildfire

The California Department of Forestry and Fire Prevention (CALFIRE) has designated the entire city of Dinuba and surrounding area as “Local Responsibility Area Unzoned.” The City of Dinuba Fire Department is responsible for wildfire prevention activities in the city. While there are no fire severity zones within the city boundaries, the City ensures that developments comply with California Fire and Building Code requirements for health and safety through the City’s site plan review process.

A3.4.4 Soil Contamination

Agricultural uses may contaminate sites due to the use of pesticides and other chemicals. Soil contamination may be a concern if a Phase One Environmental Site Assessment determines there is a potential for soil contamination and contamination is substantiated by a Phase Two study. The City ensures that the necessary steps are taken to clean up residual hazardous wastes on any contaminated sites proposed for redevelopment or reuse. Soil evaluations are required as needed to ensure that risks are assessed, and appropriate remediation is provided. Developing housing on these sites can involve costs to remediate contaminated soil or groundwater. The remediation cost would typically be on the developer to address the clean-up and potential site contamination is not considered a constraint.

Conclusion

Environmental conditions in Dinuba are not considered a constraint to development.

Recommended Action

None required.

This page intentionally left blank.

A4 ~~Dinuba~~ Housing Resources and Site Inventory Analysis

This section documents the methodology and results of the Site Inventory analysis conducted to demonstrate the City of Dinuba’s ability to meet the 6th cycle Regional Housing Needs Allocation (RHNA). Infrastructure, services, and financial and administrative resources that are available for the development, rehabilitation, and preservation of housing in the city of Dinuba are also discussed in this chapter. Background information on regional development trends and analysis are included in Chapter 4, *Regional Housing Resources*.

The Site Inventory was developed through the analysis of development trends, the identification of vacant land, and community input. Community engagement events included an online, interactive community survey, where residents identified areas for potential future residential development throughout Dinuba, and a virtual community workshop held on May 30, 2023.

A4.1 Regional Housing Needs Allocation (RHNA)

This Housing Element covers the planning period of December 2023 through December 2031 (also referred to as the 6th housing cycle). The Tulare County Association of Governments (TCAG), as the Metropolitan Planning Agency for the Tulare County region, is responsible for preparing the RHNA for the region based on recent growth trends, income distribution, and capacity for future growth. This methodology must align with state objectives, including but not limited to:

- Promoting infill, equity, and environmental protection
- Ensuring jobs-housing balance
- Affirmatively furthering fair housing

Dinuba must identify adequate land with appropriate zoning and development standards to accommodate its RHNA or its assigned share of the region’s housing need. Dinuba’s RHNA is 1,588 units, which is distributed among five income categories, as shown in Table A4-1.

Table A4-1 Dinuba 2023-2031 RHNA

Income Category (Percent of Tulare County Area Median Income [AMI])	Number of Units	Percent of Total Units
Extremely Low (< 30% of AMI)*	178	11.2%
Very Low (30 to 50% of AMI)	209	13.2%
Low (51 to 80% of AMI)	238	15.0%
Moderate (81% to 120% of AMI)	268	16.9%
Above Moderate (> 120% of AMI)	695	43.7%
Total	1,588	100.0%

* The RHNA does not project the need for extremely low-income units, but pursuant to state law (Assembly Bill (AB) 2634), the City must project its extremely low-income housing needs based on Census income distribution or assume 50 percent of the very low-income units required by the RHNA as extremely low-income units. The City’s very low-income requirement is 387 units. The number of extremely low-income units that the City must plan for shown here was projected using Census data. According to the Comprehensive Housing Affordability Strategy (CHAS), data developed by the United States Department of Housing and Urban Development, 37.2 percent of households in the city earned less than 50 percent of the AMI. Among these households, 45.9 percent earned incomes below 30 percent (extremely low-income). Therefore, the City’s RHNA allocation of 387 very low-income units was distributed as 178 extremely low (46 percent of the 387 very low-income units required by the RHNA) and 209 very low-income units. However, for purposes of identifying adequate sites for the RHNA allocation, state law does not mandate the separate accounting for the extremely low-income category. Source: TCAG, 2022. Final Regional Housing Needs Plan.

A4.2 Meeting the RHNA

Each jurisdiction must identify adequate land with appropriate zoning and development standards to fulfill its required RHNA. Jurisdictions can use planned and/or approved projects, estimated accessory dwelling unit (ADU) production, and vacant and/or underutilized sites to accommodate the RHNA. In some cases, rezoning must occur to ready sites for future residential development.

Once the City demonstrates in the Housing Element that it has the development capacity to accommodate the RHNA, it has two implementation-related obligations during the planning period:

1. Maintain a “no net loss” policy of its residential development capacity over the housing element planning period, meaning that sites listed in the adopted Housing Element land inventory may not be down-zoned to a lower-density residential zone or rezoned to a nonresidential zone, unless the City up-zones or rezones alternative sites prior to the density reduction or rezone on the inventoried site.
2. Continue to allocate funding resources to and facilitate the development of affordable housing.

A4.2.1 RHNA Credits

The City may use units in approved and/or permitted residential developments which will be completed within the planning period, and anticipated ADU production, as credit towards fulfillment of its RHNA.

Planned and Approved Projects

Residential developments approved and permitted, but not yet built (also called “pipeline projects”) can be credited towards the City’s RHNA provided it can be demonstrated that the units can be built by the end of the 6th cycle planning period. Similarly, units that have not yet received a building permit as of June 30, 2023, can also be credited towards the RHNA. Affordability (the income category in which the units are counted) is based on the actual or projected sale prices, rent levels, or other mechanisms establishing affordability of the units within the project. Pipeline projects that can count toward the City’s 6th cycle RHNA are listed in Table A4-2.

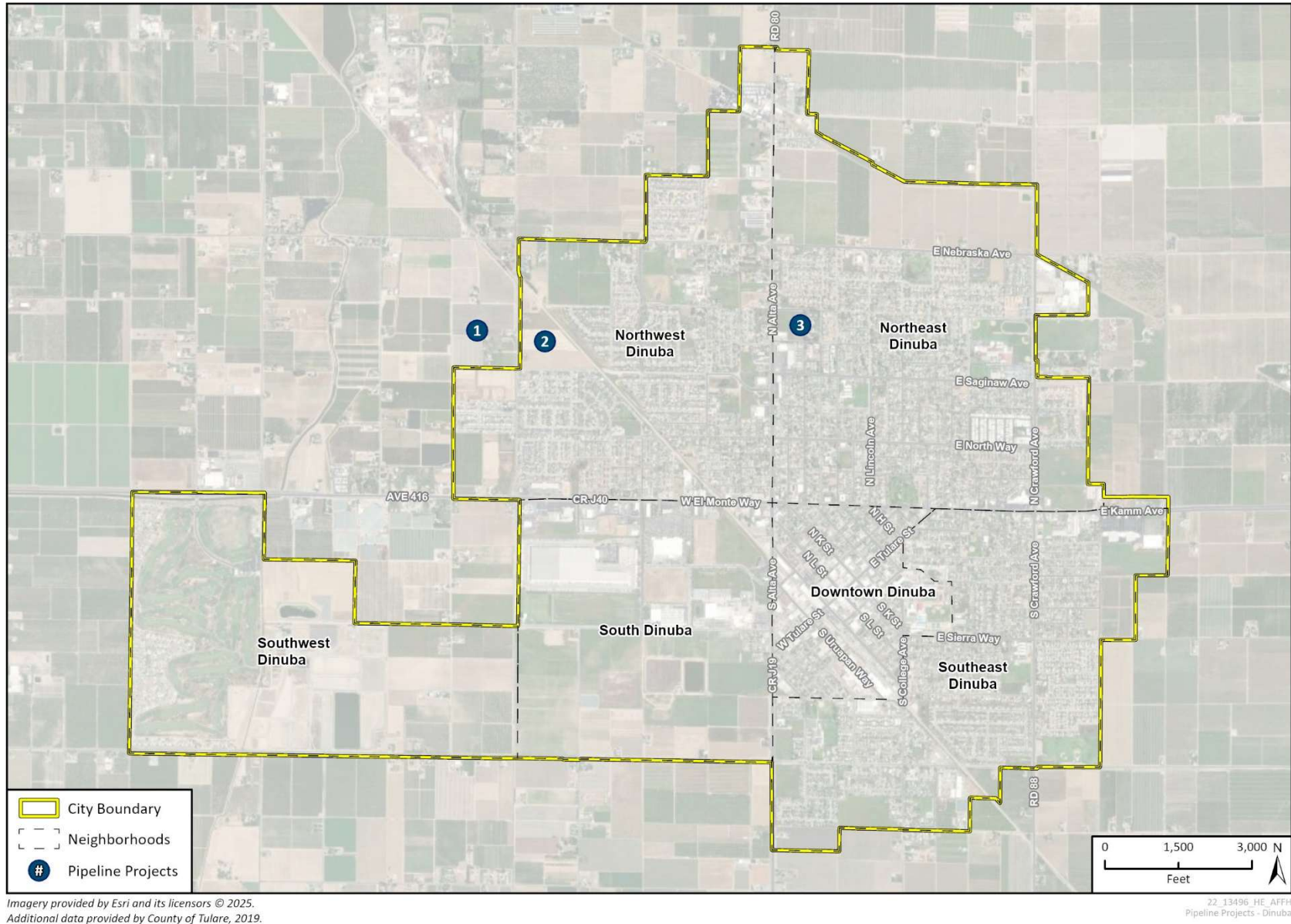
Figure A4-1 shows the locations of pipeline projects. For the purposes of this analysis, the city is divided into six neighborhoods: Downtown Dinuba, Northeast Dinuba, Northwest Dinuba, South Dinuba, Southeast Dinuba, and Southwest Dinuba. These pipeline projects are mostly concentrated in Northeast and Northwest Dinuba and consist of single-family and multifamily projects. The average number of days from entitlement to building permit is three to six months, based on a review of projects from the past 18 months. The City typically processes a single-family building permit in one week while the process takes three to four months for a planned unit development. Very few approvals result in expired entitlements, and the City provides extensions for projects to the extent possible. Considering the City’s past trends of project approvals and the current status of these projects, all units are expected to receive Certificates of Occupancy by 2027, well before the end of the 2023-2031 planning period. There are no known barriers that would preclude development of these projects. The City will monitor these projects through Housing Plan Program 2 and identify alternative sites if projects do not appear on track for development.

Table A4-2 Pipeline Projects

Map ID	Project Name	Assessor's Parcel Number (APN) ¹	Very Low-Income Units	Low-Income Units	Moderate-Income Units	Above Moderate-Income Units	Total Units	Status
1	Castlerock Subdivision	18180031	0	0	0	71	71	Tentative map and zone change approved. Construction expected to being in 2024 and be completed by October 2026.
21	Montebella 2/3	12272013	0	0	0	121	121	All but final map approved. Annexation is expected upon the completion of the project. <u>Homes under construction. Construction complete on about 1/3 of lots. Construction is currently underway and expected to be completed by November 2025.</u>
32	Vineyard Estates	14013007	0	0	0	63	63	Final map is in process. <u>Homes under construction and approximately 50% complete. Construction is currently underway and expected to be completed by April 2026.</u>
43	Sequoia Apartments	14450003	0	0		61	61	<u>Project in plan check review. Approved</u>
Total			0	0	0	<u>316245</u>	<u>316245</u>	

¹An assessor's parcel number is a series of digits used to identify property. Each parcel is assigned an APN that corresponds to a location on a page in a book of maps maintained by the County Assessor's Office.

Figure A4-1 Pipeline Projects



Accessory Dwelling Units

The City issued an average of one ADU building permit per year during the last five years. Extrapolated over the 2023-2031 Housing Element planning period, the City can assume the production of eight ADUs. ADUs permitted in previous years have been reported in the very low and low-income categories without deed restrictions. While it is likely that some ADUs may be affordable to lower- or moderate-income households, due to the relatively small sample size of permitted ADUs, all anticipated ADUs were conservatively assigned to the above moderate-income category.

Table A4-3 shows the recent history of ADU permit issuance.

Table A4-3 Accessory Dwelling Unit Production, City of Dinuba

Reporting Year	ADU Building Permits Issued
2018	1
2019	0
2020	0
2021	2
2022	3
Total	6
Annual Average	1

A4.3 Summary of RHNA Credits

The City can satisfy 19-16 percent of its RHNA requirement with planned and approved units and projected ADU development. To achieve the remaining RHNA after accounting for planned and approved projects and ADUs, the City must demonstrate the availability of sites with appropriate zoning and development standards that allow and encourage the development of 1,264,135 units. The City will implement Housing Plan Program 6 to amend the Zoning Code to remove constraints to housing development, including restricting single-family use development in RM districts and complying with state law for ADU development. This unit count is sorted by household income level. As shown on Table A4-4, Dinuba has a remaining RHNA of 387 units affordable to very low-income households, 238 units affordable to low-income households, 268 units affordable to moderate-income households, and 371,442 units affordable to above moderate-income households.

Table A4-4 Remaining Share of RHNA

Affordability Category (Percent of AMI)	RHNA Allocation	Units Pending or Approved or under Construction	Estimated ADUs	Remaining RHNA
Very-Low	387	0	0	387
Low	238	0	0	238
Moderate	268	0	0	268
Above Moderate	695	<u>316,245</u>	8	<u>371,442</u>
Total	1,588	<u>316,245</u>	8	<u>1,264,135</u>

A4.4 Nonvacant Sites

The Housing Element must analyze the extent to which existing uses may impede additional residential development on nonvacant inventory sites. The City's Site Inventory accommodates approximately 35 percent of its lower-income RHNA, 26 percent of its moderate-income RHNA, and 25 percent of its above moderate-income RHNA on vacant sites. The remaining 65 percent of lower-income RHNA, 74 percent of moderate-income RHNA, and 75 percent of above moderate-income RHNA can be accommodated on sites currently used for agriculture.

Nonvacant sites ~~included~~ on the Site Inventory have comparable predevelopment characteristics to developed residential projects in the region. As discussed in Chapter 4, *Regional Development Trends*, residential development in Tulare County has occurred primarily on vacant sites and sites used for agriculture. Each site is located in a residential zone and would not require rezoning to allow for housing development. Market conditions, site characteristics, and regional trends indicate a high likelihood of redevelopment of nonvacant sites.

~~The housing element must analyze the extent to which existing uses may impede additional residential development. The City's Site Inventory accommodates approximately 35 percent of its lower income RHNA, 26 percent of its moderate-income RHNA, and 25 percent of its above moderate-income RHNA on vacant sites. The remaining 65 percent of lower-income RHNA, 74 percent of moderate-income RHNA, and 75 percent of above moderate-income RHNA are proposed on sites currently used for agriculture.~~

A4.4.1 ~~Redevelopment of Existing Uses~~

~~Of the 32 sites included in the City's Site Inventory, 15 are vacant and 17 are on sites with currently operational agricultural uses (nonvacant sites). Of the 17 nonvacant sites, 13 sites are currently zoned for residential use and three sites are proposed for rezone from light industrial to medium-density residential. Since these sites are not currently zoned for agricultural use, the sites are not subject to the Williamson Act. The City anticipates development of the 13 nonvacant sites zoned for residential use to accommodate medium low- and medium high-density residential uses. The City does not consider existing uses on these sites to impede housing development as these sites are all residentially zoned (R-1-6, R-1-7.5, and R-1-10) which permit single-family residences by-right. The four sites that are currently zoned light industrial also currently have agricultural uses. The City will implement Housing Plan Program 2 to complete the rezoning of the three industrial zoned sites to residential use (RM-2) to ensure that they are available for the development of housing. Further discussion on rezone sites is provided in Section A4.6.6.~~

~~Market Demand Conditions~~

Demand for residential development of formerly agricultural land in the San Joaquin Valley is high, and driven by the critical need for more housing, necessity for less water intensive land use, and the declining property values of agricultural lands due to constrained water resources. The Sustainable Groundwater Management Act (SGMA) has significantly impacted agricultural land use throughout California. Groundwater sustainability plans now require reductions in landowners in groundwater sustainability basins to reduce their groundwater use, which could result in the fallowing of between 500,000 and to 900,000 acres of cropland in the San Joaquin Valley. Residential development is The conversion of agricultural land to urban development, which primarily occurs around existing

communities, results in a much less water intensive use of land than cropland.¹ Counties throughout the San Joaquin Valley have noticed decreasing property values for agricultural lands in response to limited water supply.² Between 2016 and 2018, 74,641 acres of farmland and grazing lands were converted to other uses in California, including 37,583 acres of land that were urbanized.³ Approximately 44,942 acres were urbanized between 2014 and 2016.⁴

In Tulare County, 4,300 acres of land were urbanized between 2010 and 2020.⁵ California Department of Conservation data from 1984 to 2022 shows land classified as farmland around Dinuba city limits has been converted to urban and built-up landuses, primarily in Southeast Dinuba and in the western edges of the city.⁶ Trends illustrating local conversion of farmland to urban uses are further supported by recent development throughout Dinuba and the region, where properties previously used for agricultural purposes were redeveloped with housing, as detailed in *Redevelopment Trends on Agriculture Sites*, below.

A4.4.1 Market Conditions

Demand for residential development of agricultural land in the San Joaquin Valley is high, and driven by the critical need for more housing, necessity for less water-intensive land use, and the declining property values of agricultural lands due to constrained water resources. The Sustainable Groundwater Management Act (SGMA) has significantly impacted agricultural land use throughout California. Groundwater sustainability plans now require landowners in groundwater sustainability basins to reduce their groundwater use, which could result in the fallowing of 500,000 to 900,000 acres of cropland in the San Joaquin Valley. Residential development is a much less water intensive use than cropland.⁷ Counties throughout the San Joaquin Valley have noticed decreasing property values for agricultural lands in response to limited water supply.⁸ Between 2016 and 2018, 74,641 acres of farmland and grazing lands were converted to other uses in California, including 37,583 acres of land that were urbanized.⁹ Approximately 44,942 acres were urbanized between 2014 and 2016.¹⁰

In Tulare County, 4,300 acres of land were urbanized between 2010 and 2020.¹¹ California Department of Conservation data from 1984 to 2022 shows land classified as farmland around Dinuba has been converted to urban uses, primarily in Southeast Dinuba and in the western edges of the city.¹² Trends

¹ Hanak, Ellen, et al. 2023. Managing Water and Farmland Transitions in the San Joaquin Valley. Public Policy Institute of California. <https://www.ppic.org/publication/managing-water-and-farmland-transitions-in-the-san-joaquin-valley/>

² Willis, Natalie. 2024. SGMA Breakdown of the 2024 Trends in Agricultural Land and Lease Values. <https://www.valleyagvoice.com/asfmra-conference-unveils-insights-into-agricultural-land-values/>

³ California Department of Conservation. 2023. California Farmland Conversion Report 2016-2018. https://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp/pubs/2016-2018/FCR/FCR_1618_Report.pdf

⁴ California Department of Conservation. California Farmland Conversion Report 2014-2016. https://www.conservation.ca.gov/dlrp/fmmp/Pages/2012-2014_Farmland_Conversion_Report.aspx

⁵ California Department of Conservation. Tulare County Important Farmland Data Availability, Historic Land Use Conversion. 2020. <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx>

⁶ California Department of Conservation. 2022. California Important Farmland: 1984-2022. <https://maps.conservation.ca.gov/dlrp/ciftimeseries/>

⁷ Hanak, Ellen, et al. 2023. Managing Water and Farmland Transitions in the San Joaquin Valley. Public Policy Institute of California. <https://www.ppic.org/publication/managing-water-and-farmland-transitions-in-the-san-joaquin-valley/>

⁸ Willis, Natalie. 2024. SGMA Breakdown of the 2024 Trends in Agricultural Land and Lease Values. <https://www.valleyagvoice.com/asfmra-conference-unveils-insights-into-agricultural-land-values/>

⁹ California Department of Conservation. 2023. California Farmland Conversion Report 2016-2018. https://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp/pubs/2016-2018/FCR/FCR_1618_Report.pdf

¹⁰ California Department of Conservation. California Farmland Conversion Report 2014-2016. https://www.conservation.ca.gov/dlrp/fmmp/Pages/2012-2014_Farmland_Conversion_Report.aspx

¹¹ California Department of Conservation. Tulare County Important Farmland Data Availability, Historic Land Use Conversion. 2020. <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Tulare.aspx>

¹² California Department of Conservation. 2022. California Important Farmland: 1984-2022. <https://maps.conservation.ca.gov/dlrp/ciftimeseries/>

illustrating local conversion of farmland to urban uses are further supported by recent development throughout Dinuba and the region, where properties previously used for agricultural purposes were redeveloped with housing, as detailed in *Redevelopment Trends on Agriculture Sites*, below.

A4.4.2 Site Characteristics~~Adequacy of Nonvacant Sites~~

In considering sites, the City identified agricultural land with current or proposed residential zoning to facilitate the development of a variety of housing types. The nonvacant sites are currently zoned R-1-6, R-1-7.5, and R-1-10.

~~All identified nonvacant sites were selected for high potential for redevelopment with residential uses currently used for agricultural production. Regional trends indicate a high likelihood of redevelopment of sites with agricultural uses to residential development. Based on development and economic trends, the City anticipates that existing agricultural uses will cease during the planning period, freeing the sites for residential development. This is consistent with the redevelopment trends and all pipeline projects with existing agricultural uses outlined below in *Redevelopment Trends on Agriculture Sites*. In considering future residential development, the City determined that the nonvacant sites currently used for agricultural purposes could facilitate the development of a variety of housing types given redevelopment potential and the high probability of turnover.~~ Based on development and economic trends, the City anticipates that existing agricultural uses will cease during the planning period, freeing the sites for residential development. This is consistent with the redevelopment trends and all pipeline projects with existing agricultural uses outlined below in *Redevelopment Trends on Agriculture Sites*. In considering future residential development, the City determined that the nonvacant sites currently used for agricultural purposes could facilitate the development of a variety of housing types given redevelopment potential and the high probability of turnover.

Redevelopment Trends on Agriculture Sites

The San Joaquin Valley region has primarily experienced redevelopment of previously vacant sites and on parcels that have required the conversion of agricultural uses to residential development. Examples of these types of projects developed within the previous planning period are listed on Table A4-5. ~~While none of these projects are located in Dinuba, one can assume that future redevelopment in the City will fall in line with regional trends.~~

Sixteen sites in the Dinuba Site Inventory are currently utilized for active agricultural operations. These sites range in size from less than five acres to over 38 acres, with an average size of approximately 17 acres. Sites 7, 8, 11, 12, 30, and 31 are active orchards, sites 9, 10, 18, 20, and 25 contain orchards, and sites 21, 22, 23, 25, 29, and 30 are used for hay production. These sites are not under a Williamson Act Contract, and there are no conditions that would impede residential development. Existing uses such as vineyards, orchards, and hay production can be easily ceased, and it is easy to clear the land and repurpose it for development. Unlike agricultural processing or dairy uses, vineyards, orchards and hay production do not typically require extensive infrastructure or investment. These sites are located in a prime location for residential development and are adjacent to existing multi-family uses, residential subdivisions, and community resources.

The sites have similar predevelopment characteristics that match observed the regional trends of redeveloped sites. The largest site is approximately the same acreage as the recently developed Westbrook development in Los Banos. Five of the sites are under 10 acres, similar to Village at Shannon Parkway Apartments in Visalia and Stocking Street in Dos Palos. Many of the sites border existing residential uses.

Table A4-5 Redevelopment Trends on Sites with Operational Agriculture

Jurisdiction	Project Name	Parcel Size (acres)	Total Units	Achieved Density (du/ac)
Tulare County				
Woodlake	Hillside Estates	28.5	75	2.2
Visalia	Village at Shannon Parkway Apartments	9.24	216	23.38
Merced County				
Dos Palos	Stocking Street	9.83	44	4.48
Livingston	Manzanita	51.33	213	4.15
Livingston	Sundance Village	21.63	97	4.48
Los Banos	The Villas	58.95	231	3.92
Los Banos	Westbrook	37.81	162	4.28

Given the redevelopment trends on sites used for agricultural production, the City does not anticipate that existing operational agricultural uses will impede ~~conversion from agricultural land to~~ residential development on ~~the sites included in the Site Inventory~~ agricultural land.

A4.5 Development Trends

As discussed in detail in Chapter 4.4, *Regional Housing Resources, Development Trends*, the development characteristics in the region indicate that most of the recently developed residential projects, or projects that are planned to be developed, are on vacant land or land zoned for agricultural use. Approximately one-third of the development trend projects include housing affordable to very low- and low-income households. The densities of these projects range from 2.63 to 60.00 dwelling units per acre due to the various zoning requirements per jurisdiction and use of state density bonus. The average density of projects is approximately 16 dwelling units per acre, with 99 percent density achieved. Projects located in low density residential zones averaged 92 percent density achieved, projects located in medium density residential zones averaged 96 percent density achieved, and projects high density residential zones achieved 105 percent of allowable density.

Of the projects discussed in Chapter 4.4, *Regional Housing Resources, Development Trends*, five of the recently approved residential developments in the region are in Dinuba: Castlerock Subdivision, Montebella (will be annexed to Dinuba), Vineyard Estates, Sequoia Apartments, Sierra Village, and Merced Street. Sierra Village is an affordable multifamily housing complex, and the remaining five projects consist of units rented or sold at market rate. These six projects have an average density of approximately 14 units per acre with an average achieved density of 96 percent of the maximum density allowed by the zoning district, as shown in Table A4-6.

Table A4-6 Dinuba Development Trends

Project Name	Total Units	Acreage	Density	Zoning District	Zoning District Density (du/ac)	Number of Units Allowed	Percent Density Achieved
Castlerock Subdivision	71	15.44	4.49	R-1-6	7.26	112	63%
Montebella 2/3	121	29.15	4.20	R-1-6	7.26	209	58%
Vineyard Estates	63	10	6.30	R-1-6	7.26	72	87%
Sequoia Apartments	61	2.56	29.05	RM-1.5	29.04	74	82%
Sierra Village	108	5.50	19.64	RM-2	14.54	80	135%
Merced Street	10	0.46	21.74	RM-2	14.54	6	150%
Dinuba Average			14.24				96%
Regional Average			16.18				99%

A4.5.1 Realistic Development Capacity

Factors such as site-specific conditions, and development standards such as open space or parking requirements, may limit the development capacity of a given site. To account for this, the City assumes that the development capacity on each site will be less than the full development capacity allowed by the parcel's zoning or land use designation. To determine a realistic development capacity on the sites in the inventory, the City reviewed the development achievement of pipeline and recently developed projects in the region. On average, the pipeline projects in Dinuba, as shown in Table A4-2, achieved an average density of 96 percent of the maximum density allowed on the site based on the site's zoning and development standards. As discussed in Chapter 4.4, *Regional Housing Resources, Development Trends*, the average density achieved for projects collectively in the region is 99 percent. Based on the local and regional trends, the City conservatively assumes the realistic capacity of each site would be 75 percent of the maximum density allowed under the applicable zoning or general plan designation.

The Site Inventory includes parcels in five residential zoning districts with varying allowable densities and development standards. The City's Zoning Code classifies each site into the following zones:

- One-Family Residential (R-1-10): This district allows for single-family residential uses with one unit per 10,000 square feet of lot area, equal to a maximum residential density of 4.36 dwelling units per acre.
- One-Family Residential (R-1-7.5): This district allows for single-family residential uses with one unit per 7,500 square feet of lot area, equal to a maximum residential density of 5.8 dwelling units per acre.
- One-Family Residential (R-1-6): This district allows for single-family residential uses with one unit per 6,000 square feet of lot area, equal to a maximum residential density of 7.26 dwelling units per acre.
- Multifamily Residential (RM-3): This district allows for a variety of housing types with a maximum residential density of 14.54 units per acre.
- Multifamily Residential (RM-2): This district allows for a variety of housing types with a maximum residential density of 21.78 units per acre.
- Multifamily Residential (RM-1.5): This district allows for a variety of housing types with one unit per 1,500 square feet of lot area, equal to a maximum residential density of 29 dwelling units per acre.

Recent development trends show that when projects are unlikely to achieve the maximum zoned density allowed on a given parcel, it is likely due to market-driven factors such as preference for additional residential amenities. To address this constraint to developing at maximum density, the City will implement Housing Plan Program 6 to amend the Zoning Code to provide additional density bonuses under the criteria set forth by AB 1287.

Table A4-7 details the realistic capacity of available sites by zoning district.

Table A4-7 Realistic Capacity of Sites by Zoning District

Zoning District	Total Acreage	Maximum Density	Realistic Density	Lower-Income Units	Moderate Income- Units	Above Moderate-Income Units	Total Units
RM-2	12.94	21.78	16.34	206	3	0	209
RM-3	7.34	14.54	10.91	0	78	0	78
R-1-6	75.74	7.26	5.45	0	0	421	421
R-1-7.5	138.36	5.80	4.35	0	0	599	599
R-1-10	81.93	4.36	3.27	0	0	264	264
Total	316.31			206	81	1,284	1,571

A4.6 Large Sites for Lower-Income Units

The Site Inventory identifies two large sites (defined as sites that are larger than 10 acres) that are assumed to accommodate lower-income units. These large sites are 21.922.5 and 12.010.6 acres, respectively, and could accommodate 438-450 and 240-212 housing units based on the minimum allowed density of 20 units per acre. Table A4-8 shows the characteristics of the two large parcels that are suitable for lower-income units.

Table A4-8 Large Sites with Lower-Income Units

<u>Address</u>	<u>APN</u>	<u>Zone</u>	<u>Acres</u>	<u>Existing Use</u>	<u>Lower-Income</u>	<u>Moderate-Income</u>	<u>Above Moderate-Income</u>	<u>Total Units</u>
<u>Kamm Ave & Avenue 408</u>	<u>017-020-015</u>	<u>RM-1.5</u>	<u>22.5</u>	<u>Agricultural/open space</u>	<u>150</u>	<u>150</u>	<u>150</u>	<u>450</u>
<u>Kamm Ave & S Alta Ave</u>	<u>017-020-060</u>	<u>RM-1.5</u>	<u>10.6</u>	<u>Agricultural/open space</u>	<u>150</u>	<u>31</u>	<u>31</u>	<u>212</u>

Typically, development on large sites supports market-rate development, while the development of affordable units more often occurs on smaller parcels. Based on these trends, Housing Element law considers sites larger than 10 acres to be unlikely to develop with affordable housing. Consequently, the City assumes that only a portion of these sites (10 acres or less) would be developed with units affordable to lower-income households, rather than the entire site. Rent-restricted affordable housing developments that use state and federal funds typically develop with no more than 150 units. Therefore, the City assumes that 150 units affordable to lower-income households would be developed on each of these large sites. Additionally, the realistic density assumptions of these sites range from 50 percent to 60 percent of the allowable maximum density, which is lower than the 70 percent standard used for other sites with appropriate parcel sizes. given Additionally, the realistic density assumptions of these sites range from 50 percent to 60 percent of the allowable maximum density, which is lower than the 70 percent standard used for other sites with appropriate parcel sizes. The City assumes that both

sites will accommodate the development of a variety of housing types to support a mix of lower-, moderate-, and above moderate-income development given to the minimum density requirements (20 units per acre) and market trends.

Development trends, described below, support these assumptions.

Table A4-8 shows the characteristics of the two large parcels that are suitable for lower income units. It is assumed that both sites would likely need to be subdivided into appropriately sized parcels (e.g., one to 10 acres) to accommodate residential projects that are the size of most subsidized (income-restricted) developments typical affordable housing developments (e.g., 50 to 150 units). In order for the parcels to be subdivided, project sponsors would submit applications for subdivisions, proposing to divide the land into smaller parcels. The Subdivision Map Review process is described in Chapter A3, Constraints, and the estimated processing time described in that section is eight months. A specific plan could be developed for large sites, but is not necessary for development of these sites. The City assumes that both sites will accommodate the development of a variety of housing types to support a mix of lower, moderate, and above moderate affordability levels due to the minimum density requirements (20 units per acre) and market trends.

To encourage housing development on these sites, the City will annually meet with property owners and interested developers, as described in Housing Plan Program 2. The City will also support the production of affordable housing on these sites by providing technical assistance; expedited and streamlined project application review; and potential fee waivers, reductions, or deferrals; as described in Housing Plan Program 8.

Table A4-8 — Large Sites with Lower Income Units

Address	APN	Zone	Acres	Existing Use	Lower-Income	Moderate-Income	Above Moderate-Income	Total Units
Kamm Ave & Avenue 408	017-020-015	RM-1.5	21.9022.5	Agricultural/open space	150	144150	144150	438450
Kamm Ave & S Alta Ave S Alta Ave & Avenue 408	017-020-060 017-020-059	RM-1.5	12.0010.6	Agricultural/open space	150	3145	3145	240212

To facilitate and incentivize affordability units on these large sites, the City will implement Program 2 through the following actions:

- Facilitate the development of large sites with affordable housing:
 - Provide technical assistance, incentives, and strategies as appropriate to facilitate development of affordable housing, including parceling at appropriate sizes or other site planning tools such as clustered development, allowing flexibility for the transferring of densities within the property.
 - Promote the potential subdivision of large sites into multiple parcels for future development through technical assistance, incentives, and strategies during the development phases and when applications come into the City for the identified parcels.
 - Annually meet with property owners and developers to encourage the development of mixed income housing with a mix of unit sizes, types, and prices.
 - Allow the development in phases within the Housing Element planning period.

- Offer expedited processing and fee deferrals, reductions, or waivers for affordable units in development on large sites identified in the Site Inventory.
- By the end of 2027, if development of housing affordable to lower-income households (as assumed in the inventory) is not feasible on these large sites or sites are not parceled at appropriate sizes (e.g., one to 10 acres), within six months (by July 2028) the City will identify additional incentives and planning tools or alternative strategies if necessary to ensure adequate capacity at appropriate sizes for the RHNA.

The City will also support the production of affordable housing on these sites by providing technical assistance, expedited and streamlined project application review, and potential fee waivers, reductions, or deferrals, as described in Housing Plan Program 8.

Development Trends on Large Sites

As discussed in Chapter 4, *Regional Housing Resources*, Tulare County and the broader San Joaquin Valley region have a strong trend of residential development on large sites. The capacity assumptions for lower-income units for the two large sites listed in are consistent with, or more conservative than, the actual yield of recent developments on similar-sized sites in the region.

A list of recent developments on large sites in the San Joaquin Valley is shown in Table A4-9. Large sites in Merced County have generally been developed with market-rate units, but there have been deed-restricted projects developed on large sites in Tulare County and Fresno County. For projects included in Table A4-9, the sites range from 12 to 58 acres and the projects average 188 units. Projects with deed-restricted units have been developed on sites that range from 10 to 120 acres and average 291 units (with an average of 109 deed-restricted units).

A comparison of the two sites in Table A4-8 with similarly sized sites in Table A4-9 shows that the capacity assumptions for the two sites are realistic and achievable. The Ben Maddox-K property developed 292 deed-restricted (affordable) units on 10.8 acres (27 units per acre), and the Lovers-Caldwell property developed 342 lower-income units on 11.4 acres (30 units per acre). These projects are similar to the type of development expected on portions of the identified sites in Dinuba, yet yielded significantly more deed-restricted units and a higher density than what is assumed by the Site Inventory for the two sites in Table A4-8. Additionally, the Parc Grove Commons project in Fresno County, which is on a 24-acre site (similar to the 21.9 acre-~~acre~~ site in Dinuba), yielded 213 affordable units, more than the assumed 150 units of affordable housing identified in the Site Inventory. Given the wide range of development trends on large sites in the region, the City anticipates that the assumed capacities on the four large sites are realistic.

Table A4-9 Recent Developments on Large Sites in San Joaquin Valley

Project	Acres	Deed-Restricted Units	Market Rate Units	Total Units
Merced County				
Bell Crossing	40.43	0	188	188
Nebela Drive	28.34	0	127	127
Sandstone Way	30.85	0	122	122
Manzanita	51.33	0	213	213
Sundance Village	21.63	0	97	97
The Villas	58.95	0	231	231
Westbrook	37.81	0	162	162

Tulare County Association of Governments
Tulare County Regional Housing Element

Project	Acres	Deed-Restricted Units	Market Rate Units	Total Units
Stoneridge South	29.75	0	160	160
Average	37.39	0	163	163
Tulare County				
The Ben Maddox-K	10.8	292	3	295
Lovers-Caldwell	11.4	342	4	346
Cambria	12.8	0	144	144
Hillside Estates	28.5	0	75	75
Average	15.88	159	57	215
Fresno County				
Fancher Creek Town Center	91.0	420	240	660
The Vineyards	38.9	158	0	158
West Creek Village	120.0	120	135	255
Parc Grove Commons	24.0	213	2	215
Campus Pointe	27.5	0	550	550
Avalon Commons	17.8	104	1	105
Average	53.20	169	155	324
Regional Average	35.49	109	125	234

To facilitate and incentivize affordability units on these large sites, the City will implement Program 2 through the following actions:

- Provide technical assistance, incentives, and strategies as appropriate to facilitate development of affordable housing, including parceling at appropriate sizes or other site planning tools such as clustered development, allowing flexibility for the transferring of densities within the property.
- Promote the potential subdivision of large sites into multiple parcels for future development through technical assistance, incentives, and strategies during the development phases and when applications are submitted to the City for the identified parcels.
- Annually meet with property owners and developers to encourage the development of mixed-income housing with a mix of unit sizes, types, and prices.
- Promote the development of large sites at the densities and affordability levels identified within the housing element.
- Allow the development in phases within eight years of the Housing Element planning period.
- Offer expedited processing and fee deferrals, reductions, or waivers for affordable units in development on large sites identified in the Site Inventory.
- Program 2 will promote and incentivize the subdivision of large sites to create parcels at appropriate sizes to support affordable housing projects. Incentives would potentially include expedited approval of lot splits or creation of new parcels; waiving of the public hearing requirement related to parcel maps; waiving of the public hearing requirement related to approval of large multifamily uses (provided the project is affordable by deed restriction), additional density bonus, lot coverage, or allowable height; and fee waivers, reductions, or deferral. By the end of 2027, if development of housing affordable to lower income households (as assumed in the inventory) is not feasible on these large sites or sites are not parceled at appropriate sizes (e.g., 1-10 acres), within six months

~~(by July 2028) the City will identify additional incentives and planning tools or alternative strategies if necessary to ensure adequate capacity at appropriate sizes for the RHNA.~~

~~The City will also support the production of affordable housing on these sites by providing technical assistance; expedited and streamlined project application review; and potential fee waivers, reductions, or deferrals; as described in Housing Plan Program 8.~~

A4.7 Site Inventory

A description of development capacity by neighborhood is provided below. Sites are listed in Table A4-10 and Table A4-11 and shown geographically on Figure A4-2.

The table of sites includes the following items in the column heading order from left to right:

- Map Identification number (a unique reference number assigned by the City to reference the parcel on each map)
- Address or nearest cross street
- APN (Government Code Section 65583.2(b)(1))
- Size in acres (Government Code Section 65583.2(b)(2))
- General Plan land use designation (Government Code Section 65583.2(b)(2))
- Zoning designation (Government Code Section 65583.2(b)(2))
- Description of existing uses (Government Code Section 65583.2(b)(3))
- Minimum allowable density by zone
- Maximum allowable density by zone
- Inventoried income level (units appropriate for lower-, moderate-, above moderate-income households) (Government Code Section 65583.2(c))
- Total number of units realistically assumed on the site
- Opportunity category as designated by the California Tax Credit Allocation Committee (TCAC)¹³

A4.7.1 Downtown Dinuba

Downtown Dinuba is bounded by El Monte Way to the north, Vassar Avenue to the south, College Avenue/Dinuba High School to the east, and Alta Avenue to the west. This area primarily consists of commercial, office, and one-family and multifamily residential zones. Downtown Dinuba is in an Urban Unzoned Fire Hazard¹⁴ and in an area of minimal flood hazard¹⁵. This neighborhood can accommodate three sites with an assumed capacity of 11 lower-income units and two moderate-income units. Downtown Dinuba is suitable for the development of lower- and moderate-income units due to its proximity to shopping, services, transit, employment, and Felix Delgado Park. All sites identified in this area are currently vacant. All sites are in areas with a TCAC designation of Areas of High Segregation and Poverty.

¹³ Resource levels designated by TCAC/HCD denote access to economic and educational opportunities such as low-cost transportation, jobs, and high-quality schools and the quality of environmental factors in the area such as proximity to hazards and air quality. TCAC has a composite opportunity score for each census tract. Source: <https://www.treasurer.ca.gov/ctcac/opportunity/2023/methodology.pdf>

¹⁴ The Urban Unzoned Fire Hazard is defined as an urban area that does not have a severity assigned because it does not have the same degree of risk for wildfire than other zones fire hazard areas. <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/>

¹⁵ The City has the Flood Hazard designation of "X". Zone X is the area determined to be outside the 500-year flood and protected by levee from 100- year flood.

A4.7.2 Northeast Dinuba

Northeast Dinuba is bounded by city boundaries to the north and east, Alta Avenue to the west, and El Monte Way to the south. This area primarily consists of land designated as a one-family residential zone. Northeast Dinuba is in an Urban Unzoned and Non-Wildland/Non-Urban Fire Hazard and in an area of minimal flood hazard. Northeast Dinuba can accommodate eight sites with an assumed capacity of 146 lower-income and 792 above moderate-income units. Based on community input, a residentially zoned portion of parcel 013-090-037 (shown as Site 5 in Figure A4-2) in northeast Dinuba has been included in the Site Inventory. All sites identified in this area are currently vacant or agricultural open space. All sites are in areas with a TCAC designation of High Resource.

A4.7.3 Northwest Dinuba

Northwest Dinuba is bounded by city boundaries to the north and west, Alta Avenue to the east, and El Monte Way to the south. This neighborhood primarily consists of one-family residential zone and commercial space. Northwest Dinuba is in an Urban Unzoned and Non-Wildland/Non-Urban Fire Hazard and in an area of minimal flood hazard. Based on community input highlighting the opportunity for housing development between Englehart Avenue and Road 70, residentially zoned portions of parcels 012-282-038, -035, and -036 (shown as Sites 16, 17, and 18 respectively in Figure A4-2) in Northwest Dinuba have been included in the Site Inventory. Northwest Dinuba can accommodate 12 sites with an assumed capacity of 76 moderate-income units and 376 above moderate-income units. All sites identified in this area are currently vacant or agricultural open space. All sites are in areas with a TCAC designation of High Resource.

A4.7.4 Southeast Dinuba

Southeast Dinuba is bounded by city boundaries to the south and east, El Monte Way to the north, and Alta Avenue and Downtown Dinuba to the west. This neighborhood primarily consists of resource conservation and one-family residential. Southeast Dinuba is in an Urban Unzoned and Non-Wildland/Non-Urban Fire Hazard and in an area of minimal flood hazard. Southeast Dinuba can accommodate four sites with an assumed capacity of 49 lower-income units, three moderate-income units, and 116 above moderate-income units. All sites identified in this area are currently vacant or agricultural open space. All sites identified for the development of lower income units are in areas with a TCAC designation of High Resource or Areas of High Segregation and Poverty, but are located near shopping and employment in Downtown, Dinuba High School, and Felix Delgado Park.

Dinuba is preparing a revitalization plan for the entire southeast part of the community, including Downtown and Southeast Dinuba, called the South El Monte Revitalization Plan. This study is intended to guide and inform future initiatives that could enhance community and economic development, as well as accommodate future growth.

Key analyses related to the study encompass community beautification and landscaping, public facilities such as sidewalks, parks, and streets, community lighting, housing rehabilitation, infrastructure, economic development, and crime prevention alongside public safety considerations. The result will be a series of goals and action programs to make meaningful changes in this part of the city and the study will serve to leverage funds to make those changes. The study is planned to be completed by July 2024. These changes will work to address fair housing issues in Downtown and Southeast Dinuba by implementing revitalization strategies that will increase access to opportunities for residents in these neighborhoods. Housing Plan Program 13 commits the City to complete the South El Monte Revitalization Plan and implement programmed improvements.

A4.7.5 South Dinuba

South Dinuba is bounded by city boundaries to the south, El Monte Way to the north, and Alta Avenue to the east, and Road 72 to the west. This neighborhood primarily consists of industrial and commercial zones. South Dinuba is in a Non-Wildland/Non-Urban Fire Hazard and in an area of minimal flood hazard. South Dinuba can accommodate four sites with an assumed capacity of 600 lower-income units, ~~214-225~~ moderate-income units, and ~~189-225~~ above moderate-income units. All sites identified in this area ~~are to be~~ rezoned from industrial to high density residential; the sites are currently vacant or used for agricultural uses. The properties surrounding the identified sites will also be rezoned to allow future residential development and a new high school. All sites are in areas with a TCAC designation of High Resource.

Figure A4-2 Dinuba Site Inventory

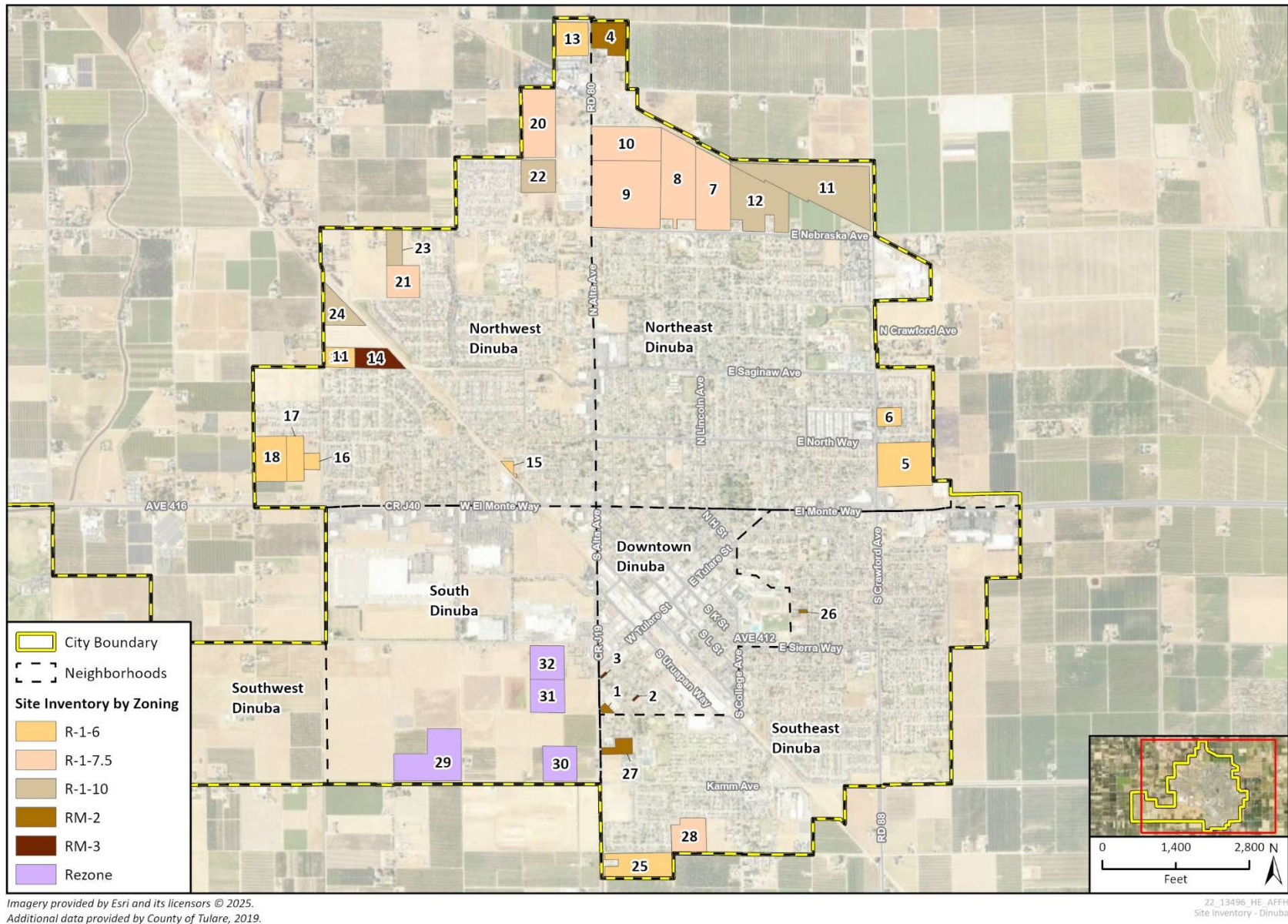


Table A4-10 Dinuba Site Inventory

Map ID	Site Address or Street	APN	Acres	Land Use	Zoning	Current Use	Minimum Density	Maximum Density	Lower Income Capacity	Moderate Income Capacity	Above Moderate-Income Capacity	Total Capacity	TCAC Opportunity Category
Downtown Dinuba													
1	S Alta Ave	17173006	0.69	Residential - Medium High	RM-2	Vacant	0	21.78	11	0	0	11	High Segregation & Poverty
2	S P St & W Ventura St	17171009	0.16	Residential - Medium High	RM-3	Vacant	0	14.54	0	1	0	1	High Segregation & Poverty
3	126 Q St	17182016	0.18	Residential - Medium High	RM-3	Vacant	0	14.54	0	1	0	1	High Segregation & Poverty
Total									11	2	0	13	
Northeast Dinuba													
4	Alta Ave. & Penny Ln	13030042	8.96	Residential - Medium High	RM-2	Vacant	0	21.78	146	0	0	146	High Resource
5	1831 El Monte Way	13090037	26.55	Residential - Medium Low	R-1-6	Vacant	0	7.26	0	0	144	144	High Resource
6	N Crawford Ave	13120001	2.50	Residential - Medium Low	R-1-6	Vacant	0	7.26	0	0	13	13	High Resource
7	E Nebraska Ave	13050038	21.61	Residential - Medium Low	R-1-7.5	Agriculture	0	5.8	0	0	94	94	High Resource
8	E Nebraska Ave	13050074	24.18	Residential - Medium Low	R-1-7.5	Agriculture	0	5.8	0	0	105	105	High Resource
9	E Nebraska Ave & N Alta Ave	13050012	35.00	Residential - Medium Low	R-1-7.5	Agriculture	0	5.8	0	0	152	152	High Resource
10	N Alta Ave	13050013	19.68	Residential - Medium Low	R-1-7.5	Agriculture	0	5.8	0	0	85	85	High Resource
11	Ave 424	13050064	38.22	Residential - Medium Low	R-1-10	Agriculture	0	4.36	0	0	124	124	High Resource
12	Ave 424	13050071	23.21	Residential - Medium Low	R-1-10	Agriculture	0	4.36	0	0	75	75	High Resource
Total									146	0	792	938	

Tulare County Association of Governments
Tulare County Regional Housing Element

Map ID	Site Address or Street	APN	Acres	Land Use	Zoning	Current Use	Minimum Density	Maximum Density	Lower Income Capacity	Moderate Income Capacity	Above Moderate-Income Capacity	Total Capacity	TCAC Opportunity Category
Northwest Dinuba													
13	42975 Rd 80	13140001	8.88	Residential - Medium Low	R-1-6	Vacant	0	7.26	0	0	48	48	High Resource
14	42032 Rd 72	14013008	7.00	Residential - Medium High	RM-3	Vacant	0	14.54	0	76	0	76	High Resource
15	N Euclid Ave & W Adelaide Way	14045031	0.89	Residential - Medium Low	R-1-6	Vacant	0	7.26	0	0	4	4	High Resource
16	W El Monte Way	12282038	2.51	Residential - Medium Low	R-1-6	Vacant	0	7.26	0	0	13	13	High Resource
17	7116 Ave 416	12282035	6.10	Residential - Medium Low	R-1-6	Vacant	0	7.26	0	0	33	33	High Resource
18	7076 Ave 416	12282036	11.65	Residential - Medium Low	R-1-6	Agriculture	0	7.26	0	0	63	63	High Resource
19	42032 Rd 72	14013008	5.50	Residential - Medium Low	R-1-6	Vacant	0	7.26	0	0	29	29	High Resource
20	Ave 426	13020009	19.72	Residential - Medium Low	R-1-7.5	Agriculture	0	5.8	0	0	85	85	High Resource
21	Rosemary Ave	14013003	8.50	Residential - Medium Low	R-1-7.5	Agriculture	0	5.8	0	0	36	36	High Resource
22	Ave 426	13020022	9.00	Residential - Medium Low	R-1-10	Agriculture	0	4.36	0	0	29	29	High Resource
23	Ave 424	14013003	4.50	Residential - Medium Low	R-1-10	Agriculture	0	4.36	0	0	14	14	High Resource
24	Englehart Ave	14013004	7.00	Residential - Medium Low	R-1-10	Agriculture	0	4.36	0	0	22	22	High Resource
Total									0	76	376	452	
Southeast Dinuba													
25	Alta Ave & Penny Ln	30120097	13.66	Residential - Medium Low	R-1-6	Agriculture	0	7.26	0	0	74	74	High Resource
26	S Short Ave	18052014	0.24	Residential - Medium High	RM-2	Vacant	0	21.78	0	3	0	3	High Segregation & Poverty

City of Dinuba
Dinuba Housing Resources and Site Inventory Analysis

Map ID	Site Address or Street	APN	Acres	Land Use	Zoning	Current Use	Minimum Density	Maximum Density	Lower Income Capacity	Moderate Income Capacity	Above Moderate-Income Capacity	Total Capacity	TCAC Opportunity Category
27	Vassar Ave & S Greene Ave	17210017	3.05	Residential - Medium High	RM-2	Vacant	0	21.78	49	0	0	49	High Segregation & Poverty
28	Grace Ln	30120089	9.67	Residential - Medium Low	R-1-7.5	Vacant	0	5.8	0	0	42	42	High Resource
Total									49	3	116	168	
South Dinuba													
29	Kamm Ave & Rd 74S Alta Ave	017020015 17020047	22.59.16	Residential-Medium High*	RM-1.5*	Agriculture Vacant	20	29	150	1502	1500	150152	High Resource
30	Kamm Ave & S Alta AveS Alta Ave	017020060 17320001	10.69.47	Residential-Medium High*	RM-1.5*	Agriculture	20	29	150	3123	310	31173	High Resource
31	W Sierra Way & S Alta AveS Alta Ave & Avenue 408	017320001 17020059	9.412.00	Residential-Medium High*	RM-1.5*	Agriculture	20	29	150	1945	1945	19240	High Resource
32	W Sierra Way & S Alta AveRoad 74 & Avenue 408	017213001 17020015	1021.90	Residential-Medium High*	RM-1.5*	Agriculture	20	29	150	25144	25144	25438	High Resource
Total									600	225214	225189	1,05003	
Dinuba Total									806	306295	1,5091,473	2,6212,574	

* Rezone sites list the proposed land use and zoning designations

A4.7.6 Rezone Sites

To accommodate a shortfall of capacity, the City ~~is obligated to rezone~~rezoned land suitable to facilitate the development of the listed rezone sites. ~~The City anticipates beginning the rezone process with outreach and public hearings for all properties identified in the Site Inventory in spring 2024, continuing through fall 2024 with adoption by December 31, 2024.~~ The Site Inventory includes four sites in South Dinuba that ~~will be~~were rezoned to facilitate additional residential development. The sites ~~will be~~were rezoned from light industrial to high-density residential with a maximum density of 24 dwelling units per acre. These sites encompass approximately 52.5 acres and can accommodate an estimated 600 low-income units, ~~214~~225 moderate-income units, and ~~189~~225 above moderate-income units. All sites are in South Dinuba, as seen in Figure A4-2. Table A4-11 summarizes the acreage and unit assumptions for sites proposed for rezoning.

Table A4-11 Realistic Capacity of Rezoned Sites

Map ID	Proposed Zoning District	APN	Acres	Maximum Density	Realistic Density	Lower Income Capacity	Moderate Income Capacity	Above Moderate-Income Capacity	Total Capacity
South Dinuba									
29	RM-1.5	017020015 17020047	22.59 <u>16</u>	29	20	150	150 <u>2</u>	150 <u>0</u>	450 <u>152</u>
30	RM-1.5	017020060 17320001	10.69 <u>47</u>	29	20	150	312 <u>3</u>	310 <u>0</u>	212 <u>173</u>
31	RM-1.5	017320001 17020059	9.41 <u>2.00</u>	29	20	150	194 <u>5</u>	194 <u>5</u>	188 <u>240</u>
32	RM-1.5	017213001 17020015	1021 <u>90</u>	29	20	150	251 <u>44</u>	251 <u>44</u>	200 <u>438</u>
Total			52.5 <u>3</u>			600	214 <u>225</u>	189 <u>225</u>	1,003 <u>1,050</u>

A4.7.7 Sites Used in Previous Planning Periods

In accordance with Government Code Section 65583, vacant parcels from both the 4th and 5th RHNA cycles and non-vacant parcels from the 5th RHNA cycle may be reused in this Housing Element to accommodate lower-income housing, provided they are rezoned to allow projects that have at least 20 percent of the units set aside as affordable for lower-income households, to be allowed by-right (i.e., can be approved administratively without requiring Planning Commission or City Council approval). Two sites identified in the Site Inventory are subject to this by-right requirement, as shown on Table A4-12. The City will update the Zoning Code to address by-right approval requirements for these sites, as specified in Housing Plan Program 3.

Table A4-12 Sites Used in Previous Planning Periods

Address	APN	Acres	Land Use	Zoning	Existing Use	Total Units
Alta Ave. & Penny Ln	13030042	8.96	Residential - Medium High	RM-2	Vacant	146
Vassar Ave & S Greene Ave	17210017	3.05	Residential - Medium High	RM-2	Vacant	49
Total		12.01				195

A4.7.8 Adequacy of Residential Site Inventory in Meeting RHNA

The Site Inventory identifies 806 lower-income units, ~~295~~306 moderate-income units, and 1, ~~473~~509 above moderate-income units on 32 sites. In accordance with California Department of Housing and Community Development’s default density and size requirements, no sites smaller than 0.5-acres in size are used to accommodate lower-income housing.

The Site Inventory includes a surplus of 181 lower-income units, giving the City a 29 percent buffer for this income category above the RHNA requirement. The summary of the residential Site Inventory is presented in Table A4-13.

Table A4-13 Adequacy of Residential Site Inventory

	Lower-Income	Moderate-Income	Above Moderate-Income	Total
RHNA Allocation	625	268	695	1,588
Planned and Approved Units	0	0	316 <u>245</u>	316 <u>245</u>
ADUs Anticipated	0	0	8	8
Remaining RHNA	625	268	371<u>442</u>	1,261<u>1,335</u>
Downtown Dinuba	11	2	0	13
Northeast Dinuba	146	0	792	938
Northwest Dinuba	0	76	376	452
Southeast Dinuba	49	3	116	168
Rezone Sites	600	225 <u>214</u>	225 <u>189</u>	1,050 <u>1,003</u>
Total Units on Sites	806	306<u>295</u>	1,509<u>1,473</u>	2,621<u>2,574</u>
Total Unit Surplus	181	382<u>7</u>	1,067<u>1,102</u>	1,286<u>1,310</u>
Percent Buffer over RHNA	29%	14%<u>10%</u>	241%<u>297%</u>	96%<u>104%</u>

A4.8 Availability of Infrastructure and Services

The City’s Public Works Department Division ensures the continued maintenance and improvement of the city’s infrastructure. This includes all public utilities such as streets, utilities, transit, sewer, and disposal services. As such, the City will ensure adequate capacity of all infrastructure and utilities to accommodate the housing growth discussed in this housing element. The City Public Works Department has confirmed all sites identified in the inventory have existing and available infrastructure that can support residential development. Within one week of adoption, City will provide a copy of the adopted 2023-2031 Housing Element to the City’s Public Works Department Division, pursuant to Government Code Section 65589.7 (Program 11).

A4.8.1 Wastewater System

Dinuba operates a wastewater reclamation facility (WWRF) that received and treated 746 million gallons (MG) of effluent wastewater in 2020. There are eleven active ponds, which have an approximate volume of 22 million gallons, and one emergency pond. Currently, the WWRF has sufficient capacity to meet the City’s needs through 2030. Expansion of treatment capacity of the WWRF through replacement of obsolete equipment with modern equipment is planned to improve wastewater treatment and serve anticipated growth through 2030.

A4.8.2 Potable Water System

The Public Water System is a retail water supplier managed and operated by the City. The primary source of supply for the Public Water System is groundwater from City-owned wells. The City currently operates eight drinking water wells that are located throughout the public water system service area. The City Engineer has confirmed that the City has sufficient water to accommodate the City's RHNA for the 6th housing cycle (2023-2031).

Water demands are anticipated to increase in proportion to population growth. Water demands in the Public Water System service area are projected to total approximately 2,427 MG annually in 2040. The City is in the process of performing studies to update its General Plan to accommodate anticipated residential, commercial, and industrial growth to the west and southwest of the current urban area. The water demand of these additional areas is anticipated to be met by constructing additional public water supply wells. Well 21, the latest well, is scheduled for construction in 2024.

A4.8.3 Storm Water and Drainage

Dinuba captures stormwater generated within the city and discharges storm flows into City or privately owned and maintained detention or retention basins. Excess storm flows are pumped into irrigation canals. The City maintains a 28-acre dedicated groundwater recharge basin constructed to help reduce flooding as well as promote groundwater recharge. Smaller basins cover an extra 29.5 acres. The city's stormwater basins serve approximately 1,900 acres of developed land. The stormwater system has sufficient capacity to serve new residential development necessary to fulfill the City's RHNA.

A4.8.4 Dry Utilities

Dry utilities are defined as electricity, natural gas, cable, and telephone services. In Dinuba, each dry utility has one provider: Pacific Gas and Electric (PG&E) provides natural gas and electricity services, and American Telephone and Telegraph (AT&T) provides telecom services. The City does not anticipate any constraints with connecting utilities to future residential development sites during the planning period.

A4.9 Environmental Considerations

As noted in Chapter A3, *Housing Constraints*, environmental constraints to housing development in Dinuba include risks associated with earthquakes and flooding. The sites identified in the Site Inventory are all located outside of identified flood zones and compliance with state building codes will reduce potential hazards from earthquakes.

There are no known environmental constraints related to shape, access, contamination, property conditions, easements, conservation easements, overlays and airport or military compatibility that could impact housing development on identified sites in the planning period. Each project will undergo a site-specific environmental clearance process to ensure that it is built safely and in conformance with the appropriate and applicable building codes.

A4.10 Opportunities for Energy Conservation

The City has promoted energy conservation for residential uses on both educational and regulatory levels. The City has programs to encourage construction of energy efficient housing, water and energy conservation, and energy-reducing efforts, such as weatherization of existing homes. Additionally, other

elements of the City's General Plan include policies to encourage mixed use and infill development, increased density, dedication of open space, alternative transportation including walking and bicycling, use of shade trees and other plantings, placement of structures with respect to solar access, and other means to improve air quality and promote energy savings. The City provides information at the Development and Engineering Services Department and on the City's website to support programs that promote residential energy conservation for both new construction and existing residences in Dinuba.

The City provides builders interested in construction of affordable housing with a copy of the "Go Solar California: A Tool Kit for Affordable Home Developers," as provided by the California Energy Commission's New Solar Homes Partnership. This includes a guide to assist developers in including photovoltaic systems in their developments, and describes incentives, tax credits, funding, and application processes. The Tool Kit also provides information on calculating utility costs, so that better estimates can be made to determine the final cost of the "housing burden" (rent plus utility costs), that cannot exceed 30 percent of each renter's income. This allows developers to determine how much can be spent per unit to realize a reasonable rate of return on their investment in energy efficiency and photovoltaic systems. [Program 13 includes action to provide information to homeowners and rehabilitation assistance for energy conservation and weatherization improvements.](#)

This page left intentionally blank.

A5 Affirmatively Furthering Fair Housing Analysis

A5.1 Introduction

This section of the Housing Element analyzes issues relating to fair housing for the City of Dinuba. This analysis is based on the directives from State Assembly Bill (AB) 686. Background information on Assembly Bill 686, countywide fair housing services, data sources, and analysis of the regional Affirmatively Furthering Fair Housing (AFFH) issues are included in Chapter 5, *Regional Affirmatively Furthering Fair Housing Analysis*.

A5.2 Methodology

This local AFFH analysis evaluates fair housing issues on the following topics:

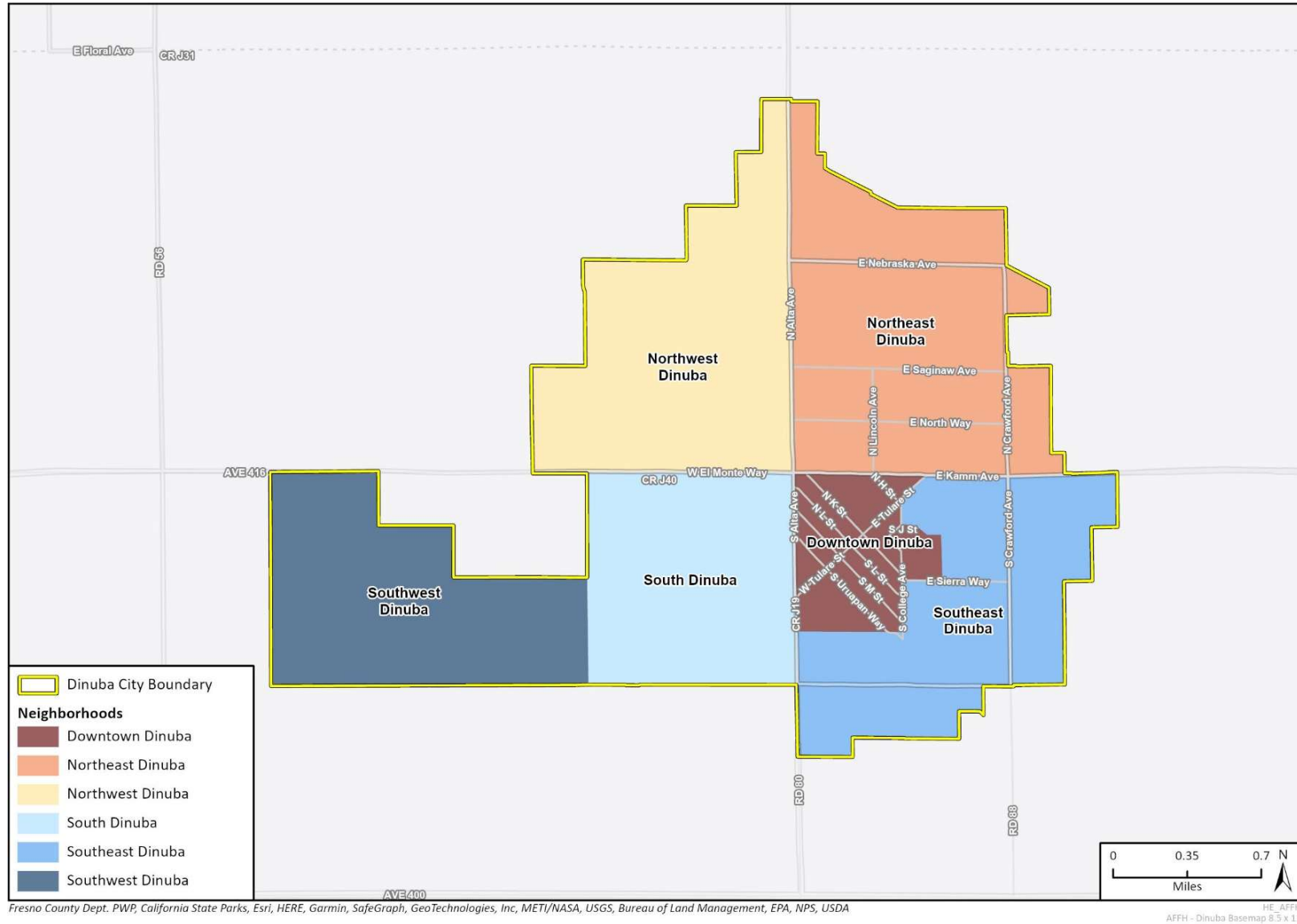
- Fair Housing Enforcement and Outreach Capacity
- Integration and Segregation Patterns and Trends
- Racially and Ethnically Concentrated Areas of Poverty
- Disparities in Access to Opportunity
- Disproportionate Housing Needs
- Local Area Knowledge and Stakeholder and Community Input
- Other Relevant Factors
- Analysis of Housing Site Inventory using AFFH Indicators

This analysis identifies patterns and trends at the local scale. Where appropriate, the analysis refers to the regional AFFH analysis provided in *Regional Affirmatively Furthering Fair Housing Analysis*, which analyzes patterns and trends at the county and Tulare County/Kings County/Fresno County tri-county areas.

For the purposes of this analysis, the city is divided into six neighborhoods: Northeast Dinuba, Northwest Dinuba, Downtown Dinuba, South Dinuba, Southeast Dinuba, and Southwest Dinuba (Figure A5-1). These neighborhoods were based on the City's planning documents, including the General Plan, as well as local knowledge from City staff. Most of the geographic analysis of fair housing issues in Dinuba is based on the California Department of Housing and Community Development (HCD) AFFH Data Viewer described in Chapter 5, *Regional Affirmatively Furthering Fair Housing Analysis*. The AFFH Data Viewer relies on information provided by the Census and other data sources at the census tract and block group level. The data contained throughout this chapter may differ from the data included in Chapter A2, *Housing Needs Assessment*, due to the availability of data at the time of drafting.

For reference, South and Southwest Dinuba have relatively limited residential uses compared to other areas of the city. South Dinuba mostly consists of land zoned for light industrial uses with minimal amounts of residential and commercial zoning. Several of the largest employers in Dinuba, such as Wal-Mart, the Best Buy Distribution Center, and Ruiz Foods, Inc., are located in this neighborhood. Currently, a large portion of the area zoned light industrial is used for agricultural purposes. Southwest Dinuba is mostly zoned Resource Conservation with small areas zoned for single-family residential use.

Figure A5-1 Dinuba Neighborhoods



Land uses in Southwest Dinuba primarily consist of the Ridge Creek Golf Club and agricultural uses. The only residential uses in Southwest Dinuba are the Ridge Creek Estates which are semi-custom, single-family homes that were constructed in 2020. In addition, several census tracts overlap with unincorporated parts of the county or encompass portions of multiple neighborhoods within Dinuba. Therefore, the data shown for these areas may not accurately portray the demographics for residents of those areas.

There are five census tracts that overlap the city, some of which contain large areas within the unincorporated part of the county. However, City staff confirmed that data presented by the HCD AFFH Data Viewer accurately reflects housing trends in Dinuba.

A5.2.1 Summary of AFFH Analysis Findings

Compared to other cities in Tulare County, Dinuba has greater racial/ethnic diversity, higher poverty rates, and a higher percentage of low- and moderate-income residents. Dinuba is similar to nearby cities in southern Fresno County. The entire city of Dinuba is predominantly Hispanic/Latino, with approximately 88 percent of the population identifying as Hispanic/Latino. Cost burden (spending more than 30 percent of household income on housing costs) among renters is high throughout the city. Similar to other cities in Tulare and Fresno County, Dinuba has a high pollution burden, primarily from ozone, particulate matter, and pesticide use.

Below is a summary of AFFH findings by neighborhood in Dinuba.

Northeast/ Northwest Dinuba	Downtown/ Southeast Dinuba	South Dinuba	Southwest Dinuba
- Primarily low density residential with limited commercial, office, and industrial uses - High percentage of non-white residents and high poverty rate - Higher median household income, lower percentage of LMI residents - High percentage of overcrowding (Northeast Dinuba) - Moderate and high resource areas	- Mix of commercial and low, medium, and high density residential uses - Older housing units - Highest percentage of non-white residents, LMI residents, residents below the poverty line, and residents with a disability - High percentage of homeowners experiencing overpayment and overcrowding - Low-income residents at risk of displacement - Areas of high segregation and poverty and moderate resource areas	- Mostly industrial and agricultural uses with limited residential and commercial uses - High percentage of non-white residents and LMI populations - High rates of overcrowding - Moderate resource areas	- Mostly agricultural/vacant land with limited residential uses consisting entirely of newer housing units - Mostly agricultural uses and the Ridge Creek Golf Course - Lowest percentage of non-white residents - Higher percentage of LMI residents - Lower rates of overcrowding - High percentage of renters and homeowners experiencing overpayment - Moderate resource areas

A5.2.2 Data Sources

To conduct this analysis, the City utilized data from a variety of sources discussed in Chapter 5, *Regional Affirmatively Furthering Fair Housing Analysis*. The analysis includes a discussion of historic land use and segregation patterns and input from sources of local knowledge, including advocates for people with special needs, housing development and advocacy organizations, housing and social services providers, and low-income residents. The data contained throughout this chapter may differ from the data included in Chapter A2, *Housing Needs Assessment*, based on HCD recommended data sources for AFFH analyses and the availability of data at the time of drafting.

Dinuba City staff were also interviewed on all topics as part of the preparation of this AFFH Analysis in December 2024. Self-Help Enterprises was also consulted on fair housing issues in Dinuba.

A5.2.3 Fair Housing Resources

Enforcement and Outreach Capacity

The City of Dinuba partners with the Fair Housing Council of Central California (FHCCC) to provide fair housing information and resources to residents and housing providers. The FHCCC is a nonprofit organization that investigates complaints involving housing discrimination and predatory lending practices to ensure compliance with federal and state housing laws. The City also works with the Housing Authority of Tulare County (HATC) to ensure compliance with fair housing laws and to address complaints.

Compliance with Existing State and Federal Fair Housing Laws

The fair housing assessment should include a description of state and local fair housing laws and how the City complies with those laws. These laws include the following:

- **Fair Housing Act; Title VI of the Civil Rights Act of 1964.** The City complies by ensuring its actions related to housing are not discriminatory through City protocols, decision-making procedures, and adhering to non-discrimination requirements of federal funding programs.
- **Rehabilitation Act of 1973.** See Fair Housing Act; also, the City complies through its accessibility protocols, administered and enforced by the City's Human Resources Department. See <https://www.dinuba.org/departments/human-resources>
- **American Disabilities Act (ADA).** The City complies with the ADA through building permit review and issuance and as described in this Housing Element.
- **California Fair Employment and Housing Act (FEHA) Regulations.** The City complies with FEHA and its regulations through established City protocols decision making, legal counsel, and advisement.
- **Government Code Section 65008.** The City Zoning Code is written to ensure that the City's actions regarding the development of housing for very low-, low-, moderate-, and middle-income persons and households or emergency shelters for the homeless, are not discriminatory. Programs have been included in this Housing Element to remove constraints and facilitate housing for all households, including protected classes (e.g., programs regarding residential care facilities, emergency shelters, etc.).
- **Government Code Section 8899.50.** Chapter A5, *Affirmatively Furthering Fair Housing Analysis*, of this Housing Element documents compliance with Affirmatively Furthering Fair Housing requirements.

- **Government Code Section 11135 et seq.** The City complies with anti-discrimination requirements through the City's Human Resources programs and the City's procurement protocols.
- **Density Bonus Law (Gov. Code, Section 65915).** The City will update its density bonus ordinance to comply with the new provisions as part of the updates to the Zoning Ordinance (Housing Plan Programs 6 and 8).
- **Housing Accountability Act (Gov. Code, Section 65589.5).** The City has documented compliance with the Housing Accountability Act as described in Chapter A3, *Housing Constraints Analysis*.
- **No-Net-Loss Law (Gov. Code, Section 65863).** The City has documented compliance with sufficient capacity for RHNA and will ensure compliance with no-net loss via required annual reporting to HCD.
- **Least Cost Zoning Law (Gov. Code, Section 65913.1).** Housing Plan Program 2 ensures that sufficient land is zoned with appropriate standards to accommodate the City's RHNA.
- **Excessive subdivision standards (Gov. Code, Section 65913.2).** The City's subdivision standards are typical or not excessive and in compliance with the Government Code.
- **Limits on growth controls (Gov. Code, Section 65302.8).** The City complies as the City does not maintain any restrictions on the number or timing of housing development. The City's General Plan does establish the Urban Development Boundary; however, the boundary extends beyond the city limits and Sphere of Influence and does not limit housing development within the city.
- **Housing Element Law (Gov. Code, Section 65583, esp. subds. (c)(5), (c)(10)).** This Housing Element documents compliance with state Housing Element Law.

The City of Dinuba ensures compliance with these laws through the City's daily operations, with any complaints referred to the City Attorney and/or the City Manager for investigation and action, as appropriate. The City has not faced any lawsuits, enforcement actions, or settlements related to fair housing or civil rights. Further analysis of the City's compliance with fair housing laws is also provided in Chapter A3, *Housing Constraints Analysis*, of this Housing Element.

A5.2.4 Ability to Address Complaints

The City does not have the capacity to address fair housing complaints internally. The City refers fair housing issues and complaints to FHCCC, the Tulare County Housing Authority, and the State Department of Fair Employment and Housing. The Department of Fair Employment and Housing (DFEH) maintains a record of housing discrimination complaints filed in local jurisdictions. Fair housing complaints are also reported to the United States Department of Housing and Urban Development's (HUD) Office of Fair Housing and Equal Opportunity (FHEO). Based on data provided by HUD, three FHEO inquiries were reported in Dinuba between 2013 and 2021. These inquiries are not considered official cases, and no data is known about them.

The City provides fair housing brochures and posts resources on the City's website.

A5.2.5 Segregation and Integration Patterns and Trends

Race and Ethnicity

Dinuba is more racially and ethnically diverse than Tulare County and the Tulare County/Fresno County/Kings County tri-county area. The percent of Hispanic/Latino residents is significantly higher in Dinuba (88 percent) than the county (66 percent) and tri-county area (58 percent). Throughout most areas of the city, between 61 and 80 percent of residents identify as non-white (Figure A5-2). Southwest Dinuba has the lowest percentage of non-white residents, approximately 57 percent.

Over the past decade, racial/ethnic diversity increased in Dinuba (Table A5-1). The percent of city residents that identified as white decreased by 14 percent between 2011 and 2021, and Asian American/Pacific Islander decreased by one percent. The percent of Hispanic/Latino residents increased by two percent and those who identified as “other or multiple races” increased by 14 percent. The percent of Black/African American residents and Native American/Alaskan Native residents remained the same, at less than one percent.

Table A5-1 Population by Racial Group (City of Dinuba)

Race	Percent of Population	
	2011	2021
Hispanic/Latino (of any race)	85.8%	88.2%
Not Hispanic/Latino		
White	11.5%	9.7%
Native American/Native Alaskan	0.2%	0.5%
Black/African American	0.0%	0.4%
Asian/Pacific Islander	1.9%	0.1%
Other or Multiple Races	0.5%	0.0%

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2007-2011, 2017-2021), Table DP05.

The HCD AFFH Data Viewer identifies the degree to which areas have a predominant racial/ethnic majority. The predominant racial/ethnic group in each census tract is that with the largest population. The entire city is predominantly Hispanic/Latino. However, Southwest Dinuba has the lowest percentage of Hispanic/Latino residents compared to the rest of the city (Figure A5-3).

According to Othering and Belonging Institute (OBI) racial segregation/integration data, most of Dinuba has a low-medium level of segregation (neither highly segregated nor integrated) (Figure A5-4). Downtown Dinuba and part of Southeast Dinuba has high people-of-color (POC) segregation (larger POC population than the surrounding areas).

Based on local knowledge, the Dinuba Core area (Downtown, east, and south areas) are older neighborhoods with lower quality housing. These areas also tend to have the lowest housing costs, for both rental and ownership housing. North Dinuba households tend to have higher incomes. This area also tends to have larger white populations.

Dinuba has a significantly larger non-white population than Tulare County and the tri-county area. The percentage of residents that identify as Hispanic/Latino are as follows:

- Dinuba: 86%
- Tulare County: 66%
- Tri-County Area: 58%

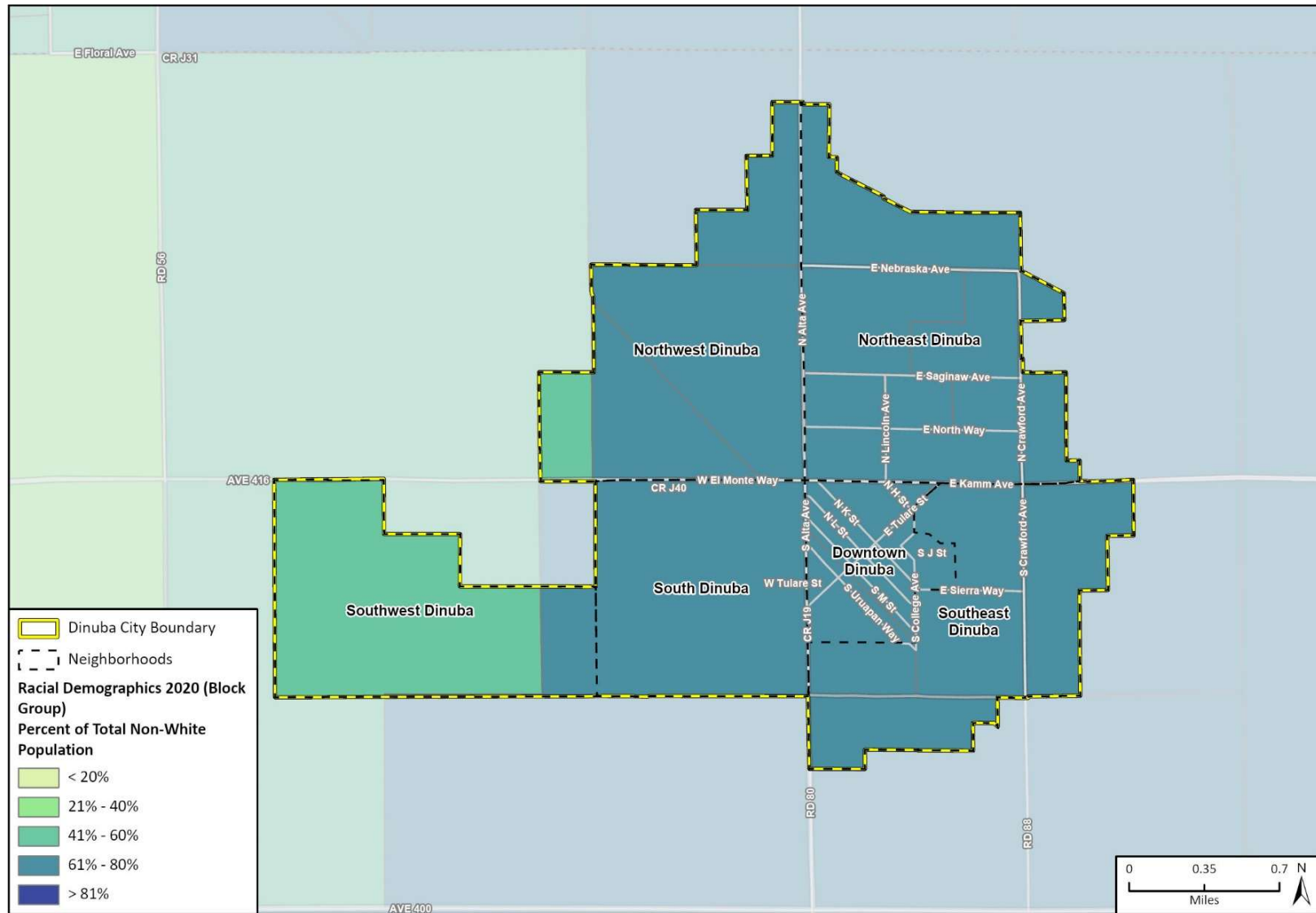
Persons with Disabilities

As referenced in Chapter A2, *Housing Needs Assessment*, approximately eight percent of the total population in Dinuba (equal to 2,009 residents) reported living with one or more disabilities. This is less than the overall percentage of residents living with a disability in Tulare County (12 percent) and tri-county area (12 percent). The most common disability in the city is ambulatory difficulty, defined as having serious difficulty walking or climbing stairs, followed by independent living difficulty and cognitive difficulty (Figure A5-5). Disabilities are most prevalent among senior residents. Approximately 37 percent of residents aged 65 and over have a disability. In addition, Black/African American and non-Hispanic/Latino white residents reported the highest rates of disability by racial/ethnic group, at 23 percent and 18 percent, respectively.

Less than 10 percent of the population has a disability in Northwest Dinuba, Northeast Dinuba, and South Dinuba (Figure A5-7). A slightly higher percentage of residents in Downtown, Southeast, and Southwest Dinuba have a disability (11 to 12 percent).

Adult residential facilities and residential elderly care facilities are shown in Figure A5-6. There are two adult residential facilities and one residential elderly care facility in Dinuba, both in the northern city area. Given the size and population of Dinuba, these facilities are generally considered sufficient to serve Dinuba residents but additional facilities, particularly in the southern neighborhoods, may benefit the community. However, location and type of facility is dependent on land availability and service provider interest.

Figure A5-2 Percent of Total Non-White Population (City of Dinuba)

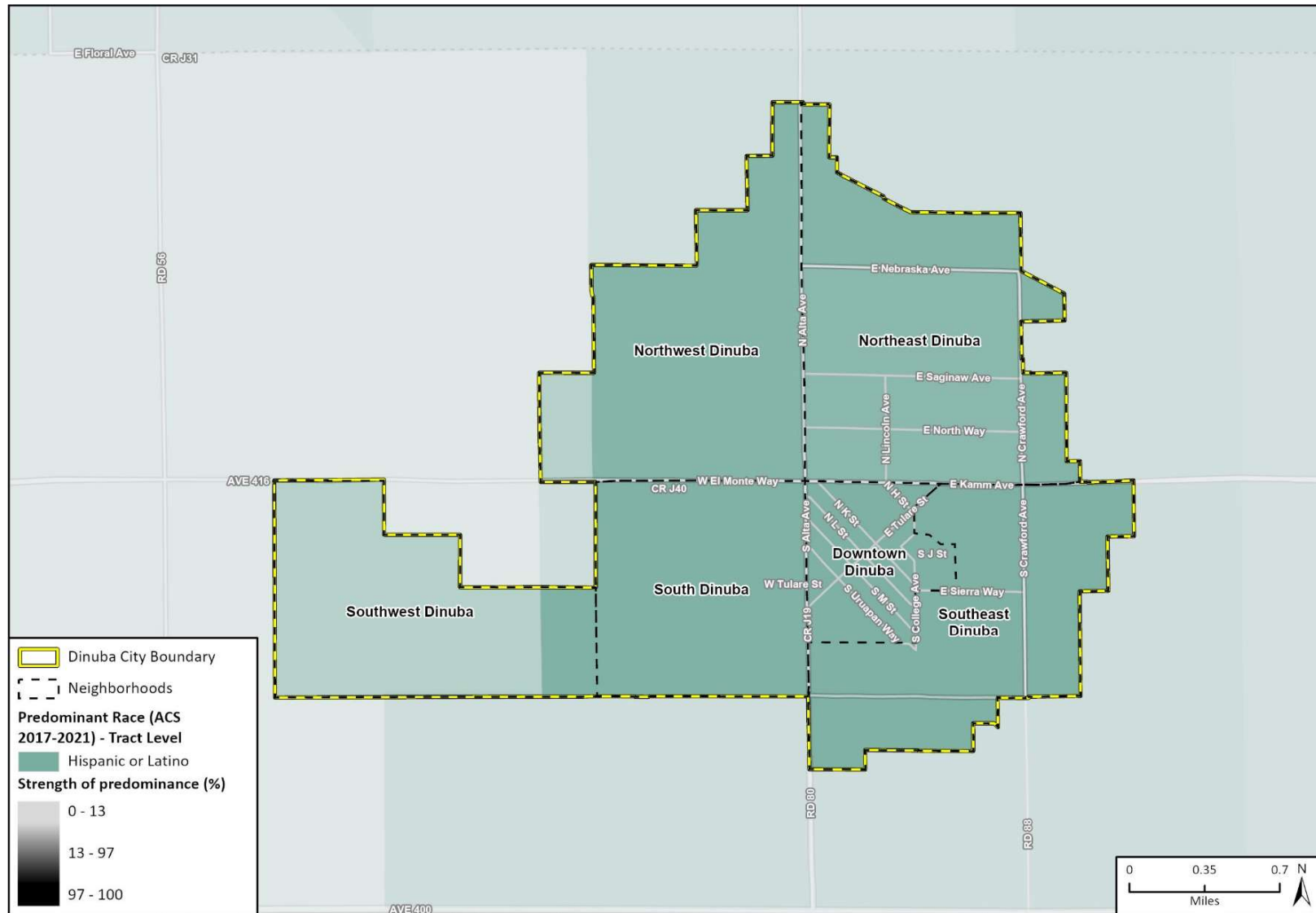


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HE_AFFH
AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023.

Figure A5-3 Predominant Populations (City of Dinuba)

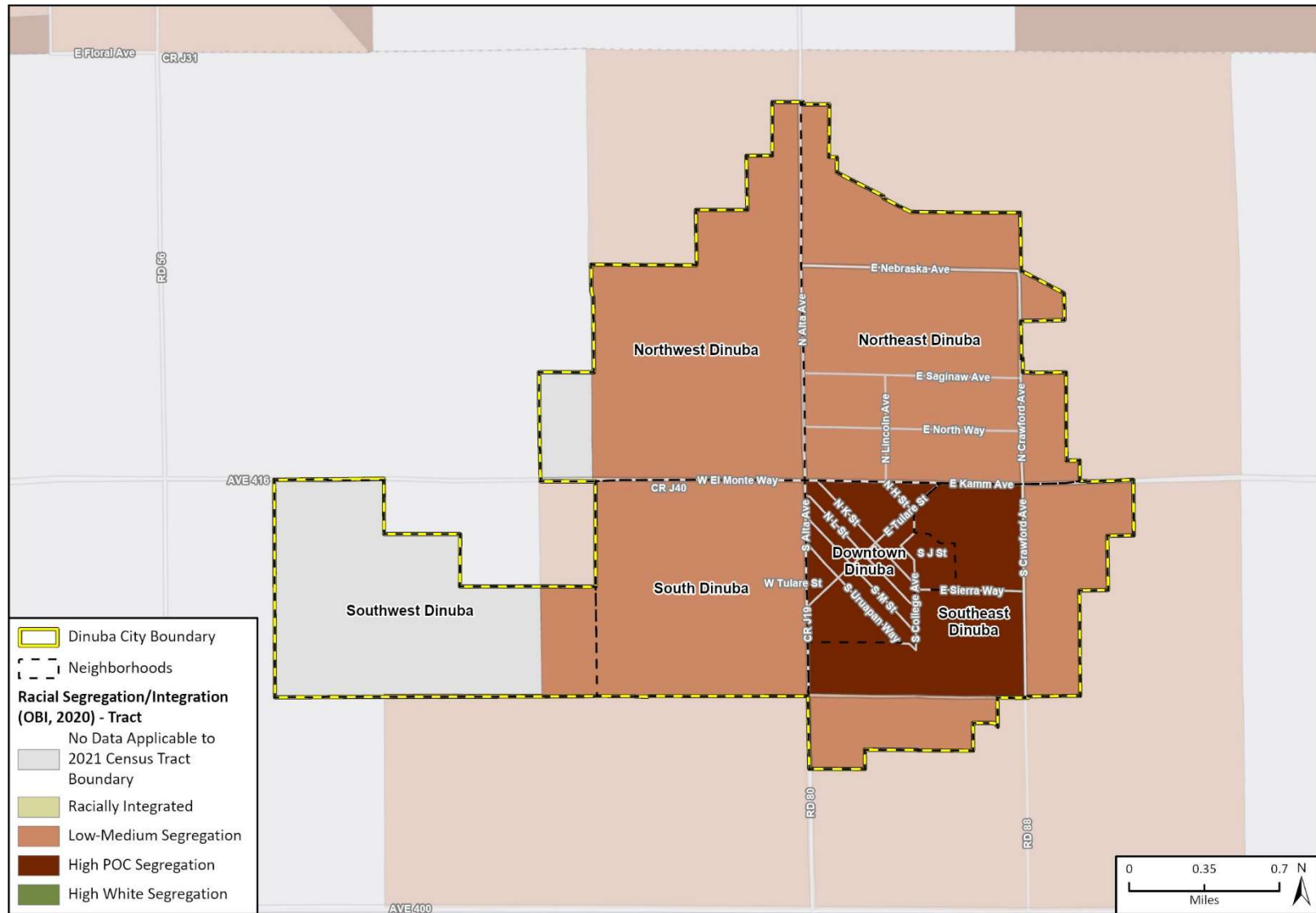


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HE_AFFH
AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023.

Figure A5-4 Racial Segregation and Integration (City of Dinuba)

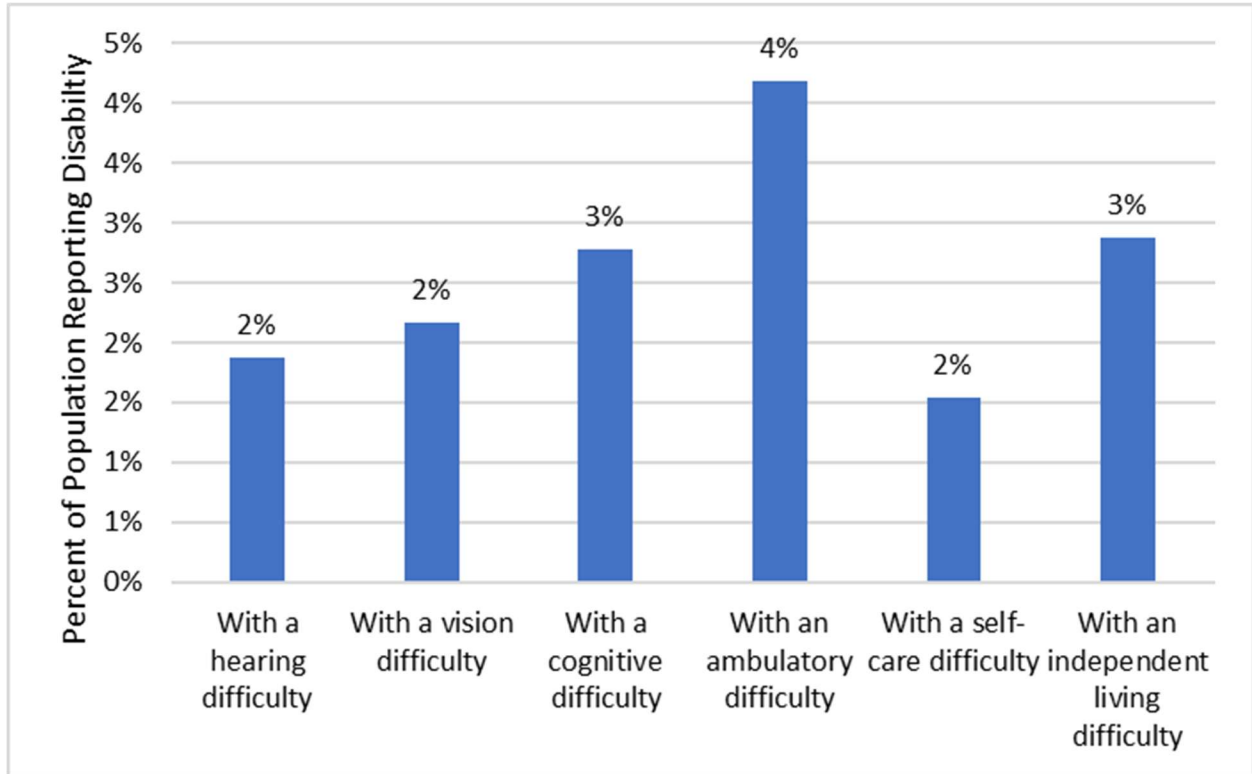


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HR_AFFH
 AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023.

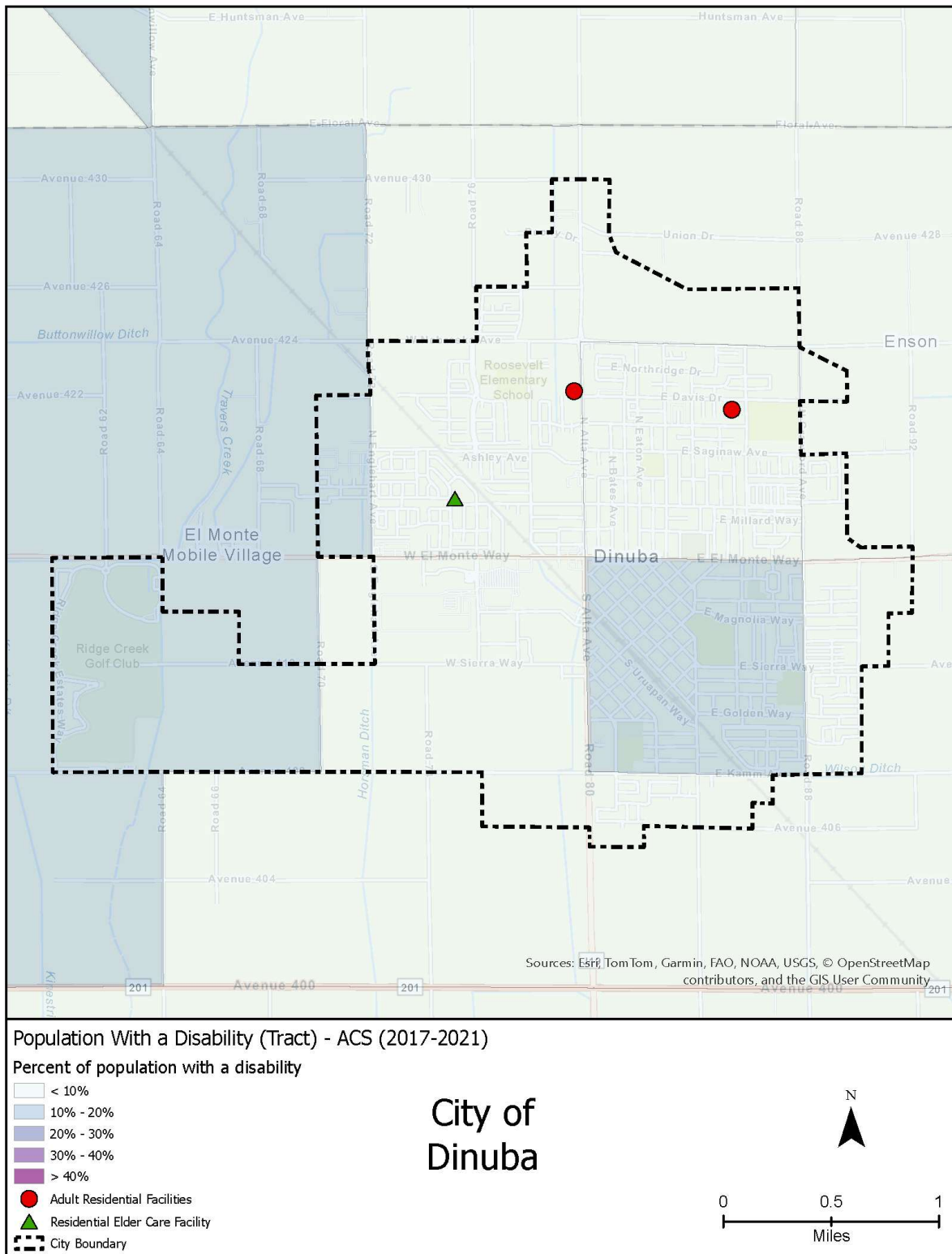
Figure A5-5 Disability by Type (City of Dinuba)



Notes: These disabilities are counted separately and are not mutually exclusive, as an individual may report more than one disability. These counts should not be summed.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2017-2021), Table S1810.

Figure A5-6 Percent of Population with a Disability and Residential Care Facilities (City of Dinuba)



Source: AFFH Data Viewer, 2024, and Department of Developmental Services, 2024.

Figure A5-7 Percent of Population with a Disability (City of Dinuba)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HE_AFFH
AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023.

Familial Status

As described in Chapter A2, *Housing Needs Assessment*, familial status refers to the presence of children under the age of 18 and the marital status of the head of the household. Families with children may face housing discrimination by landlords who fear that children will cause property damage. Examples of differential treatment include limiting the number of children in an apartment complex or confining households with children to a specific location. These actions are potentially discriminatory. Single-parent households are protected by fair housing law.

Household composition in Dinuba is similar to that of the county. As of 2021, households with children present comprised approximately 46 percent (2,876 households) of the total households in the city. Married-couple families with children comprised the largest share of households with children (50 percent), followed by female, single-parent households (41 percent). Male, single-parent households comprised nine percent of all households with children. Single-parent, female-headed households are more likely to rent than own, comprising approximately 29 percent of renter-occupied households but only 10 percent of owner-occupied households (Table A5-2).

Table A5-2 Tenure by Household Type and Presence of Children (City of Dinuba)

Household Type	Residing in Owner-Occupied Household	Percent of Total Owner-Occupied Households	Residing in Renter-Occupied Household	Percent of Total Renter-Occupied Households	Percent of Households with Children
Married Couple Family, with Children Present	835	24.0%	611	22.2%	50.3%
Single-Parent, Male Householder, no Spouse Present	139	4.0%	119	4.3%	9.0%
Single Parent, Female Householder, No Spouse Present	361	10.4%	811	29.4%	40.8%
Total Households with Children Present	1,335	38.4%	1,541	56.0%	
Total Households	3,473		2,754		

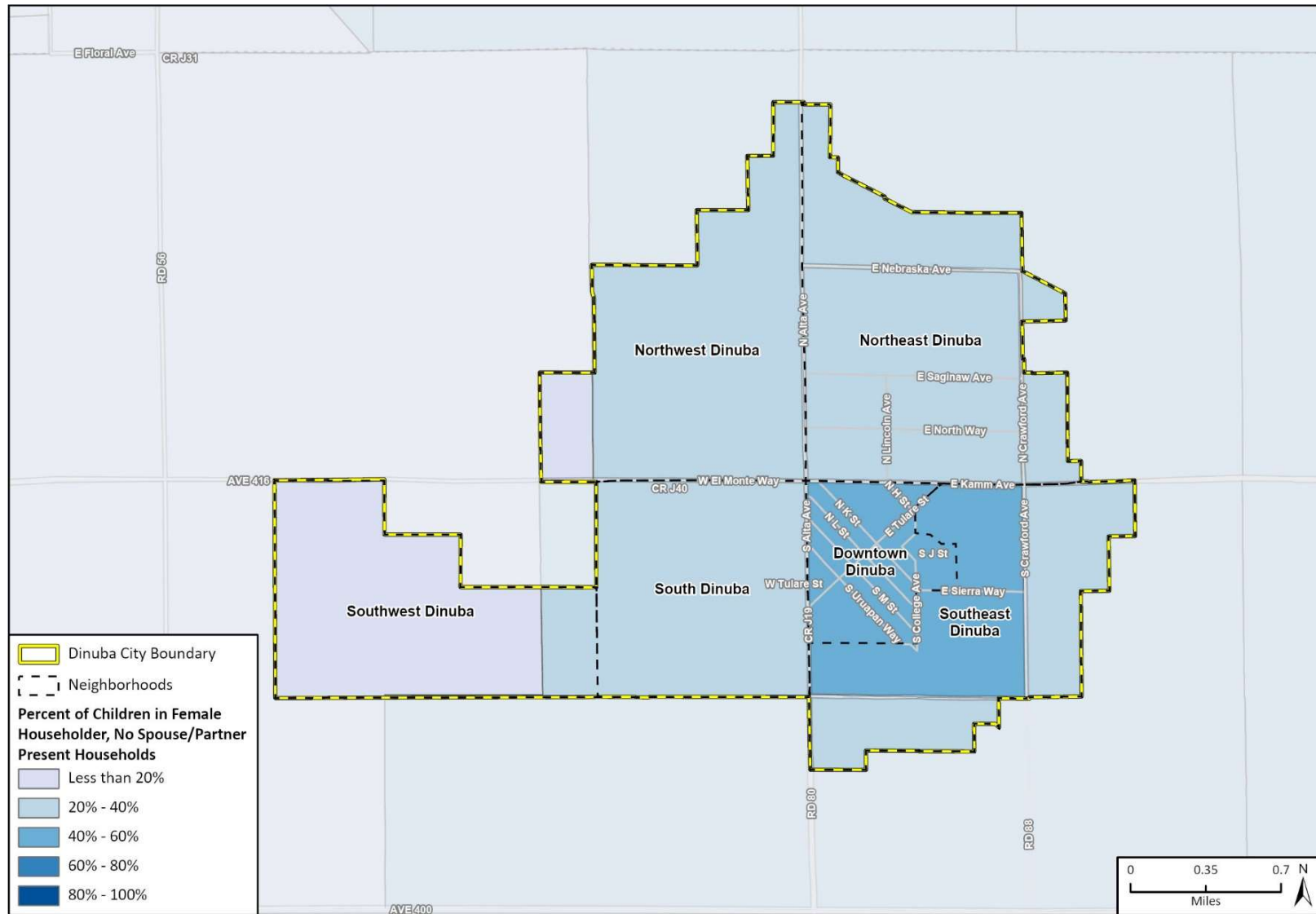
Source: U.S. Bureau of the Census, American Community Survey (ACS), Table B25115 Tenure by Household Type and Presence and Age of own Children, 2017-2021 Estimates.

Downtown and Southeast Dinuba have the highest percentages of children residing in female-headed, single-parent households, at 42 percent (Figure A5-8). Southwest Dinuba has the lowest percentage of children living in female-headed, single parent households, approximately 17 percent. Throughout the rest of the city, between 20 and 40 percent of children live in female-headed, single-parent households.

The percentage of children residing in married-couple households is highest in Southwest Dinuba, where more than 80 percent of children live in married-couple households (Figure A5-9). Throughout the rest of the city, between 40 and 60 percent of children live in married-couple households.

Childcare centers and single-parent female-headed households are shown in Figure A5-10 at the tract level. There are three child care centers in Dinuba, two in Downtown/Southeast Dinuba and one in Northeast Dinuba. There are two child care centers in the tract with the highest concentration of single-parent female-headed households. Childcare centers are accessible to most Dinuba populations. Further, there are additional family childcare homes in the City, but locations of these facilities are unavailable due to security and privacy reasons.

Figure A5-8 Children in Female-Headed Households, No Spouse/Partner Present (City of Dinuba)

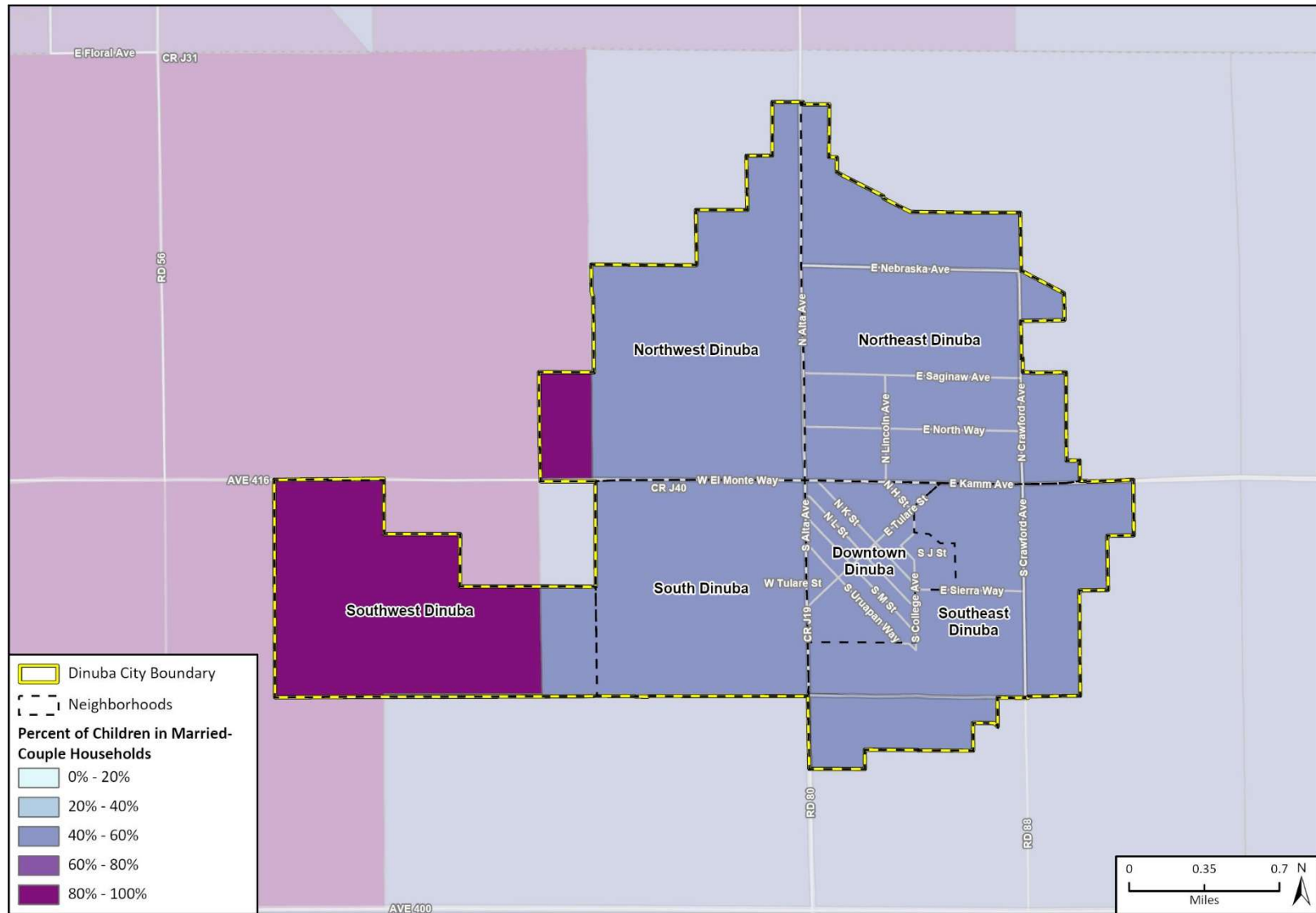


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HH_AFFH
AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023.

Figure A5-9 Children in Married-Couple Households (City of Dinuba)

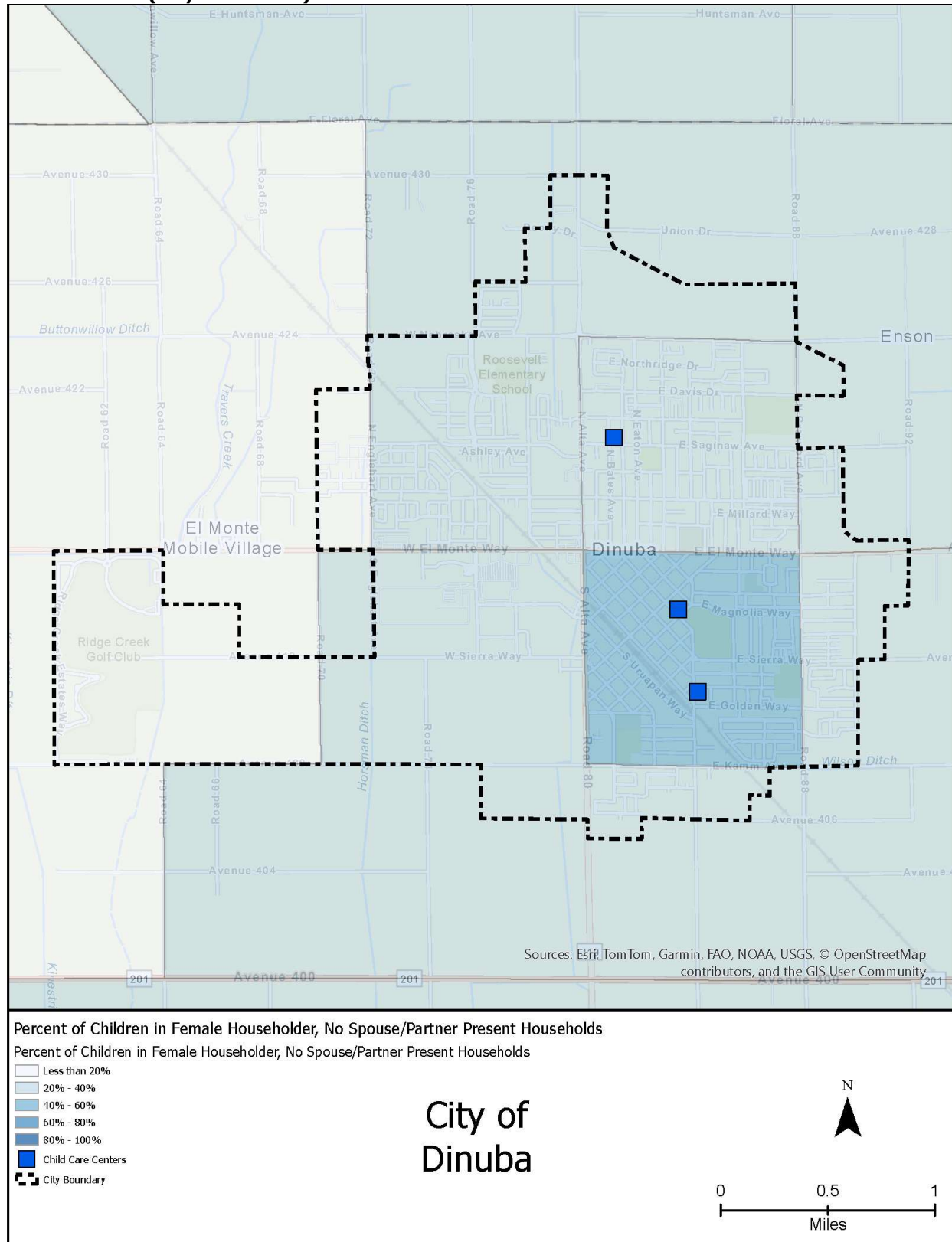


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HR_AFFH
 AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023.

Figure A5-10 Children in Female-Headed Households, No Spouse/Partner Present and Child Care Centers (City of Dinuba)



Source: AFFH Data Viewer, 2024, and Department of Developmental Services, 2024.

Household Income

Household income is directly connected to the ability to afford housing. Higher-income households are more likely to own rather than rent housing. As household income decreases, households tend to pay a disproportionate amount of their income for housing and the number of persons occupying unsound and overcrowded housing increases. To achieve fair housing objectives, people in low-income households must have a choice in housing opportunities—that is, when they are able to locate units that are affordable and well maintained in all parts of a jurisdiction and region.

This section identifies household income disparities using data based on median household income and low or moderate income (LMI) geographies. HUD defines an LMI area as a census tract or block group where over 51 percent of the population is LMI. The definition of low or moderate income is based on HUD income definitions of up to 80 percent of the area median income (AMI). Data for this analysis is from the HUD Low and Moderate Income Summary based on the 2011-2015 American Community Survey (most recent available data).¹



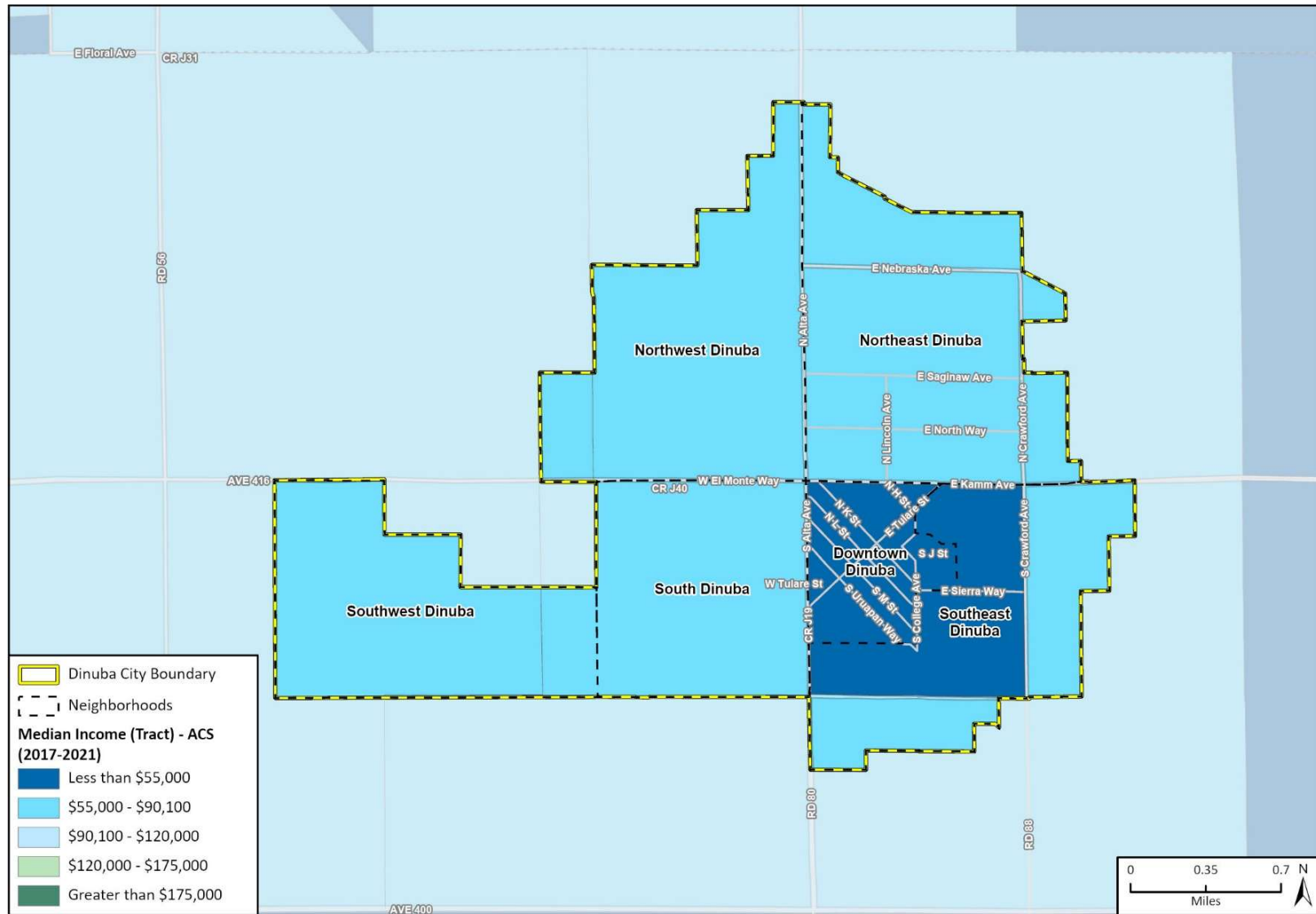
As of 2021 (most recent available data), Dinuba had a median household income of \$50,186 per year, 13 percent less than the county's median income of \$57,394 and much lower than the state median household income of \$87,100.

Households with the lowest household median income are located in Downtown and Southeast Dinuba. In these two areas household median income is \$32,400 per year (Figure A5-11). The rest of the city has slightly higher median household incomes, ranging from \$55,068 to \$69,414, which is well below the state median household income. The area with the highest median household income is Northwest Dinuba, at \$69,414 per year.

LMI populations are prevalent throughout Dinuba, particularly in southern parts of the city. Downtown, Southeast, and Southwest Dinuba have higher percentages of LMI residents compared to other areas of the city, comprising more than 50 percent of the population of those areas. Areas with the highest percentage of LMI populations are located in Downtown and Southeast Dinuba, with more than 75 percent of residents who are LMI (Figure A5-12). While Northeast and Northwest Dinuba have a lower percentage of LMI populations than other areas of the city, the percentage of LMI populations is still high, between 43 and 50 percent.

¹ HUD Exchange 2021: <https://www.hudexchange.info/programs/acs-low-mod-summary-data/>

Figure A5-11 Median Household Income (City of Dinuba)

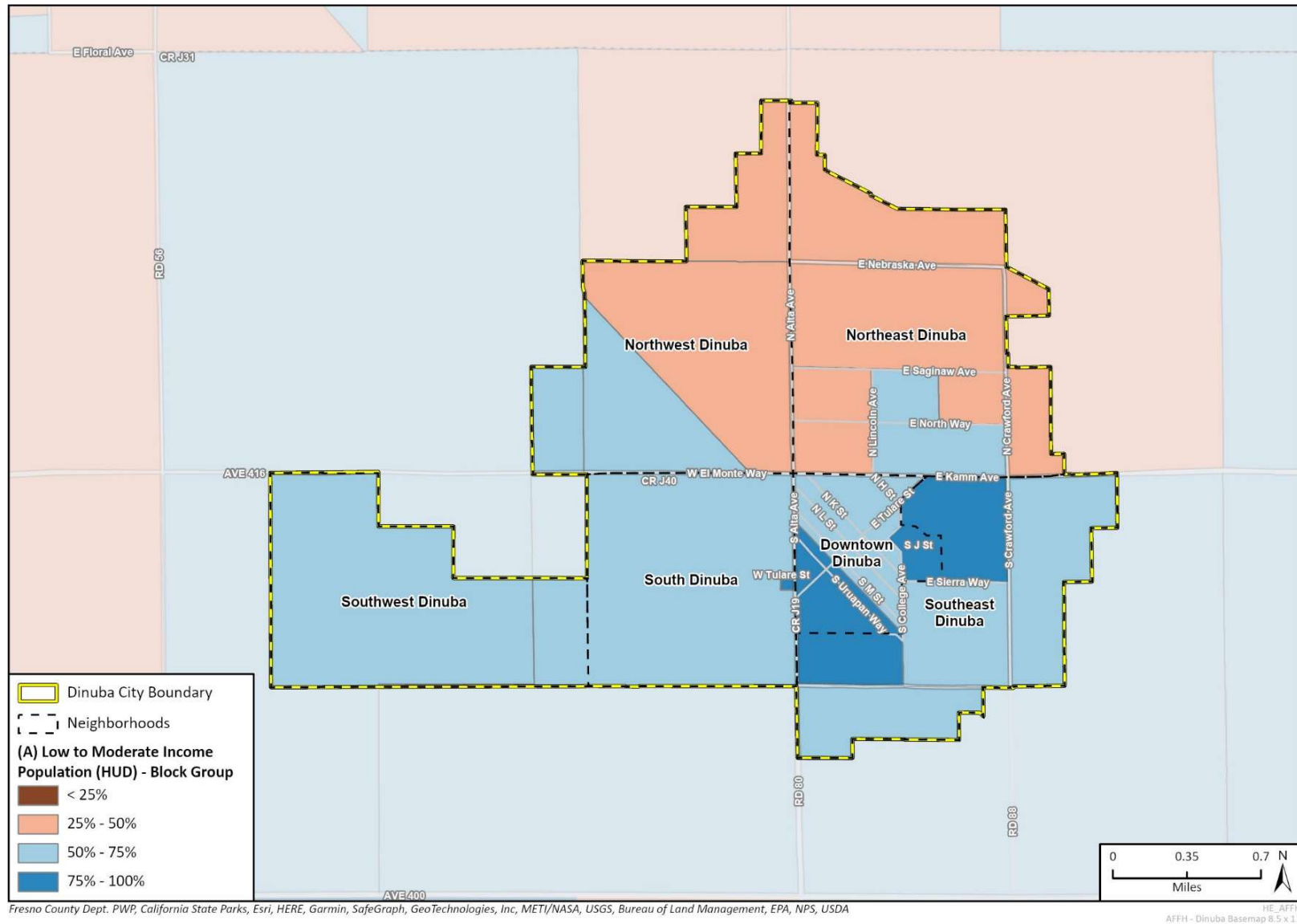


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_H2_AFFH
AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023

Figure A5-12 Low and Moderate Income Population (City of Dinuba)



Source: AFFH Data Viewer, 2023

Racially and Ethnically Concentrated Areas of Poverty

To identify racially and ethnically concentrated areas of poverty (known as R/ECAPs), TCAC includes a poverty concentration and racial segregation filter that aligns with HUD's R/ECAP methodology. HUD developed thresholds based on racial and ethnic concentration and income level. The threshold for racial and ethnic concentration is a non-white population of 50 percent or more in metropolitan or micropolitan areas. The income threshold is based on areas of "extreme poverty," where 40 percent or more of households earn incomes at or below the federal poverty line, or where the poverty rate is three times the average poverty rate in the metropolitan area, whichever is less. An area that meets both thresholds for racial or ethnic concentration and "extreme poverty" is considered a R/ECAP.

TCAC categorizes census tracts that have both a poverty rate of over 30 percent and that are designated as being racially segregated (overrepresentation of people of color relative to the county) as areas of high segregation and poverty. There is one area of high poverty and segregation in Dinuba located in Downtown/Southeast Dinuba (Figure A5-13). This area is predominantly Hispanic/Latino (Figure A5-3), with 92 percent of residents identifying as Hispanic/Latino, and approximately 47 percent of residents are living below the poverty line (Figure A5-14).

The following is an analysis of this area of high segregation and poverty (HSP area) compared to the rest of Dinuba. Demographics of the area of high segregation and poverty compared to Dinuba as a whole are shown in Table A5-3.

The Downtown/Southeast Dinuba tract

The HSP area identified as an area of high segregation and poverty has:

- a larger percentage of housing structures with two or more units, population below the poverty level, renter households, and non-white population.
- The median household income in this tract is also lower than the median income citywide.
- This HSP area has a lower TCAC economic score compared to all other census tracts in Dinuba. However, it has higher retail density. According to the Public Health Alliance of Southern California's Healthy Places Index (HPI), the density (measured in jobs per acre) of retail, entertainment, services, and education employment is 5.05 compared to less than 1.0 for most other tracts in the city. Most commercial and industrial zoning is concentrated in Downtown and South Dinuba, while the Northeast, Northwest, Southeast, and Southwest areas are largely zoned for uses that do not support employment opportunities.
- However, businesses and buildings in Downtown are older, while most newer businesses are in neighborhoods like South Dinuba.
- This HSP area tract also has a lower TCAC economic score compared to all other Dinuba tracts. The HSP area also has a higher retail density compared to most other Dinuba tracts. According to the HPI, the gross retail, entertainment, services, and education employment density (jobs/acre) on unprotected land for the HSP area is 5.05 compared to less than 1.0 for most other city tracts. Most of the land zoned for commercial and industrial uses is in Downtown and South Dinuba. Most of Northeast, Northwest, Southeast, and Southwest Dinuba is not zoned for uses that provide employment opportunities.
- However, a majority of commercial and office locations in Downtown consist of older uses, while many new commercial uses have developed in other areas of the City, including South Dinuba, and is considered a community at risk of displacement.

- Between 40 and 60 percent of the housing stock in this ~~tract~~-HSP area was built prior to 1960, compared to less than 40 percent in all other census tracts in Dinuba. ~~Most of single family homes in the HSP area are R-6 zoning, while the northeast and northwest Dinuba have R-6, R-7.5 and R-10, so the neighborhood has higher rehabilitation needs than newer parts of the city. Residential areas in the HSP area are zoned mostly single-family (R-1-6), while northeast and northwest Dinuba have more variety (R-1-6, R-1-7.5 and R-1-10).~~
- There are four subsidized housing projects and several public housing buildings located in the HSP area (see Figure A5-16). ~~While subsidized housing units are not restricted to the HSP area alone, all public housing buildings in Dinuba are located in this tract. These housing units consist primarily of single-family homes.~~

~~Subsidized housing and public housing buildings are presented in Figure A5-16. While subsidized housing units are not restricted to the area of high segregation and poverty alone, all public housing buildings in Dinuba are located in this tract.~~
- There is also one emergency shelter in Dinuba, located in the HSP area. ~~of high segregation and poverty. These types of housing units likely contribute to the concentration of lower income households in this area. Subsidized housing is further discussed in Section A5.2.10. Land use practices and the history of the city, which contributes to the distribution of lower income households, are further described in Section A5.2.9.~~
- According to the HPI, the HSP area has the highest rate of park access than other census tracts. While recreational areas are located throughout the city, 100 percent of residents in the HSP area live within a half mile of a park larger than one acre. This includes the Dinuba Community Center and Roosevelt Park in the northern portion of Southeast Dinuba and Felix Delgado Park in the southwest area of Southeast Dinuba.
- In addition to recreational facilities, the HSP area has a variety of community-serving uses, including a library, childcare centers, the Dinuba transit center, and a theater.
- While transit is readily available in Downtown, the remaining portion of the HSP area lacks the same level of transit. A few stops are located along Kamm Avenue and along the southern boundary of the HSP area.
- The HSP area has the second highest rate of supermarket access compared to other tracts in the city. The Family Market is located on College Avenue.
- Infrastructure in the HSP area is similar to most of the City in terms of street lighting, water lines, sewer lines, and storm drain facilities. Based on City staff knowledge, the HSP area is one of the more walkable neighborhoods. Curbs and sidewalks are present throughout the HSP area, although ADA improvements are needed.
- The City has several efforts underway in the HSP area. As of December 2024, bike lane installations, road widenings, and striped bike lanes are currently underway. The City's current active transportation network suffers from discontinuous sidewalks and bike lanes, inadequate ADA curb ramps, unsafe crossings, sight distance issues to crosswalks, and an uncomfortable walking and biking environment for residents. The City is implementing an Active Transportation Plan to construct bicycle and pedestrian improvements, including the improvements currently underway. The City has aggressively pursued funding to make transportation improvements, particularly for bike lanes and walking trails in disadvantaged parts of the community (core area, south, southeast and east).
- The City is also preparing a Revitalization Plan for the South El Monte Neighborhood that will support goals in the HSP area related to community beautification and landscaping, public facilities,

community lighting, housing rehabilitation, infrastructure, economic development, and crime prevention and public safety. This Plan aims to improve this neighborhood in aspects beyond transportation alone, creating improved economic and environmental opportunities as well.

- As the HSP is older than the rest of the city, parks and other community-serving facilities in this part of the city are also older and in need of repair and rehabilitation. The City is always pursuing funds for rehabilitation of public facilities in this neighborhood, and currently prioritizes grant funding and has completed several parks rehabilitation projects in the last year: planting of shade trees, shade structures, revamped landscaping and irrigation systems, new play equipment, benches, and tables are among the key improvements. The City also installed public restrooms in Entertainment Plaza.
- As shown in Figure A5-26, this HSP area is considered a community at risk of displacement. This is most likely due to newer development to the south and east, and the desirability of Downtown for housing close to amenities. According to the Healthy Places Index (HPI), created by the Public Health Alliance of Southern California, the HSP area of high segregation and poverty in Dinuba has the highest rate of park access compared to other City tracts. While recreational areas are located throughout the city, All residents (100 percent) in this tractthe HSP area live within a half mile of a park larger than one acre. This includes the Dinuba Community Center and Roosevelt Park in the northern portion of Southeast Dinuba and Felix Delgado Park in the southwest area of Southeast Dinuba.
- In addition to recreational facilities, the HSP area has a variety of community serving uses, including a library, child care centers, the Dinuba transit center and a theater.
- While transit is readily available in Downtown, the remaining portion of the HSP area (Southeast Tulare area) lacks the same level of transit. A few stops are located along Kamm Avenue and along the southern boundary of the HSP area.
- This tract also has a higher retail density compared to most other Dinuba tracts. According to the HPI, the gross retail, entertainment, services, and education employment density (jobs/acre) on unprotected land for the area of segregation and poverty is 5.05 compared to less than 1.0 for most other city tracts. Similarly, the HSP area of segregation and poverty has the second highest rate of supermarket access compared to other tracts in the city. The Family Market is located on College Avenue.
- Infrastructure in the HSP area is similar to most of the City in terms of street lighting, water lines, sewer lines, and stormdrain facilities. Curbs and sidewalks are throughout the HSP area, although ADA improvements are needed. Based on City staff knowledge, the HSP area of high segregation and poverty is generally more walkable and has more access to services and resources such as parks and retail. The southern areas of the city tend to be older and have aging infrastructure with heightened rehabilitation needs, especially in comparison with the northwest area of the city where housing developments are newest.

The designation of this tract as an area of high segregation and poverty is likely mostly due to the types of housing available in this neighborhood rather than the availability of jobs and services.

Based on City staff knowledge, the area of high segregation and poverty is generally more walkable and has more access to services and resources such as parks and retail. The southern areas of the city tend to be older and have aging infrastructure with heightened rehabilitation needs, especially in comparison with the northwest area of the city where housing developments are newest. The City has approved or is in the process of developing new subdivision areas in eastern Dinuba.

Table A5-3 Demographics of Area of High Segregation and Poverty

Area	Percent of Housing With Two or More Units	Median Income	Poverty Rate	Percent Renter Households	Percent Non-White
Downtown/ Southeast Dinuba	25.9%	\$32,400	46.5%	56.0%	94.4%
Dinuba	24.5%	\$50,186	31.9%	44.2%	90.3%

Source: HCD AFFH Data Viewer 2.0 and 2017-2021 ACS.

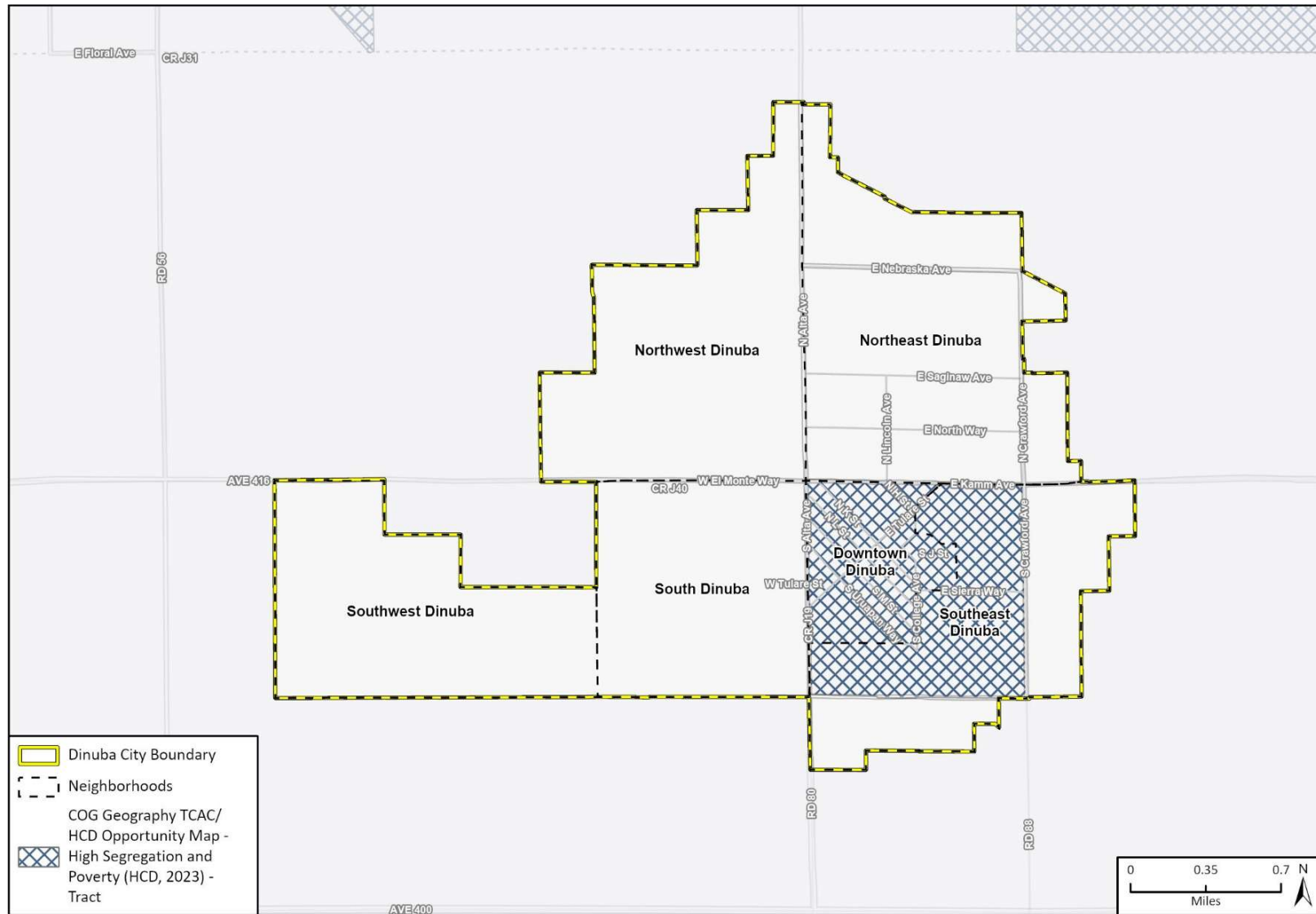
Poverty and Segregation

Similar to other cities in Tulare County, Dinuba has areas of concentrated poverty. The area with the highest poverty rate is in Downtown/Southeast Dinuba, where 47 percent of residents earn an income below the poverty line (Figure A5-14). Southwest Dinuba has the lowest percentage of residents living below the poverty line (15 percent). Throughout the rest of the city between 22 percent and 29 percent of residents are living below the poverty line.

Concentrated Areas of Affluence

HCD's AFFH Data Viewer identifies RCAAs as census tracts that have a white population that is 1.25 times higher than the Council of Governments (COG) region (which for Dinuba consists of the entirety of Tulare County) and a household median income 1.5 times higher than the AMI. There are no RCAAs in Dinuba, as most of the city has a low percentage of white residents and a median household income that is lower than the county average. No census tracts within Dinuba have a median household income that is 1.5 times higher than the AMI.

Figure A5-13 Areas of High Segregation and Poverty (City of Dinuba)

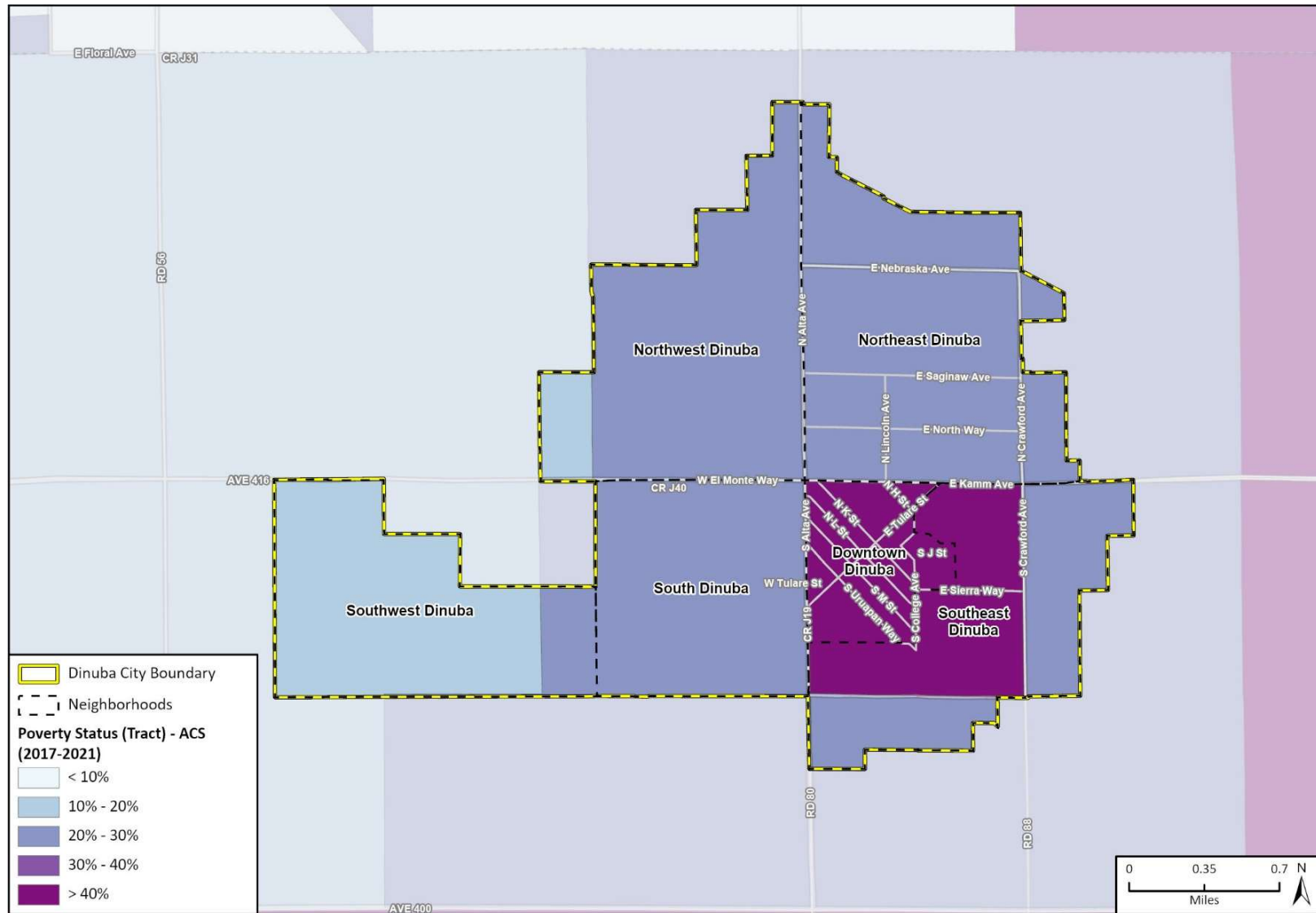


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HE_AFFH
AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023

Figure A5-14 Poverty Status (City of Dinuba)

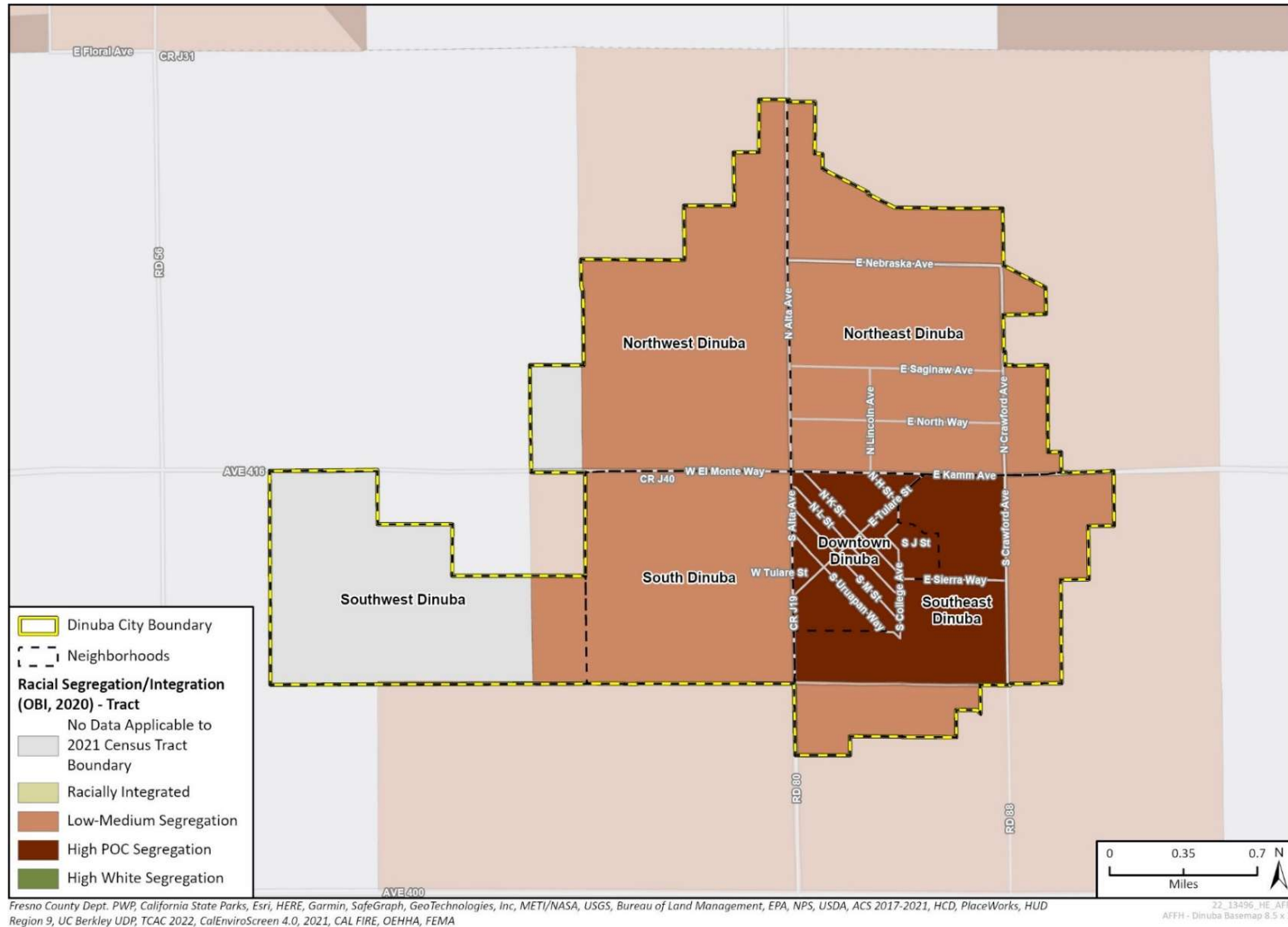


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HR_AFFH
 AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023

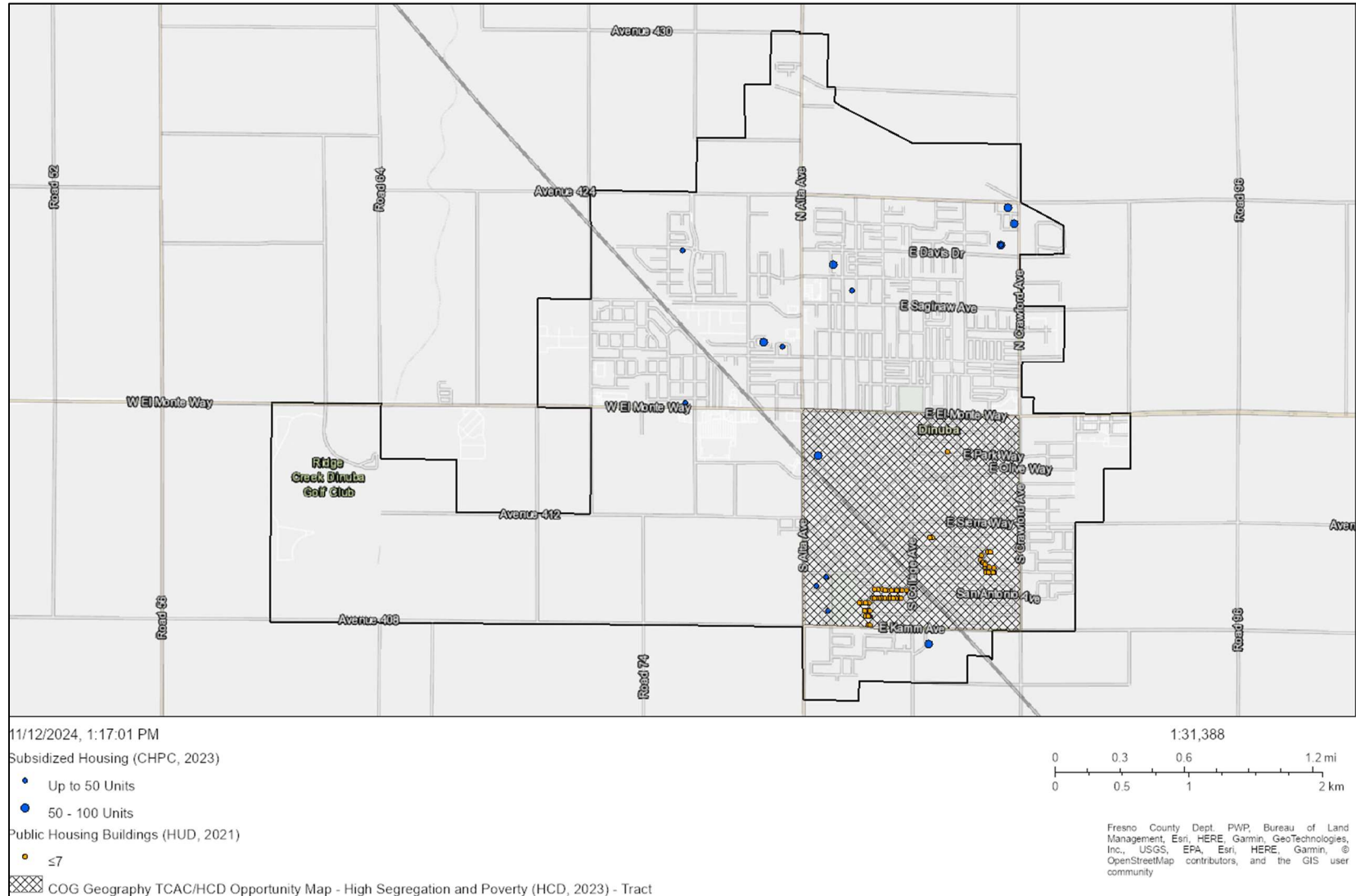
Figure A5-15 Racial Segregation and Integration (City of Dinuba)²



Source: AFFH Data Viewer, 2023

² POC (People of Color)

Figure A5-16 Subsidized Housing and Public Housing Buildings



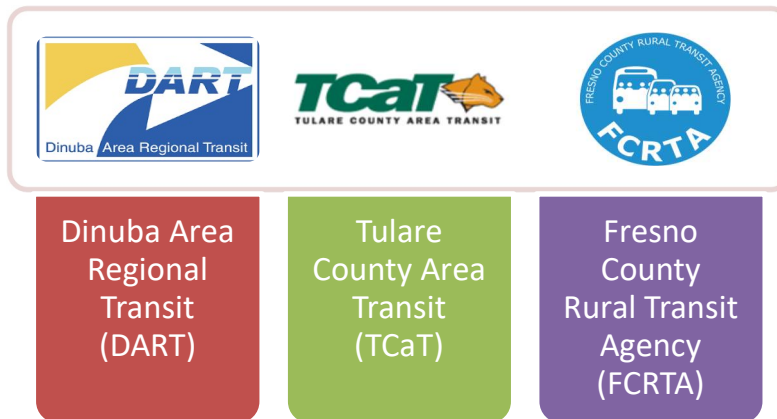
Source: AFFH Data Viewer, 2024

A5.2.6 Disparities in Access to Opportunities

Transit Access and Walkability

Several transit organizations operate throughout the city of Dinuba, offering fixed-route bus services to residents.

Transit Organizations Operating in Dinuba



- The Tulare County Regional Transit Agency (TCRTA) operates Dinuba Area Regional Transit (DART), a fixed route bus service with four routes throughout the city. DART operates from 7:00 am to 6:00 pm on weekdays, 6:30 pm to 9:00 pm on Fridays, and 9:30 am to 9:00 pm on Saturdays. DART also operates DART Flexroute, a fixed route and dial-a-ride service, which travels through north and south Dinuba, leaving the route to pick up dial-a-ride passengers between route stops.
- The City of Dinuba partners with the Fresno County Rural Transit Agency (FCRTA) to provide the Dinuba Connection, a fixed route bus service connecting the cities of Dinuba and Reedley in Fresno County. The Dinuba Connection operates Monday through Friday with longer service hours during the school year.
- TCRTA operates Tulare County Area Transit (TCaT), a fixed route bus service operating throughout the county, with two routes that pass through Dinuba (Routes C10 and C60). These routes connect Dinuba to the city of Visalia and the communities of Delft Colony and London, which are census designated places southwest of Dinuba. These routes operate from approximately 6:00 am to 7:00 pm on weekdays and 9:30 am to 6:00 pm on weekends. TCaT also offers Dial-A-Ride services to rural parts of Dinuba Monday through Friday.
- TRCTA also provides Paratransit & Dial-A-Ride Services Paratransit service, a shared-ride, advanced-reservation, origin-to-destination service, is provided to locations within the cities of Dinuba, Porterville, and Tulare. Service is available within $\frac{3}{4}$ mile of each local fixed route. The service is available to ADA-eligible individuals, as well as seniors (age 65+) and Medicare card holders. ADA-eligible passengers must receive certification through an application process. Paratransit provides same-day service to non-ADA passengers (seniors and Medicare card holders only) on a space available basis. Paratransit services operate the same hours and days as TCRTA's local fixed route system; service is provided Monday through Saturday from 7:00 am to 7:00 pm, and Sunday from 8:00 am to 5:00 pm. Next day reservations are required and are taken seven days a week.
- TCaT also offers its own Dial-A-Ride program that includes anywhere within three-quarters of a mile of TCaT Routes C10-C90.

Residents in Dinuba have lower access to transit and lower transit ridership compared to larger cities in the region such as Visalia and Tulare. The city of Dinuba received an average AllTransit performance score of 4.8 which is based on a combination of low number of transit trips per week and low number of jobs accessible by transit.³ For comparison, the cities of Visalia and Tulare received slightly higher performance scores, 6.5 and 5.4 respectively. According to ACS estimates, 79 percent of commuters commute by driving alone, 16 percent carpool, and less than one percent walk.

Walk Score is a private company that offers a walkability index on its website, that measures the pedestrian friendliness of a given location by analyzing walking routes to nearby amenities and examining population density and road metrics, including block length and intersection density.⁴ Dinuba received a walk score of 56 out of 100, which is considered “somewhat walkable.” Walkability is highest in the center of the center and decreases with increased distance from the city’s center. The Environmental Protection Agency (EPA) has a walkability index which ranks block groups according to their relative walkability. According to the National Walkability Index, the most walkable areas in the city are within the center of the city, in Downtown Dinuba and parts of Northeast and Southeast Dinuba (Figure A5-17). Areas on the outer edges of the city are considered the least walkable.

According to the Tulare County Association of Governments (TCAG) 2022 Regional Active Transportation Plan for the Tulare County Region, priority active transportation improvements in the city of Dinuba emphasize improving pedestrian and bicycle connections throughout the city and creating safe routes to schools. Projects include bicycle and pedestrian infrastructure improvements and educational outreach surrounding safe routes to elementary schools and Dinuba High School, as well as sidewalk improvements in Downtown Dinuba, pedestrian path along Ventura Street, and railroad crossing across the San Joaquin Valley Railroad tracks. These planned improvements will increase walkability and access to active transportation throughout the city, particularly in Downtown Dinuba and along Road 88, Alta Avenue, and Avenue 416.

Local knowledge from City staff indicates that the Core area (Downtown, East, and South Dinuba) tends to be more walkable than other areas of the city. As of December 2024, bike lane installations, road widenings, and striped bike lanes are currently underway. The City’s current active transportation network suffers from discontinuous sidewalks and bike lanes, inadequate ADA curb ramps, unsafe crossings, sight distance issues to crosswalks, and an uncomfortable walking and biking environment for residents. The City is implementing an Active Transportation Plan to construct bicycle and pedestrian improvements, including the improvements currently underway. The City has aggressively pursued funding to make transportation improvements, particularly for bike lanes and walking trails in disadvantaged parts of the community (Core area, south, southeast and east).

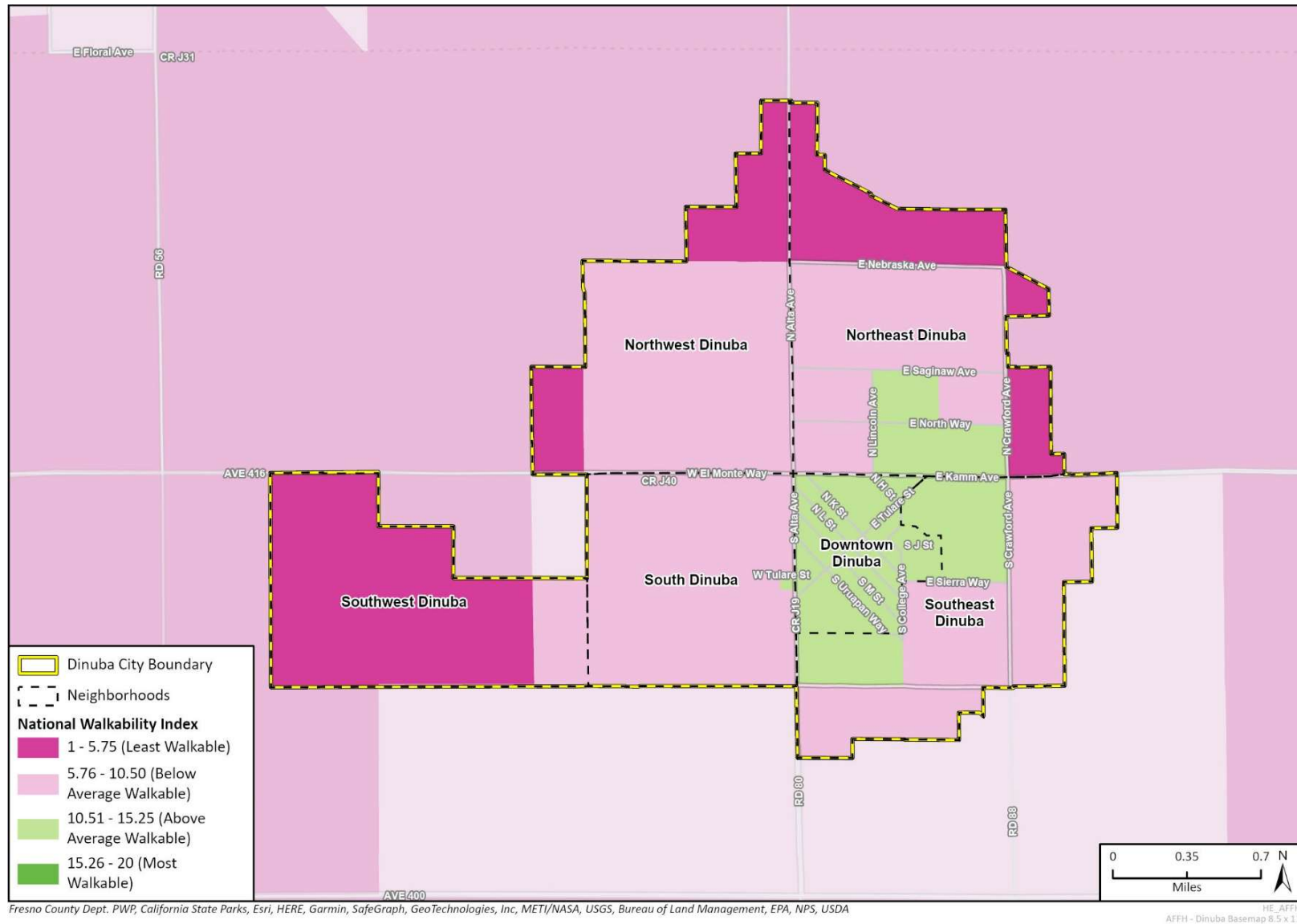
The City is also preparing a Revitalization Plan for the South El Monte Neighborhood that will support goals in this area related to community beautification and landscaping, public facilities, community lighting, housing rehabilitation, infrastructure, economic development, and crime prevention and public safety. This Plan aims to improve this neighborhood in aspects beyond transportation alone, creating improved economic and environmental opportunities as well. Access to economic and environmental opportunities citywide area outlined in the following subsections.

According to Self-Help, Dinuba could benefit from additional transit, open space, and employment options.

³ AllTransit.Org, 2021. <https://alltransit.cnt.org/>

⁴ Walk Score, 2021. <https://www.walkscore.com/methodology.shtml>

Figure A5-17 Walkability Index (City of Dinuba)



Source: National Walkability Index, 2023

Access to Quality Education

TCAC Educational outcomes are measured through the educational opportunity index, which measures the percentage of 4th graders who meet math and literacy proficiency standards, percentage of high schoolers who graduate on time, and percentage of students not receiving free or reduced-price lunch. Scores are generated by comparing each census tract to all other census tracts within the same COG. Scores range from 0-1, with 1 being the most positive educational outcome, and 0 being the least positive educational outcome.

Dinuba generally has less positive educational outcomes. Southwest Dinuba has the highest educational outcomes in the city (Figure A5-18).

Dinuba is served by the Dinuba Unified School District (DUSD), which manages 11 schools and nine campuses throughout Dinuba. The DUSD operates six elementary schools, one middle school, one traditional high school, one continuing education school, one independent study school, and one adult education school.⁵ During the 2021-2022 school year, DUSD had a total student enrollment of 6,592 students.

According to Kidsdata.org, a data compilation program of the Lucile Packard Foundation for Children's Health, DUSD had a high school graduation rate of 91 percent in 2021. The student population is very diverse. Ninety-four percent of students are Hispanic/Latino, four percent are white, two percent are Asian American/Pacific Islander, and less than one percent are Black/African American, Native American/Alaskan Native, or multiracial.⁶ Thirty-three percent of students are English learners, almost all of whom are Spanish speakers. Approximately 86 percent of students are eligible for free and reduced-price meals, indicating they are living in low-income households. In addition, approximately seven percent of students are eligible for the Migrant Education Program, meaning their parent/guardian is a migratory worker in the agricultural, dairy, lumber, or fishing industries and whose family has moved during the past three years.⁷

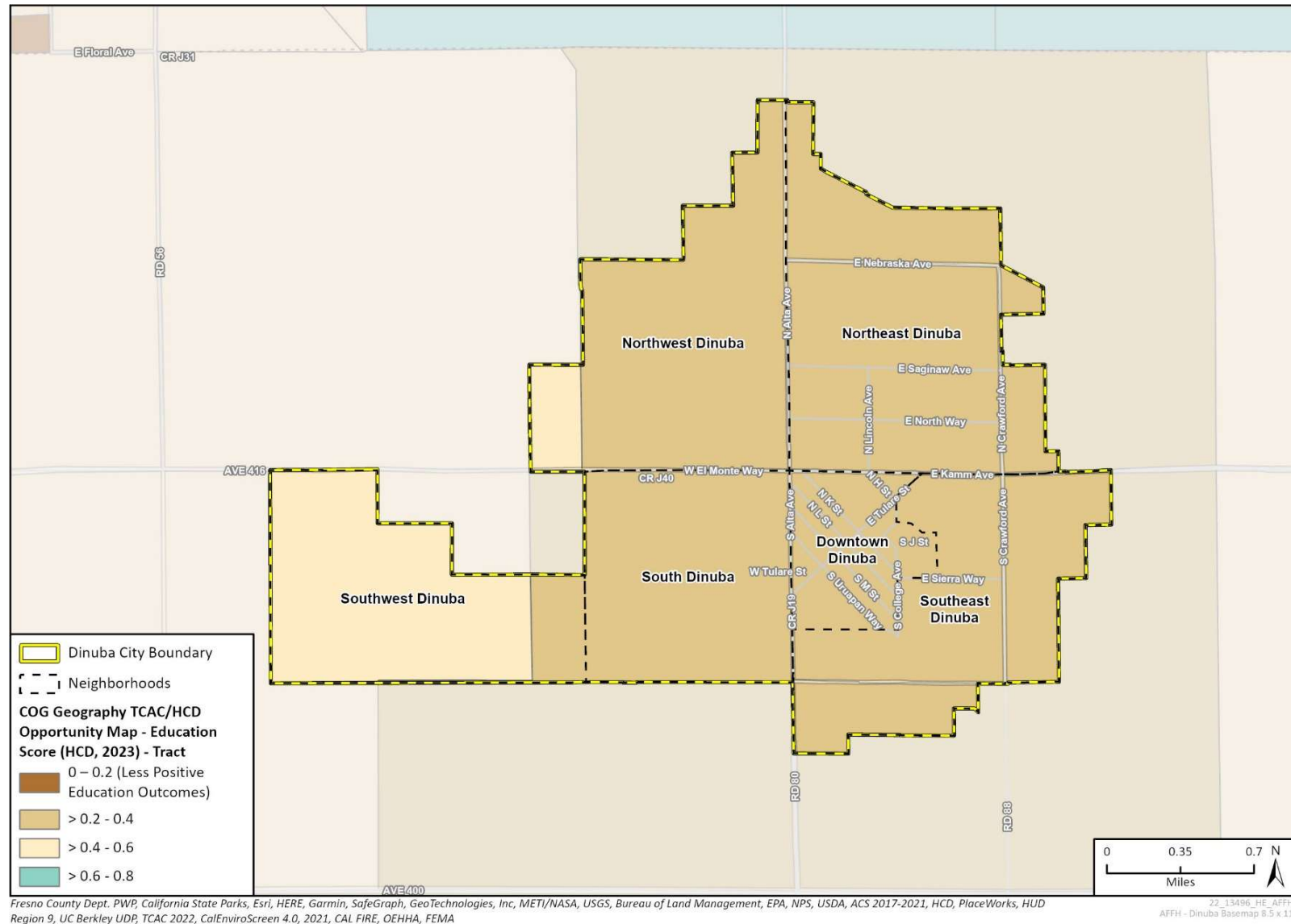
Education attainment levels of Dinuba residents are slightly lower than the county and tri-county averages. According to ACS estimates, 88 of the city's population (25 years of age and older) does not have a college degree (compared to 86 percent of the county and 83 percent of the tri-county area) and 31 percent did not graduate high school (compared to 30 percent of the county and 25 percent of the tri-county area).

⁵ Dinuba Unified School District. 2023. DUSD At-A-Glance. <https://www.dinuba.k12.ca.us/aboutDUSD>

⁶ Kidsdata.org. 2023. Dinuba Unified. <https://www.kidsdata.org/region/1551/dinuba-unified/results#cat=18>

⁷ Ed-Data. 2023. Dinuba Unified. <http://www.ed-data.org/district/Tulare/Dinuba-Unified>

Figure A5-18 TCAC Opportunity Areas – Education Outcomes (City of Dinuba)



Source: AFFH Data Viewer, 2023

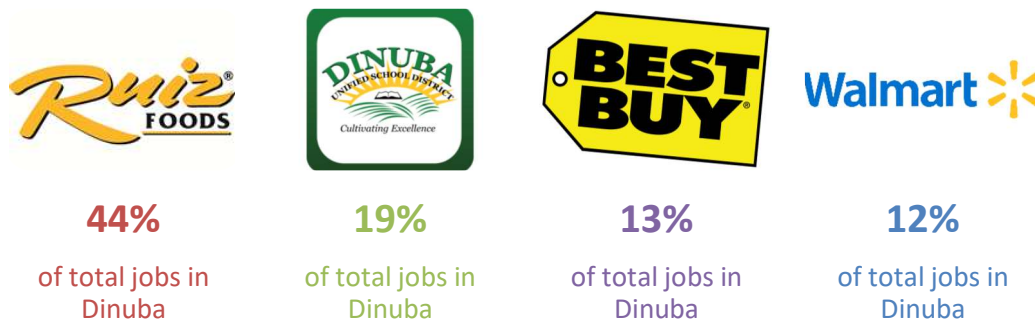
Economic Outcomes

TCAC economic opportunities measured by census tract, consider poverty, adult education, employment, job proximity, and median home values. A higher economic index score reflects more positive economic outcomes.

Economic outcomes vary in Dinuba but are mostly higher than most other cities in Tulare County. Northwest and Southwest Dinuba have the most positive economic outcomes in the city while Downtown/Southeast Dinuba has the least positive economic outcome in the city (Figure A5-19). This area is also an area of high segregation and poverty (Figure A5-13), and has a higher percentage of residents with a disability (Figure A5-7) and the lowest median household income (Figure A5-11) compared to the rest of the city.

In 2021, Dinuba had a labor force participation rate of 63 percent for persons 16 years and older, which is similar to the labor force participation rate of the county and tri-county area. The largest industries in Dinuba are educational services, and health care and social assistance (23 percent of employed population), agriculture, forestry, fishing and hunting, and mining (20 percent of employed population), and retail trade (12 percent). This makeup is similar to other cities in the county.

Largest Employers in Dinuba



Source: City of Dinuba, 2021, 2021 Comprehensive Annual Financial Report.⁸

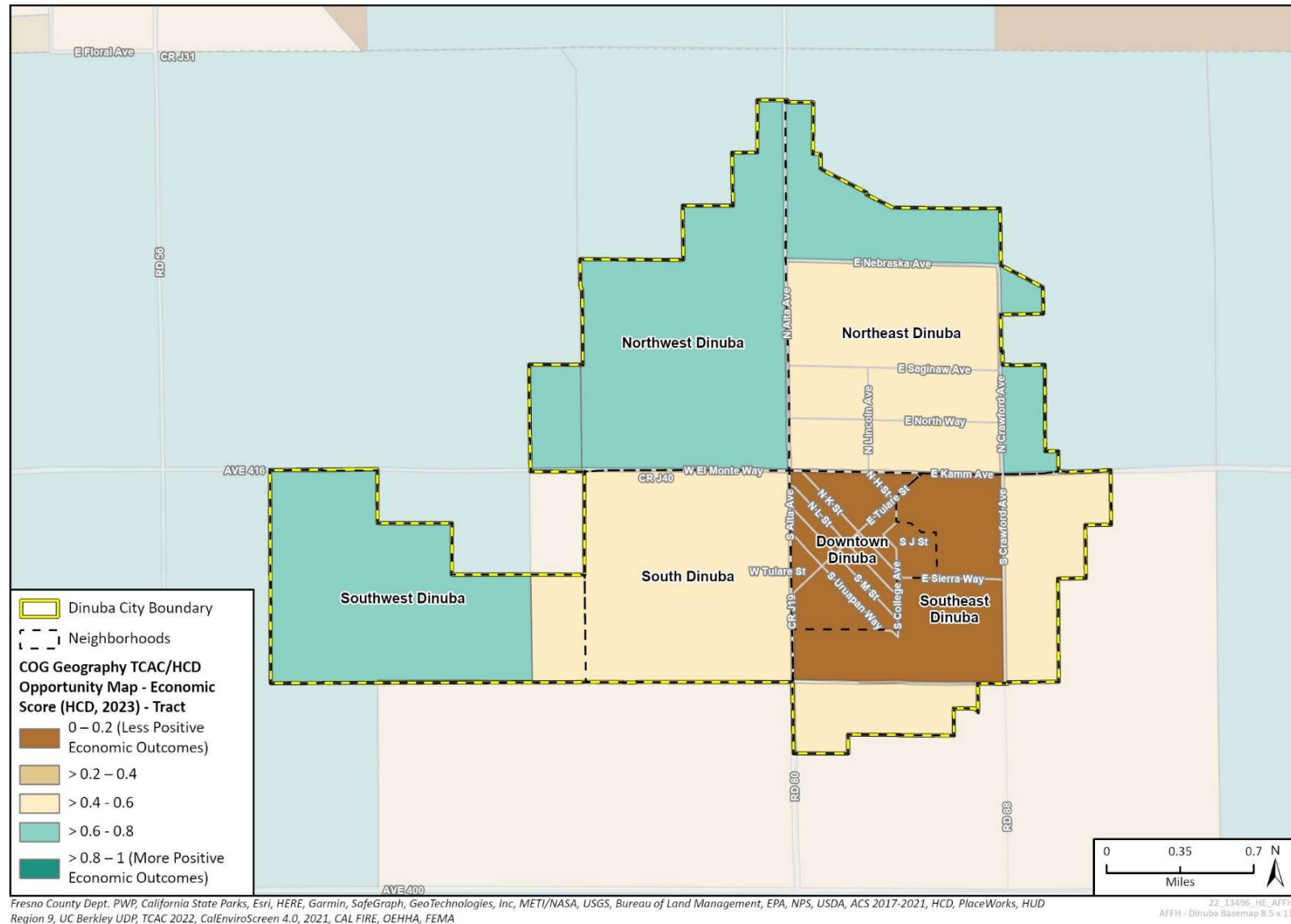
Most of the land zoned for commercial and industrial uses is in Downtown and South Dinuba. Most of Northeast, Northwest, Southeast, and Southwest Dinuba is not zoned for uses that provide employment opportunities. These areas are primarily zoned for residential and resource conservation uses. Ruiz Foods Products Inc., Walmart, and the Best Buy Distribution Center, three of the city's largest employers, are located in South Dinuba. The majority of working residents commute outside the city for work (76 percent) and 48 percent commute outside of Tulare County. Of the 52 percent of residents who work in Tulare county, 24 percent of employed Dinuba residents work in Dinuba, 10 percent work in Visalia, four percent work in, and four percent work in Tulare. Approximately 30 percent of working residents work in Fresno County, including seven percent who work in Reedley and five percent who work in Fresno).⁹ The remaining 20 percent work in a county other than Tulare or Fresno.

The City has implemented several economic development strategies to incentivize economic development including reduced/waived fees for new development. As discussed above, the City has had success in bringing in industrial uses such as a Best Buy distribution center, Ruiz Foods, and dental equipment manufacturing uses.

⁸ City of Dinuba. 2021. Comprehensive Annual Financial Report. https://www.dinuba.org/images/docs/forms/dinuba_acfr.pdf

⁹ U.S. Census Bureau. 2023. OnTheMap Work Destination Analysis. <https://onthemap.ces.census.gov/>

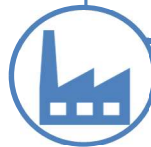
Figure A5-19 TCAC Opportunity Areas – Economic (City of Dinuba)



Healthy and Safe Housing Environment

Like the rest of western Tulare County and the western tri-county area, pollution burden is high throughout the city of Dinuba. The CalEnviroScreen map for the city of Dinuba identifies the degree to which communities are considered burdened by pollution by comparing the scores of each census tract to every other census tract in the state. CalEnviroScreen identified pollution burden is high throughout most of the city (Figure A5-20). Pollution burden is highest in Downtown and Southeast Dinuba (96th percentile) and lowest in Northeast Dinuba (75th percentile). Pollution burden associated with ozone and particulate matter is high throughout the entire city. Pollution burden associated with pesticide use, cleanup sites, and groundwater threats is highest in southern parts of the city. Downtown and Southeast Dinuba also have a high pollution burden from lead risk from housing and proximity to cleanup sites.

Pollution burden is high throughout Dinuba, particularly pollution associated with ozone and particulate matter. Characteristics associated with vulnerability to impacts from pollution in Dinuba include high rates of asthma and cardiovascular disease, low education attainment, and high rates of poverty and unemployment.



The TCAC environmental opportunity map also identifies pollution burden, using CalEnviroScreen scores. However, unlike CalEnviroScreen, the TCAC map compares census tracts to other census tracts within the same COG to show differences in pollution burden within the region. According to the TCAC opportunity map, environmental outcome scores vary throughout the city but are generally more positive (Figure A5-21). Environmental outcomes are lowest in Southwest Dinuba and are also low in Downtown and part of Southeast Dinuba. Throughout the rest of the city, environmental outcomes are positive.

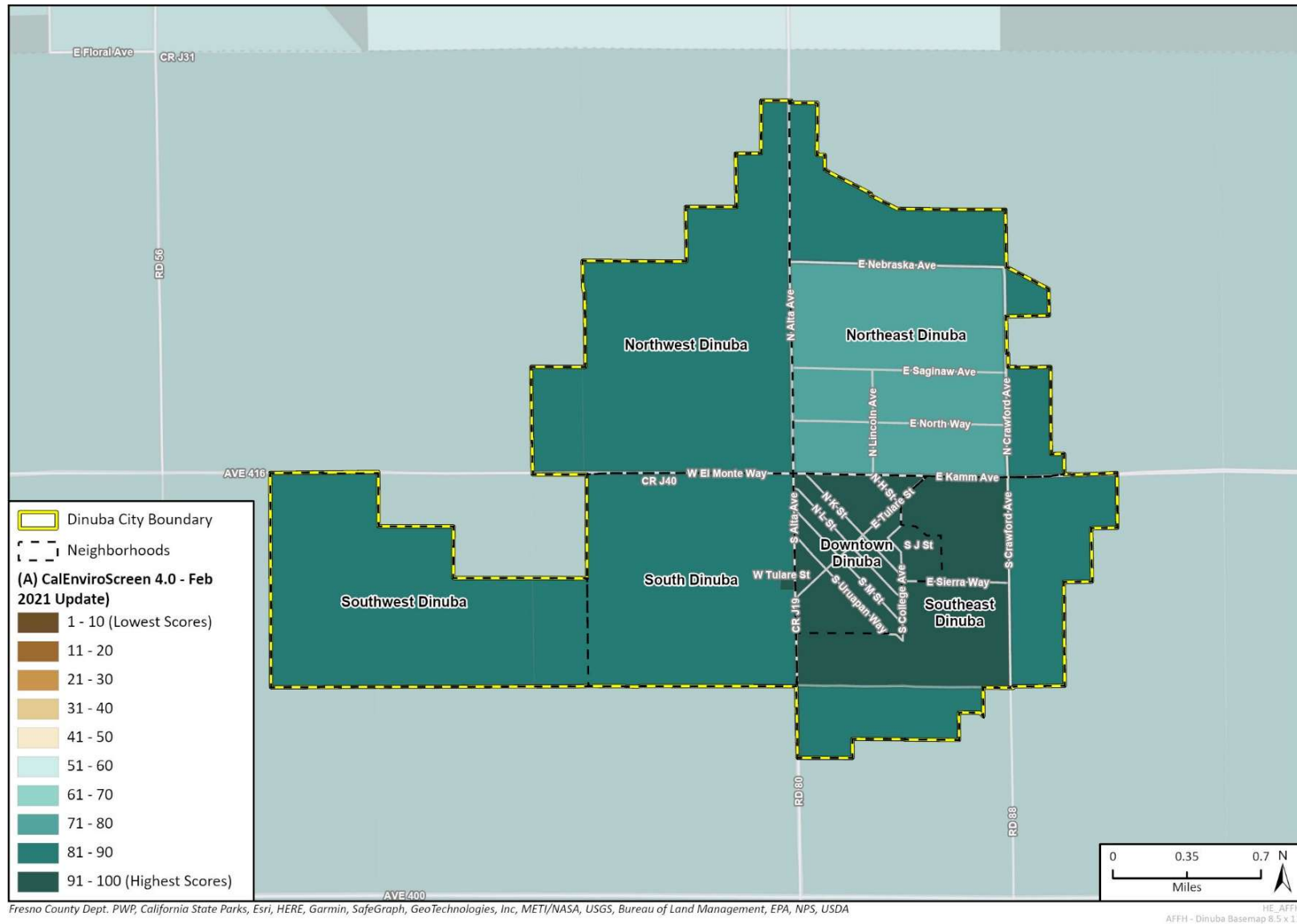
Senate Bill (SB) 535 tasks the California Environmental Protection Agency with identifying disadvantaged communities. Disadvantaged communities are low-income areas that are disproportionately affected by environmental pollution and other hazards. Under SB 35, a minimum of 25 percent of funds from the Greenhouse Gas Reduction Fund, funded by revenue from the State's cap-and-trade emissions program, goes to projects that benefit disadvantaged communities. All of Dinuba is considered a disadvantaged community under SB 535 (Figure A5-22).

In recent years the City has channeled the majority of such investments into the central, east and southeast part of the community, recognizing these neighborhoods tend to be lower income with higher rates of minority residents.

Based on local knowledge from staff, the City generally tries to keep industrial uses away from current or planned residential uses. There are no groundwater contamination issues in Dinuba. Parks are accessible to all areas of the City, including lower income areas.

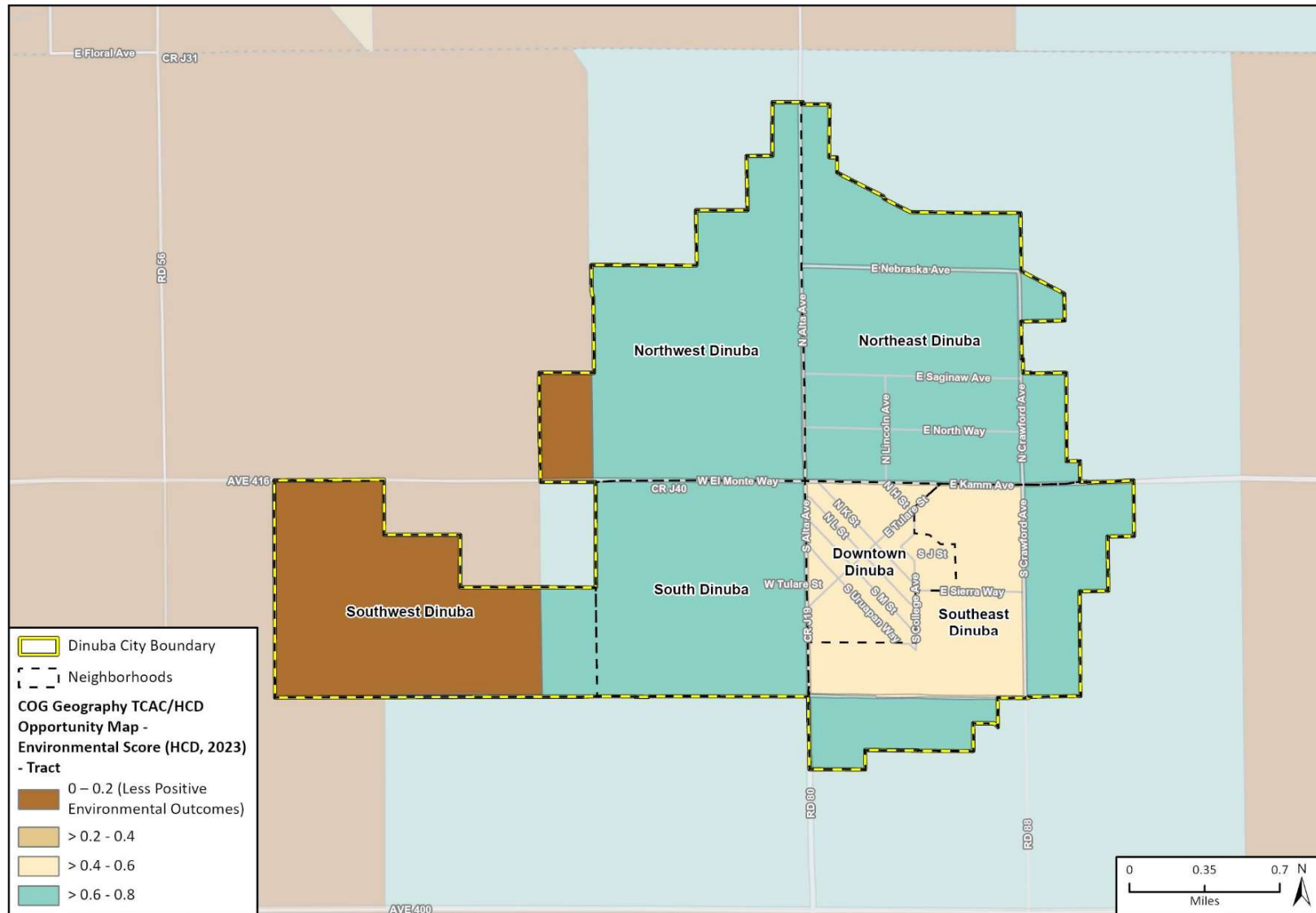
Flooding in Dinuba has been reported to have occurred in 1937, 1950, 1955, 1966, 1969, and 1993. Flooding in the City has been the result of intensive localized rainfall combined with snowmelt runoff which has resulted in overflows of the East Branch of the Alta Canal. Portions of Dinuba are within the 100-year floodplain as identified by the Federal Emergency Management Agency (FEMA) on their Flood Insurance Rate Map. Much of the flood area in Dinuba roughly follows the course of sloughs or creeks that originally flowed through the area, but were diverted into irrigation ditches as the area was settled.

Figure A5-20 CalEnviroScreen 4.0 Percentile Scores (City of Dinuba)



Source: AFFH Data Viewer, 2023

Figure A5-21 TCAC Opportunity Areas - Environmental (City of Dinuba)

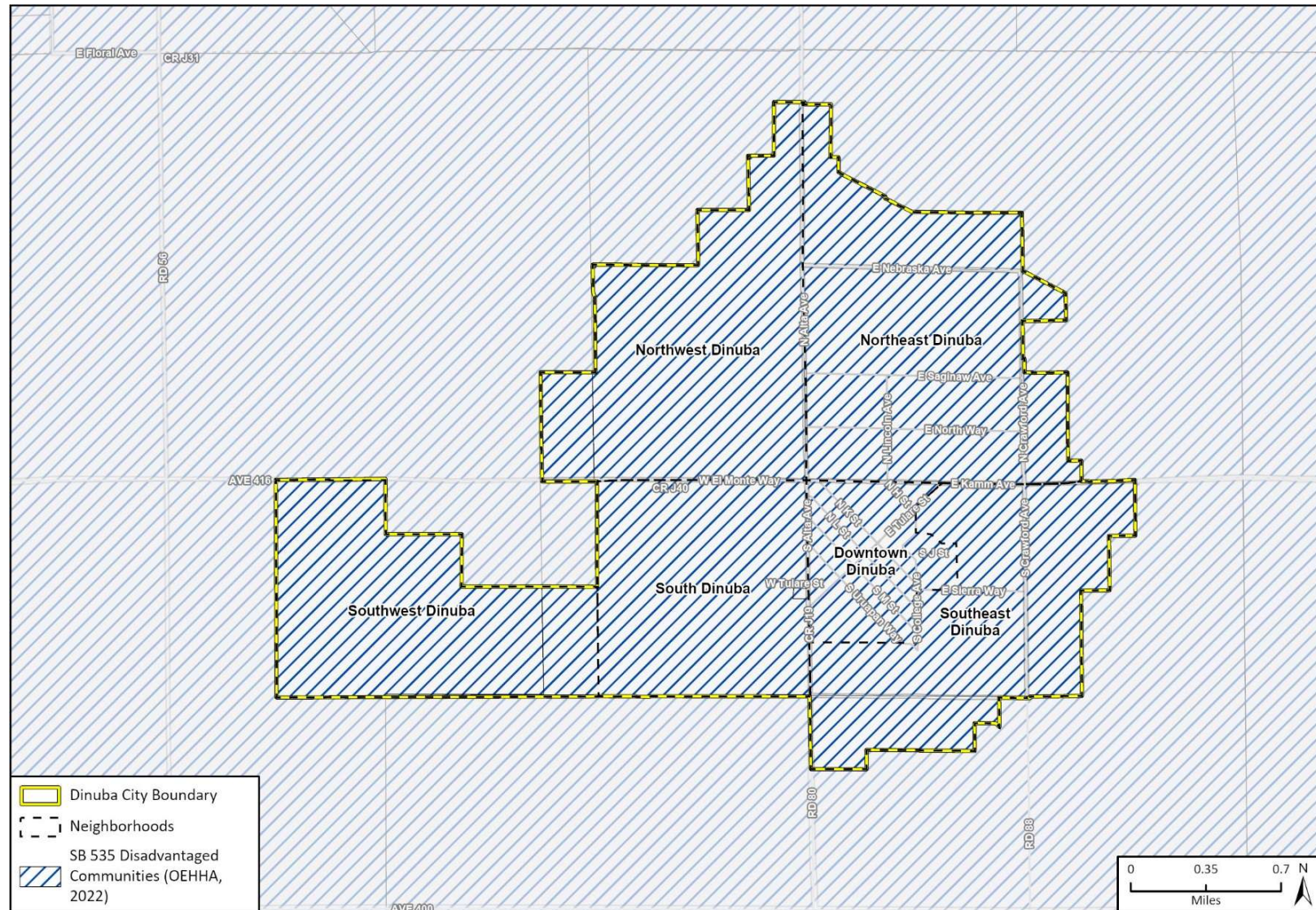


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HE_AFFH
 AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023

Figure A5-22 SB 35 Disadvantaged Communities (City of Dinuba)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD
Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HE_AFFH
AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023

Access to grocery stores citywide has recently improved. There are two new grocery stores on the east side within the last year (2024), the City revitalized an old shopping center called Mercantile Row. According to the HPI, more than 94 percent of residents live within a mile of a supermarket or large grocery store.

A5.2.7 Disproportionate Housing Needs

Housing Problems

Similar to other cities in the county, almost half of all households in Dinuba are experiencing housing problems. Housing problems, as defined by HUD, include overcrowding, cost burden, lack of kitchen facilities, and lack of plumbing facilities. Approximately 49 percent of households in Dinuba are experiencing housing problems and 29 percent of households are experiencing severe housing problems. The percent of households experiencing housing problems and severe housing problems in Dinuba is slightly higher than the county and tri-county area, where 44 percent of are experiencing housing problems and 26 percent of households are experiencing severe housing problems in both the county and tri-county area.

Substandard Housing

HUD considers housing units to be “standard units” if they comply with local building codes, whereas housing units are considered “substandard” if they lack complete plumbing or kitchen facilities. According to ACS estimates Dinuba has approximately 42 substandard housing units, which comprises approximately 0.6 percent of the total occupied units in the city. Of the 42 substandard units, most lack complete kitchen facilities (27 housing units). The percentage of substandard housing units in Dinuba is similar to Tulare County and other jurisdictions in the region.

Approximately 61 percent of the city’s housing stock was constructed prior to 1990 and is more than 30 years old. Housing units older than 30 years have a higher likelihood of needing repair and modernization improvements. The areas of Dinuba with older housing or housing that is more likely in need of repair are Downtown and Southeast Dinuba. According to ACS estimates, housing units in Downtown and Southeast Dinuba are older than other areas of the city. Approximately 67 percent of housing units in Downtown Dinuba are over 30 years old, 70 percent of which are over 50 years old.

Housing cost burden is significantly higher among renters than homeowners in Dinuba. Approximately 52 percent of renters and 23 percent of homeowners are cost burdened in Dinuba.



As mentioned previously, the Dinuba Core area (Downtown, east, and south areas) tend to be older neighborhoods with lower quality housing. These areas also tend to have the lowest housing costs, for both rental and ownership housing. Northwest Dinuba is the newest development area. There are currently new subdivisions approved/in process in eastern Dinuba. Aging neighborhoods in the Core area tend to have a higher need for rehabilitation efforts.

Housing Cost Burden

The rate of cost burden (spending more than 30 percent of household income on housing costs) among Dinuba residents is higher than the county and tri-county area averages. Approximately 38 percent of all households are cost burdened, compared to 38 percent and 18 percent of the county and tri-county areas, respectively. Housing cost burden is much higher among renters than homeowners.

Twenty-three percent of homeowners in Dinuba experience cost burden. Cost burden among homeowners is highest in Downtown and Southeast Dinuba, where 53 percent of households are cost burdened, and Southwest Dinuba, where 51 percent of homeowner households are cost burdened (Figure A5-23). Northeast Dinuba has the lowest percent of homeowner households that are cost burdened (18 percent).

In Dinuba, renters experience cost burden at more than double the rate of homeowners. Fifty-two percent of renters experience cost burden in Dinuba. South and Southwest Dinuba have the highest percentage of renters experiencing cost burden (65 percent). Northeast Dinuba has the lowest percentage of renters experiencing cost burden (39 percent) (Figure A5-24).

As household income increases, the likelihood of experiencing cost burden decreases (Table A5-4). Extremely low-income households have the highest percentage of cost burden, 86 percent of homeowners and 84 percent of renters. Among low-income households, 35 percent of homeowners are cost burdened and 31 percent of renters are cost burdened. Moderate- and above moderate-households have the lowest rates of cost burden among the different income levels. Less than one percent of moderate- and above moderate-homeowners and three percent of moderate- and above moderate-renters are cost burdened.

Table A5-4 Assistance Needs of Lower-Income Households, 2015-2019 (City of Dinuba)

Household by Tenure, Income, and Housing Problem	Renters		Owners		Total Households	
	Total	Percent	Total	Percent	Total	Percent
Extremely low-income (0-30% AMI)	865		175		1,040	
With any housing problem	740	86%	170	97%	910	88%
With cost burden >30%	725	84%	150	86%	875	84%
With cost burden >50%	545	63%	125	71%	670	64%
Very low-income (31-50% AMI)	735		490		1,225	
With any housing problem	650	88%	335	68%	985	80%
With cost burden >30%	580	79%	320	65%	900	73%
With cost burden >50%	145	20%	150	31%	295	24%
Low-income (51-80% AMI)	655		745		1,400	
With any housing problem	405	62%	400	54%	805	58%
With cost burden >30%	205	31%	260	35%	465	33%
With cost burden >50%	30	5%	10	1%	40	3%
Moderate & Above Income (>80% AMI)	675		1,830		2,505	
With any housing problem	60	9%	240	13%	300	12%
With cost burden >30%	19	3%	95	5%	24	1%
With cost burden >50%	15	2%	0	0%	15	1%
Total Households	2,930		3,240		6,170	
With any housing problem	1,855	63%	1,145	35%	3,000	49%

Household by Tenure, Income, and Housing Problem	Renters		Owners		Total Households	
	Total	Percent	Total	Percent	Total	Percent
With cost burden >30%	1,529	52%	825	25%	2,354	38%
With cost burden >50%	735	25%	285	9%	1,020	17%

Note: Housing Problems: There are four housing problems in the CHAS data: 1) housing unit lacks complete kitchen facilities; 2) housing unit lacks complete plumbing facilities; 3) household is overcrowded; and 4) household is cost burdened. A household is said to have a housing problem if they have any 1 or more of these 4 problems.

Cost burden: Monthly housing costs (including utilities) exceeding 30% of monthly income.

Severe cost burden: Monthly housing costs (including utilities) exceeding 50% of monthly income.

Source: U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2015-2019 release

Overcrowding

As discussed in Chapter A2, *Housing Needs Assessment*, Dinuba has 2,032 large households (households with five or more people), comprising approximately 33 percent of all households in the city, which is 11 percent higher than the county (22 percent) and 54 percent higher than the tri-county average (19 percent). A higher percentage of owner households (24 percent) are large households compared to renter households (18 percent).

Approximately 17 percent of households in Dinuba are overcrowded and four percent are severely overcrowded. The percentage of overcrowded households in the city is much higher than in the county (10 percent) and tri-county area (10 percent). The percentage of overcrowded housing is higher than the State average (8.3 percent) throughout the entire city. Overcrowded housing is highest in Northeast Dinuba, where 17 percent of households are overcrowded (Figure A5-25). Overcrowded housing is also high in Downtown, Southeast, and South Dinuba, where between 10 and 15 percent of households are overcrowded.

Persons Experiencing Homelessness

The 2023 Kings and Tulare County Point-In-Time (PIT) Count did not record the number of persons experiencing homelessness in Dinuba. In Tulare County, 1,053 persons experiencing homelessness were recorded in 2023. Based on the total number of homeless individuals recorded across the county, and Dinuba's share of the county's total population (five percent), the number of people experiencing homelessness in Dinuba is expected to be approximately 46. The cities of Porterville, Tulare, and Visalia have a disproportionately high percentage of the county's homeless population compared to their share of the total population. A total of 1,017 homeless residents were recorded in these three cities, with the remaining 36 individuals located throughout the rest of the county. Therefore, Dinuba has low percentage of the county's homeless population in comparison to the share of the county's population. The number of homeless residents in the city has remained consistent over the last several years. In 2022, the City housed nine homeless individuals in the recently constructed Sierra Village project, which provides 44 units of affordable housing.

Unsheltered residents tend to reside in parks throughout the city, including Surabian Drive Linear Park, Rose Ann Vuich Park, and the Recreation Center baseball diamond area. As discussed previously, the following transportation services operate in Dinuba and the City is considered "somewhat walkable."

- The Tulare County Regional Transit Agency (TCRTA) operates Dinuba Area Regional Transit (DART)
- The City of Dinuba partners with the Fresno County Rural Transit Agency (FCRTA) to provide the Dinuba Connection

- TCRTA operates Tulare County Area Transit (TCaT)
- TRCTA also provides Paratransit & Dial-A-Ride Services Paratransit service
- TCaT also offers its own Dial-A-Ride program that includes anywhere within three-quarters of a mile of TCaT Routes C10-C90.

Rose Ann Vuich Park is located along Avenue 416 across the street from the DART transportation center and adjacent to the El Monte Way and Palm Drive and Dinuba Senior Center bus stations. A Family HealthCare Network facility is also located a block away from Rose Ann Vuich Park. The Dinuba Recreation Center is located approximately three blocks away from Rose Ann Vuich Park and has access to the same facilities.

In 2017, the City of Dinuba formed the internal Homeless Outreach Partnership Effort (H.O.P.E.) to address homelessness in the community. The H.O.P.E. team is primarily focused on engaging the homeless, building rapport and trust, and referring them to needed services. The H.O.P.E team's primary goals are to manage homelessness issues, connect homeless persons to resources, and reduce or eliminate homelessness. While working directly with the homeless, the team has learned that there is "no silver bullet" and combatting homelessness is a long-term commitment, which requires consistent engagement. Since its inception, the H.O.P.E. team has worked closely with other agencies and organizations such as Kings Tulare Homeless Alliance, Tulare County, Dinuba Unified School District, United Health Centers, CSET, and others to provide critical assistance to needy homeless individuals and families. Through these efforts, the team has successfully housed ten homeless individuals/families. In working with the homeless, the H.O.P.E. team has identified a set of challenges that create difficulties in addressing homelessness. These challenges include:

- Lack of low barrier shelters
- Lack of adequate mental health services
- Lack of local rapid-rehousing units
- Lack of local permanent supportive housing units
- Homeless need to be ready and willing to get help

The H.O.P.E. team remains dedicated in the face of these challenges and is committed to "helping people help themselves." Looking ahead, the team is focused on the following strategies in their efforts to addressing homelessness in the community:

- Continue to track homeless
- Continue to work with local landlords/property managers
- Partnership with Self Help to provide 5 permanent supportive housing units (Sierra Village II)
- Establish accessory dwelling unit (ADU) program
- Encourage new, affordable multi-family units
- Exploring Homeless Work Program
- Exploring rental assistance program

Additional services available to unhoused individuals include:

- 2-1-1 Tulare County: Connects communities with resources, services, and opportunities, through the non-emergency 2-1-1 phone number, a comprehensive website, via 2-way texting, and a mobile application.

- United Heath Center (Dinuba): A Fully Qualified Health Clinic which offers health services to patients without insurance on a Sliding Fee Scale according to the patient's income and number of household members.
- CSET (Community Services Employment Training): Offers a variety of assistance in areas such as employment training, housing, financial assistance, family resources, and home weatherization to those in need.

Due to limited services for unhoused populations in Dinuba, many persons in need of homeless services tend to go to the nearby Cities of Visalia or Fresno.

Displacement

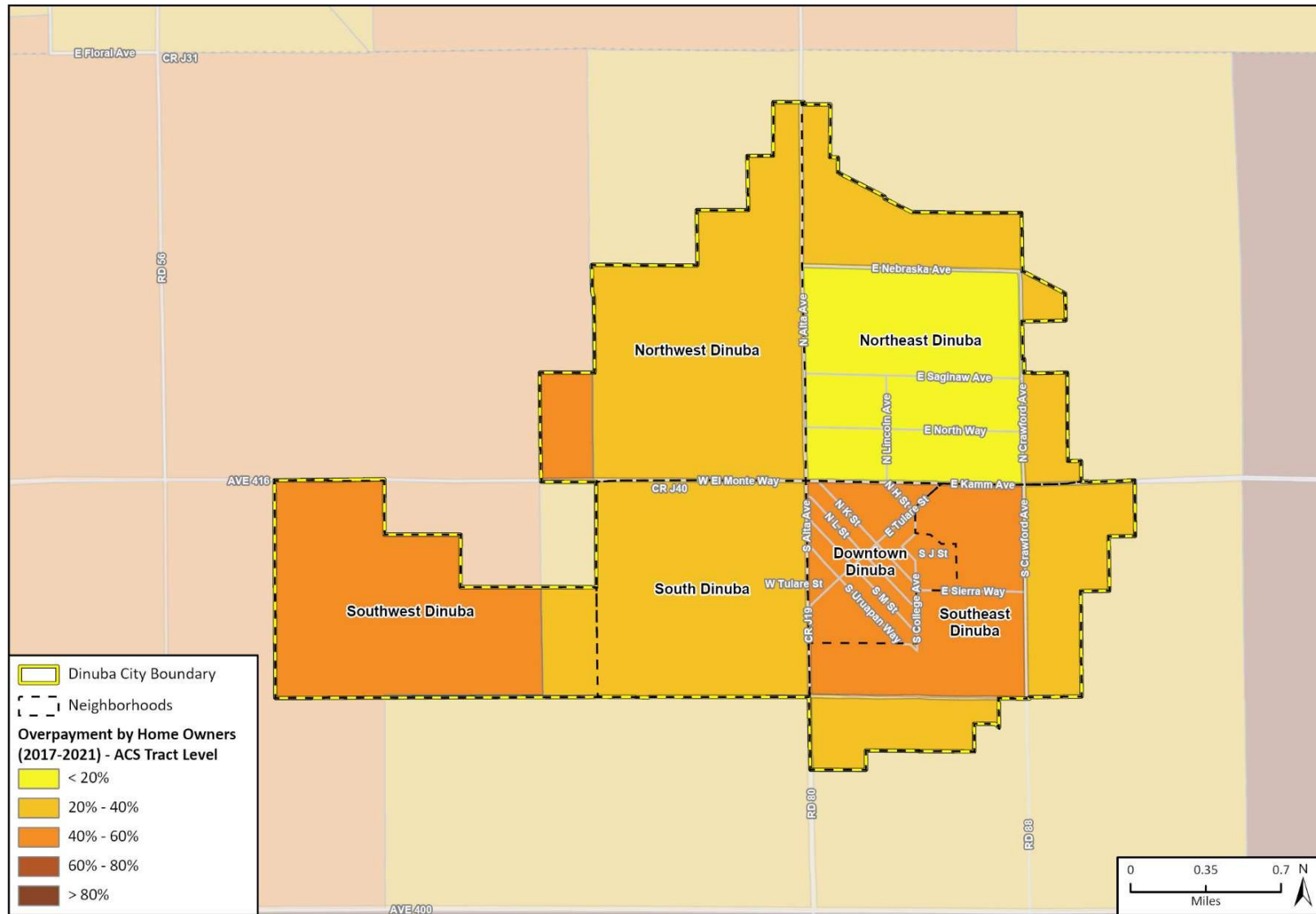
Communities are designated sensitive to displacement pressure if the share of very low-income residents is greater than 20 percent and have any of the two following characteristics¹⁰:

- The share of renters is above 40 percent
- The share of people of color is above 50 percent
- The share of very low-income households that are severely rent burdened is above the county median
- The percent change in rent is above the county median for rent increases

According to the Urban Displacement Project (UDP), residents living in Downtown and part of Southeast Dinuba are at risk of displacement (Figure A5-26).

¹⁰ AFFH Data Viewer. 2023. Estimated Displacement Risk Overall Urban Displacement Project 2022.
<https://www.arcgis.com/home/item.html?id=93242c4310254705abe4daf04ae25ce0>

Figure A5-23 Overpayment by Home Owners (City of Dinuba)

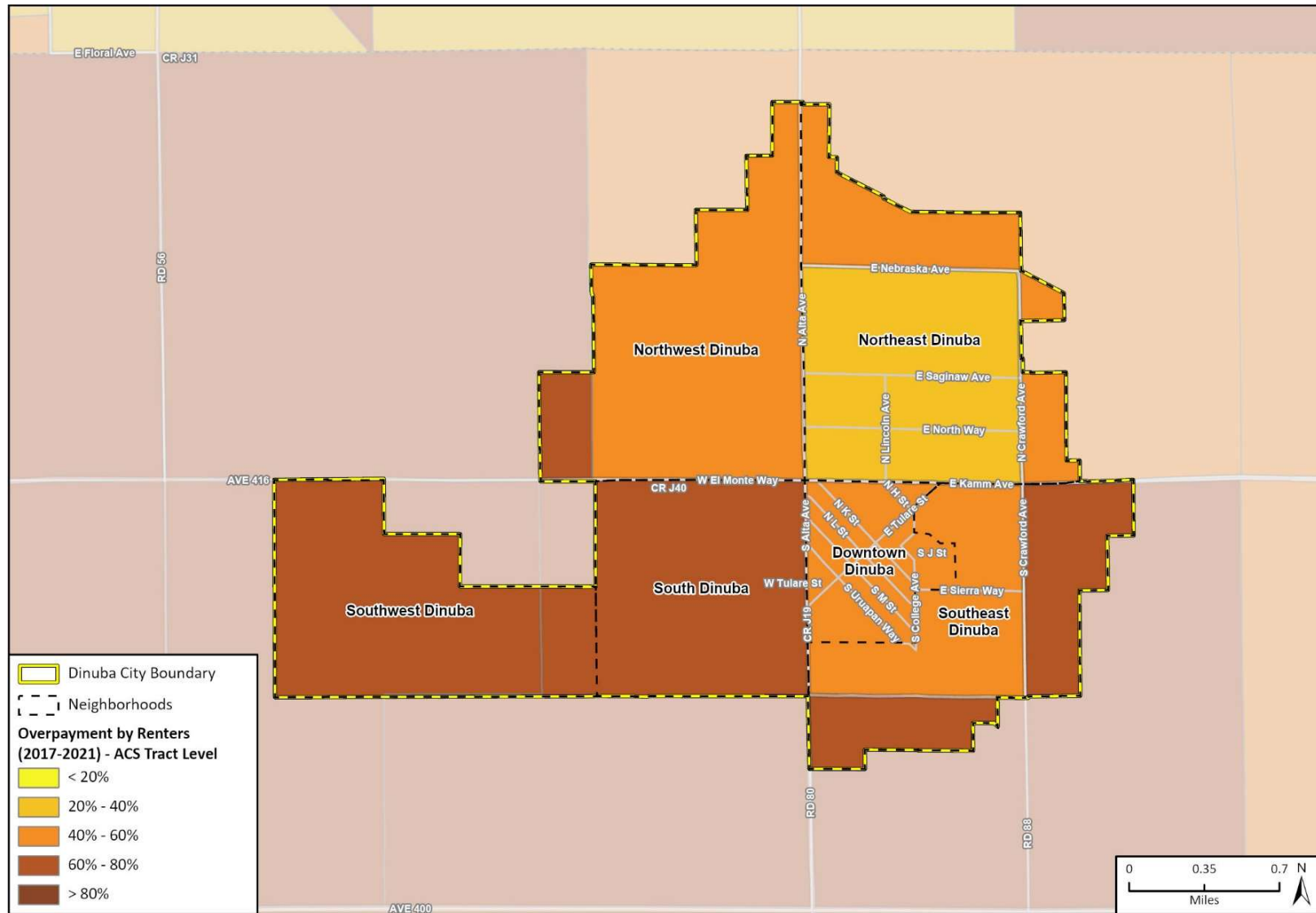


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HH_AFFH
AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023

Figure A5-24 Overpayment by Renters (City of Dinuba)

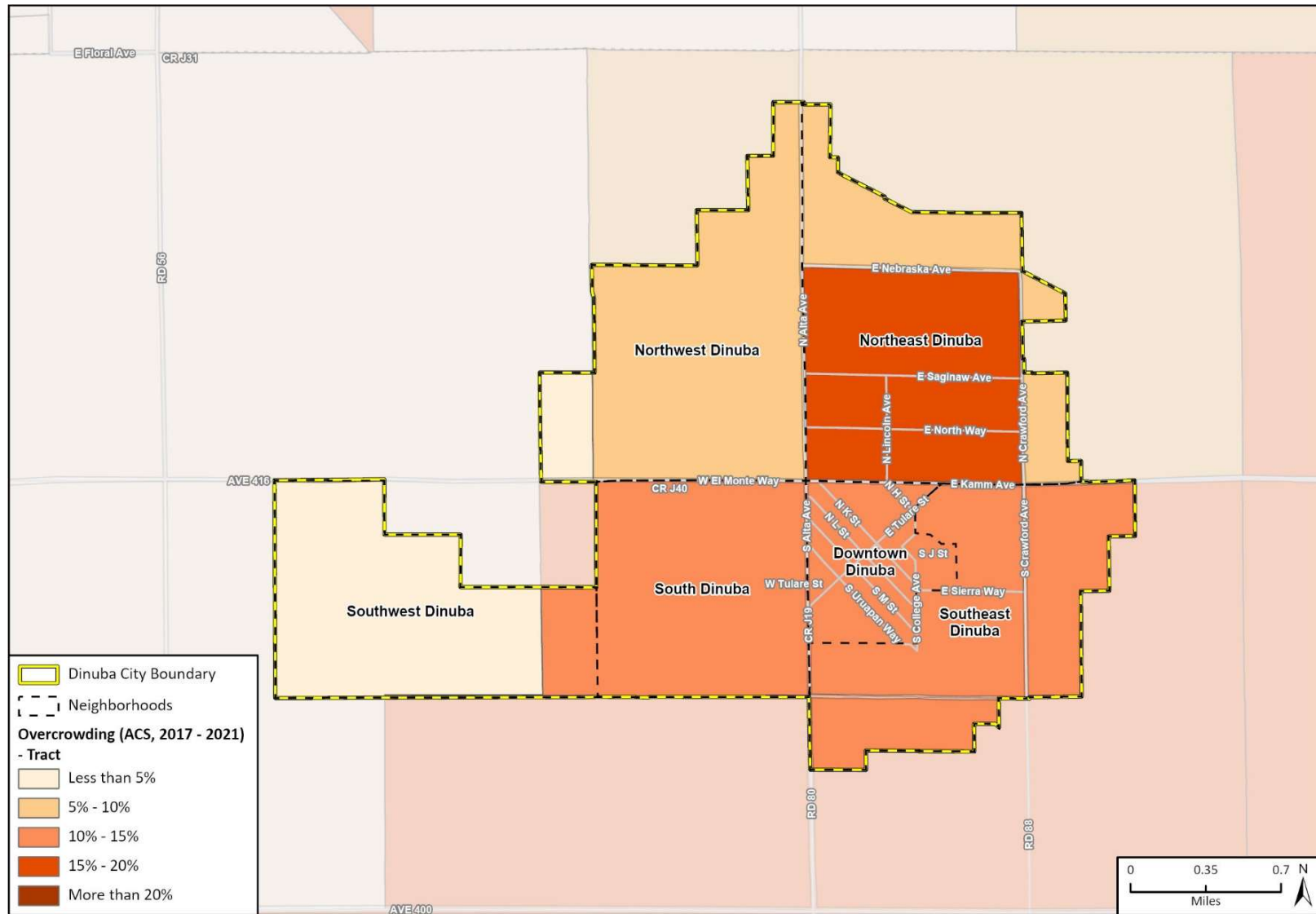


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HR_AFFH
 AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023

Figure A5-25 Overcrowded Households (City of Dinuba)

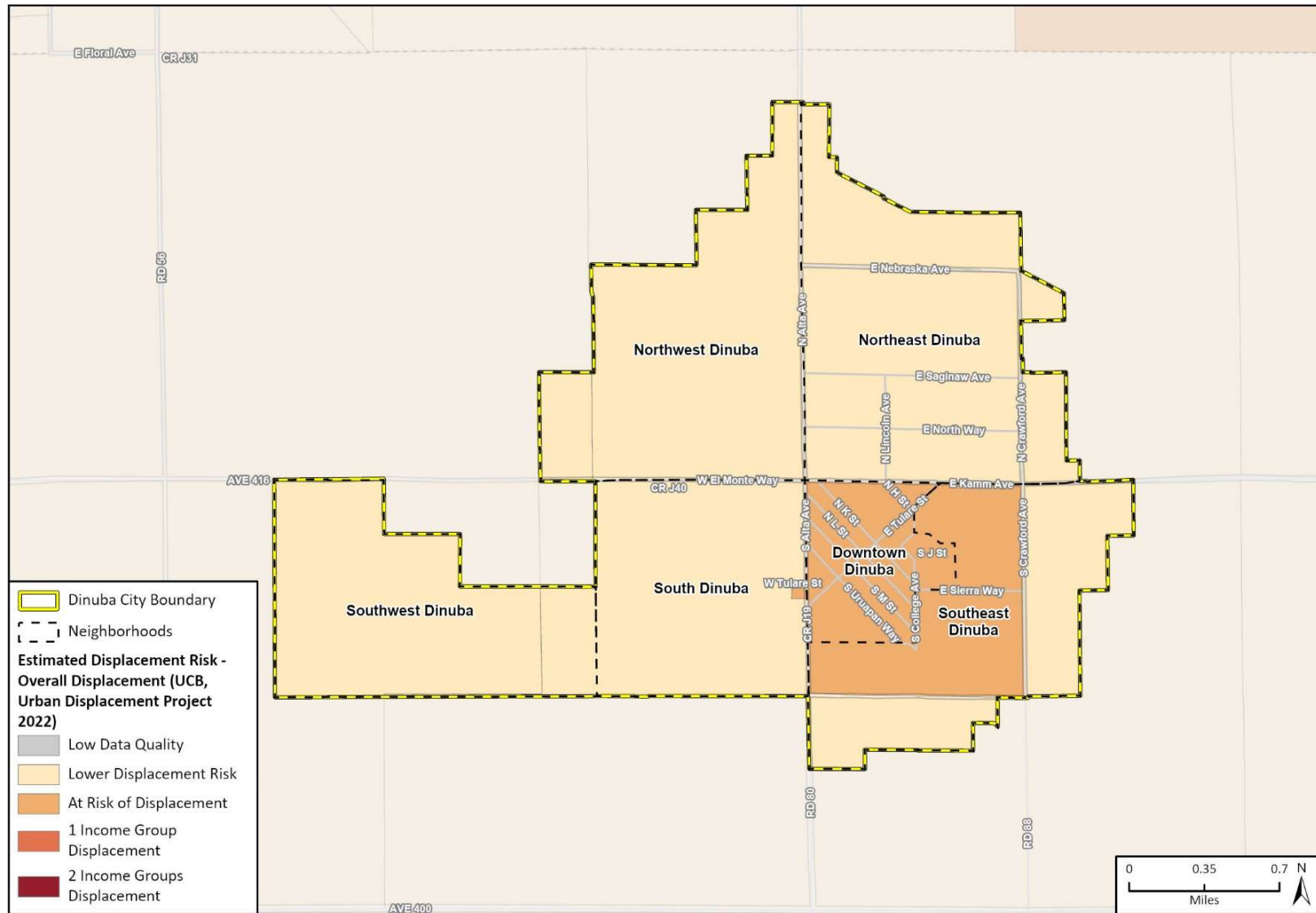


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_H2_AFFH
AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer, 2023

Figure A5-26 Displacement Risk (City of Dinuba)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_H2_AFFH
 AFFH - Dinuba Basemap 8.5 x 11

Source: AFFH Data Viewer 2.0, 2023

A5.2.8 Local Area Knowledge

Dinuba was established by a group of farmers following a land dispute with the Southern Pacific Railroad during the late 1800s. During the end of the Civil War, southern farmers who were struggling amid a recession immigrated to California and eventually settled in Tulare County. The Southern Pacific Railroad was granted federal land patents for land within 10 miles of the railroad right-of-way, which included land that had been settled and developed by the southern farmers.¹¹ In 1888, two major landholders, James Sibley and W. D. Truxbury, deeded 240 acres to the Southern Pacific Railroad to develop a railroad depot and town site in the area that is now Dinuba.¹²

During the first decade of the 1900s, thousands of Korean immigrants arrived in Hawaii and California. Many of these immigrants came to towns like Dinuba and worked as tenant farmers and truck farmers. Dinuba, along with Reedley, Sacramento, and Delano, attracted approximately 83 percent of the Korean population in the United States during the early 1900s.¹³

The town's economy was built on agriculture and related industries, generally consisting of small farmers. During the late 1800s and early 1900s, an extensive irrigation canal system was built in Dinuba and the surrounding area by diverting water from the Kings River. The reliable source of water and success of the Thompson seedless grape made raisins the popular crop for local farmers. During the late 1900s and early 2000s, Tulare County lost a substantial amount of farmland due to land idling (when agricultural land is not cultivated), residential development, and ecological restoration. With this loss in farmland, Dinuba's economy began to shift from primarily agriculture to include expanded and new commercial and industrial operations, particularly related to food processing and warehousing. City annexation of additional land during the early 2000s enabled the designation of over 600 acres of land as an industrial park. Tenants of the industrial park include Ruiz Foods, currently the city's largest employer, the Best Buy West Coast Distribution Center, and Patterson Logistics.¹⁴

To address place-based concerns and enhance community development, the City has focused on infrastructure improvements in recent years. The Griggs neighborhood in Northeast Dinuba (a disadvantaged community) was recently improved with street reconstruction, utility improvements, and a neighborhood park.

Stakeholder and Community Input

The City held a community workshop on May 22, 2023 to discuss the Housing Element and introduce new Housing Element goals and requirements to the community. Two community members participated in the workshop. During the workshop, participants expressed the need for more affordable housing in the city, particularly accessible affordable housing. It was noted that a new high school is currently being constructed in the southern part of the city, which provides an opportunity for housing development in the surrounding neighborhood. During workshops held in each jurisdiction as part of the Tulare County Regional Housing Element planning effort, participants identified the most significant housing barriers, including rent affordability and rent increases, lack of housing with supportive services, and difficulty buying a home.

¹¹ Ron Dial. 2016. Dinuba (Images of America)

¹² City of Dinuba. 2006. General Plan Updated Background Report. <https://www.dinuba.org/images/docs/Planning/Dinuba-General-Plan-Background-Report.pdf>

¹³ Erika Lee. Immigration, Exclusion, and Resistance, 1800s-1940s. <https://www.nps.gov/articles/upload/04-Essay-4-immigration.pdf>

¹⁴ City of Dinuba. 2020. Dinuba Parks & Recreation Master Plan. https://www.dinuba.org/images/2022/Dinuba_PRMP.pdf

An online survey was available in both English and Spanish on the TCAG Housing Element website from February 6 to March 16, 2023. The survey asked participants about housing issues and the types and location of housing development they would like to see in their city. Respondents in Dinuba identified the need for homeless shelters or day services for homeless residents, “higher-end homes,” and affordable options for home ownership. In addition, respondents reported a lack of upkeep of housing units by landlords. According to respondents in Dinuba, the largest barrier to affording desirable housing in the city is the cost and low supply of housing and the most urgent housing issues selected were the availability of desired housing and overcrowded housing. Housing needs identified by respondents in Dinuba include mobile home preservation and assistance, supportive housing programs for individuals experiencing homelessness, median-income housing, “higher end” housing, and non-low-income housing, and higher density zoning. When asked about their preferences for the location of future housing development, respondents primarily selected areas in Southeast Dinuba as well as Northwest Dinuba.

The City also participated in a series of stakeholder interviews with service providers, community organizations, and affordable and market-rate housing developers held between May 21 and April 4, 2023. Community organizations identified the need for housing near grocery stores, medical facilities, and public transportation. Additional housing needs include transitional and supportive housing, farmworker housing, and safe parking for homeless individuals living in their vehicle. Compared to larger cities in the region, smaller, rural areas have vastly fewer amenities and housing resources. According to market-rate housing developers, barriers to developing housing include high construction costs, parking requirements, State housing requirements, and the cost and time demanded by the environmental review process. Affordable housing developers described the need for more affordable housing and supportive housing for previously homeless residents and discrimination based on HCV use. It was noted that the PIT Count likely underestimates the number of homeless individuals as it does not consider the many residents living on couches or in trailers. According to affordable housing developers, cities can address housing needs by fostering strong relationships with affordable housing providers and maintaining knowledgeable staff to pursue grant opportunities for affordable housing.

A5.2.9 Other Relevant Factors

Other factors to fair housing issues in Dinuba that have not been previously discussed in this analysis include land use and zoning patterns, widespread social vulnerability of residents, and lack of farmworker housing.

Social Vulnerability Index

The Center for Disease Control and Prevention and Agency for Toxic Substances and Disease Registry created the Social Vulnerability Index (SVI) to identify communities that exhibit social conditions that would make them more vulnerable to hazardous events such as natural disasters. The SVI can also serve as an identifier of vulnerable communities that are underprivileged and underserved and are more susceptible to experiencing housing issues and lack of housing opportunities. The SVI ranks census tracts based on 16 social factors grouped into four categories: socioeconomic status, household characteristics, racial and ethnic minority status, and housing type and transportation.¹⁵

¹⁵ Agency for Toxic Substances and Disease Registry. 2023. CDC SVI Documentation 2020.
https://www.atsdr.cdc.gov/placeandhealth/svi/documentation/SVI_documentation_2020.html

The SVI identifies the entire city of Dinuba as having higher vulnerability than most of the state, based on a high level of vulnerability for each of the four categories. Dinuba scored particularly high for all four categories: socioeconomic status (social factors such as poverty and unemployment) household characteristics (social factors such as the percentage of children/senior residents and disabilities) racial and ethnic minority status (factors such as percent minority residents and percent of residents that speak English less than “very well”), and housing type/transportation (factors such as percent of the housing stock consisting of multi-unit structures and mobile homes and the percent of residents without a vehicle).

Land Use and Zoning Patterns

Most of Dinuba’s housing stock consists of single, detached structures (71 percent), which is a reflection of land use and zoning patterns throughout the city. Only 25 percent of housing units are multifamily units. Most of the land zoned for residential uses comprises of low-density residential zones. Select parcels are zoned medium and high density residential, most of which are located in Downtown Dinuba and a small area located south of Gerald Avenue in Northeast Dinuba.

The City has identified General Plan Focus Areas under the draft Land Use Element Update. 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. The area is generally bounded (clockwise from the northern boundary) by Sierra Way, Alta Avenue (Road 80), Avenue 400, a north-south boundary 0.5-mile west of Alta Avenue (no existing roadway), Kamm Avenue, and a north-south boundary 0.5-mile west of Road 70. An existing residential subdivision at the corner of Sierra Way and Alta Avenue is excluded from the Focus Area. This Focus Area was previously designated for industrial development. However, with the development of the new high school, land use in this area will be reoriented to provide residential uses. 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 comprising about 500 acres of the approximately 925 total acres in residential land use categories. Other non-industrial uses planned for this area include light industrial and commercial uses.

Focus Area 2 consists of approximately 180.7 acres located on both the north and south sides of the eastern portion of El Monte Way. 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 0.25-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. Focus Area 2 is primarily agricultural and commercial uses currently. 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.

The new Focus Areas aim to serve the needs of future and existing communities, especially related to commercial and walkable spaces.

Farmworker Housing Needs

Dinuba’s economy is primarily based on agriculture, and the dominant land use surrounding the city is agricultural.¹⁶ Approximately 20 percent of Dinuba’s population works in agriculture, forestry, fishing and hunting, and mining (1,827 people). Dinuba is located near the border of Tulare County, Fresno County, and Kings County, all of which contain expansive agricultural operations. Farmworkers employed by nearby agricultural businesses may seek housing in Dinuba. However, the migratory and sometimes seasonal nature of farm work often makes it difficult for farmworkers to find affordable housing options. There is currently no public or subsidized housing for farmworkers in Dinuba. HATC operates multiple properties for farmworkers throughout the county, but none in Dinuba’s city limits.

Home Loan Applications

As discussed in Chapter A3, *Housing Constraints Analysis*, there is a disparity in mortgage application approvals between racial/ethnic groups in Tulare County. Non-white mortgage loan applicants have lower rates of loan origination and higher rates of loan denial compared white-applicants. Home Mortgage Disclosure Act data from the Federal Financial Institutions Examination Council, indicates white home loan applicants had the highest rate of approval compared to other racial/ethnic groups, and “other” races and Native Hawaiian/Pacific Islander applicants had the lowest. These patterns indicate there may be racial/ethnic discrimination in mortgage lending. While there is no Home Mortgage Disclosure Act data for Dinuba, it is likely that the city experiences similar patterns as Tulare County. Table A5-5 shows the loan actions taken by race/ethnicity percentage in Tulare County.

Table A5-5 Mortgage Loans (County of Tulare)

Race/Ethnicity	Loan Action					
	Loan Originated	Application Approved But Not Accepted	Application Denied	Application Withdrawn	Purchased Loan	Other
White	56.0%	2.7%	14.9%	17.9%	3.1%	5.3%
Hispanic/Latino	53.3%	2.5%	18.1%	17.7%	2.6%	5.9%
Black/African American	50.4%	1.7%	20.6%	22.7%	1.3%	3.4%
Native American/Alaska Native	44.3%	4.4%	23.6%	19.2%	0.5%	7.9%
Asian American	49.9%	3.0%	19.2%	18.2%	3.4%	6.3%
Native Hawaiian/Pacific Islander	39.4%	0.0%	18.2%	18.2%	0.0%	24.2%
Other Race	35.5%	1.9%	15.0%	12.6%	29.6%	5.4%
Two or More Races	52.4%	0.0%	28.6%	9.5%	4.8%	4.8%

Source: FFIEC Home Mortgage Disclosure Act. 2020 Dataset. <https://ffiec.cfbp.gov/data-browser/data/2022?category=states> .Accessed July 11, 2023

¹⁶ City of Dinuba. 2006. General Plan Update Background Report. <https://www.dinuba.org/images/docs/Planning/Dinuba-General-Plan-Background-Report.pdf>

A5.2.10 Subsidized Housing

Subsidized housing consists of affordable rental units that are subsidized by federal and State agencies but are owned by private owners. Subsidies including HUD, the U.S. Department of Agriculture, the California Housing Finance Agency, HCD, and the Low-Income Housing Tax Credit program administered by TCAC. According to the AFFH Data Viewer, there are 788 subsidized housing units in Dinuba. Subsidized housing units are scattered throughout Northwest, Northeast, Downtown, and Southeast Dinuba (Figure A5-27).

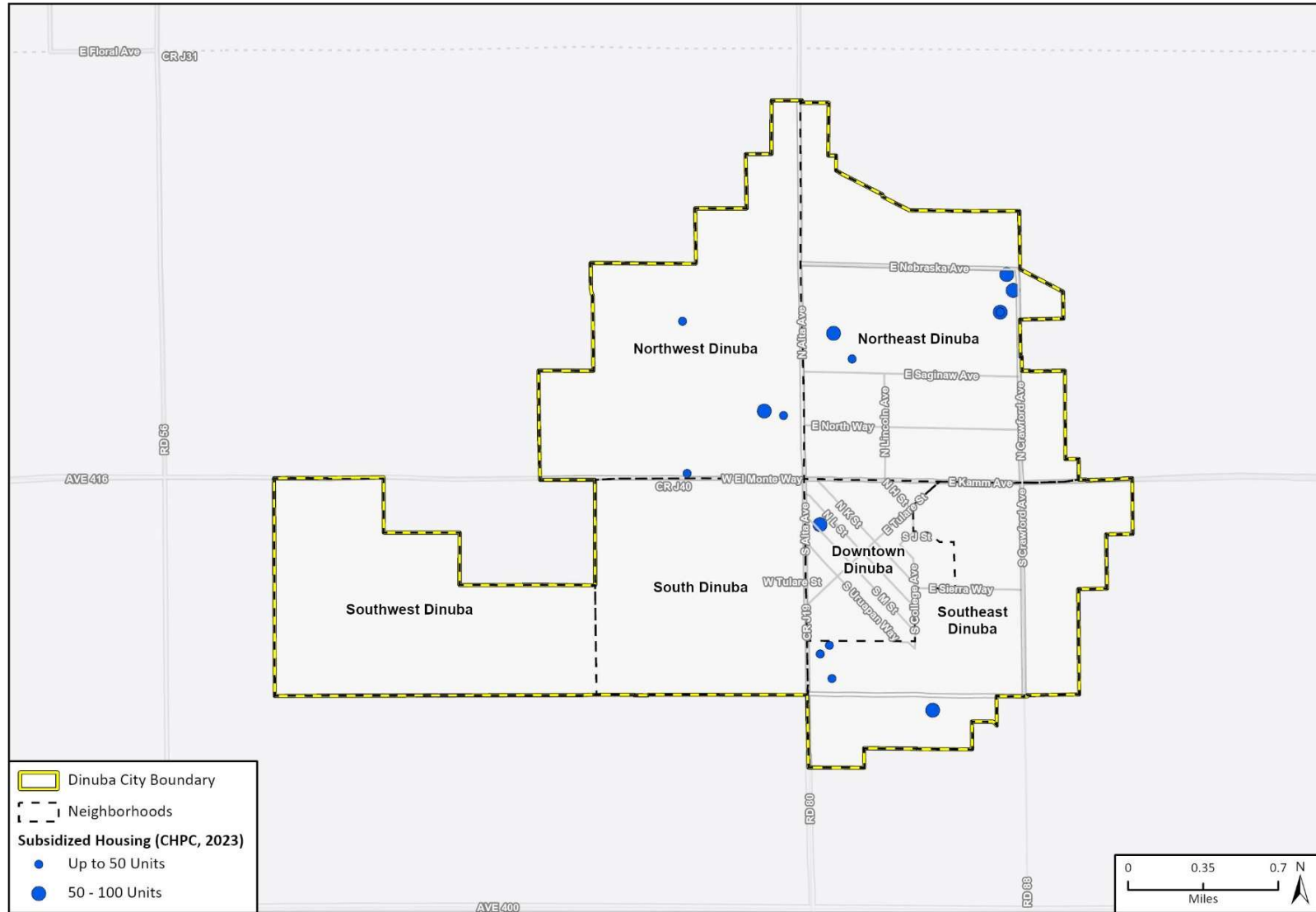
Public housing includes affordable rental units that are owned and operated by the government. The HATC manages public housing units in Dinuba which are available to low-income households, the elderly, and persons with disabilities. According to HUD's Public Housing Program, there are a total of 80 public housing units in Dinuba. Public housing developments in Dinuba are located in Downtown and Southeast Dinuba (Figure A5-28). These housing units consist primarily of single-family homes. The HATC owns and operates the Euclid Village Apartments, located in Northwest Dinuba, which consists of 56 two-, three-, and four-bedroom apartments, five of which are accessible to residents with disabilities.

The HATC administers housing choice vouchers (HCVs) in the city of Dinuba. While the HATC administers the HCV program in Dinuba, housing units themselves are owned by private landlords that accept HCVs on behalf of renters. According to the HATC, as of 2023, there are 122 households receiving rental assistance through HCVs in the city. The use of HCVs is more common in Northeast, South, and parts of Northwest and Southeast Dinuba, where between five and nine percent of households use HCVs (Figure A5-29). Downtown, South, and part of Northwest and Southeast Dinuba have fewer HCV recipients.

According to Self-Help Enterprises, there is a lack of decent housing that is affordable to low-income households to rent or purchase. Families are overcrowded, encountering substandard housing conditions, and often dramatically overpaying for their housing. Self-Help Enterprises operates rental housing projects in Dinuba and has noted that these projects often have long waiting times. There are also homeless residents in Dinuba with few or no options for permanent supportive housing.

Common complaints from Self-Help Enterprises clientele include high rental prices, a reluctance of landlords to rent to Housing Choice Voucher holders, and a shortage of municipal resources to make proactive attempts to seek resources to build new housing.

Figure A5-27 Subsidized Housing (City of Dinuba)

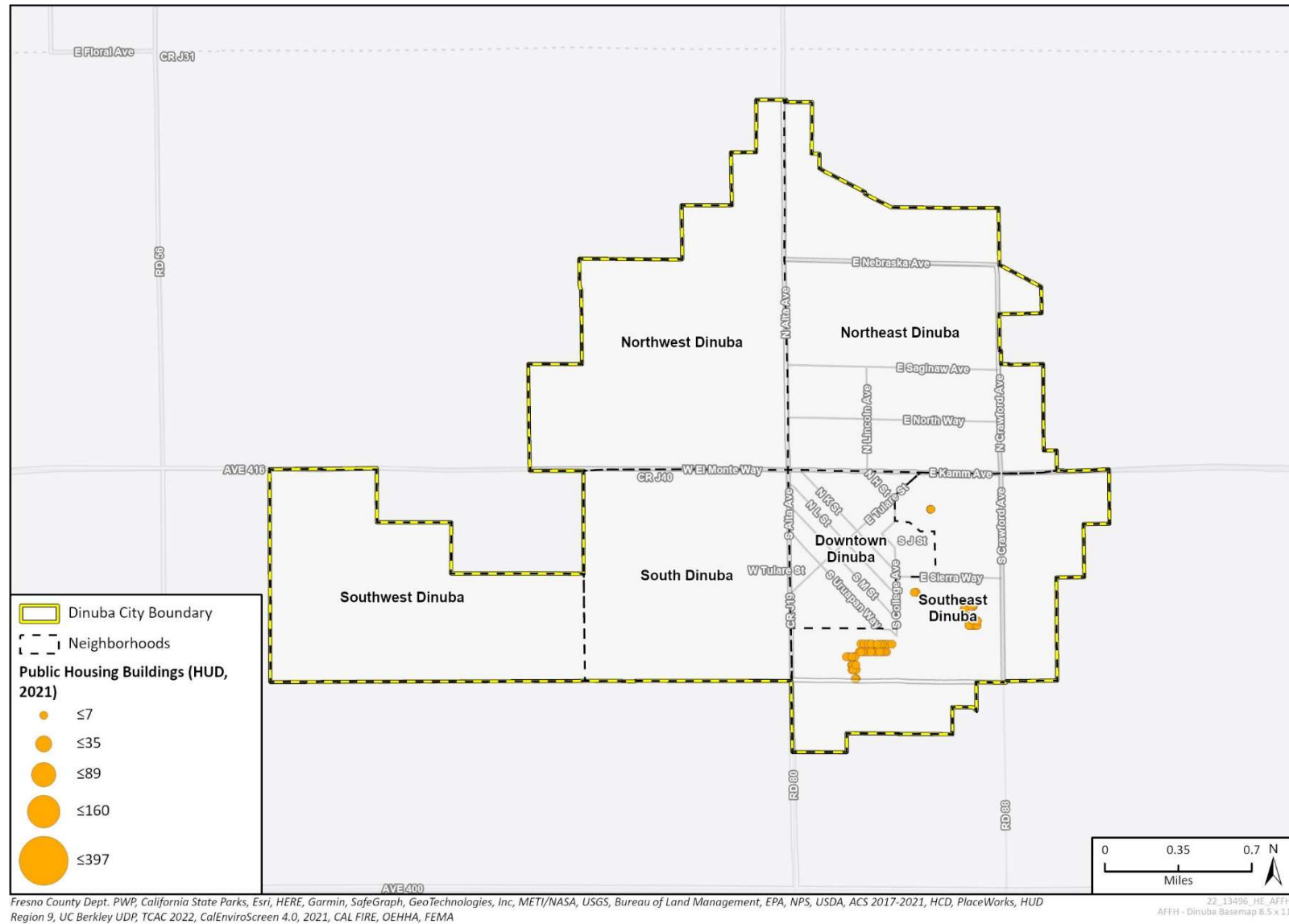


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, ACS 2017-2021, HCD, PlaceWorks, HUD
 Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HE_AFFH
 AFFH - Dinuba Basemap 8.5 x 11

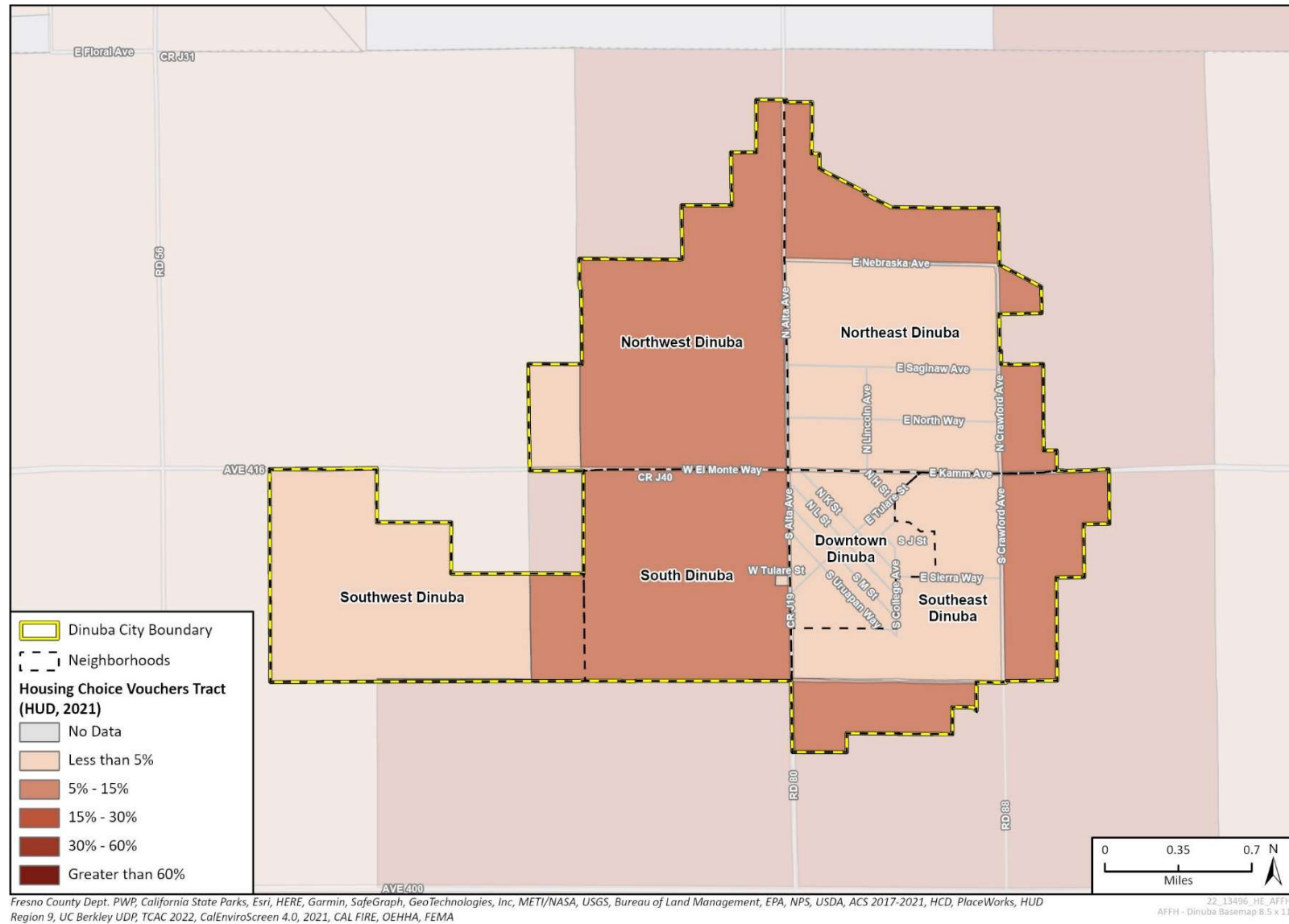
Source: AFFH Data Viewer, 2023

Figure A5-28 Public Housing (City of Dinuba)



Source: AFFH Data Viewer, 2023

Figure A5-29 Housing Choice Vouchers (City of Dinuba)



A5.2.11 Housing Site Inventory Analysis

This portion of the AFFH analyzes the relation between the housing opportunity sites and AFFH-related issues. Government Code Section 65583(c)(10) requires the housing opportunity sites to be analyzed with respect to AFFH to ensure that sites designated for low-income households are dispersed equitably throughout the city rather than concentrated in areas of high segregation and poverty or low-resource areas that have historically been underserved, and conversely, that sites designated for above moderate-income households are not concentrated in areas of high resources. By comparing the sites inventory to the fair housing indicators in this assessment, this section analyzes whether the sites included in the Site Inventory improve or exacerbate fair housing conditions, patterns of segregation, and access to opportunity.

Housing Sites by TCAC Opportunity Area

For purposes of evaluating fair housing, resource levels designated by TCAC/HCD denote access to economic and educational opportunities such as low-cost transportation, jobs, and high-quality schools and the quality of environmental factors in the area such as proximity to hazards and air quality. TCAC has a composite opportunity score for each census tract. Dinuba has a mix of resource areas with most areas consisting of moderate-resource areas. Downtown Dinuba and portions of Southeast Dinuba are areas of high segregation and poverty, while Northwest and the northern portion of Northeast Dinuba are high-resource areas. The rest of the city consists of moderate-resource areas.

The City's Site Inventory can accommodate 2,5742,621 housing units on 32 sites. Figure A5-30, Figure A5-31, Figure A5-32, and Figure A5-33 show the housing opportunity sites by TCAC designated resource area. The housing opportunity sites are designated by income category – whether the sites could accommodate housing appropriate for low-, moderate-, or above moderate-income households. The “appropriateness” of sites for various affordability levels is dictated by state housing element law and HCD guidance and includes allowable density, size of site, realistic capacity, existing use(s), and other factors. More information about the sites and income designations is available in Chapter A4, *Housing Resources*.

Most of the housing opportunity sites are in high resource areas (50-49 percent of the proposed housing units) and moderate-resource areas (48-49 percent of proposed housing units), primarily in Northeast, Northwest, and South Dinuba, in part due to the availability of large vacant and underutilized parcels in these neighborhoods.

A small portion of the City's RHNA will be satisfied by planned and approved projects (316 of the total required 1,588 housing units). To understand the overall picture of housing development during the eight-year planning period, this analysis considers those units. Of the four planned and approved projects, three projects are located in moderate resource areas (235 housing units) and one project is located in a high resources area (63 housing units). None of the planned and approved projects are located in low resource areas or areas of high segregation and poverty.

Total Units by Resource Area

There are 65 units planned in areas of high segregation and poverty and low resource: 92 percent of those units (60 units) will be lower-income units and 8 percent (5 units) will be moderate-income units. In contrast, 2,509-556 units are planned in areas designated moderate- and high/highest-resource: 30-29 percent of those units (746 units) will be lower-income units, 12 percent (290-301 units) will be moderate-income units, and 59 percent (1,473-509 units) will be above moderate-income units.

Table A5-6 shows the number of proposed housing units by income level in each resource area.

Table A5-6 Proposed Housing Units by Resource Area (Housing Opportunity Sites)

Income Level	Lower-Income	Moderate-Income	Above-Moderate Income	Total Units
Areas of High Segregation and Poverty	60 units (7% of lower-income units)	5 units (2% of moderate-income units)	0 units (0% of above moderate-income units)	65 units (32 % of total units)
Low-Resource Areas	0 units (0% of lower-income units)	0 units (0% of moderate-income units)	0 units (0% of above moderate-income units)	0 units (0% of total units)
Moderate-Resource Areas	600 units (74% of lower-income units)	214 units (73 74 % of moderate-income units)	414 units (28 30 % of above moderate-income units)	1,228-275 units (48 49 % of total units)
High-/Highest-Resource Areas	146 units (18% of lower-income units)	76 units (26 25 % of moderate-income units)	1,059 units (72 70 % of above moderate-income units)	1,281 units (50 49 % of total units)

Note: Due to rounding, the sum of the percentages may not equal 100 percent.

The planned and approved projects, together with the housing opportunity sites, will add a higher percentage of lower-income units in moderate- resource areas (74 percent of total lower-income units) and high-resource areas (18 percent of total lower-income units) than in areas of high segregation and poverty (7 percent of total lower-income units). A total of 65 housing units (~~three-two~~ percent of total housing units from approved and planned and housing opportunity sites) are proposed in areas of high segregation and poverty. The remaining housing units (~~97-98~~ percent) are proposed in moderate- and high-resource areas. Therefore, overall housing development during the planning period will not increase patterns of segregation and will increase integration by household income in terms of access to opportunity.

Furthermore, efforts are underway to revitalize a portion of Southeast Dinuba, which is designated by TCAC as moderate resource. The Land Use Strategic Plan for the East El Monte Way Economic Vitality Community Sustainability Plan was adopted in 2018, which includes land use, circulation, economic development, and other strategies to revitalize the Mercantile Row Shopping Center within an approximately 170-acre area along the East El Monte Commercial Corridor.¹⁷ Since adoption, two subdivisions have been approved. There is also land designated for high-density residential development in the area, and the City is seeking developers for those sites. The plan includes strategies to add vibrancy and resources in a low- and moderate-resource neighborhood. As a result, the sites that surround this area of the city will have access to improved commercial and community facilities.

With implementation of Housing Plan Program 13, the City will continue to foster economic growth and access to opportunities in low-resource areas and areas of high segregation and poverty by dedicating Capital Improvement Project funds, growing business and employment opportunities, increasing transit access, and reducing pollution burden in these areas.

¹⁷ City of Dinuba, Land Use Strategic Plan For The East El Monte Economic Vitality And Community Sustainability Plan, available at: <https://www.dinuba.org/images/2018/Land-Use-Strategic-Plan-E-El-Monte-Way-Final-Accepted-Plan.pdf>.

Figure A5-30 Housing Opportunity Sites by TCAC Resource Area, Northeast Dinuba

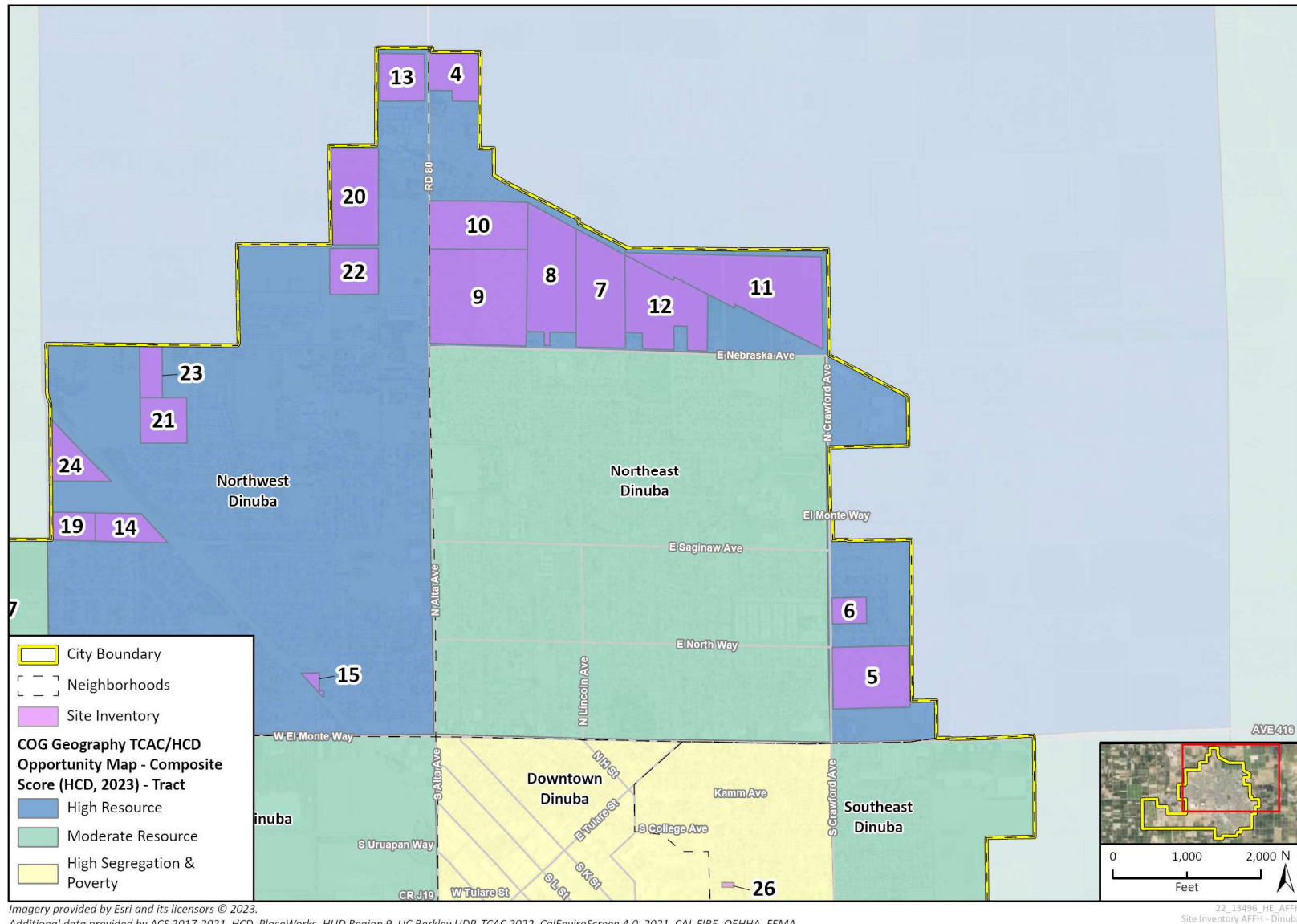


Figure A5-31 Housing Opportunity Sites by TCAC Resource Area, Northwest Dinuba

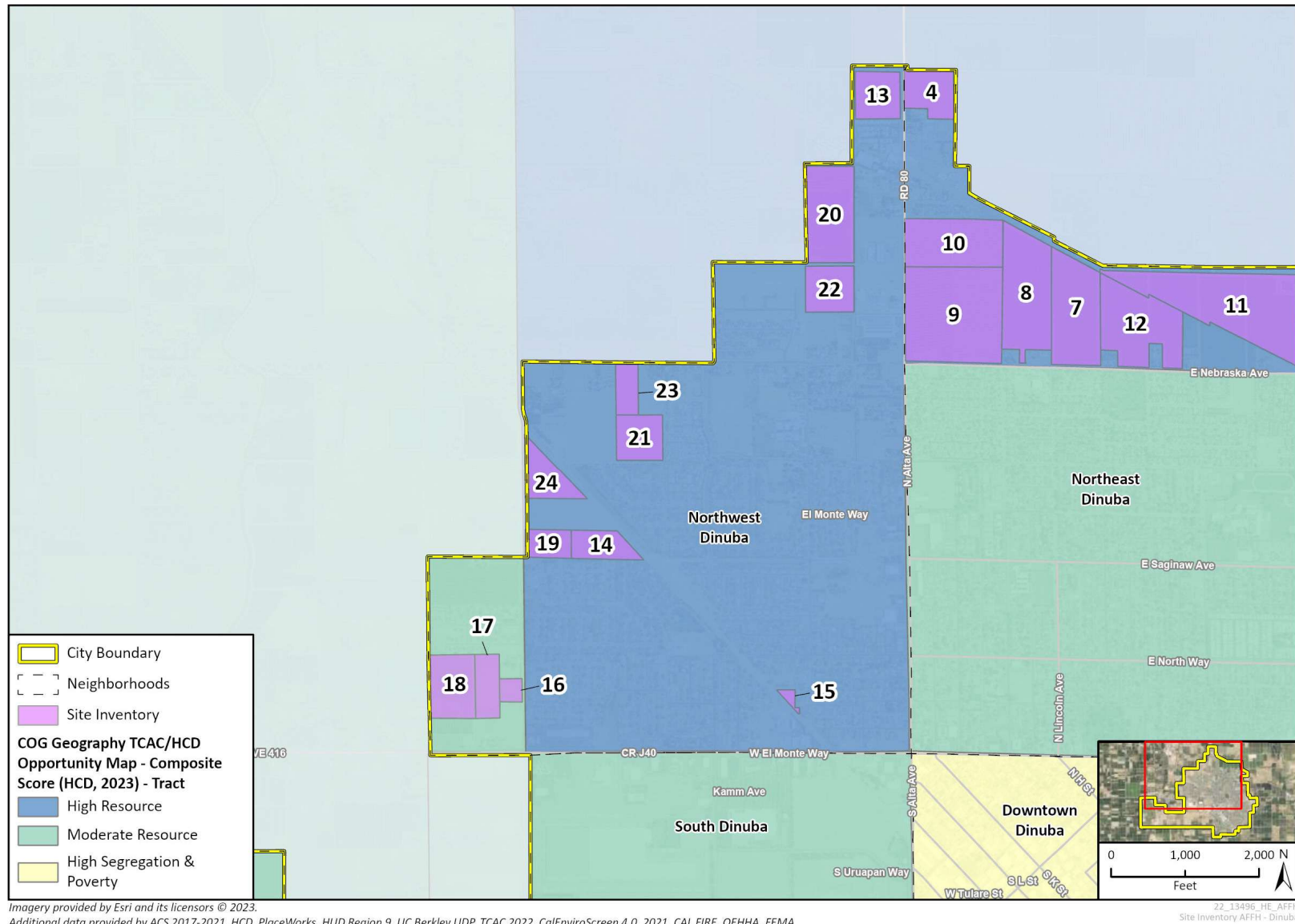


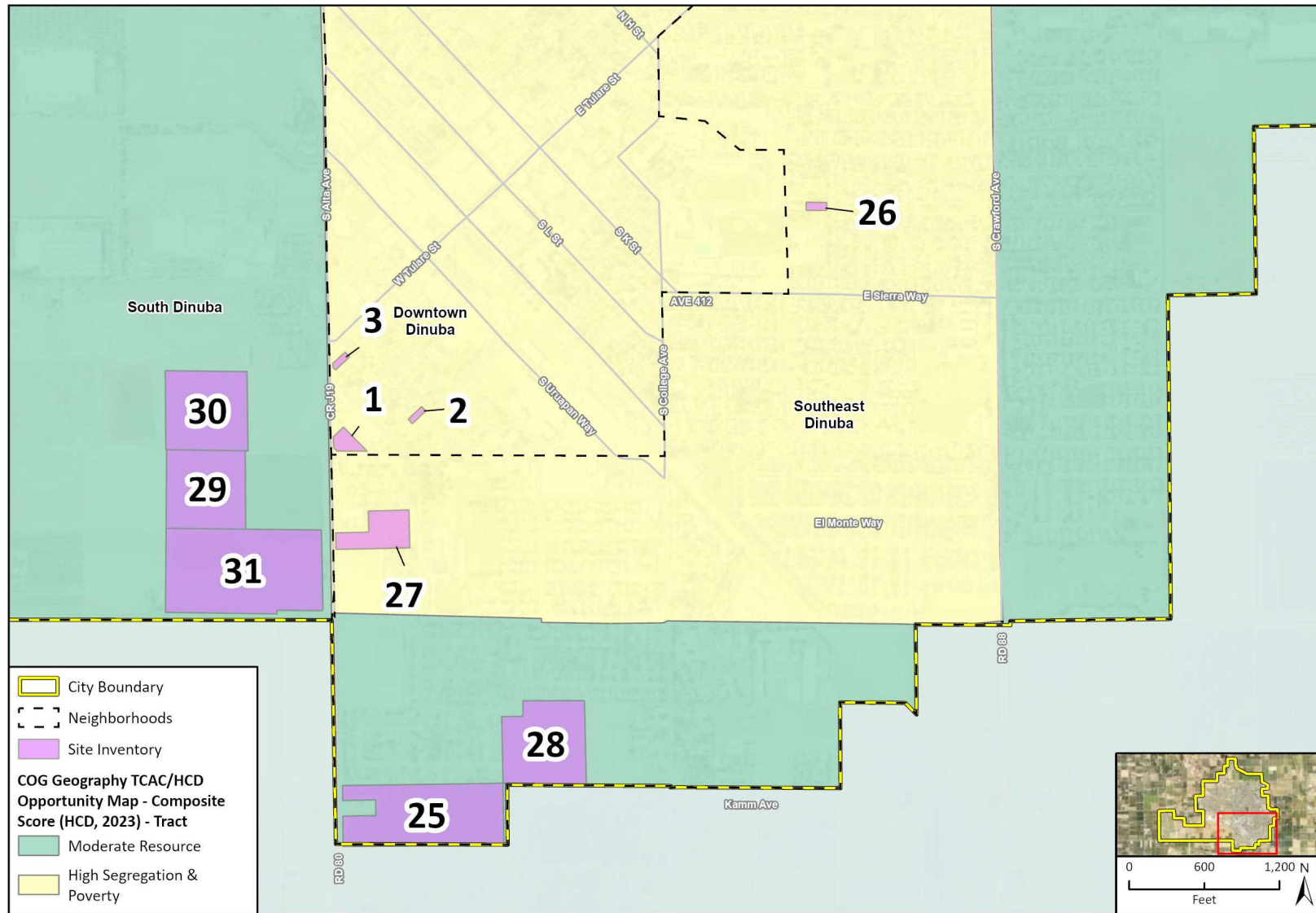
Figure A5-32 Housing Opportunity Sites by TCAC Resource Area, South and Southwest Dinuba



Imagery provided by Esri and its licensors © 2025.
Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHA, FEMA

Source: AFFH Data Viewer, 2023

Figure A5-33 Housing Opportunity Sites by TCAC Resource Area, Downtown and Southeast Dinuba



Imagery provided by Esri and its licensors © 2025.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHH, FEMA.

Source: AFFH Data Viewer, 2023

Sites by Income Population

Census tracts with more than 50 percent low- and moderate-income (LMI) households are located in every neighborhood in Dinuba and almost all opportunity sites are located in census tracts with more than 50 percent LMI households. Figure A5-34, Figure A5-35, Figure A5-36, and Figure A5-37 show the housing opportunity sites by percentage of LMI populations. Approximately 96 percent of the total housing units included in the opportunity sites are located in census tracts with more than 50 percent LMI households due to the availability of underutilized sites in these areas and the potential for mixed-use, transit-oriented development. All of the low-income units (806 housing units), all of the moderate-income units (~~295-306~~ housing units), and 93 percent of the above moderate-income units (~~2,465~~1,400 housing units) are located in these areas. Of the opportunity sites in these areas, approximately ~~55-56~~ percent of proposed units are appropriate for above moderate-income households, 12 percent appropriate for moderate-income households, and ~~33-32~~ percent for low-income households. These areas of Dinuba will benefit from the mix of households of differing income levels. The Site Inventory will improve the mixture of housing opportunities by income level in the city and will not exacerbate segregation by income between neighborhoods.

Sites by Overcrowded Households

Overcrowding is highest in parts of Northeast Dinuba, Downtown, Southeast, and South Dinuba, where approximately 13 percent of housing is overcrowded. However, none of the opportunity sites in Northeast Dinuba are in areas with a high rate of overcrowding. Downtown, Southeast, and South Dinuba have a mixture of low-, medium-, and high-density residential development, alongside commercial and light industrial land uses. The Site Inventory assumes that sites in Downtown, Southeast, and South Dinuba could accommodate 1,~~184-231~~ housing units, of which 660 would be lower-income, equal to approximately ~~26-25~~ percent of the total housing units included in the Site Inventory and 82 percent of the total lower-income sites. The remaining 1,390 housing units could be accommodated in Northeast and Northwest Dinuba, which have lower levels of overcrowding. The Site Inventory will not exacerbate overcrowding conditions but will add new housing opportunities in areas that need them.

Sites by Overpayment by Renters

The percentage of overpayment by renters is high throughout Dinuba, and highest in South, Southeast, and Southwest Dinuba, where approximately 65 percent of renters are experiencing overpayment. There are no opportunity sites in Southwest Dinuba. Figure A5-42, Figure A5-43, Figure A5-44, and Figure A5-45 show the housing opportunity sites by overpayment by renters. The housing opportunity sites will provide housing opportunities for a mix of income levels in South and Southeast Dinuba, including 649 units appropriate for lower-income households, ~~217-228~~ units appropriate for moderate-income households, and ~~305-341~~ units appropriate for above moderate-income households. Most of these housing units will likely be rental units, based on trends in planning entitlements and developer interest.

According to the UDP, new market-rate construction in gentrifying areas neither worsens nor eases rates of people moving out of the area. It increases rates of people moving to an area across all socio-economic groups, particularly high-socio-economic residents. The UDP recommends subsidized housing construction and housing preservation to help existing residents stay in their neighborhood. The mix of lower, moderate, and above moderate-income housing units in South and Southeast Dinuba will provide affordable housing options for existing lower-income residents as well as encourage higher-income households to move into the area. The Site Inventory will not exacerbate overpayment by renters but will add new housing opportunities in areas that need them.

Figure A5-34 Housing Opportunity Sites by Income Population, Northeast Dinuba



Imagery provided by Esri and its licensors © 2023.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

Source: AFFH Data Viewer, 2023

Figure A5-35 Housing Opportunity Sites by Income Population, Northwest Dinuba

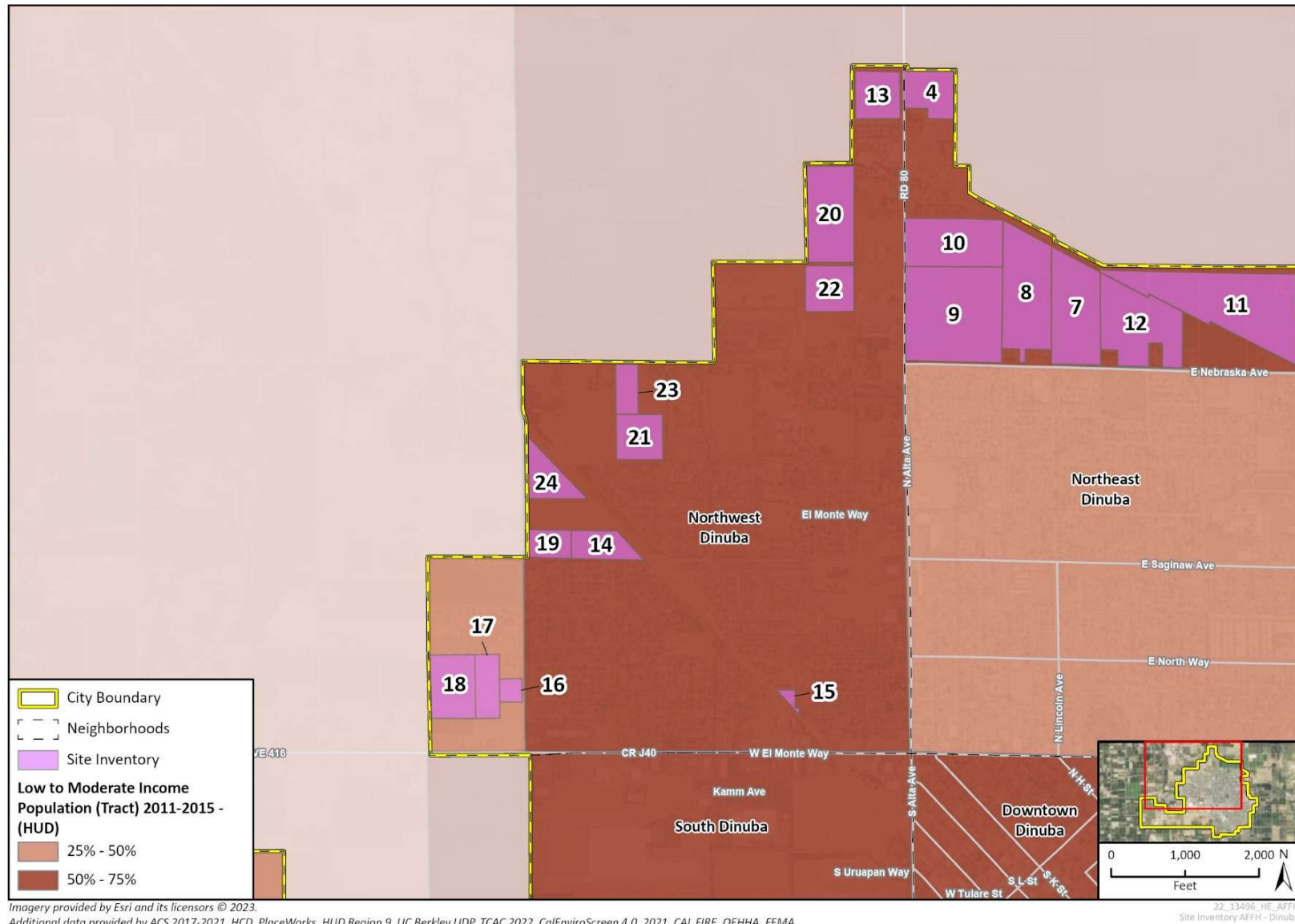
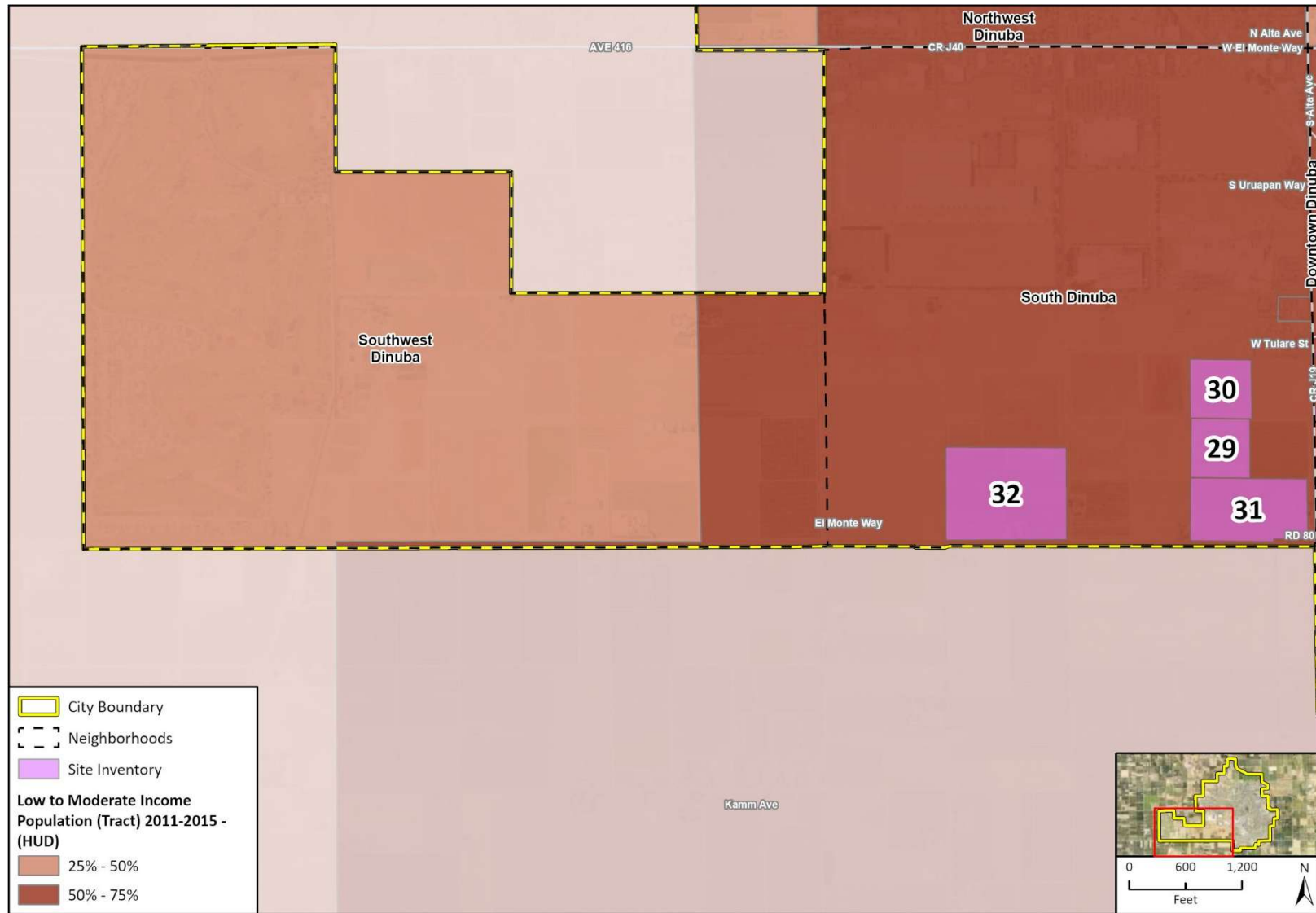


Figure A5-36 Housing Opportunity Sites by Income Population, South and Southwest Dinuba

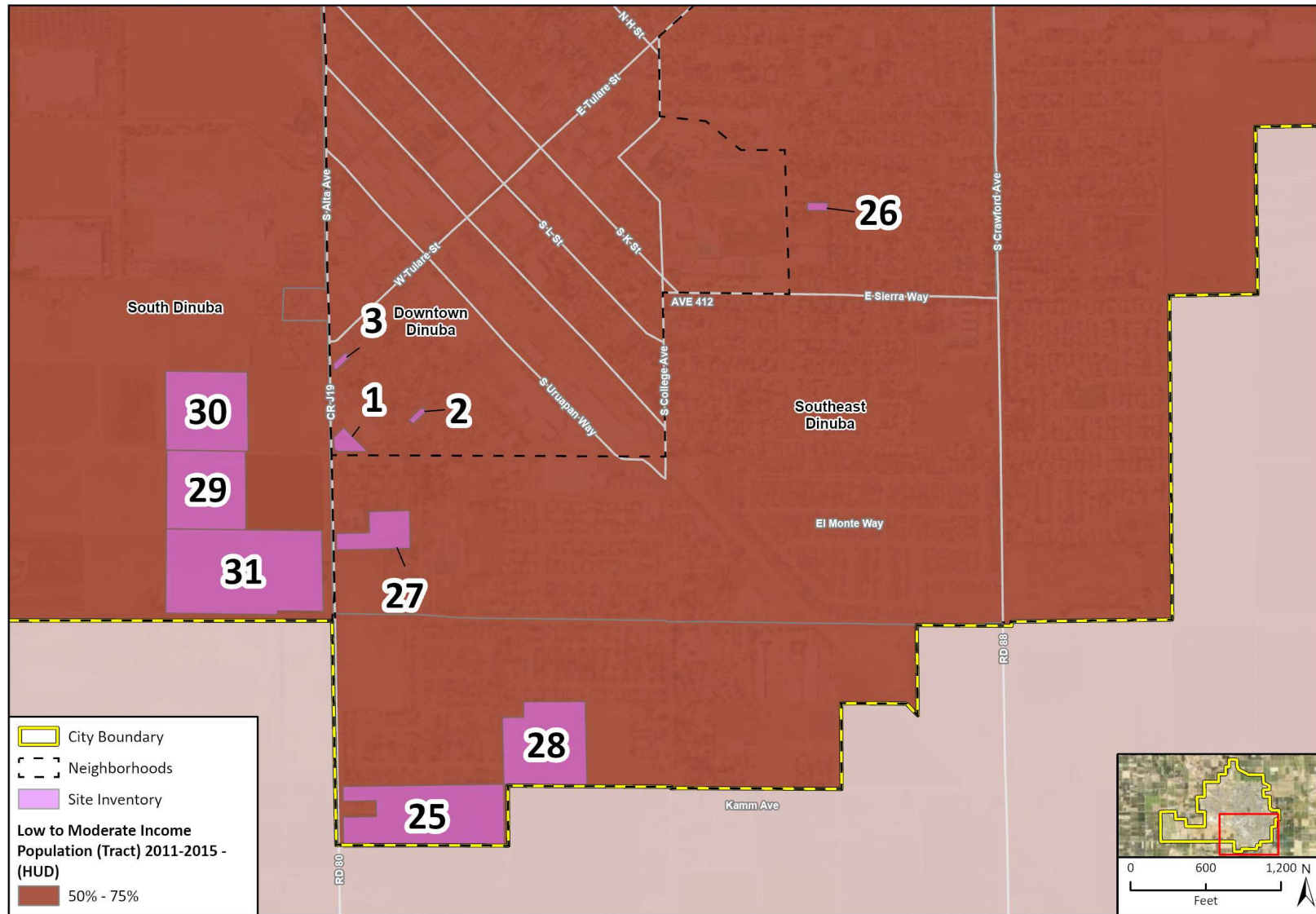


Imagery provided by Esri and its licensors © 2025.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

Source: AFFH Data Viewer, 2023

22_13496_HE_AFFH
 Site Inventory AFFH - Dinuba South

Figure A5-37 Housing Opportunity Sites by Income Population, Downtown and Southeast Dinuba

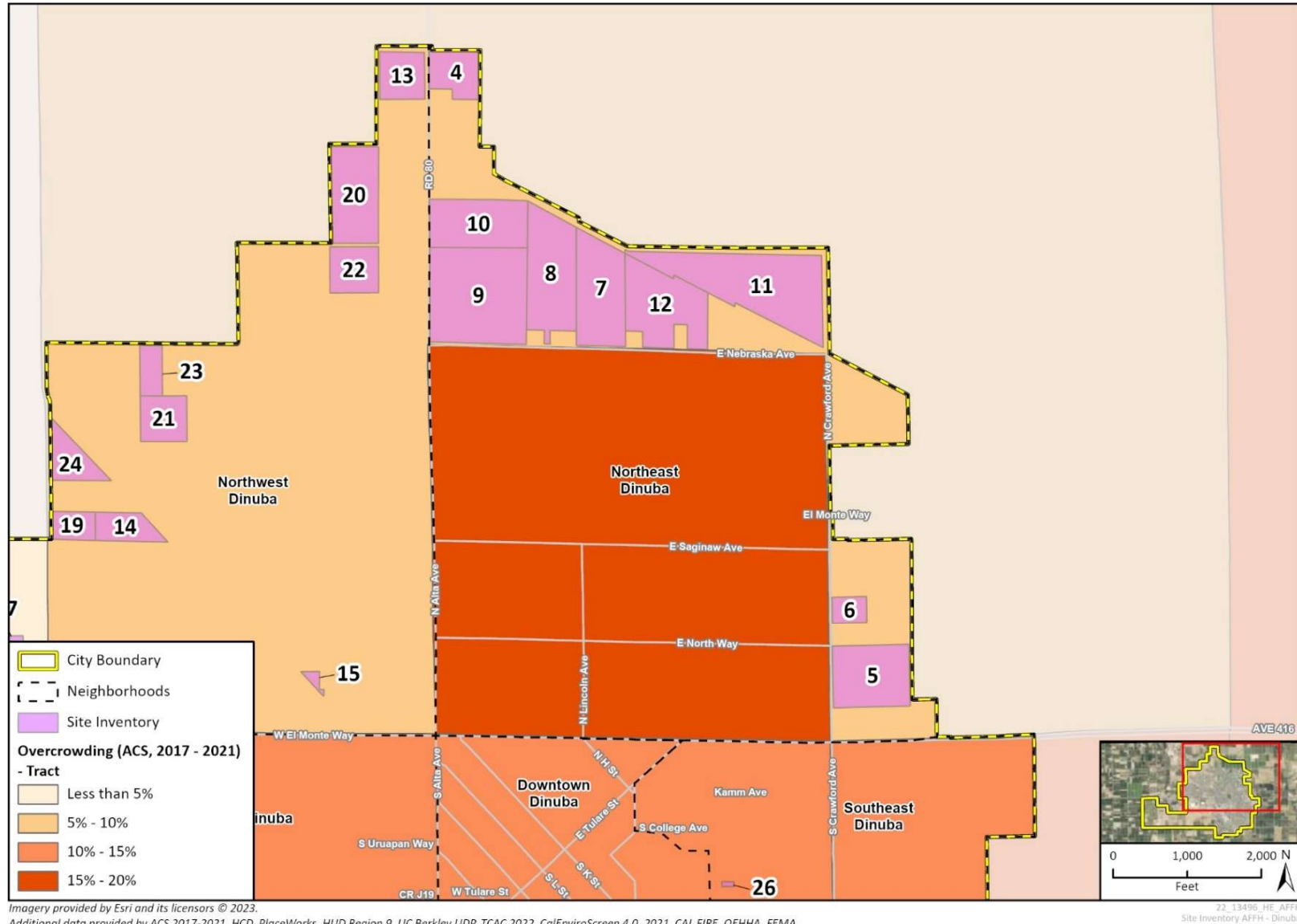


Imagery provided by Esri and its licensors © 2025.
Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA.

Source: AFFH Data Viewer, 2023

22_13496_HE_AFFH
Site Inventory AFFH - Dinuba

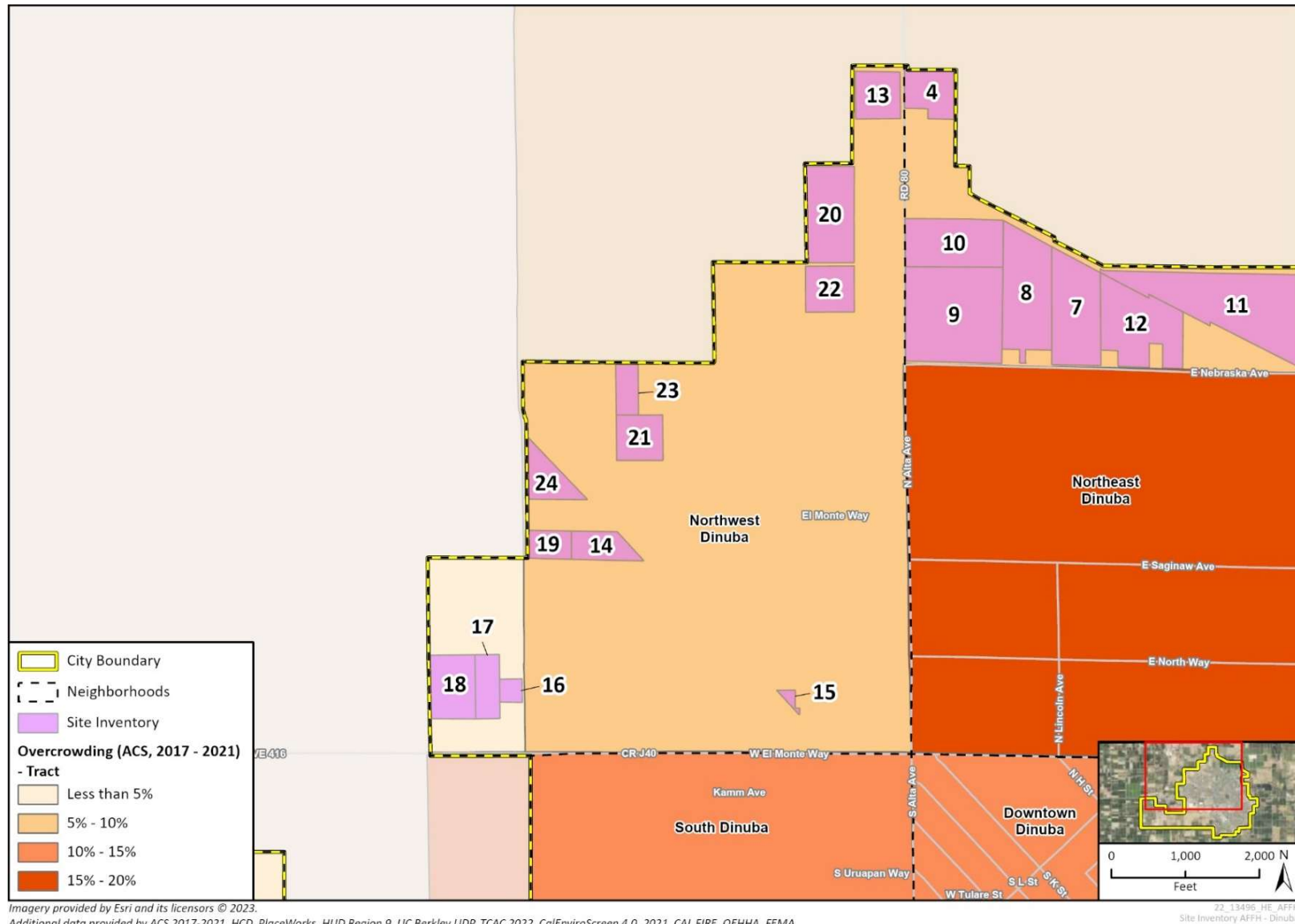
Figure A5-38 Housing Opportunity Sites by Overcrowding, Northeast Dinuba



Imagery provided by Esri and its licensors © 2023.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA.

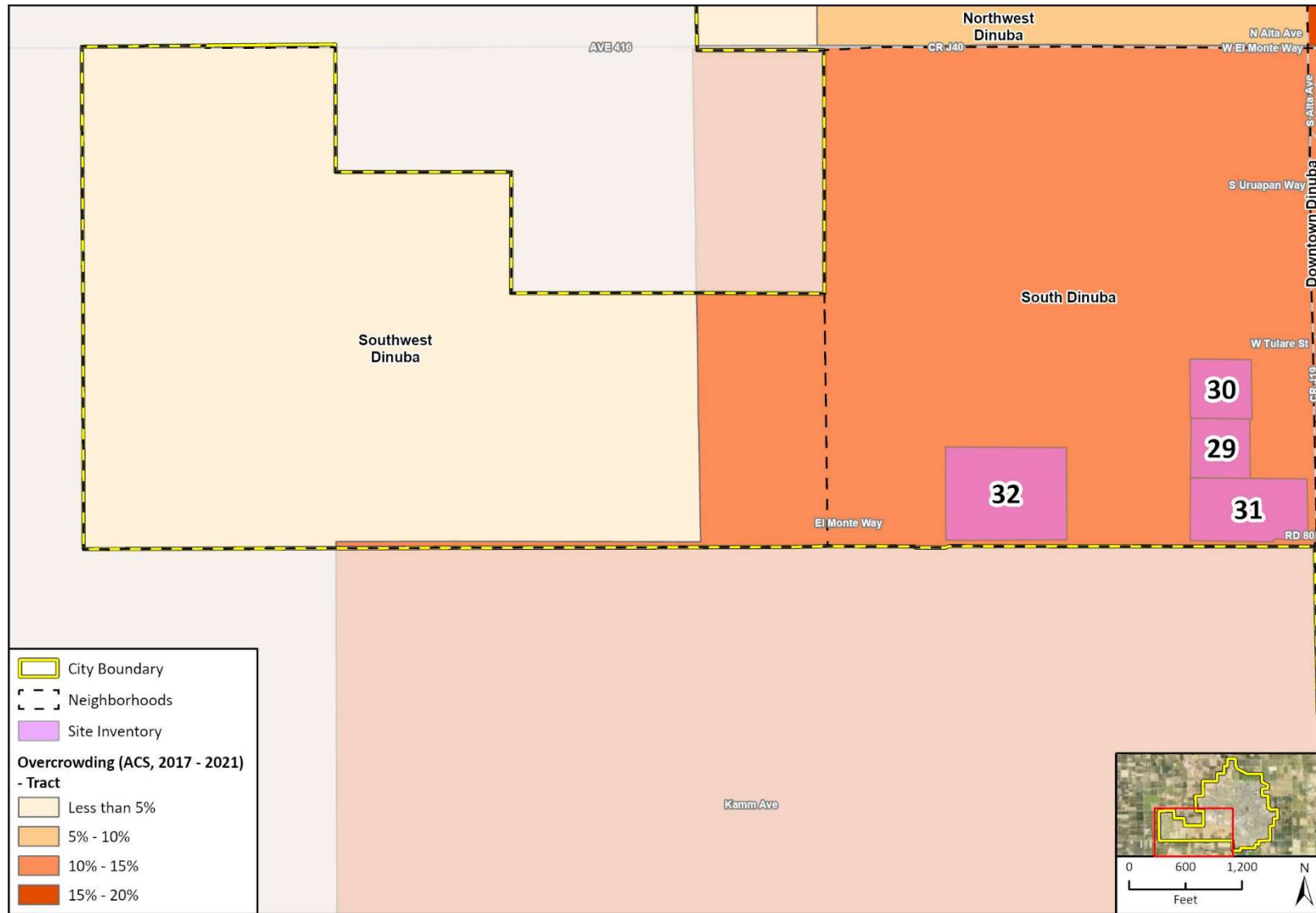
Source: AFFH Data Viewer, 2023

Figure A5-39 Housing Opportunity Sites by Overcrowding, Northwest Dinuba



Source: AFFH Data Viewer, 2023

Figure A5-40 Housing Opportunity Sites by Overcrowding, South and Southwest Dinuba

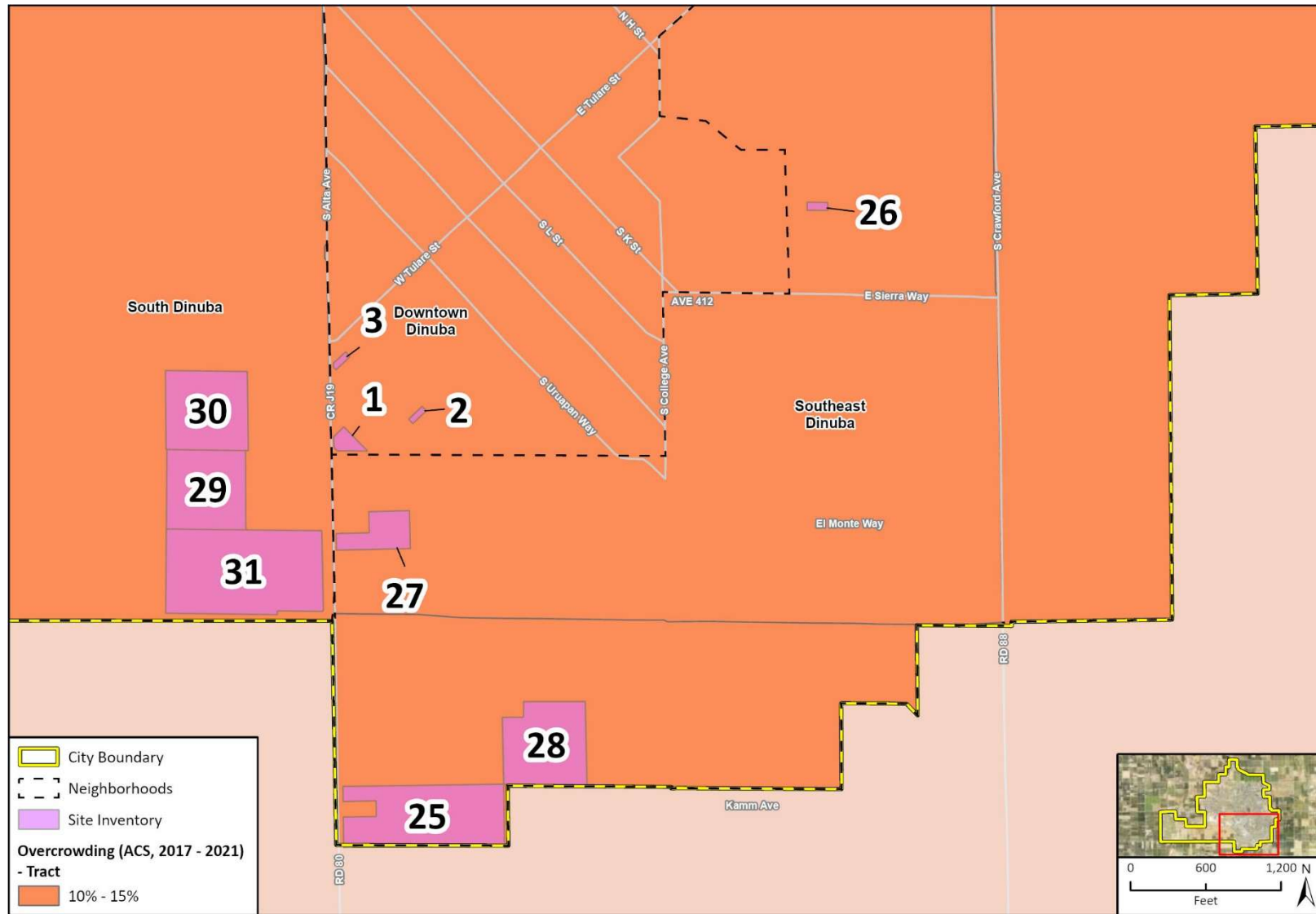


Imagery provided by Esri and its licensors © 2025.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

Source: AFFH Data Viewer, 2023

22_13496_HE_AFFH
 Site Inventory AFFH - Dinuba South

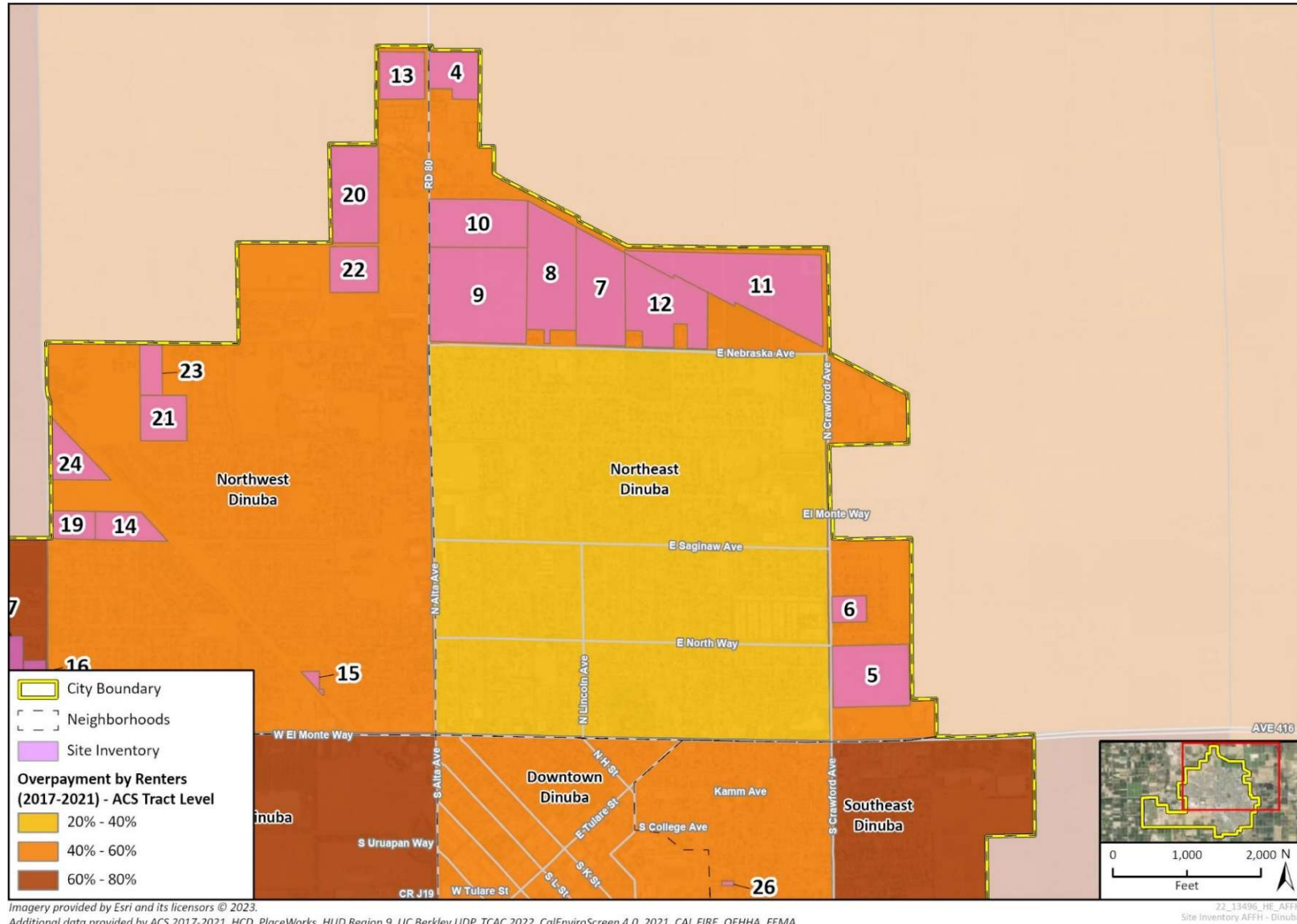
Figure A5-41 Housing Opportunity Sites by Overcrowding, Downtown and Southeast Dinuba



Imagery provided by Esri and its licensors © 2025.
Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA.

Source: AFFH Data Viewer, 2023

Figure A5-42 Housing Opportunity Sites by Overpayment by Renters, Northeast Dinuba



Imagery provided by Esri and its licensors © 2023.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

Source: AFFH Data Viewer, 2023

Figure A5-43 Housing Opportunity Sites by Overpayment by Renters, Northwest Dinuba

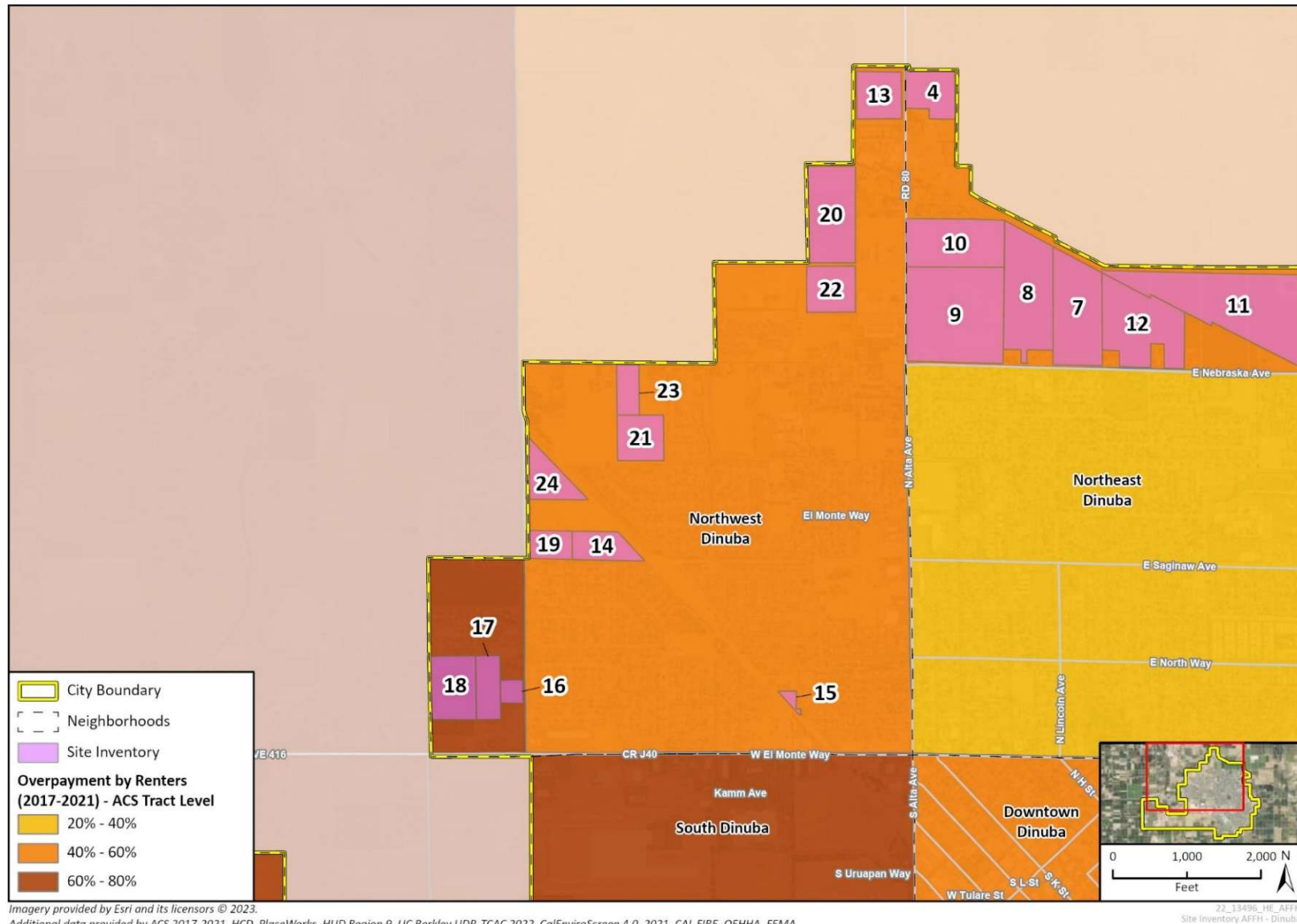
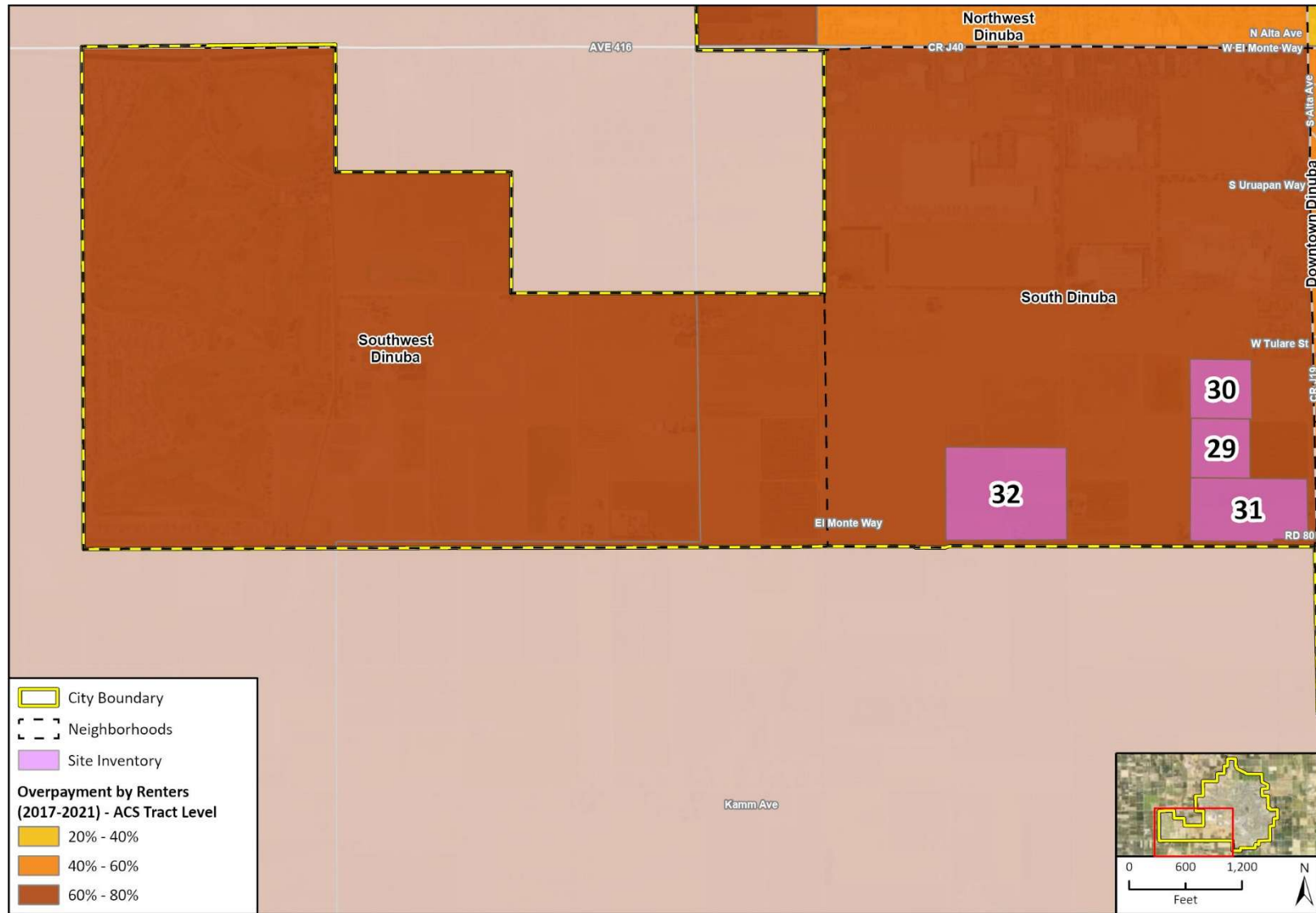


Figure A5-44 Housing Opportunity Sites by Overpayment by Renters, South and Southwest Dinuba

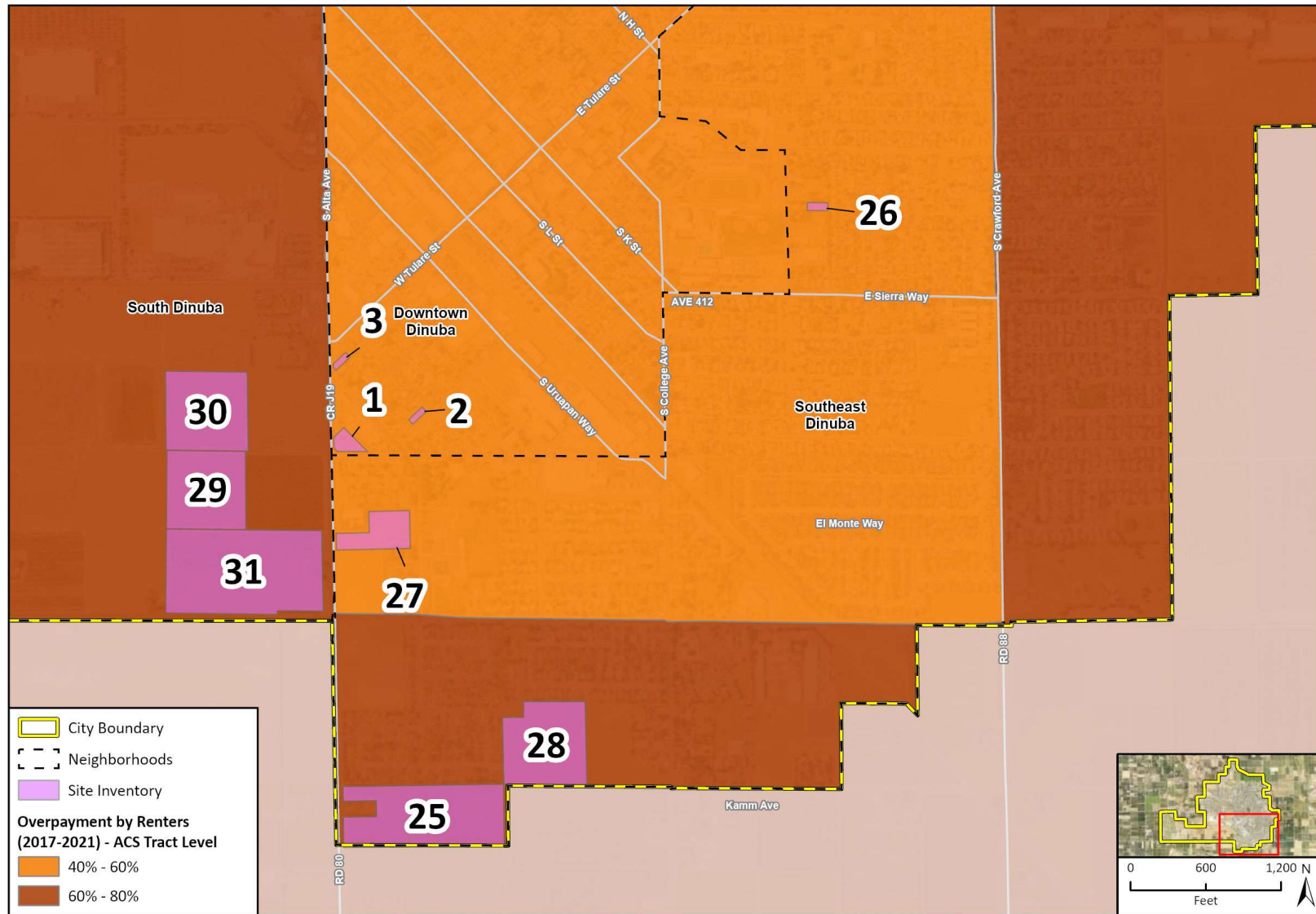


Imagery provided by Esri and its licensors © 2025.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

Source: AFFH Data Viewer, 2023

22_13496_HE_AFFH
 Site Inventory AFFH - Dinuba South

Figure A5-45 Housing Opportunity Sites by Overpayment by Renters, Downtown and Southeast Dinuba



Imagery provided by Esri and its licensors © 2025.
Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA.

Source: AFFH Data Viewer, 2023

Sites by Areas of Integration and Segregation

Downtown and part of Southeast Dinuba is an area of high segregation and poverty. This census tract, along with the rest of Southeast, Northeast, Northwest, and South Dinuba are predominantly Hispanic/Latino and have a high percentage of non-white residents (between 70 and 80 percent). Housing opportunity sites in Downtown and Southeast Dinuba accommodate a mix of income levels in areas that already have a diverse mix of ethnic and racial groups. Figure A5-46, Figure A5-47, Figure A5-48, and Figure A5-49 show the housing opportunity sites by percent non-white residents. The Site Inventory will not contribute to segregation based on race/ethnicity or income level.

As discussed in Chapter A2, *Housing Needs Assessment*, approximately eight percent of the population has one or more disabilities. For persons with disabilities who live independently or with other family members, independent living can be supported with special housing features, financial support, and in-home supportive services. The location of housing is also an important factor for people with mobility restrictions who rely on public transportation for travel. Areas with a higher percentage of residents with a disability are in Downtown and Southeast, and Southwest Dinuba. Housing opportunity sites in these areas would add a total of 60 units appropriate for lower-income households, units appropriate for moderate-income households, ~~5 units appropriate for moderate-income households, five units appropriate for moderate-income households~~, and ~~147-116~~ units appropriate for above moderate-income households in areas with greater walkability and in proximity to transit stops. This will allow more residents to live near transit and create housing opportunities for residents who are unable to drive.

Sites by Communities Vulnerable to Displacement

Downtown and part of Southeast Dinuba are areas generally considered to be vulnerable to displacement by the UDP and are considered sensitive communities. However, most opportunity sites in Downtown and Southeast Dinuba are in areas that are not considered to be vulnerable to displacement. Only ~~49-52~~ housing units (two percent of the total proposed housing units and ~~22-3628~~ percent of proposed housing units in Downtown and Southeast Dinuba). All lower-income and moderate-income housing units proposed in these neighborhoods are in areas considered vulnerable to displacement. Figure A5-50, Figure A5-51, Figure A5-52, and Figure A5-53 show the housing opportunity sites in relation to the location of sensitive communities. The Site Inventory includes capacity for 60 units appropriate for lower-income households in Downtown and Southeast Dinuba, approximately seven percent of the total number of the proposed lower-income units accommodated by the opportunity sites. These lower-income units will provide affordable housing options for existing very low and low-income residents at risk of displacement.

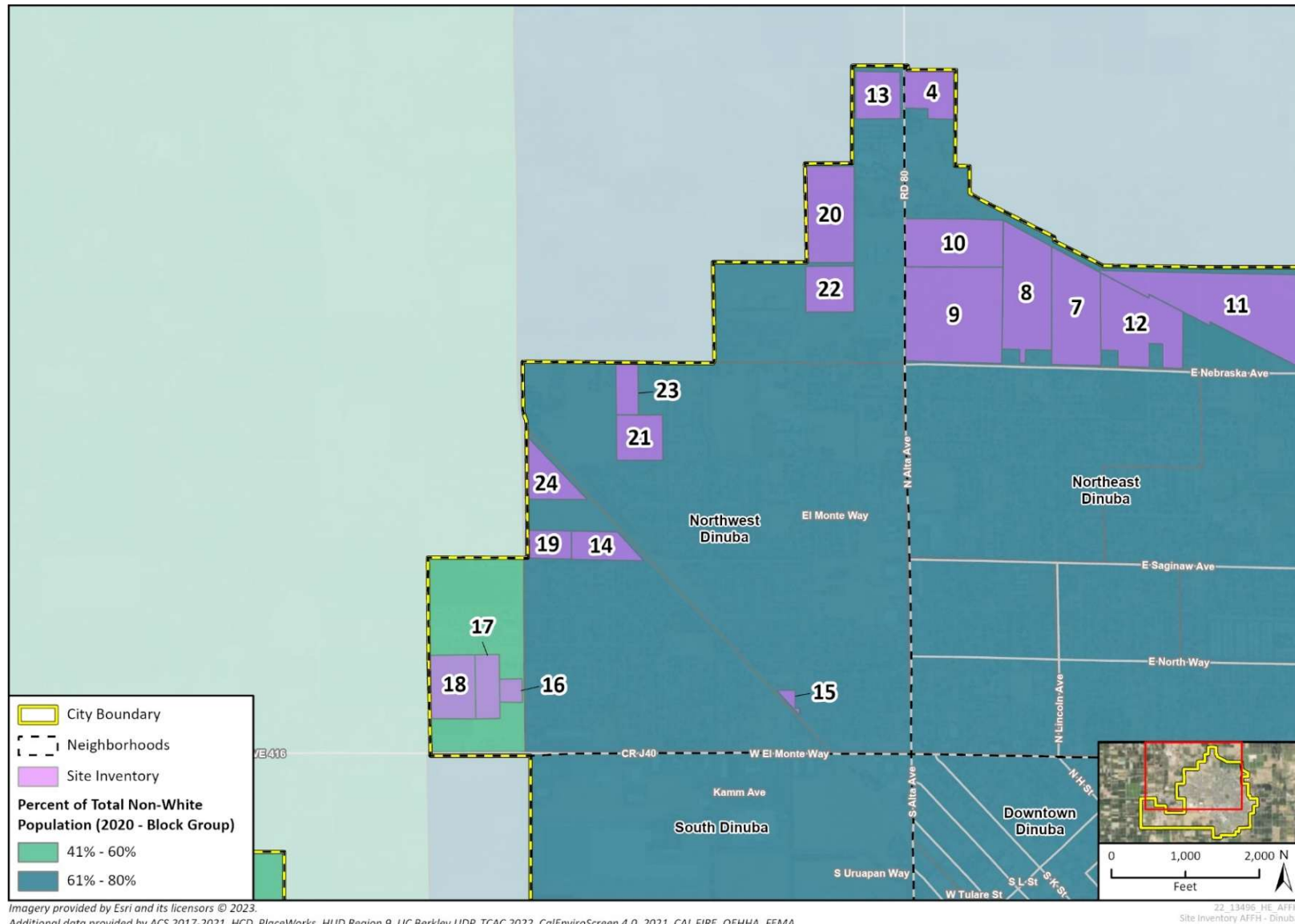
Sites by CalEnviroScreen Score

All of Dinuba has high CalEnviroScreen scores, above the 75th percentile. Northeast Dinuba has the lowest CalEnviroScreen score, 75th percentile, while Downtown and a portion of Southeast Dinuba have the highest CalEnviroScreen score, 96th percentile. All housing units proposed by the Site Inventory are located in census tracts with a CalEnviroScreen score greater than 50 and 174 housing units (approximately seven percent of total proposed housing units) are located in census tracts with a CalEnviroScreen score greater than 80. Figure A5-54, Figure A5-55, Figure A5-56, and Figure A5-57 show the housing opportunity sites by CalEnviroScreen score. Housing opportunity sites in census tracts with CalEnviroScreen scores greater than 80 are located in Downtown, Northwest, and Southeast Dinuba and would accommodate 60 lower-income housing units, five moderate-income housing units, and 109 above moderate-income housing units. The Site Inventory would not concentrate lower-income units in areas of higher pollution burden.

Figure A5-46 Housing Opportunity Sites by Total Non-White Population, Northeast Dinuba



Figure A5-47 Housing Opportunity Sites by Total Non-White Population, Northwest Dinuba



Imagery provided by Esri and its licensors © 2023.

Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

Source: AFFH Data Viewer, 2023

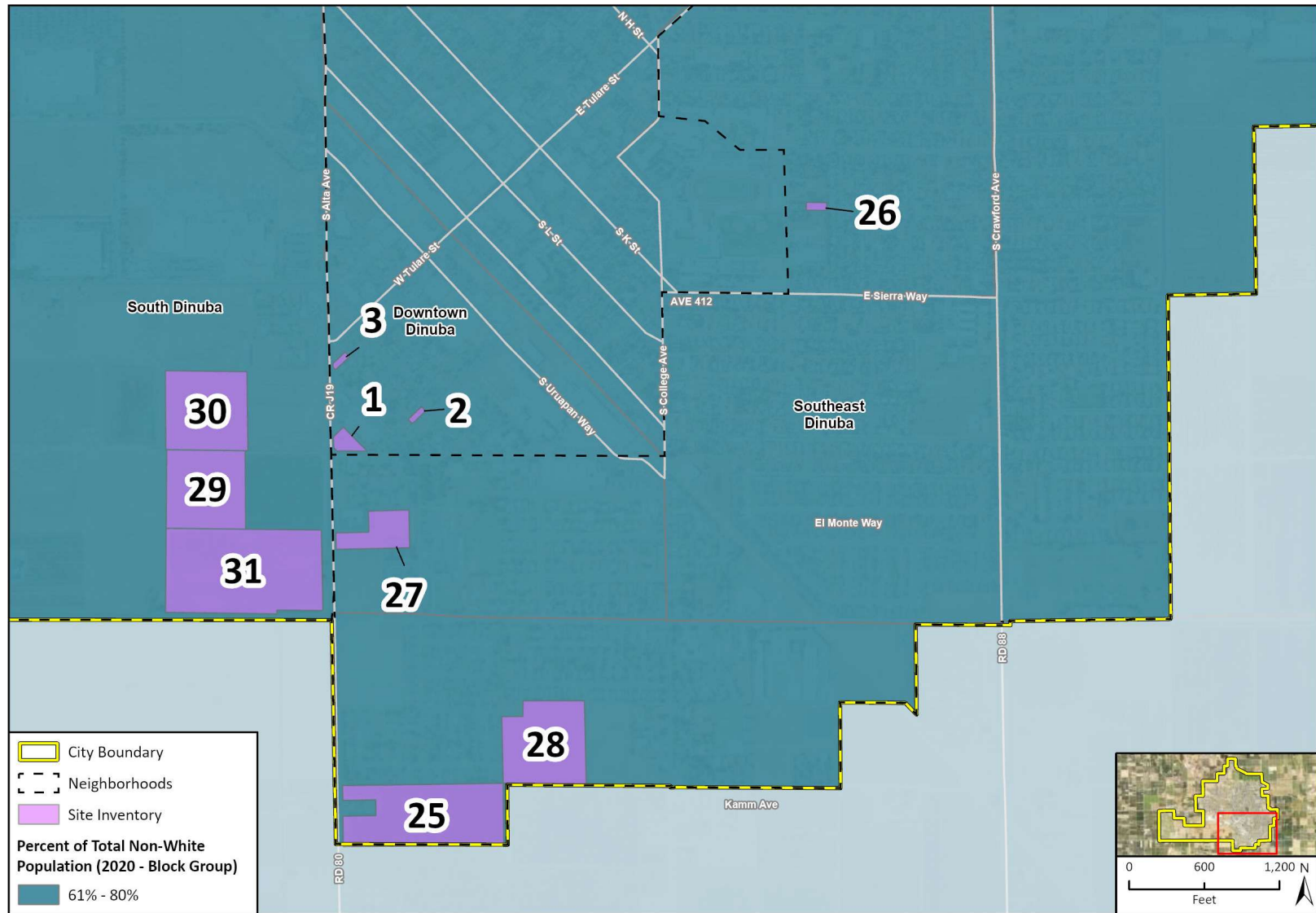
Figure A5-48 Housing Opportunity Sites by Total Non-White Population, South and Southwest Dinuba



Imagery provided by Esri and its licensors © 2025.
Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

Source: AFFH Data Viewer, 2023

Figure A5-49 Housing Opportunity Sites by Total Non-White Population, Downtown and Southeast Dinuba



Imagery provided by Esri and its licensors © 2025.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA.

Source: AFFH Data Viewer, 2023

22_13496_HE_AFFH
 Site Inventory AFFH - Dinuba

Figure A5-50 Housing Opportunity Sites by Displacement Risk, Northeast Dinuba

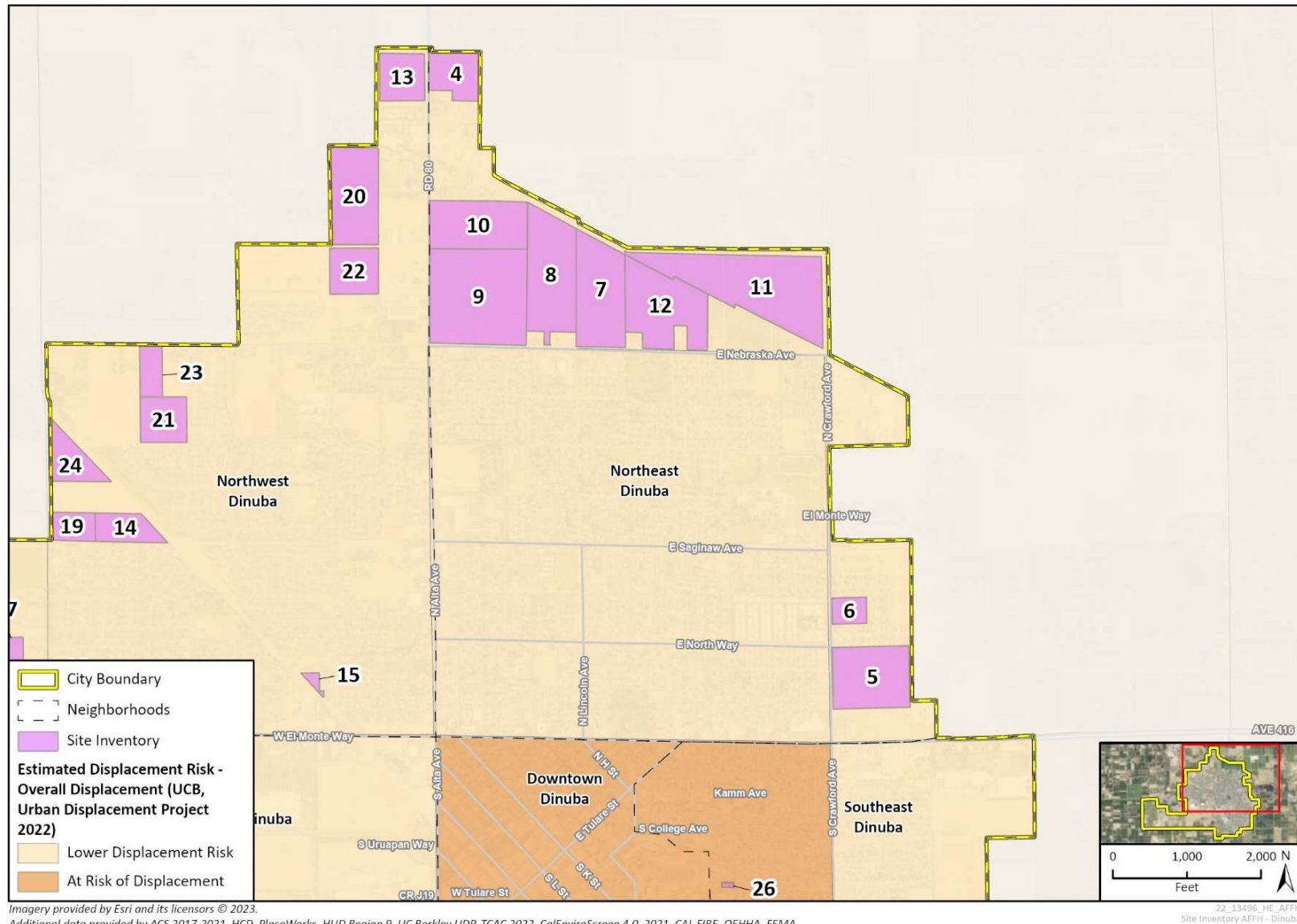


Figure A5-51 Housing Opportunity Sites by Displacement Risk, Northwest Dinuba

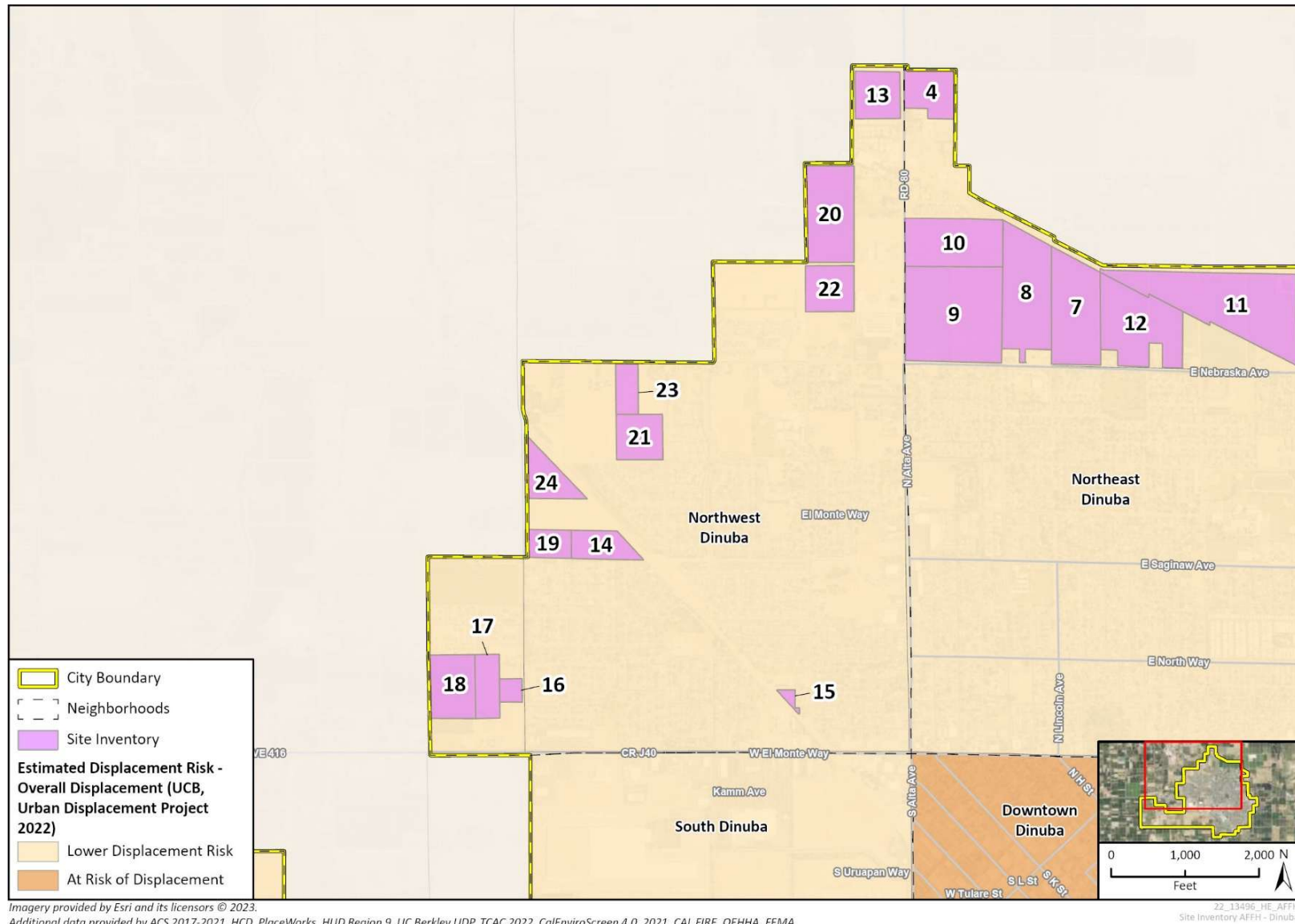
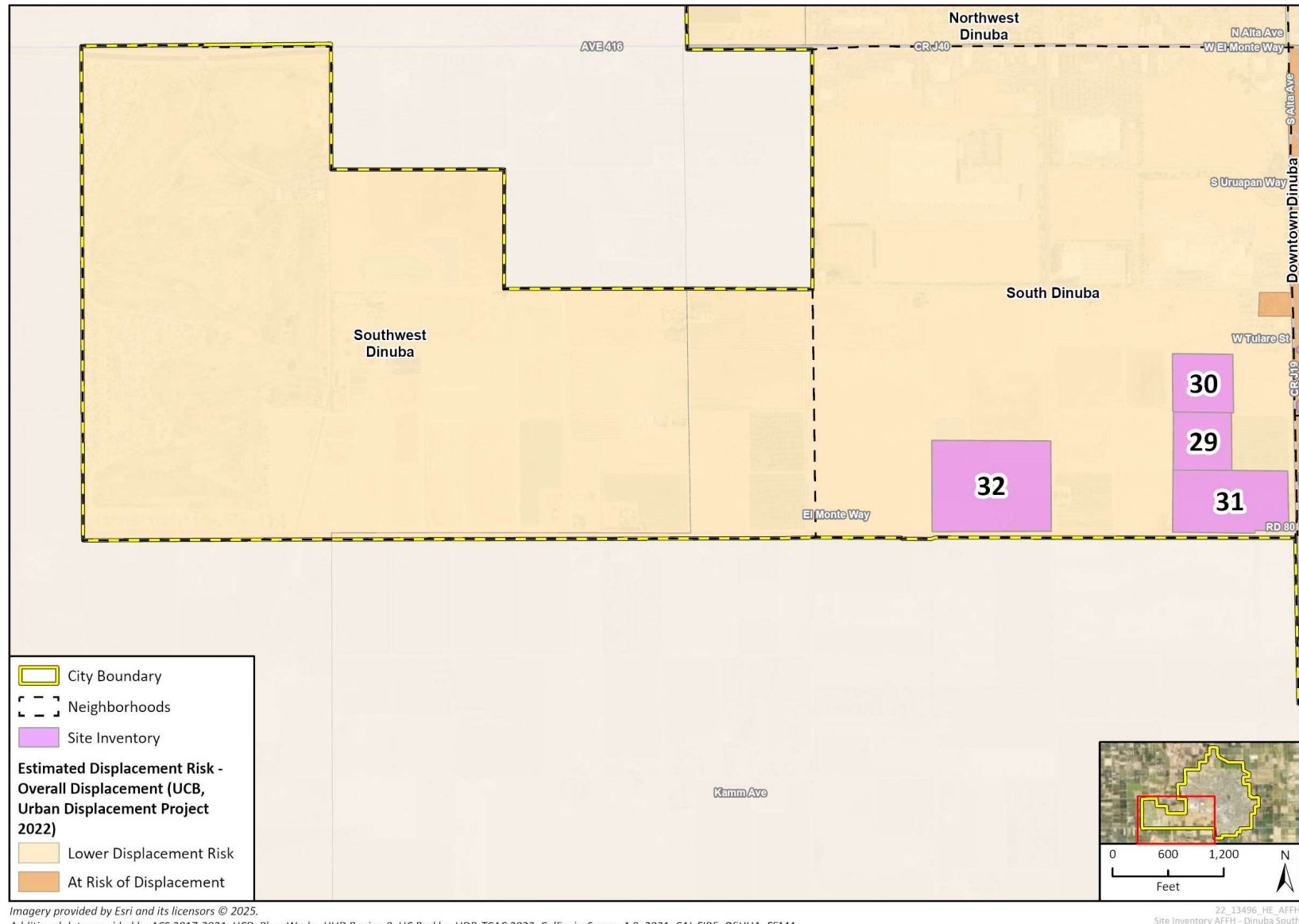
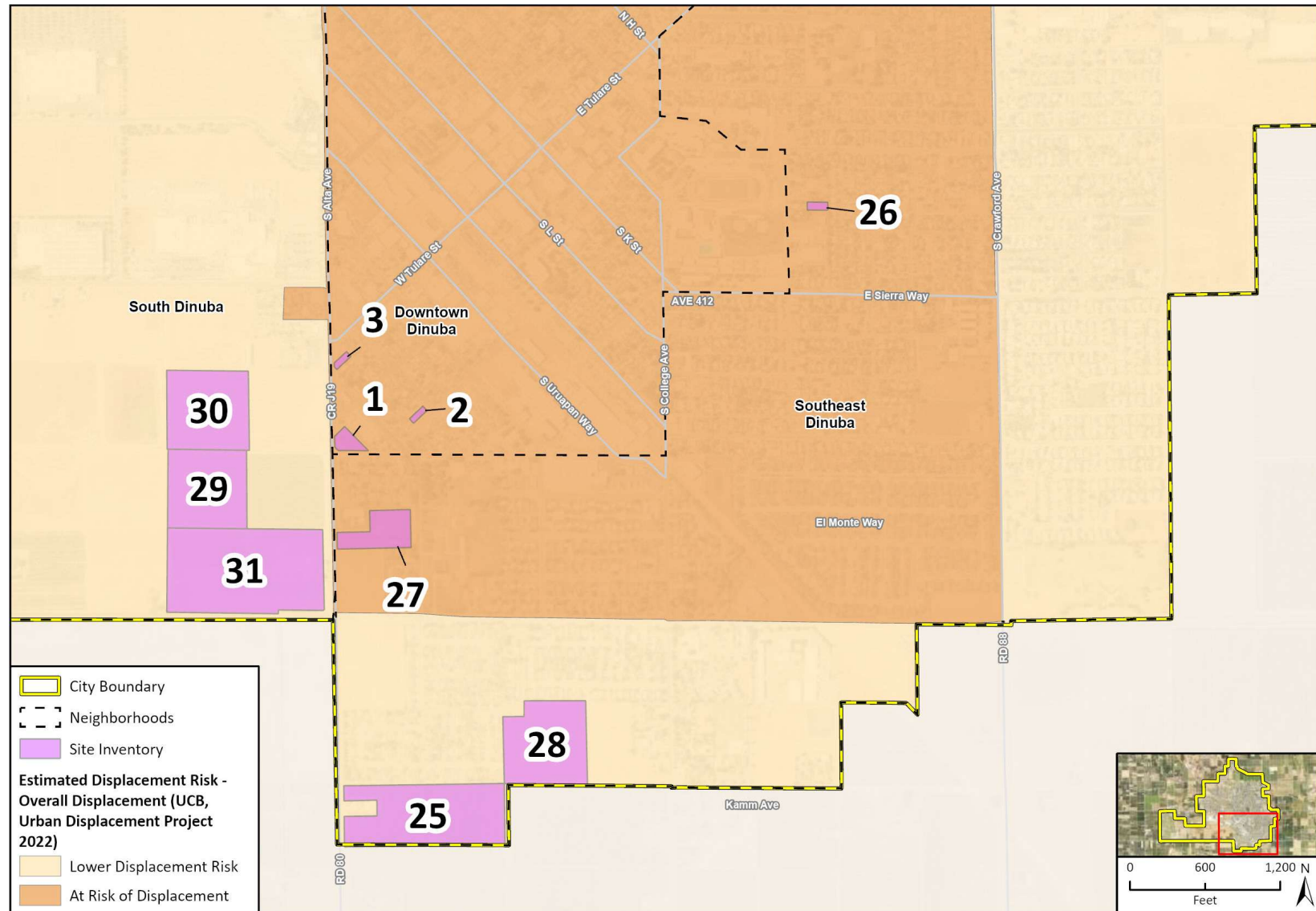


Figure A5-52 Housing Opportunity Sites by Displacement Risk, South and Southwest Dinuba



Imagery provided by Esri and its licensors © 2025.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA
 Source: AFFH Data Viewer, 2023

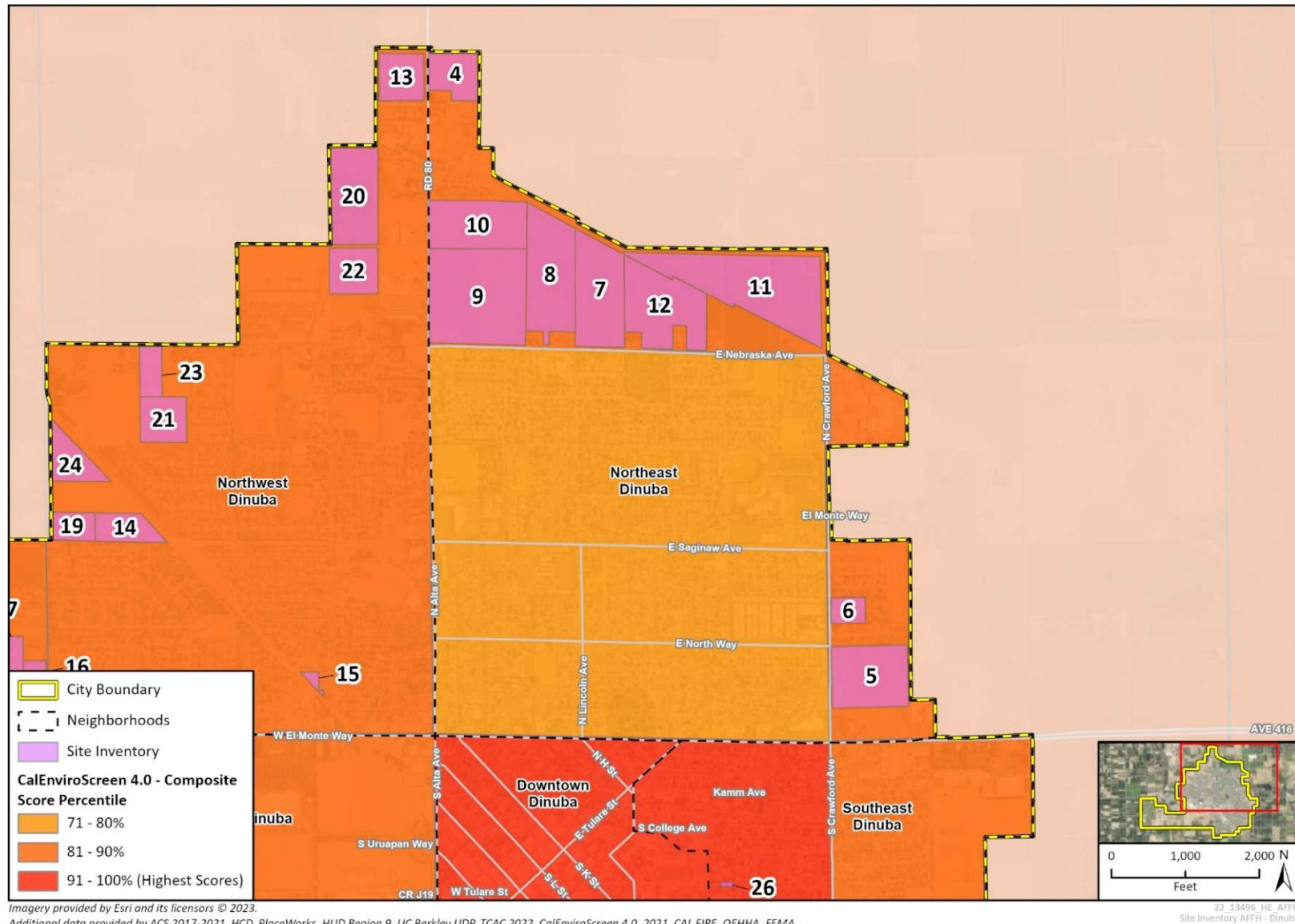
Figure A5-53 Housing Opportunity Sites by Displacement Risk, Downtown and Southeast Dinuba



Imagery provided by Esri and its licensors © 2025.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA.

Source: AFFH Data Viewer, 2023

Figure A5-54 Housing Opportunity Sites by CalEnviroScreen Percentile Score, Northeast Dinuba



Imagery provided by Esri and its licensors © 2023.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkeley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA.

Source: AFFH Data Viewer, 2023

Figure A5-55 Housing Opportunity Sites by CalEnviroScreen Percentile Score, Northwest Dinuba

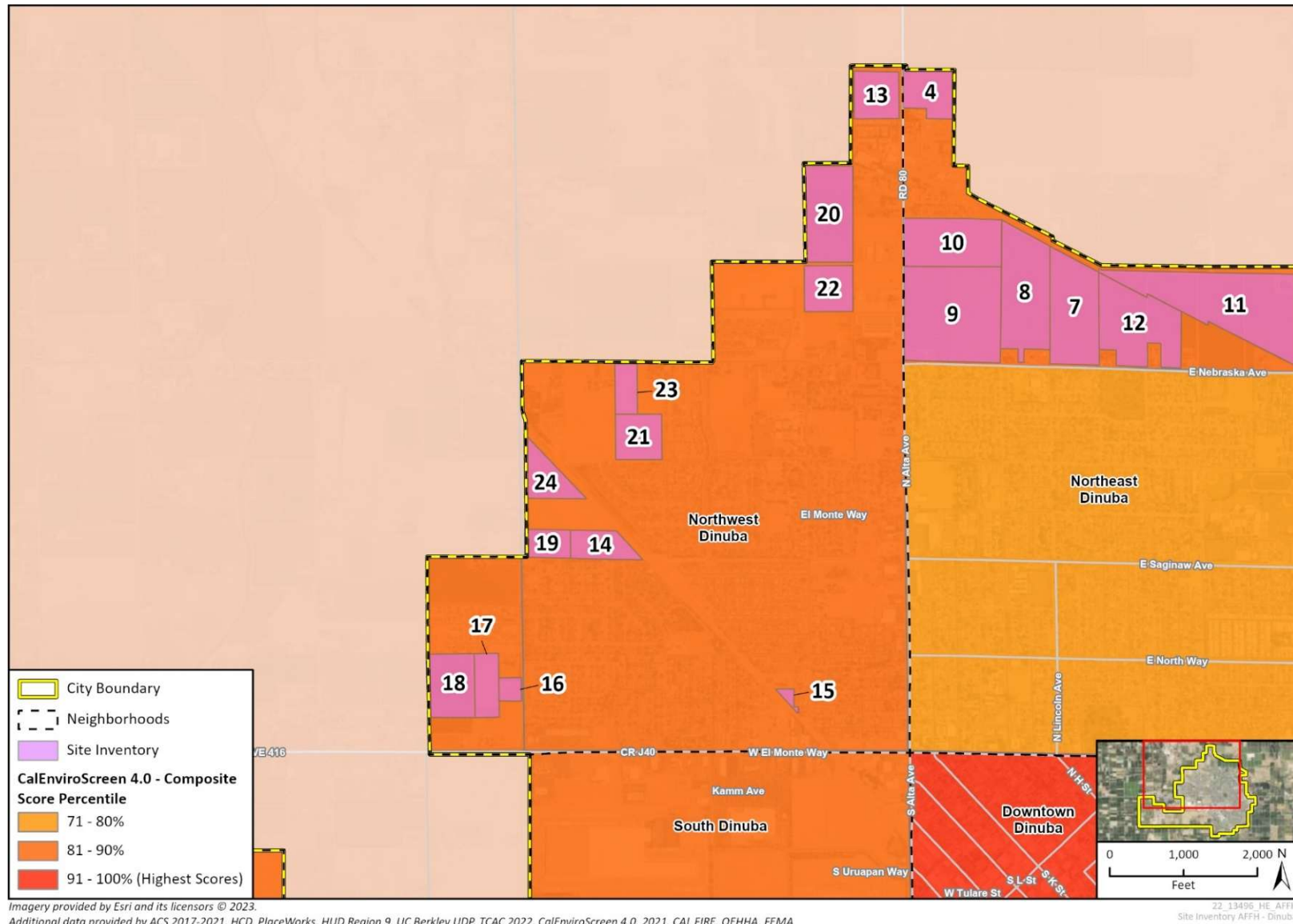
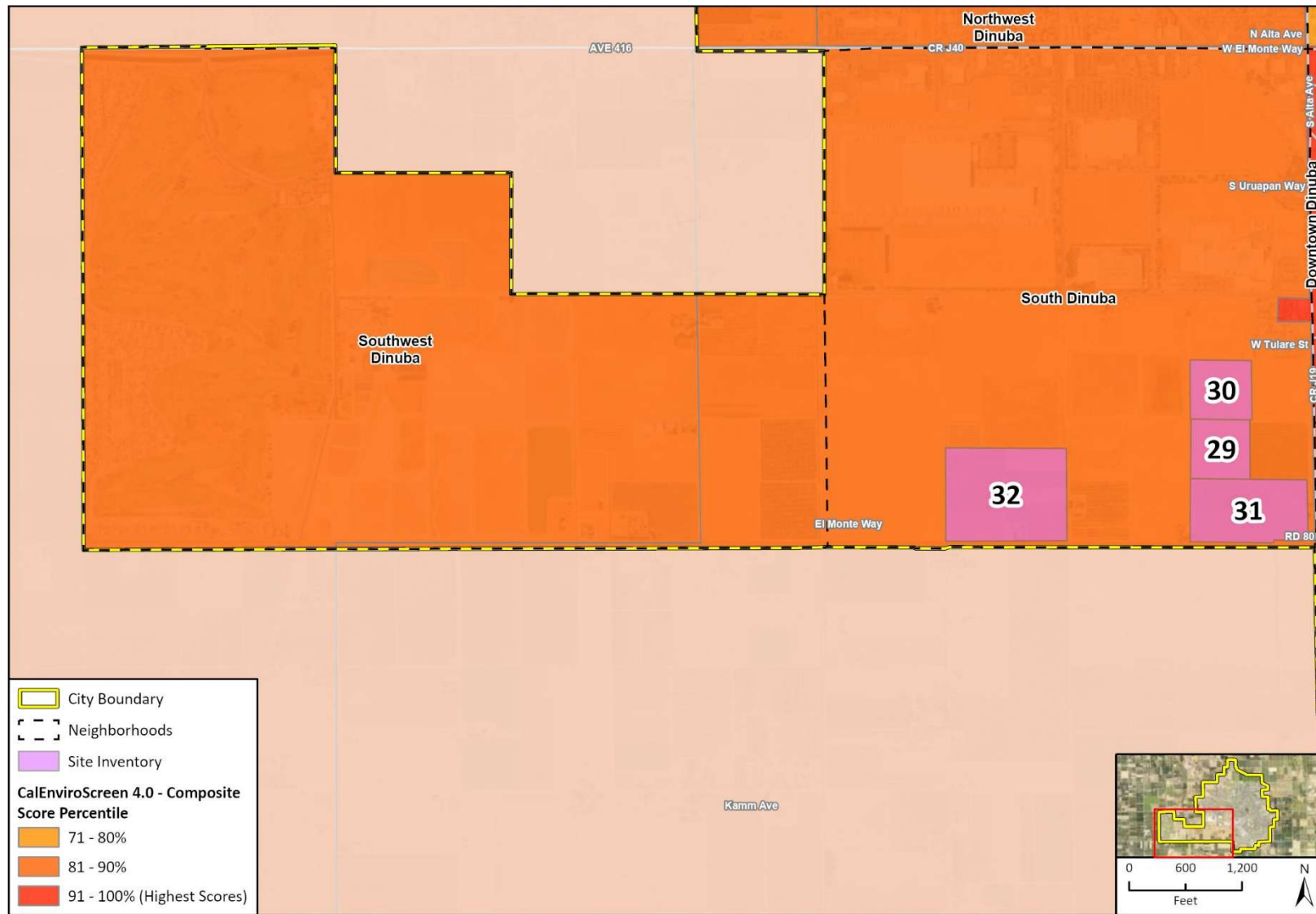


Figure A5-56 Housing Opportunity Sites by CalEnviroScreen Percentile Score, South and Southwest Dinuba

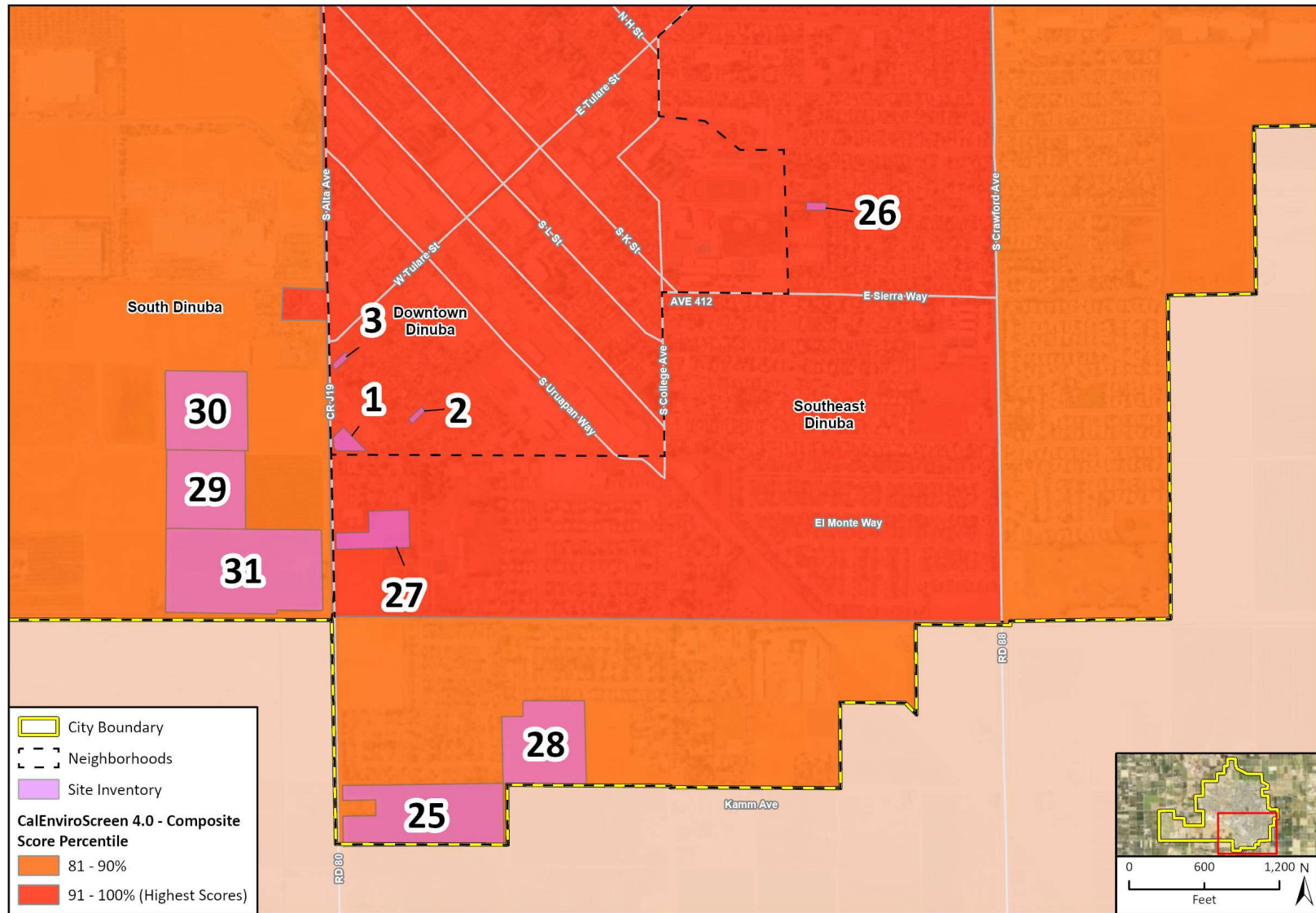


Imagery provided by Esri and its licensors © 2025.
 Additional data provided by ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

Source: AFFH Data Viewer, 2023

22_13496_HE_AFFH
 Site Inventory AFFH - Dinuba South

Figure A5-57 Housing Opportunity Sites by CalEnviroScreen Percentile Score, Downtown and Southeast Dinuba



Sites Analysis Summary Data

Table A5-7 summarizes the Site Inventory by development priority area, sites, number of units by income level, and census tract characteristics.

A5.2.12 Contributing Factors and Meaningful Actions

AB 686 requires an identification and prioritization of contributing factors to fair housing issues based on all the previously required analysis (outreach, fair housing assessment, site inventory). This section lists contributing factors that create, perpetuate, or increase the severity of one or more fair housing issues that were identified in the AI, community outreach, and the analysis in this document.

Contributing factors were prioritized based on their impact on fair housing issues as well as the City's ability to address the contributing factors. A summary of the identified fair housing issues, contributing factors to these issues, and meaningful actions the City will undertake to affirmatively further fair housing for special needs, racial/ethnic minority, and low-income residents is included in Chapter A7, *Housing Plan*.

Enforcement and Outreach

The City's website has limited information on fair housing and no information on fair housing rights and responsibilities for tenants and landlords. In addition, housing information on the City's website is limited to English.

Contributing factors to insufficient enforcement and outreach in Dinuba include:

- Lack of language access (Priority Level – Medium): The City's website and fair housing informational materials are not provided in multiple languages.
- Limited distribution of fair housing information (High): The City's website has limited information on fair housing and there are very few community outreach events dedicated to fair housing.
- Lack of accessible forums (Medium): Outreach and information on fair housing is limited to a few forms of media.
- Lack of regular analysis and reporting of data on fair housing complaints and lending practices (Medium): Analysis and data on fair housing complains and lending practices is not regularly performed and is not made available to the public, other than in the Housing Element itself.

Segregation and Integration Patterns and Trends

Dinuba is a racially/ethnically diverse city with a high percentage of low- and moderate-income residents and low median household incomes. In particular, Downtown and portions of Southeast Dinuba have a disproportionately high percentage of residents with a disability, female single-parent households, low- and moderate-income residents, and residents living below the poverty line. Multifamily residential zones are concentrated in Downtown and Southeast Dinuba. According to the UDP, Hispanic/Latino residents are segregated in South, Downtown, and Southeast Dinuba.

Contributing factors to segregation and integration patterns and trends in Dinuba include:

- Land use and zoning laws (High): Most of Dinuba is zoned for single-family residential uses with medium- and high-density residential zoning concentrated in Downtown Dinuba.
- Displacement of residents due to economic pressures (~~Low~~High): High rates of cost burden and rising housing costs are placing low-income residents at risk of displacement.
- Location and type of affordable housing (High): Affordable housing units are concentrated in Downtown and Southeast Dinuba.

This page intentionally left blank.

Table A5-7 Site Inventory by Census Tract Characteristics

Priority Development Area	Census Tract Number	Number of Existing Households	Site Inventory Capacity (Units)			AFFH Indicators							CalEnviroScreen Percentile
			Low-Income	Moderate-Income	Above Moderate-Income	Percent Non-White	Percent LMI Households	Median Household Income	TCAC Opportunity Area	Percent Overpayment by Renters	Percent Overcrowded Households	Displacement Sensitivity	
Northeast													
	06107000401	1,749	146	0	792	88%	51%	\$69,414	High Resource	47%	6%	Lower Displacement Risk	69%
Northwest													
	06107000401	1,749	0	76	267	88%	51%	\$69,414	High Resource	47%	6%	Lower Displacement Risk	69%
	06107000303	1,260	0	0	109	64%	38%	\$57,685	Moderate Resource	65%	2%	Lower Displacement Risk	94%
Downtown													
	06107000501	1,806	11	2	0	96%	68%	\$32,400	High Segregation & Poverty	53%	13%	At Risk of Displacement	83%
South													
	06107000502	978	600	214 <u>225</u>	189 <u>225</u>	91%	54%	\$55,068	Moderate Resource	65%	14%	Lower Displacement Risk	75%
Southeast													
	06107000501	1,806	49	3	0	96%	68%	\$32,400	High Segregation & Poverty	53%	13%	At Risk of Displacement	83%
	06107000502	978	0	300	116	91%	54%	\$55,068	Moderate Resource	65%	14%	Lower Displacement Risk	75%
Total			806	295 <u>306</u>	473 <u>1,509</u>								
Source: California Tax Credit Allocation Committee (TCAC)/California Housing and Community Development (HCD), Opportunity Maps (2023); U.S. Census Bureau, American Community Survey 5-Year Data (2017-2021)													

This page intentionally left blank.

Racially and Ethnically Concentrated Areas of Poverty

There is one R/ECAP in the city of Dinuba, located in Downtown/Southeast Dinuba. Ninety-three percent of residents living in this area are Hispanic/Latino and 61 percent are low-income. This census tract also has the highest percentage of residents living with a disability, the lowest median household income, and the highest poverty rate in the city.

Contributing factors to racially and ethnically concentrated areas of poverty in Dinuba include:

- Displacement of residents due to economic pressures (High): High rates of cost burden and rising housing costs are placing low-income residents at risk of displacement.
- Land use and zoning laws (High): Most of Dinuba is zoned for single-family residential uses with medium- and high-density residential zoning concentrated in Downtown Dinuba.
- Location and type of affordable housing (High): Affordable housing units are concentrated in Downtown and Southeast Dinuba.

Disproportionate Housing Needs

Cost burden among renters is high throughout most of the city. Cost burden among homeowners is highest in Downtown and Southwest Dinuba. Dinuba has a high percentage of large households, approximately 33 percent of all households in the city. Overcrowding is highest in South, Downtown, and portions of Southeast Dinuba. In addition to high percentages of overcrowding and cost burden, Downtown and portions of Southeast Dinuba have an older housing stock than other areas of the city. Approximately 67 percent of housing units in Downtown Dinuba are over 30 years old and 47 percent are over 50 years old. However, these areas have the lowest household median incomes and highest percentage of low- and moderate-income residents, indicating that homeowners may not be able afford to afford to pay for repair and maintenance on their homes.

Contributing factors to disproportionate housing needs in Dinuba include:

- Rising home values and rent (High): The median home sale price in Dinuba has increased significantly over the past couple decades, more than doubling between 2000 and 2020, from \$95,700 to \$210,100. Rent costs have almost doubled in that time as well, increasing from \$488 in 2000 to \$963 in 2020.
- Lack of affordable housing in a range of sizes (Medium): Most affordable housing in Dinuba consists of single-family homes.
- Lack of sufficient affordable housing (High): Based on community feedback, community members and stakeholders identified the lack of enough affordable housing in the city.
- Lack of housing for large households (Medium): Approximately 17 percent of households are overcrowded in Dinuba, much higher than in the county overall (10 percent). In addition, based on community feedback, overcrowding is one of the highest priority housing issues to community members.
- Housing in need of maintenance and repairs (High): According to community feedback, many housing units are in need of maintenance and repair, especially rental units.

Disparities in Access to Opportunities

Most of Dinuba is considered high resource, however, Downtown and part of Southeast Dinuba is an area of high segregation and poverty. This area has the highest pollution burden and lowest education and economic opportunity scores in the city.

Contributing factors to disparities in access to opportunities in Dinuba include:

- Lack of access to high paying jobs (High): The largest employment industries in Dinuba (educational services, and health care and social assistance; agriculture, forestry, fishing and hunting, and mining; and retail trade) consist of lower paying jobs.
- Lack of walkability (Medium): Most of Dinuba has below average walkability and lacks Americans with Disabilities Act (ADA) compliant sidewalks.
- Limited access to transit and regional connection (Medium): According to AllTransit, residents in Dinuba have lower access to transit opportunities than other larger cities in the region, such as Visalia and Tulare.
- High pollution burden and location of environmental hazards (High): Pollution burden is high throughout the city, but highest in Downtown and part of Southeast Dinuba, where pollution burden due to lead risk from housing and contaminated sites is highest.

~~A5.2.13 Lack of community revitalization strategies: As identified throughout this analysis and through community outreach, low income and non-white households are concentrated in Downtown and Southeast Dinuba where affordable housing is concentrated. However, there are no programs to counteract these patterns, add additional services or amenities, or encourage place making specifically for these neighborhoods.~~

~~A5.2.14~~A5.2.13 Meaningful Actions to Address Fair Housing Issues

The findings of this analysis were used to develop meaningful actions, metrics and milestones that promote inclusive communities, increase housing opportunities, and address racial/ethnic and economic disparities in the city. The contributing factors were prioritized to better formulate policies and programs and carry out meaningful actions to further fair housing. Meaningful actions to address fair housing issues are included in the housing programs located in Chapter A7, *Housing Plan*.

A6 Review of Past Accomplishments

To develop appropriate programs to address the housing issues identified in the 2023-2031 Housing Element, the City of Dinuba reviewed the housing programs adopted in the 2015-2023 Housing Element and evaluated the effectiveness of these programs in delivering housing services and assistance. Table A6-1 and Table A6-2 summarizes the City's construction, rehabilitation, and preservation goals and accomplishments during the 5th cycle planning period and Table A6-3 provides a detailed program-level assessment of housing accomplishments over the last planning period.

A6.1 Overview of Accomplishments

During the 5th cycle Housing Element, the City implemented programs to support infill development, market-rate and affordable housing production, home repair, ADU development, and preservation of existing housing stock. Through the implementation of these programs, the City supported the housing needs of low-income households, renters, and special needs populations. Most notably, the City implemented the following:

- **2.1.2. Infill Development Program.** The City has adopted an Infill Development program whereas permit and impact fees can be reduced for infill development projects. One house relocation was assisted by this program in 2020. The City approved a multifamily housing project with a density bonus and impact fee reductions for the Trevino Apartments project at Merced and J Streets. This project was completed in 2018 and provides two units reserved for low-income households.
- **1.2.2. Affordable Housing Program.** The City collaborated with Self-Help Enterprises to provide affordable housing units to the community. Sierra Village Apartments, approved in 2018, will provide 44 affordable housing units in phase 1 and 64 units in phase 2 including one-, two-, and three-bedroom apartments with nine units reserved for farmworkers. This project utilized funds from the Affordable Housing and Sustainable Communities fund from the Strategic Growth Council and HOME funds. The second phase was completed in 2023.
- **2.2.2. Home Repair Program.** In 2021, the City used a CDBG grant to fund the installation of water and sewer lines to the Alta/Griggs neighborhood in Northwest and Northeast Dinuba.
- **1.2.2. Zoning Code.** The City began a comprehensive Zoning Code update to review and update standards, as needed. Completion is expected in mid-2024.
- **6.1.1. Energy-Efficiency Program.** The City works with developers to increase energy efficiency in new developments. The City provides brochures and flyers with information on energy efficiency at the Building Department and on the City's website.

A6.2 Effectiveness in Addressing Special Needs

Special needs communities are demographic or occupational groups that call for specific program responses to address unique housing needs. State law specifically requires analysis of the special housing needs of people who are elderly or disabled (including developmental disabilities), female-headed households, large families, farmworkers, and people experiencing homelessness. These special-needs groups often spend a disproportionate amount of their income to secure safe and decent housing and are sometimes subject to discrimination based on their specific needs or circumstances.

The City supported housing development that benefited special housing needs groups as a result of the implementation of 5th Cycle Housing Element programs. During the 5th cycle, the City took the following actions to address special needs housing:

- In 2017, the City provided concessions for the 10-unit Trevino apartments project in the form of System Development Charges (SDC) exemptions and a Density Bonus (and associated relaxing of certain zoning standards) to increase the affordability of the project. Two units in this project are reserved for low-income households.
- The City continued to support the Housing Authority's implementation of the conventional Public Housing Rental Program and Housing Choice Voucher Program, which provide rent subsidies directly to participant's landlords, and will support that Authority's attempts to secure additional funding for expanded programs, particularly for extremely low-income households.
- In 2015, the City adopted amendments to the Zoning Code to define "supportive housing" and permit supportive housing and transitional housing within residential zone districts. In addition, the City permitted the use of emergency shelters in the RM zone without a conditional use permit or other discretionary permit with a slate of objective standards for emergency shelters. These objective standards include a maximum number of beds/persons, off-street parking based on demonstrated need, size of onsite waiting and intake areas, provision of onsite management, proximity to emergency shelters, length of stay for users of the facility, lighting, and security during emergency shelter operation.
- In 2022, the City partnered with Self-Help Enterprises to develop Sierra Village II, an affordable multifamily housing development with 64 units, including nine permanent supportive housing units.

Cumulatively, the City's 5th cycle Housing Element programs were generally effective in addressing the housing needs for some special needs groups, but additional actions can be taken to support the housing needs of the community, including low- and extremely low-income households, persons experiencing homelessness, persons with disabilities, and farmworkers. During the 6th cycle, the City will conduct additional actions to respond to the needs of the community by implementing more specific and targeted actions and objectives for these special needs housing groups.

As discussed in Chapter A2, *Housing Needs Assessment*, 60 percent of senior renter households in the city are experiencing housing cost burden. Evaluating the resources for senior-headed households reveals that there is a 20-unit deficiency of available rental units for lower-income senior households. In the 5th cycle Housing Element, housing programs for seniors included Program 6.2.4 to encourage non-profit developers to seek US Department of Housing and Urban Development funds, expedite processing of applications proposing senior housing, and consider allocating funds to offset infrastructure improvements. To better facilitate housing development for seniors, the City has added concrete objectives and actions to Housing Plan programs 8 and 11 to better support the development of affordable housing and housing for special needs groups, including seniors.

There are 1,641 residents over 18 years old with a disability in the city. Chapter A2, *Housing Needs Assessment*, identifies 46 rental units designated to serve residents with disabilities. The City implemented 5th cycle program 6.2.10 to reduce constraints on housing for persons with disabilities by adopting reasonable accommodation procedures, and supported the development of affordable housing. To increase support for housing for persons with disabilities during the 6th cycle, the City will implement program 6 and will amend the Zoning Code to remove constraints to the development of multifamily and special needs housing, with the objective of completing 20 units for special needs groups. Additionally, the City will implement program 8, which aims to facilitate housing production for

persons with disabilities in the community by streamlining permitting and seeking funding for affordable housing development with prioritization of housing for special needs groups.

Large households face difficulties in securing affordable housing with a sufficient number of rooms which results in overcrowding. Chapter A2, *Housing Needs Assessment*, describes that there is a resource gap of 414 units with four or more bedrooms. There were no 5th cycle programs that specifically addressed the need for housing for large families. During the 6th cycle, the City will implement Housing Plan program 8 to support the development of affordable housing, prioritizing special needs housing including large housing units.

As noted in Chapter A2, *Housing Needs Assessment*, the majority of persons experiencing homelessness in the county were surveyed in Porterville, Tulare, or Visalia, with only 3 percent living elsewhere, including Dinuba. The 5th cycle housing element included Program 6.2.6, which directed the City to apply for Federal Emergency Shelter Grant funding to facilitate emergency shelters and other non-shelter assistance. There is one emergency shelter located in Dinuba offering short-term housing and basic amenities to those in need. Open Gate Ministries located on North K Street provides 34 beds, which is likely sufficient to provide shelter for unsheltered individuals in the city. The City has been successful in the provision of housing options and amenities and there are currently sufficient shelter beds in the city. In order to continue to address the needs of the greater community, the City will implement programs 1 and 6 to support regional collaboration for homeless services and facilitate the development of more shelter housing beds. Program 13 introduces new actions for other supportive services for persons experiencing homelessness, including annual outreach and law enforcement training to better assist persons experiencing homelessness.

As described in Chapter A2, *Housing Needs Assessment*, farmworkers frequently experience high rates of poverty, barriers to securing housing, and often reside in overcrowded and poor housing conditions. There are two income-based farmworker housing complexes operated by the Housing Authority of Tulare County and one privately owned housing project for 40 to 50 workers in Dinuba. There is a resource gap in available housing units for an estimated 926 farmworkers who reside in the city. The 5th cycle Housing Element included program 6.2.5, which directed the City to support housing for farmworkers through Community Development Block Grant and State HCD Farm Worker Housing Grant Employee housing program funds. Support for farmworker housing will continue into the 6th cycle, along with additional objectives and actions. Program 6 will remove constraints to development of employee housing in more zoning districts and program 8 directs the City to support the development of affordable housing, prioritizing special needs housing including farmworker housing.

In the 5th housing cycle, the City employed several programs to encourage the development of affordable housing units to address the needs of low- and extremely low-income (ELI) households. The 5th cycle housing programs included programs 6.2.1, 6.2.2, and 6.2.3 which reduced constraints to affordable housing through Zoning Code amendments and directed the City to apply for funding for development available to low- and very low-income households. However, there were very few units that were constructed for this income level during the 5th cycle, as described in Quantified Objectives below. As described in Chapter A2, there are currently 996 ELI households in Dinuba, and only 768 units affordable to those income levels in the city. Therefore, there is still an unmet need for affordable housing for lower-income and ELI households. To better meet the needs of ELI households, the City will implement new programs such as Housing Plan program 11 to connect ELI households with available housing assistance resources, including the HCV program. The City will also implement Housing Plan program 8 to support the development of affordable housing for residents with special needs, including ELI households, by implementing regulatory concessions and incentives that were not part of the 5th cycle such as expedited review, fee waivers, regulatory concessions, and local density bonuses.

A6.3 Quantified Objectives

Table A6-1 summarizes the City's progress toward meeting the 5th cycle Housing Element objectives to rehabilitate and conserve/preserve existing housing stock. The City did not meet the objectives made for housing rehabilitation. There were no units at risk of market rate conversion during the 5th housing cycle.

Table A6-1 Quantified Housing Objective and Achieved Accomplishments (2015-2023)

Income Levels ¹	Rehabilitation		Conservation/Preservation	
	Objectives	Actual	Objectives	Actual
Very Low Income (<50% AMI)	30	1	–	–
Low Income (50-80% AMI)	–	–	–	–
Moderate Income (80-120% AMI)	–	–	–	–
Above Moderate (>120% AMI)	–	–	–	–
Total	30	1	–	–

¹ Income levels are based on Area Median Income (AMI).

As shown in Table A6-2, the City did not reach its 5th cycle RHNA goals for any income category, but nearly achieved the RHNA target for moderate income group, with the least number of permits issued for low- and very low-income units.

Table A6-2 RHNA Progress (2015-2023)

Income Levels ¹	5 th Cycle RHNA	Permits Issued	Percent RHNA Progress with Permits Issued
Very Low Income (<50% AMI)	106	50	47%
Low Income (50-80% AMI)	163	74	45%
Moderate Income (80-120% AMI)	121	119	98%
Above Moderate (>120% AMI)	470	332	71%
Total	860	575	67%

¹ Income levels are based on Area Median Income (AMI).

The City's shortfall on meeting RHNA requirements is largely attributed to private market forces, as the city had adequate land resources and utilities available to accommodate development.

A6.4 Review of Past Accomplishments

Table A6-3 provides a detailed program-level assessment of housing accomplishments during the 5th cycle Housing Element planning period.

Table A6-3 Review of Past Accomplishments

Program		Description and Objectives	Progress and Continued Appropriateness
Goal 1: Assist in the development of adequate housing to meet the needs of extremely low-, very low-, low, and moderate-income households			
1.1.1		The City will facilitate developers making application from FMHA Interest Subsidy programs, and will work with and assist those developers. The City will facilitate this by providing the necessary information for the application on the City's website or in pamphlets, noticing and holding the required public hearing, and preparing a staff report to the City Council. The City also takes all actions necessary to expedite processing and approvals for such projects and will make available fee credits and density bonuses for developers agreeing to provide lower-income housing.	There have been no actions taken during the 2023-2031 Housing Element for this program with no application currently provides English language brochures for the programs from Self Help Enterprises on the City website and Dinuba Public Works and City Hall offices. Based on the action producing no outcomes, the program will not be continued into the 2031 Housing Element.
1.1.2	HUD Housing Choice Voucher Program	The City will facilitate developers making application for HUD Housing Choice Voucher Program – New Construction allocations and assist those developers with gathering information. When a proposal for a new rental project is accepted, HUD enters a Housing Assistance Payment (HAP) contract with the owner, which guarantees rent assistance payments to qualified renters for a specified period up to 20 years.	There have been no actions taken during the 2023-2031 Housing Element for this program with no application currently provides English language brochures for the programs from Self Help Enterprises on the City website and Dinuba Public Works and City Hall offices. This program will be continued into the 2031 Housing Element. Program 11 with new actions to facilitate property owners on the Housing Choice Voucher Program and obtain input on challenges with the program .
1.1.3		The City will continue to facilitate developers making application to the California Tax Credit Allocation Committee, which issues bonds and provides tax credits to help fund development of multifamily development and rehabilitation. Developers are eligible to receive density bonuses if developers agree to provide certain levels of housing for special needs or lower-income groups. The City will facilitate developers by providing information needed for the application, noticing, and holding the required public hearing, and preparing a staff report to the City Council.	The Sierra Village affordable housing project was completed with tax credits issued through the California Tax Credit Allocation Committee. The second phase of this project is expected in early 2023 with a total of 107 units. This program will be revised and continued in the 2031 Housing Plan Program 8 as part of an update. Additional actions to facilitate the development of special needs populations and low-income households.
1.1.4		The City will continue to support and participate in any additional rental housing programs that are intended to provide non-market-rate housing in market rate rental projects. This project is seeking funding in part by bond monies from the California Tax Credit Allocation Committee. Further, this project will consist of 100 percent low-income units.	The City currently provides English language brochures for the housing programs for affordable rental housing from Self Help Enterprises on the City website and Dinuba Public Works and City Hall offices. Based on the action producing no outcomes, the program will not be continued into the 2031 Housing Element.

Program	Description and Objectives	Progress and Continued Appropriateness
1.1.5	The City will revise its permitting and recordkeeping process to better track the types of housing for which permits are sought. In particular, the City will record requests for permits for second units and other housing that will assist lower income groups, those in need of temporary housing, those with disabilities, and other special needs groups.	<u>The City has primarily fielded requests for information and permitting for ADUs. In response, the City now offers floor plans for three different ADU designs, free of charge. In response to homelessness, the City partnered with Self Help Enterprises to construct 9 units for previously-unhoused individuals, within the Sierra Village affordable multi-family project.</u> No actions have been taken yet to complete the CDBG-related actions. As it stands the City is a non-entitlement community and does not receive annual CDBG allocations. CDBG monies must be applied for through a competitive process. Based on the on-going nature of this program, it will be carried over into the 6th housing cycle as Housing Plan Programs 2 and 6.
1.1.6	The City currently has no single-room occupancy (SRO) facilities, although the Zoning Ordinance permits boarding or renting rooms which are considered the equivalent of SRO units. SRO units are allowed in the RA, R and RM zoning districts. The City will prioritize appropriate funding sources to encourage the development of at least one SRO development within the planning department.	No developers have expressed interest in this program, and therefore no actions have been taken to complete this objective. In 2022, the City approved the L Street Lofts project, which restored residential use to the second floor of a 100+ year old building at 101 L Street in downtown Dinuba. This project will feature nine studio units. This program will be revised and continued into the 6th cycle as Housing Plan Program 6 as part of an umbrella program to facilitate the development of a variety of housing types.
1.2.1	Work closely with Self Help Enterprises and other partners to identify and apply for funding and locate appropriate lands identified in the Land Inventory for development of a variety of housing. Currently, the City and Self Help are coordinating on the Sierra Village project. In the past, the City has worked with Self Help Enterprises on the Viscaya Gardens and Lincoln-McKinley Estates affordable housing projects.	The City maintains an inventory of available lands for multifamily residential housing development. Based on the on-going nature of this program it will be carried over into the 6th housing cycle as Housing Plan Program 11.
1.2.2	The City has a close working relationship with Self-Help Enterprises (SHE) in Visalia, CA, which administrates the City's HOME and CDBG Rehabilitation programs. If opportunities present themselves, the City will make efforts to secure reasonably priced land to purchase it, thereby lowering housing costs within grasp of affordable housing pricing. In the event opportunities present themselves, the City will engage SHE to construct a subdivision.	There were no opportunities to secure land during the planning period for a subdivision, however the City assisted SHE in securing land that was used to build the Sierra Village affordable multifamily housing project, which provided 107 units to extremely low- and low-income households, including farmworkers and formerly homeless individuals. Based on the on-going nature of this program it will be carried over into the 6th housing cycle as Housing Plan Program 10.

Program	Description and Objectives	Progress and Continued Appropriateness
1.2.4	The City will coordinate with HCD to remove the restrictions of the HOME first-time homebuyer assistance program that currently do not allow homebuyers participating in a development program (i.e., mutual self-help housing) from utilizing HOME FTHB funding to purchase their homes. The City will work with HCD to remove this impediment and/or allow for a streamlined process of requesting an exception pursuant to 24 CFR 92.356(d) for projects/programs that will serve to further the purposes of the HOME Investment Partnerships Program and the effective and efficient administration of the City of Dinuba's programs and/or projects.	While there has been no action related to removing restrictions, the City completed two first-time homebuyer loans during 2020 for qualified low-income families. Based on the on-going nature of this program it will be carried over into the 6th housing cycle as Housing Plan Program 11.
Goal 2: Address and remove governmental and non-governmental constraints that limit the access to fair, affordable, and appropriate housing, including housing for those with disabilities.		
2.1.1 Smart Growth	"Smart growth" generally refers to development and planning standards that promote consolidation of services, convenient location of recreation and commercial facilities ("walk-ability"), and "new-urbanism," which is essentially a return to planning principles from the mid-20th century. These principles include narrow residential streets that may or may not provide on-street parking, reduced front setbacks, parking at the rear of buildings (primarily off of alleys), shared parks or common areas, wide sidewalks, and traditional architecture. The City will consider revising its Zoning Ordinance to provide for "smart growth," including housing density bonuses, reduced setbacks, and smaller lots located close to services, schools, and jobs. The City will allow at least one site zoned either R-M 2 or R-M 1.5 with a minimum 6,300 square feet site (which represents a 10 percent site area reduction as stated in the Zoning Ordinance Section 17.24.050) to accommodate new multiple-family residential development to meet the Low Income housing needs determined in the RHNA.	Completed. Adopted by the Dinuba City Council via Ordinance No. 2015-08. This program has been completed. No further action is needed and the program is recommended for elimination.
2.1.2	The City will research alternative methods of financing for extremely-low, very low, and low-income and special needs households home ownership opportunities.	The City coordinates with Self Help Enterprises to administer housing programs. SHE continuously researches alternative methods of financing affordable housing. This program will be revised and continued as Housing Plan Program 11 to coordinate with SHE with the additional action of annually researching funding opportunities and rehabilitation grants and to prioritize areas with greater concentrations of lower-income households.

Program	Description and Objectives	Progress and Continued Appropriateness
2.1.2	The City will review its development standards in order to identify those areas that could result in impediments to the development of new housing opportunities.	In 2017, the City revised its Zoning Code, which included an update to manufactured housing standards. Amendments included permitting placement of mobile homes as an accessory dwelling unit which expands opportunities for housing development throughout the city. The City has commenced a comprehensive update of the Zoning Code. Impediments to new housing opportunities will be considered during this effort. This program will be continued as Housing Plan Program 6 as part of an umbrella program to reduce constraints related to development standards.
2.1.3	The City will monitor site improvement standards, such as setbacks and square footage requirements, and formulate appropriate modifications, if required, that remove unnecessary constraints to development of affordable housing.	The City continues to monitor site improvement standards on an ongoing basis. No standards were considered constraints to the development of affordable housing in 2023. The City has commenced a comprehensive update of its Zoning Code whereupon site improvement standards will be revised to remove constraints, as necessary. The ordinance update is expected to be adopted mid-2024. This program will be continued into the 6th cycle as Housing Plan Program 6.
2.1.4	To encourage development of affordable housing in multifamily housing with units available to rent by lower income families, the City shall amend the Zoning Ordinance by reducing front, rear, and side setbacks, minimum distance between buildings for multistory units, and increasing total site area covered by roofed structures for multifamily dwelling units when a minimum of 10 percent of units developed to housing for households who earn 60 percent or less of the AMI. If a development proposal is adjacent to existing or future single-family residential uses, adequate and permanent screening in the form of landscaping shall be installed and maintained to ensure the privacy of single-family residents. Priority will be given to extremely low-income households. The zoning changes will be reviewed and adopted by the City.	The City has begun a comprehensive Zoning Code update. Completion is expected in early 2025. This program will be completed with the adoption of the Zoning Code update. No further action is needed and the program is recommended for elimination.
2.2.1	The City demonstrated its willingness to work with and assist developers for both homeowners and renters during the last planning period. The City will provide developers who are willing to construct extremely low-, very low-, and low-income rental housing with expedited processing and approvals for such projects. The City will also continue to endorse the use of bonds such as those issued in conjunction with the California Tax Credit Allocation Committee. Developers of low-, very low-, and extremely low-income units will also be eligible for the City's density bonus, which will permit	The City has implemented expedited processing for residential projects and does this through a program of strong communication between departments and with applicants. The City conducts a weekly staff meeting among all departments that are involved in the development review process. The City has also provided density bonuses, such as with the 10-unit Trevino project. The City maintains contact with affordable housing developers. For example, Self Help Enterprises administers some of the City's housing

Program	Description and Objectives	Progress and Continued Appropriateness
	construction of additional units beyond code-specified maximums in exchange for providing those units at costs targeting lower- income households.	programs and is aware of development activities in the City. This provides an avenue for the City to maintain contact about development opportunities. This program will be revised and continued into the 6 th cycle as Housing Plan Program 8 as part of an umbrella program to facilitate affordable housing development.
2.2.2	The City has recently reviewed and will continue to review its development impact fees to ensure that they are not unintentional constraints to construction of lower income housing within the City. In addition, the City will consider and adopt the use of a portion of its CDBG allocation and/or tax increment to write down infrastructure improvements and/or land costs and will continue to use fee crediting to reduce development fees.	The City continues to review its development impact fees. No actions have been taken to complete the CDBG-related actions. The City is a non-entitlement community and does not receive annual CDBG allocations. CDBG monies must be applied for through a competitive process. The City used a CDBG grant to fund the installation of water and sewer lines and neighborhood park in the Alta/Griggs neighborhood. This recently annexed area is a low-income disadvantaged neighborhood that previously relied on failing onsite wells and septic systems. Based on the on-going nature of this program it will be carried over into the 6 th housing cycle as Housing Plan Program 8.
2.2.3	The City will continue to grant density bonuses, which can amount to a 35 percent increase in the number of units permitted, and additional incentives for projects providing extremely-low, very-low and low-income and other special needs housing.	The City approved one density bonus during the planning period for the Trevino apartments project. This program be replaced with Housing Plan Programs 6 and 8 to support affordable housing development.
2.2.4	The City will revise the definition of “Family” to be in compliance with State Fair Housing Law. The intent of this Action is to ensure that those seeking rental housing are not discriminated against because they are not related by blood or marriage to others living in a unit, and that household size is not limited. This includes the elimination of the “limit of six unrelated persons in a household” and instead, defining “family” as a “household unit of at least two persons. Family shall also not be limited to those persons related by blood or marriage.”	Completed in 2015 by a Zone Text Amendment (Ordinance 2015-08). This program has been completed and will not be continued into the 6 th cycle.
2.2.5	Universal Design Element The City will develop a Universal Design Element that will govern construction or modification of homes using design principles that allow individuals to remain in their homes as their physical needs and capabilities change. The City will refer to the HCD website to develop guidelines and a model ordinance consistent with the principles of universal design.	The City began a comprehensive Zoning Code update to incorporate these standards. Completion is expected in mid-2024. Due to the ongoing nature of this program, it will be carried over into the next cycle as Housing Plan Program 6.

Program	Description and Objectives	Progress and Continued Appropriateness
2.2.6	To reduce impact fees, especially System Development Charges (SDC), for the development of lower income housing, the City will promote infill housing development in areas annexed prior to 1990. SDCs were not applied to land before this date, and were applied only to buildings when 1) new construction occurred, 2) building additions exceeded 500 square feet, or 3) a structure was demolished, in which case the fee applied only to the square footage that exceeded that of the original building. These 61 parcels are identified in the land inventory, and this information will be made available to interested parties.	The City adopted an Infill Development program to reduce permit and impact fees for infill development projects. One applicant has taken advantage of this program during the planning period to construct one residential unit. This program be continued as Housing Plan Program 8 as part of an umbrella program to support infill housing development with additional objectives to seek funding from HCD Infill Infrastructure Grant Program and to partner with an affordable housing developer on units for special needs groups.
Goal 3: Identify a variety of adequate sites for all income levels through appropriate zoning and development standards to meet the City of Dinuba’s 2023 RHNA.		
3.1.1 General Plan Update	Dinuba will update its 2007 General Plan as needed to account for changes in land use designations, General Plan amendments, and to be consistent with adopted Specific Plans. The 2007 General Plan, a 25-year plan, was adopted in October 2008, with the intention to review it periodically during that time. More specifically, in order for the City to have a consistent range in density for residential development within the RM-2 zoning density and the Medium High Density Residential (MHR) General Plan designation, the City will amend the General Plan MHR designation to allow 7.6 – 20.0 units/gross acre, and will include all lands zoned as RM-2 under this MHR designation. This amendment will allow the zoning and general plan designations to have the same range of density for development, and will allow the City to meet State density requirements for residential development.	The City has completed General Plan Amendments to ensure consistency with zone changes but due to a lack of staffing has not completed the amendment to increase density within the Medium High Density Residential land use category. However, the City commenced an update of the General Plan which was adopted in 2023. This program is completed and will not be continued into the 6th cycle.
3.1.2	The City will continue to annually update an inventory that details the amount type, and size of vacant and underutilized parcels to assist developers in identifying land suitable for residential development and that also details the number of extremely low-, very low-, low-, and moderate-income units constructed annually. If the inventory indicates a shortage of available sites, the City shall rezone sufficient sites to accommodate the City’s RHNA. The City will develop and implement a formal ongoing (project-by-project) evaluation procedure by January 31, 2017 pursuant to GC Section 65863. Should an approval of development result in a reduction of capacity below the residential capacity needed to accommodate the remaining need for lower-income households, the City will identify and zone sufficient sites to accommodate the shortfall.	The City Planner evaluates rezoning applications on an ongoing basis to ensure there is no net loss of acreage zoned for affordable housing. This program will be continued as Housing Plan Program 2 as part of a sites monitoring program.

Program	Description and Objectives	Progress and Continued Appropriateness
3.1.3	The City will continue to identify government-owned land within the City and its SOI for possible housing development. If appropriate sites are identified, the City will approach potential developers and funding agencies to facilitate development of the sites with assisted housing	Housing Division staff actively track and identify government-owned land within the city. Based on the recurring nature of this action, this program will be carried over into the 6 th cycle as Housing Plan Program 2.
3.2.1	The City will continue to maintain and update its reference maps including zoning, infrastructure, and other thematic maps to provide information for review and analysis of proposed development and to assist developers in locating appropriate sites for housing.	Housing Division staff actively track and identify government-owned land within the city. Based on the recurring nature of this action, this program will be carried over into the 6 th cycle as Housing Plan Program 7.
3.2.2	The City will continue to provide site information and incentives for developers on urban infill projects that will provide extremely-low, very-low, low- and moderate-income housing opportunities. Almost all necessary infrastructure is accounted for on infill projects, greatly reducing the cost of development, subsequently resulting in a reduction of home prices. Further, the City can coordinate private development in conjunction with projects identified in the City's Capital Investment Program, also potentially reducing the cost of housing development. The Development Services Department will continually update its maps showing all vacant land with the potential to accommodate infill housing. The maps will depict those sites with a minimum lot size that can accommodate at least one single family home.	The City has developed maps showing all vacant land in the city with the potential to accommodate infill housing. These maps have not been publicly released. Based on the recurring nature of this action, this program will be carried over into the 6 th cycle as Housing Plan Program 8 as part of an umbrella program to facilitate the development of affordable housing, including infill sites.
3.3.1	The City shall consider and adopt a use permit for residential uses in future projects developed in the PO districts to further encourage mixed use in the downtown and neighborhood commercial areas, provide opportunities for residents to have immediate access to services, and encourage less automobile traffic in neighborhoods and the downtown areas.	The City Council adopted Ordinance 2022-03 on March 22, 2022, that allows conversion of offices to residential use with approval of a Conditional Use Permit in the PO zone. To date, one unit has received approval under this program. This program will not be carried over into the 6 th housing cycle as it was completed during the 5 th cycle.
Goal 4: Conserve and improve the condition of the existing affordable housing stock and the quality of the existing neighborhoods		
4.1.1	As a non-entitlement City, Dinuba will continue to apply for CDBG and HOME funds for housing rehabilitation and to actively participate in outreach efforts to inform city residents that these programs are available. Self-Help Enterprises (SHE) administers the City's marketing and outreach for these programs. SHE receives administrative funds (grant start-up, environmental reviews, public hearings, guideline management, marketing, draw requests, reporting and closeout) through CDBG and HOME program grants; while the City provides funding to support the administration of the Cal-Home program. In addition, each program provides activity delivery funds as a part of the grant to the City that covers SHE's time for program implementation (eligibility determination, verifications, loan processing, initial inspections, work write-ups, construction monitoring, pay releases, etc.) The City uses	The City operates a housing rehabilitation program that is administered by Self Help Enterprises. One unit was completed during the planning period. From 2015 to 2023 the City provided funding for 10 home rehabilitations. Eight of those utilized CDBG funding. From 2015 to 2023 the City processed 33 demolitions of dilapidated single family homes. Five of these were funded through HUD funding sources. Due to the continued appropriateness of this program, it will be carried over into the 6 th cycle as Housing Plan Program 10.

Program	Description and Objectives	Progress and Continued Appropriateness
	CDBG funding to provide grants up to \$15,000 to assist homeowners with repairs such as roofing, windows, doors, electrical, and plumbing to meet the health and safety of the family and/or the community. These funds used to be utilized for “emergency” repairs, but are now usually designated for first-time homebuyers and rehabilitation of homes. During the HE planning period, the City will target a total of 25-30 units, depending upon the availability of funding and costs per unit.	
4.1.2	The City has an existing Housing Rehabilitation Program through HUD, and will continue to support rehabilitation of housing through this program. The City will solicit proposals from owners who have units that do not meet minimum quality housing standards and are interested in putting their units in the program. If rehabilitation is deemed feasible, the City will work with property owners to have the rehabilitation project funded.	As mentioned under Program 4.1.1, the City continues to administer its housing rehabilitation program through Self Help Enterprises. One unit has been rehabilitated through this program during the current Housing Element cycle. This program will be carried over into the 6 th cycle as Housing Plan Program 10.
4.1.3	The City will continue to review its policies relating to housing conservation and will adopt new policies and procedures where appropriate. This will include, but will not be limited to, new standards for apartment and mobile home park construction as well as conversions of apartments and mobile home parks into condominiums.	The City regularly reviews its Zoning Code to ensure its policies encourage conservation of existing housing units and updates and adds policies as needed. Due to the ongoing nature of this program, it will be continued into the 6 th cycle as Housing Plan Program 10.
4.1.4	The City will revise its recordkeeping process to better maintain an inventory of those units in need of repair or demolition. Whenever possible, the City will provide for the removal of all unsafe, substandard dwellings that cannot be economically repaired.	The City’s Code Enforcement Officer maintains a list of dwellings in need of significant repair or demolition. The City building inspectors and code enforcement personnel periodically send homeowners information on rehabilitation programs to solicit interest. This program has been completed. The City will continue to administer code enforcement activities and will support rehabilitation of substandard housing through Housing Plan Program 10.
4.2.1	The City of Dinuba and Tulare County will continue to enforce the Housing Code, which provides minimum health and safety standards for the maintenance of the existing housing supply. These standards are intended to provide for safe and sanitary housing that are suitable for human habitation. The Tulare County Health and Human Services Agency has the authority to enforce housing violations. Due to limited resources, the enforcement of the Housing Code is handled on a passive, complaint-response basis.	This program will not be continued in the 6 th cycle as it is a regular function of Public Works staff, including Building officials and Code Enforcement.

Program	Description and Objectives	Progress and Continued Appropriateness
4.2.2	The City of Dinuba will ensure that utilities can be provided by the developers to areas recently annexed, as housing or other development projects are initiated. In compliance with SB 244, the City seeks to identify the infrastructure and service needs of unincorporated legacy communities in their general plans during the planning period (none were identified in 2015 when the housing element update occurred). An unincorporated legacy community is defined as a place meeting the following criteria: ▪ Contains 10 or greater dwelling units in close proximity to one another; ▪ Is within a city Sphere of Influence (SOI), is an island within a city boundary, or is geographically isolated and has existed for greater than 50 years; and ▪ Has a median household income that is 80 percent or less than the statewide median household income.	No action has been taken as there are no unincorporated legacy communities defined in the City's planning area. However, the City extended sewer service along with new street paving, street lights and a neighborhood park to the "Griggs Road" neighborhood that was previously annexed from the County into the City. While not defined as a Disadvantaged Unincorporated Community, this neighborhood has a number of low-income dwellings. The City utilized CDBG funding and the project was completed in 2022. The City will continue to support adequate infrastructure to meet housing opportunities through Housing Plan Program 13.
Goal 5: Conserve assisted housing development at-risk conversion to market rate		
5.1.1	The City will continue to work with Self Help Enterprises and the Central Valley Coalition for Affordable Housing to address at-risk units should they become a concern, the City will communicate with HCD and managers of affordable housing, so that they will be informed when a property owner is considering converting housing to market risks.	Ongoing. The City continues to monitor for notices of conversion to market rate rents. No such notices were received during the planning period. Due to the ongoing nature of this program, it will be carried over into the next housing cycle as Housing Plan Program 9.
5.1.2	The City will proactively seek funding resources and partnerships with non-profit organizations to preserve units in danger of converting to market rates at their current levels. The City will also directly contact tenants of these developments and provide information regarding potential conversion dates, rental subsidies, and other assistance available through City of Dinuba and County of Tulare agencies as well as non-profit organizations. See discussion in Chapter 5, At Risk Units.	Ongoing. No notices of conversion were received during the planning period. Due to the ongoing nature of this program, it will be carried over to the next housing cycle as Housing Plan Program 9.
5.1.3	When at-risk units and/or projects are identified through the monitoring program, the City, with assistance from Tulare County Housing Authority, will assist in the securing of grants or other sources of funding that can be used to maintain the low-rent status of the units and/or projects. The City participates in the HOME and CDBG programs annually and can use funds from these sources to provide security from conversion. See discussion in Chapter 5, At Risk Units.	Ongoing. No notices of conversion were received during the planning period. Due to the ongoing nature of this program, it is recommended to be carried over to the next housing cycle as Housing Plan Program 9.

Program	Description and Objectives	Progress and Continued Appropriateness
Goal 6: Promote equal housing opportunities for all persons, including those in special needs groups		
6.1.1	The City will assist renters seeking affordable housing by providing written information (in the form of brochures or flyers in English and Spanish) about rental programs available through the Tulare County Housing Authority and other non-profit organizations. Information will be available at the City Hall and the Development and Engineering counter.	The City currently provides English language brochures for various housing programs from Self Help Enterprises on the City website and the Dinuba Public Works and City Hall offices. Due to the ongoing nature of this program, it will be revised and carried over to the next housing cycle as Housing Plan Programs 11 and 14 to spread awareness on available housing resources in both English and Spanish.
6.1.2	The City will direct residents with discrimination complaints to the State Department of Fair Employment and Housing (FEH). Commencing in 2015, the City will begin active advertisement of fair housing policy. This includes reference to such policies on the City's website, http://www.dinuba.ca.gov , posting of information at City Hall, the Parks and Community Services Recreation Center, the Dinuba Police Department, and other public locales. The City will also make available at City Hall pamphlets describing the mandates of FEH.	Ongoing. Brochures on how to report housing violations are provided at both the City Hall and Public Works offices. Information is also available on the City of Dinuba website (www.dinuba.org). This program will be revised and continued into the 6 th cycle as Housing Plan Programs 14.
6.1.3	The City will consider reducing appropriate development impact fees for affordable housing development in the parts of the City where this housing is most needed to avoid or reduce discrimination and/or better integrate the City's diverse populations. In most cases, development or redevelopment of property in older parts of the City is exempt from most impact fees, especially SDCs. SDCs typically apply only on the additional square footage in excess of the original building when a demolition occurs, or on building additions greater than 500 square feet.	Most recently the City provided concessions for the Trevino apartments project in 2017 consisting of setback reductions. This program will be revised and carried into the next cycle as Housing Plan Program 6 with further actions to reduce constraints to affordable housing development.
6.2.1	The City will continue to support the Housing Authority's implementation of the conventional Public Housing Rental Program and Housing Choice Voucher Program, which provide rent subsidies directly to participants' landlords, and will support that Authority's attempts to secure additional funding for expanded programs, particularly for extremely low-income households.	While no specific actions have been taken as of yet to complete the objective, the City continues to support the efforts of the Housing Authority. Due to the ongoing nature of this program, it will be carried over into the 6 th cycle as Housing Plan Program 11.
6.2.2	The City will continue to work with the Housing Authority and seek an Article 34 approval within the City of Dinuba to facilitate the funding of housing for extremely low-, very low- and low-income families.	No actions have been taken; the Housing Authority has not expressed interest in developing new projects in Dinuba. Due to the ongoing nature of this program, it will be carried over into the 6 th cycle as Housing Plan Program 11.

Program	Description and Objectives	Progress and Continued Appropriateness
6.2.3	To further encourage housing for its extremely low- and very-low income households, the City will analyze recent changes in the General Plan and the Zoning Ordinance that allow manufactured homes (e.g., either mobile or manufactured home on permanent foundation) on single-family lots and continue to provide density bonuses for very low-, low- and moderate-income housing, allow secondary residential units on single- and multifamily lots; identify the impacts these changes may have on lower- and moderate-income housing availability and affordability; identify problems that limit these programs; and formulate proposed changes that would remove barriers that adversely affect the ability to meet housing needs. Priority will be given to extremely low-income households.	Ongoing. The City allows manufactured homes on lots zoned for single-family homes, has permitted density bonuses and adopted an accessory dwelling unit ordinance. Due to the ongoing nature of this program, it will be revised and carried over as Housing Plan Programs 6 and 8 as part of umbrella programs for housing development and reduction of constraints.
6.2.4	The City will encourage non-profit sponsors to make application for HUD Section 202 allocations for construction of rental housing for seniors and those with disabilities by identifying available sites in the Site Inventory and communicating the information to the sponsors. The City will take all actions necessary to expedite processing and approval of such projects. In addition, should funding become available, the City will facilitate the project by assisting in locating appropriate sites and will consider the use of available resources to either write down the cost of the site or fund infrastructure improvements.	No developers have applied for this program during the planning period. This program will be continued as part of umbrella Programs 8 and 11 for affordable and special needs housing development with additional actions and timelines.
6.2.5	The City, in cooperation with Tulare County, will apply to the State Department of Housing and Community Development for an HCD Farm Worker Housing Grant. Houses, to be funded with CDBG and with State HCD Farm Worker Housing Grant will be sold at a subsidized cost to eligible farm workers.	No activity occurred under this program in the 5 th cycle. However, some units in Phase 2 of the Sierra Village apartments (currently under construction) are reserved for farmworkers. This program will be carried over into the next housing cycle as Housing Plan Program 8.
6.2.6	The City will seek funding through the Federal Emergency Shelter Grant (ESG) program to assist service providers to expand available emergency shelter capacity to broaden the range of services available to clients who are either homeless or at risk of losing their permanent housing. ESG could fund activities such as conversion, renovation, and rehabilitation of facilities; operation of facilities; delivery of essential services; and homelessness prevention. ESG-funded entities may be either shelter or non-shelter providers. Non-shelter facilities and services can include sponsored health care and substance abuse treatment centers, served meals, or counseling. Grantees, such as the City, are authorized to reallocate funds to either government or nonprofit agencies that may deliver services directly. While states are required to distribute their entire allotment to local government, local governments receiving entitlement funds may distribute all or a portion of their ESG funds to nonprofit homeless provider organizations.	No actions have been taken as of yet to complete the objective. This program will be revised and carried over into the next housing cycle as Housing Plan Program 1 as part of an umbrella program to pursue funding opportunities to address housing for persons experiencing homelessness.

Program	Description and Objectives	Progress and Continued Appropriateness
6.2.7	In compliance with SB 1802 and Health and Safety Code 17021.6, farm worker housing (farm employee housing), up to 36 beds in a group quarters or 12 units or spaces designated for use by a single family or household would be “an agricultural land use,” and this use must be permitted by right. The current Zoning Ordinance allows farm worker housing by right for a maximum of six employees in the RA, R, and RM districts, and with a use permit in the AN district. Additionally, current zoning allows farm worker housing for seven or more farm workers with a use permit only in the AN, RA, R, and RM districts. Farm employee housing incidental to a permitted or conditional use is permitted in the AN district.	Completed via Dinuba City Council Ordinance No. 2015-08. The City will continue to amend the Zoning Code to ensure compliance with state law for farmworker and employee housing as part of Housing Plan Program 6.
6.2.8	The City will seek grant funding from sources such as SB 104, and will work with qualified nonprofit organizations, as appropriate, for providing housing rental related subsidies to persons who have become homeless or are at risk of becoming homeless due to unemployment, underemployment, or other economic hardship resulting from the drought conditions. Additionally, the City will consider applying for any available funds for the improvement of infrastructure, water supply, and water and energy efficiency when appropriate.	The City continues to collaborate with the Kings/Tulare Homeless Alliance to identify new ways to assist the homeless population in Dinuba. The City's code enforcement officer regularly distributes hygiene packs with blankets, toothbrushes, deodorant, and other toiletries. This program will be revised and carried over into the next cycle as Housing Plan Programs 1 and 8 to pursue funding to address homelessness, and Housing Plan Program 11, t.
6.2.9	The City will amend the Zoning Ordinance within one year of adoption of the Housing Element to a) define “supportive housing” and b) permit supportive housing and transitional housing within residential zone districts. In compliance with Government Code Section 65583(D)(5) and (6), transitional housing and supportive housing shall be considered a residential use of property and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zone. Additionally, the City shall identify the RM zone as one where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. Lot size may range from 2,000 square feet to 8,000 square feet. There is an estimated need for up to 6 persons per night. In addition, the City will develop written, objective standards for emergency shelters to regulate the following, as permitted under SB2: ▪ The maximum number of beds/persons permitted to be served nightly ▪ Off-street parking based on demonstrated need, but not to exceed parking requirements for other residential or commercial uses in the same zone ▪ The size/location of exterior and interior onsite waiting and client intake areas	Adopted by City Council on September 8, 2015. This program will not be carried over into the 6th housing cycle as it was accomplished during the 5th cycle.

Program	Description and Objectives	Progress and Continued Appropriateness
	▪ The provision of onsite management ▪ The proximity of other emergency shelters, if emergency shelters are not required to be more than 300 feet apart ▪ The length of stay ▪ Lighting ▪ Security during hours that the emergency shelter is in operation.	
6.2.10	In compliance with GC 65583(5), the City must remove constraints or provide accommodations for housing for persons with disabilities, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. These must be allowed by right. The City will review its Zoning Ordinances to ensure that definitions and uses for residential facilities not providing medical services, such as group homes and residential care facilities are allowed by right for those with disabilities. Any references to “handicapped” will be removed or changed to disabled. The City will amend the Zoning Ordinance to provide reasonable accommodation for housing for persons with disabilities. Amendments will include, but not be limited to, construction of new or retrofitting existing access ramps, handrails, and appliances. The City will also modify and/or allow administrative level deviations from setback requirements and a reduction of parking spaces and maneuvering areas for disabled persons. Other retrofit, maintenance, rehabilitation, improvements and developments, or other forms of improvements or accommodations for to existing or new homes for special needs persons will receive prioritized consideration and flexibility or relief from regular standards and will be determined at an administrative level by the Director and/or Building Official. The City will establish a written program for reasonable accommodation procedure in the zoning code for providing exception for housing for persons with disabilities in zoning and land use as a by-right use, without a conditional use permit or other restriction. The City will adopt a Reasonable Accommodations ordinance that will provide for not only strict compliance with all State and Federal statutes relating to people with disabilities, but that will outline standards for simplifying the process for developers and offering the disabled fair opportunity for housing of their choice. All necessary forms and applications will be made available at the Building and Planning counter.	This action to change references from “handicapped” to “disabled” has been completed. Dinuba does not provide a reasonable accommodation procedure. This program will be carried over into the 6th housing cycle and incorporated into programs 6, Program-8, and Program-11.

Program	Description and Objectives	Progress and Continued Appropriateness
6.2.11	The City will continue its efforts to install wheelchair ramps at all curb radii and complete the installation of sidewalks, curb, and gutters in older parts of the community that lack such facilities.	Ongoing. The City estimates it has retrofitted approximately 100 curb ramps during the planning period of the Housing Element. This program will be continued as Housing Plan Program 13.
6.2.12	The City will amend its off-street parking requirements as specified in the Zoning Ordinance and will reduce off-street parking requirements for certain developments, including those designed and intended for special needs groups such as persons with disabilities, the elderly, or families with 4 or more persons, from 1.0 to 0.75 off-street parking spaces per dwelling unit.	Not completed, however, the City has commenced a comprehensive update of the Zoning Code where this objective will be implemented within the updated Zoning Code. Completion is expected in 2024.
Goal 7: Promote energy and water conservation in all residential neighborhoods		
7.11	The City will strongly encourage the use of U.S. Green Building Council (USGBC) LEED® Programs and Services to promote residential development that is environmentally responsible, profitable and healthy places to live. Among the techniques used to achieve energy efficiency and conservation are window glazing, landscaping, building design, cooling and heating systems, weatherization techniques (such as insulation, caulking, and weather-stripping), energy efficient appliances, and efficient use of lighting through the use of fluorescent bulb fixtures instead of incandescent bulbs in average fixtures. Projects containing LEED compliant components will receive expedited review to provide as quick turnaround/approval as possible.	The City continues to work with developers to increase energy efficiency in new developments. There are brochures and flyers with information on energy efficiency available at the Building Department and on the City's website. This program will not be carried over into the 6 th cycle. However, Housing Plan Program 6 commits the City to adopting the most recent California Building Code (2022) which includes updated standards for energy efficiency.
7.1.2	Better placement of and access to natural shading would benefit City residents of affordable, multifamily units. Shade trees in common areas allows tenants of affordable housing to conserve air conditioning usage by providing an option of spending time outdoors in a cool, shaded environment. This alternative to keeping cool would reduce household cooling costs by providing a minor cost reduction in the form of reduced energy consumption and subsequent energy use charges. The City shall consider alternative landscaping designs that allow more trees and shrubs in common areas, and fewer trees in parking areas and adjacent to streets, as is currently required by section 17.24.160 of the Zoning Ordinance. Landscaping coverage of less than ten percent shall also be considered if the cost to landscape is proven to be a financial constraint to an otherwise affordable housing project. This does not preclude compliance with all new landscaping requirements of the State mandated Water Efficient Landscaping Ordinance adopted by the City and effective January 1, 2010, or with Executive Order directing statewide mandatory water reductions, as issued by Governor Brown on April 1, 2015.	In 2017 the City of Dinuba made minor changes (Ordinance No. 2017-03) to the Design Guidelines Ordinance to comply with MWEL standards. The City continues to encourage the planting of shade trees with each new development project to improve energy efficiency and aesthetics. Most recently the Castlerock and Montebella subdivisions were required to include parkways with street trees along all streets within each project. As all projects must comply with state mandates for water restrictions and building codes, this project will not be continued into the 6 th housing cycle.

Program	Description and Objectives	Progress and Continued Appropriateness
7.1.3	The City, in accordance with the Executive Order signed by Governor Brown in April 2015, will explore ways in which to reduce water use throughout the City. For example, the Governor has directed the creation of a rebate program to replace old appliances with more water and energy efficient models, and has prohibited new homes and developments from irrigating with potable water unless water-efficient drip irrigation systems are used. The City's efforts may include, but would not be limited to, reduction in water use for landscaping for existing, new, and rehabilitated housing; installation of low-flow toilets, shower heads, and appliances as required by revised State Building Code; better utilization of recycle water as appropriate; and encouraging retention of rainwater for residential use.	In 2017 the City made changes to its Design Guidelines Ordinance (Ordinance No. 2017-03) to further comply with MWELO. The City continues to implement this objective with each development project. The City has also adopted Landscape Design Guidelines that illustrate attractive, water-saving landscape design strategies. This program will not be carried over into the 6 th cycle. However, Housing Plan Program 6 commits the City to adopting the most recent California Building Code (2022) which includes updated water efficiency and conservation standards.
7.2.1	The City will encourage energy savings through a number of means with new construction, including encouraging infill, promoting construction that incorporates Energy Star appliances, and providing information on tax breaks, credits and other incentives for developers (for both low income and moderate/above moderate income levels). In addition, programs are available to encourage upgrades, weatherization, and replacement of high-energy consuming appliances in existing homes. The City will provide builders interested in construction of affordable housing a copy of the "Go Solar California: A Tool Kit for Affordable Home Developers," as provided by the California Energy Commission's New Solar Homes Partnership. This includes a guide to assist developers in including photovoltaic systems in their developments, and describes incentives, tax credits, funding, and application processes. The Tool Kit also provides information on calculating utility costs, so that better estimates can be made to determine the final cost of the "housing burden" (rent + utility costs), that cannot exceed 30 percent of each renter's income. This will allow developers to determine how much can be spent per unit to realize a reasonable rate of return on their investment in energy efficiency and photovoltaic systems.	Implemented on a continuing basis with each development project. Information is currently provided on energy conservation benefits and incentives at the City Hall and Public Works offices. This program will be revised and carried over into the next housing cycle as Housing Plan Program 12 to encourage energy efficiency and weatherization improvements for housing.
7.2.2	The City will encourage all who apply for a building permit, including affordable housing developers, as well as other developers, construction managers, and individuals to apply for incentives for photovoltaic systems from utility companies and others by providing a list of potential sources for rebates, tax credits, reduced prices and installation costs, and other incentives.	Information on incentives is currently provided at the Public Works office at on the City website (www.dinuba.org). As this is a routine function of the Public Works Department, this program will not be continued into the 6 th cycle.
7.3.1	The City will support programs that promote residential energy conservation and public awareness by providing information at the Public Works Services Department and on the City's website.	Information on energy conservation is currently provided at the Public Works office and the City website (www.dinuba.org). Information will be updated as programs are updated. This program will be continued as Program 7.

Program	Description and Objectives	Progress and Continued Appropriateness
7.3.2	The City will continue to provide information to residents regarding the availability of free or low-cost programs for weatherizing homes (including P&E program for free weatherization to eligible low-income home owners). Information will be posted at appropriate locations (e.g., at City Hall, at the City Public Works Services Department, on the City's website, etc.)	Information on weatherization programs is currently provided at the City Hall and Public Works offices, as well as on the City website (www.dinuba.org). Information will be updated as necessary. This program will be replaced in the 6 th cycle with Housing Plan Program 11 to assist homeowners with implementing energy efficiency and weatherization improvements.
7.3.3	The City will encourage developers and individuals applying for building permits to consider electric appliances and windows with Energy Star ratings by providing website locations for Energy Star ratings, as well as utility companies offering rebates. The City will also encourage outside sources to contribute to the list (e.g., developers, energy providers, State agencies, etc.)	Information on Energy Star appliances is provided at the Public Works office and City website. Information will be updated when warranted. This program will not be continued in the 6 th cycle as Housing Plan Program 6 directs the City to adopt the most recent California Building Code (2022) which includes updated energy efficiency standards that encourage the installation of appliances that meet or exceed ENERGY STAR Program requirements.

A7 Housing Plan

This eight-year Housing Plan (2023-2031) sets forth a strategy, including goals, policies, and programs, to address housing issues identified in the City of Dinuba.

A7.1 Goals and Policies

Goal 1: Regional Collaboration

Work collaboratively with jurisdictions in the county to efficiently address housing issues and find regional solutions.

Policy 1.1 Proactively coordinate with cities, Tulare County, and other agencies and organizations to create effective policies and programs and respond to opportunities for achieving common housing goals.

Policy 1.2 Participate in, as appropriate, pursuit of state and federal housing funds to address regional housing issues.

Goal 2: Housing Development

Provide an adequate supply and range of housing types to meet the diverse needs of residents.

Policy 2.1 Provide adequate sites for new housing development to accommodate the regional housing needs allocation (RHNA) throughout the planning period.

Policy 2.2 Facilitate a range of housing development that will meet the needs of all income levels including extremely low, very-low, low-, moderate- and above moderate households.

Policy 2.3 Encourage a range of housing types and sizes in large-scale development and annexations.

Policy 2.4 Promote infill development on vacant and underutilized sites within developed areas.

Policy 2.5 Encourage higher density and mixed use residential development along major transportation and transit corridors and/or near existing or planned community facilities and services.

Policy 2.6 Enact programs that facilitate well-designed, energy efficient development and flexible standards to encourage high quality projects.

Goal 3: Affordable Housing Options

Facilitate the development of affordable housing and protect the existing supply of affordable housing to extremely low, very low-, low- and moderate-income households.

Policy 3.1 Provide a range of incentives and tools to encourage affordable housing for all lower-income levels, including extremely low-income.

Policy 3.2 Support the Housing Authority of Tulare County (HATC) by promoting Housing Choice Voucher (HCV) opportunities.

Policy 3.3 Ensure permit processing procedures to ensure streamlining is available for affordable housing development projects (SB 35).

Policy 3.4 Support the development of Accessory Dwelling Units (ADUs) as an affordable housing option.

Policy 3.5 Promote home ownership for lower- and moderate- income households by pursuing grant funding for downpayment assistance and other homeownership loan programs.

Policy 3.6 Monitor existing affordable housing developments and pursue preservation strategies to maintain their affordability.

Goal 4: Housing and Neighborhood Preservation

Maintain and improve the city's existing housing stock.

Policy 4.1 Preserve existing residential neighborhoods by promoting balanced design and architecture.

Policy 4.2 Support code enforcement efforts to work with property owners with repairs and rehabilitation of housing to preserve existing housing stock.

Policy 4.3 Utilize Capital Improvement Programs for repairs and improvements of public infrastructure and facilities in existing neighborhoods.

Goal 5: Housing for Persons with Special Needs

Support and provide housing and services for people with special needs in the community. People with special needs include, but are not limited to, seniors, families with children, people with disabilities, single-parent families, farmworkers, and people who are experiencing homelessness or at risk of becoming homeless.

Policy 5.1 Assist in local and regional efforts that address the housing needs of special needs residents.

Policy 5.2 Provide reasonable accommodation for individuals with disabilities to access housing opportunities.

Policy 5.3 Support the development of affordable housing units for farmworkers and farmworker families by encouraging the use of federal, state, and local resources.

Policy 5.4 Coordinate with regional agencies and local non-profit/private developers on housing options and services for people who are experiencing homelessness or at risk of becoming homeless.

Policy 5.5 Proactively apply for and utilize available resources to provide and maintain housing for special needs groups.

Goal 6: Resource Conservation and Sustainable Development

Utilize energy conservation and sustainable measures for new and rehabilitated housing.

Policy 6.1 Support and, as appropriate, incentivize the use of green building techniques for new housing and rehabilitation.

Policy 6.2 Promote energy conservation and efficiency in residential developments.

Goal 7: Affirmatively Furthering Fair Housing

Promote housing opportunities and access for residents regardless of age, race, religion, sex, marital status, ancestry, national origin, color, disability, or economic level in compliance with local, state, and federal fair housing laws.

- Policy 7.1** Promote meaningful and informed participation of residents, community groups, and governmental agencies in all local housing and community development activities.
- Policy 7.2** Comply with federal, state, and local fair housing anti-discrimination laws ensuring equal access to housing regardless of circumstances as protected by fair housing laws.
- Policy 7.3** Provide fair housing services to city residents and ensure that residents are aware of their fair housing rights.
- Policy 7.4** Provide residents with housing mobility options by facilitating the development of a variety of housing types and expanding access to housing services.
- Policy 7.5** Protect tenants from discriminatory housing practices and displacement.
- Policy 7.6** Promote the integration of affordable and special needs housing in existing and planned neighborhoods.

A7.2 Implementing Programs

Program 1: Regional Collaboration

Collaborate with other jurisdictions in the region on housing efforts, including funding opportunities, best practices, and other efforts to address housing, transit, economic development, and homeless issues in Tulare County.

Regional collaboration efforts can include, but are not limited to:

- Affordable housing development opportunities
- Regional housing programs and outreach efforts
- Economic development opportunities
- Creation of a regional Housing Trust Fund
- Coordination on funding applications and administration
- Transit opportunities and access near new and established residential areas
- Environmental mitigation that can improve the quality of life for residents
- Efforts for the development of emergency shelters, low barrier navigation centers, transitional and supportive housing as well as support services for persons experiencing homelessness or at risk of becoming homeless in the county, including participation in the Kings/Tulare Homeless Alliance

Specific Actions, Objectives and Timelines	- Starting in 2025, at least annually participate in regional meetings related to housing and homeless issues to pursue funding and coordination opportunities. Annually pursue funding opportunities for regional housing issues. - Starting in 2025, at least annually partner with the Kings/Tulare Homeless Alliance to proactively address shelter, including emergency shelters, low barrier navigation centers, transitional and supportive housing, housing and support services for people experiencing homelessness. - Tulare County Regional Transit Agency (TCRTA), Tulare County Area Transit (TCaT), and/or TCAG to prepare a study on transit and active transportation needs for Dinuba residents and identify actions to address those needs, focusing on connecting residents to job centers, and prioritizing residents in Downtown and Southeast Dinuba. - Hold at least two community workshops in Downtown and Southeast Dinuba by December 2026 to identify active transportation needs and apply for funding to implement projects by December 2027. - Collaborate with TCaT and/or TCAG on the 2023 Tulare County Coordinated Human Services Transportation Plan to identify ways to bridge the transit service gap for seniors, persons with disabilities and low income persons. Participate in the Coordinated Human Services Transportation Plan's update scheduled for 2028. - Starting in 2025, utilize the monthly TCAG Technical Advisory Committee (TAC) meetings to ensure the effective implementation of the Housing Element. Topics at these meetings can include resource sharing, implementation of planning strategies and joint efforts to address regional housing needs and achieve the goals in the Housing Element, including affirmatively furthering fair housing needs and farmworker needs. - Annually, invite affordable housing developers, Community Based Organizations (CBOs), and other interested parties to discuss affordable housing production in the county.
Primary Responsible Departments	Planning Department
Funding Sources	General Fund; federal, state, and local grant funds
Relevant Policies	1.1, 1.2
AFFH Themes	- Outreach and Education - Housing Mobility - New Housing Opportunities in Areas of Higher Resources - Anti-Displacement and Tenant Protection
AFFH Geographic Targeting	Citywide
AFFH Outcomes	- Facilitate the development of 1,588 units over 8 years (387 very low-income, 238 low-income, 238 moderate-income, and 695 above moderate-income units). - Prepare a transit needs study by January 2026 to identify potential actions. Implement at least one of those actions by the end of 2028. - Implement at least two active transportation projects in Downtown and Southeast Dinuba by the end of the planning period.

Program 2: Adequate Sites for RHNA and Monitoring of No Net Loss

For the 6th cycle Housing Element, Dinuba has been assigned a RHNA of 1,588 units, including:

- Very Low-Income: 387 units
- Low-Income: 238 units
- Moderate-Income: 238 units
- Above Moderate-Income: 695 units

The City is committed to ensuring that adequate sites at appropriate densities remain available during the planning period, as required by law. As of March 2024, the City has identified capacity for 316 units through projects under construction, approved, or permitted, that will be available during the RHNA projection period. The City also anticipates the construction of eight ~~(8)~~ ADUs over the eight-year planning period. Accounting for these units, the City has a remaining RHNA of 1,264 units (387 very low-income, 238 low-income, 238 moderate-income, and 401 above moderate-income units) for which the City must identify adequate sites for potential development.

The City has identified vacant and nonvacant sites with potential for development/redevelopment, or adaptive reuse of existing uses over the next eight years. However, existing zoning for some of these properties may not be adequate to facilitate housing development. Under existing zoning, the City would have a shortfall of site capacity by 619 units (454 lower-income and 165 moderate income units).

To fully accommodate the remaining RHNA, the City has identified several sites that will be rezoned to facilitate additional residential development. The sites will be rezoned from light industrial to high-density residential with a maximum density of 24 dwelling units per acre. These sites encompass 50 acres and can accommodate a total of 643 lower-income units and 360 moderate-income units for a total of 1,003 units (see Table A4-7 in Housing Resources Section).

Government Code Section 65583.2 requires local governments to identify sites with appropriate zoning and development standards to accommodate their RHNA. Local governments may identify sites that will be rezoned to accommodate residential development in order to meet their RHNA. The timing of rezoning required as part of the jurisdiction's site inventory is regulated by Government Code §65583(c)(1)(A), which requires that local jurisdictions that have not adopted a Housing Element certified by HCD by the statutory deadline (December 31, 2023), such as Dinuba, have one year after the deadline to complete rezoning (December 31, 2024). Housing Plan Program 2 describes the actions the City will take to ensure that adequate sites are designated consistent with Government Code Section 65583(c)(1)(A) and 65583.2. The rezoned sites shall include the following components pursuant to Government Code Section 65583.2(i):

- Permit owner-occupied and rental multi-family uses by-right for developments in which 20 percent or more of the units are affordable to lower-income households. By-right means approval without discretionary review.
- Permit the development of at least 16 units per site.
- Establish a minimum density of 20 units per acre and a maximum density of at least 20 units per acre for all rezone sites to accommodate lower income RHNA.
- Ensure that either: a) at least 50 percent of the shortfall of low- and very-low-income regional housing need can be accommodated on sites designated for exclusively residential uses; or b) if accommodating more than 50 percent of the low- and very-low-income regional housing need on sites designated for mixed uses, all sites designated for mixed uses must allow 100 percent

residential use and require that residential uses occupy at least 50 percent of the floor area in a mixed-use project.

To ensure that the City complies with SB 166 (No Net Loss), staff will monitor the consumption of residential and mixed-use acreage to ensure an adequate inventory is available to meet RHNA obligations. To ensure sufficient residential capacity is maintained to accommodate the RHNA, the City will develop and implement a formal ongoing (project-by-project) evaluation procedure pursuant to Government Code Section 65863. Should an approval of development result in a reduction in capacity below the residential capacity needed to accommodate the remaining need for lower and moderate-income households, the City will identify and if necessary, rezone sufficient sites to accommodate the shortfall and ensure “no net loss” in capacity to accommodate the RHNA.

The City of Dinuba is the provider of water and sewer services within city limits. The City confirms that adequate water and sewer services are available to fully accommodate the RHNA.

Pursuant to SB 1087, as the City’s water and sewer service provider, the City has not adopted a policy to prioritize the allocation of water/sewer services to affordable housing projects.

The Site Inventory identifies large sites (larger than 10 acres) that are expected to offer affordable housing opportunities for lower-income households. ~~To facilitate the development of these large sites, the City will:~~This program contains actions to facilitate the development of affordable housing on those sites, including incentives and technical assistance from the City, site planning tools, phased development, and outreach to property owners.

~~Provide technical assistance, incentives, and strategies as appropriate to facilitate development of affordable housing, including parceling at appropriate sizes or other site planning tools such as clustered development, allowing flexibility for the transferring of densities within the property.~~

~~Promote the potential subdivision of large sites into multiple parcels for future development through technical assistance, incentives, and strategies during the development phases and when applications come into the City for the identified parcels.~~

~~Annually meet with property owners and developers to encourage the development of mixed income housing with a mix of unit sizes, types, and prices.~~

~~Promote the development of large sites at the densities and affordability levels identified within the housing element.~~

~~Allow the development in phases within 8 years of the Housing Element planning period.~~

Specific Actions, Objectives and Timelines

- Concurrent with the adoption of the Housing Element, rezone properties as outlined above and detailed in the Housing Resources section of this Housing Element to fully accommodate the remaining RHNA of 1,264 units and specifically a RHNA shortfall of 619 units (454 lower-income and 165 moderate-income units). As part of the rezoning, establish appropriate development standards (including parking, height, setback, lot coverage, etc.) to ensure maximum allowable densities at the respective zones can be achieved.
- Maintain an inventory of available vacant and prospective sites that can accommodate new housing; update annually. Make this inventory available to the public and interested developers on the City website.
- Facilitate the development of large sites with affordable housing:
 - Provide technical assistance, incentives, and strategies as appropriate to facilitate development of affordable housing, including parceling at appropriate sizes or other site planning tools such as clustered

	<u>development, allowing flexibility for the transferring of densities within the property.</u> ▫ <u>Annually meet with property owners and developers to encourage the development of mixed income housing with a mix of unit sizes, types, and prices.</u> ▫ <u>Promote the development of large sites at the densities and affordability levels identified within the housing element.</u> ▫ <u>Allow the development in phases within 8 years of the Housing Element planning period.</u> ▫ <u>Offer expedited processing and fee deferrals, reductions, or waivers for affordable units in development on large sites identified in the Site Inventory.</u> ▫ <u>By the end of 2027, if development of housing affordable to lower-income households (as assumed in the inventory) is not feasible on these large sites or sites are not parceled at appropriate sizes (e.g., one to 10 acres), within six months (by July 2028) the City will identify additional incentives and planning tools or alternative strategies if necessary to ensure adequate capacity at appropriate sizes for the RHNA.</u> ▪ Annually meet with property owners and interested developers to pursue housing development in the city. ▪ Concurrent with the adoption of the Housing Element, develop a formal procedure to monitor no net loss in capacity pursuant to SB 166. ▪ By 2026, complete update to water master plans. ▪ Concurrent with the adoption of the Housing Element, adopt a policy to prioritize the allocation of water and sewer services to affordable housing projects (SB 1087). ▪ Within one week of adoption, City will provide a copy of the adopted 2023-2031 Housing Element to the City's Public Works Department Division, pursuant to Government Code Section 65589.7. In 2027, the City will evaluate the progress of pending projects counted toward the RHNA to ensure that development of housing units is occurring as projected. If it is determined after consultation with developers that the projects are not proceeding as planned and would result in a shortfall in RHNA sites, the City will identify alternative sites strategies (including potential rezoning) within six months.
Primary Responsible Departments	Planning Department
Funding Sources	General Fund
Relevant Policies	2.1, 2.2, 2.4, 3.1
AFFH Themes	▪ Housing Mobility ▪ New Housing Opportunities in Areas of Higher Resources
Geographic Targeting	N/A
AFFH Outcomes	▪ Facilitate the development of 1,588 units over 8 years (387 very low-income, 238 low-income, 238 moderate-income, and 695 above moderate-income units). ▪ Facilitate the development of 678 units, including 300 affordable to lower income households, on large sites.

Program 3: By-Right Approval

Pursuant to Government Code Section 65583.2, reusing the following types of sites in the City's site inventory for lower-income RHNA are subject to by-right approval exempt from CEQA and subject only

to design review based on objective standards when a project includes 20 percent of the units affordable to lower-income households ~~and no subdivision is proposed:~~

- Reuse Sites (No Rezoning Required):
- Vacant sites that were identified in the City’s 4th and 5th cycles Housing Element as sites for lower income RHNA; and
- Nonvacant sites that were identified in the City’s 5th cycle Housing Element as sites for lower-income RHNA.

The by-right approval requirement of reuse sites is effective December 31, 2023. Rezoning of sites past the statutory deadline of the Housing Element to meet the lower-income RHNA are subject to the by-right approval requirement. The by-right approval requirement of rezone sites is triggered by the rezoning. By-right shall mean the local government’s review shall not require:

- A conditional use permit
- A planned unit development permit
- Other discretionary, local-government review or approval that would constitute a “project” as defined in Section 21100 of the Public Resources Code.

This provision does not preclude local planning agencies from imposing design review standards. However, the review and approval process must remain ministerial, and the design review must not constitute a “project” as defined in Section 21100 of the Public Resources Code.

Parcels that are subject to by-right approval pursuant to state law are identified in Table A4-9 in Appendix A4, *Housing Resources*.

Specific Actions, Objectives and Timelines	Concurrent with the Housing Element adoption and Development Code update to provide adequate sites for the RHNA (see Program 2), update the Development Code to address the by-right approval requirements. The zoning code will be amended to address the by-right approval requirements for lower-income sites included in the site inventory with a proposed zoning change, as well as vacant sites identified in two previous housing elements and non-vacant sites identified in the previous housing element, in compliance with Government Code Section 65583.2(h) and (i), to permit owner-occupied and rental multifamily uses by-right (<i>i.e.</i> , without discretionary approval) for developments in which 20 percent or more of the units are affordable to lower-income households. Any subdivision of the sites shall be subject to all laws, including, but not limited to, the local government ordinance implementing the Subdivision Map Act.
Primary Responsible Departments	Planning Department
Funding Sources	General Fund
Relevant Policies	2.1, 2.2, 3.1
AFFH Themes	▪ Housing Mobility ▪ New Housing Opportunities in Areas of Higher Resources
Geographic Targeting	Citywide
AFFH Outcomes	▪ Facilitate the development of 1,588 units over 8 years (387 very low-income, 238 low-income, 238 moderate-income, and 695 above moderate-income units).

Program 4: Replacement Housing

Development on nonvacant sites with existing residential units is subject to replacement requirements, pursuant to AB 1397. Specifically, AB 1397 applies to sites with a residential use within the last five years, and requires the replacement of units affordable to the same or lower-income level as a condition of any development on a nonvacant site consistent with those requirements set forth in state Density Bonus Law.

Specific Actions, Objectives and Timelines	Concurrent with Housing Element adoption, amend the Zoning Code to address the replacement housing requirements.
Primary Responsible Departments	Planning Department
Funding Sources	General Fund
Relevant Policies	2.2, 3.6
AFFH Themes	▪ Housing Mobility ▪ New Housing Opportunities in Areas of Higher Resources ▪ Anti-Displacement and Tenant Protection
Geographic Targeting	Citywide
AFFH Outcomes	▪ Replace all units as required pursuant to AB 1397.

Program 5: Accessory Dwelling Units

ADUs provide an important affordable housing option in the city. The City's second dwelling ordinance does not presently comply with all current provisions of housing legislation. Dinuba will amend the Zoning Code in compliance with state laws.

The City will continue to encourage the production of ADUs and work to provide affordable units for lower-income households.

Specific Actions, Objectives and Timelines	▪ Amend the Zoning Code for compliance with state law by July 2025. ▪ Beginning in January 2025, facilitate the production of ADUs through efforts including, but not limited to: ▫ Update ADU webpage to include available resources for ADU production, such as grants for pre-development costs available to lower-income homeowners through California Finance Agency (CalHFA). ▫ Offering expedited reviews for ADU applications. ▪ Promote the development of ADUs, prioritizing Northeast, Northwest, and Southwest Dinuba. ▫ Conduct three educational workshops, campaigns, or outreach events to promote ADU development in the city to residents, with at least two events targeted to residents and developers in Northeast, Northwest, and Southwest Dinuba, by the end of the planning period. ▪ Implement strategies to streamline the ADU permitting process. ▫ Develop an ADU application checklist and publish the checklist on the City's website by December 2025. ▫ Add information on the ADU permitting process, as well as available resources and incentives, on the City's website by December 2025. ▫ Adopt pre-approved ADU plans, potentially using SJV REAP's Template ADU Program and SJV REAP Tool: Pre-Reviewed Plan Set, by January 2026, and publish on the City's website.
---	---

	▪ Determine and implement strategy to promote ADUs for moderate- and lower-income households. ▫ Prepare a report on potential strategies to encourage affordability of ADUs for moderate and lower-income households, including but not limited to, promoting the use of HCVs or development of cost incentive programs or no-interest loan program for ADU developers in exchange for income restrictions. Prepare report by January 2026 and present to City Council for adoption by August 2026. If adopted, implement pilot program by January 2027.
Primary Responsible Departments	Planning Department
Funding Sources	General Fund
Relevant Policies	2.2, 2.3, 3.1, 3.4
AFFH Themes	▪ Outreach and Education ▪ Housing Mobility ▪ New Housing Opportunities in Areas of Higher Resources
Geographic Targeting	Northeast, Northwest, and Southwest Dinuba.
AFFH Outcomes	▪ Support the development of at least 16 ADUs citywide, and at least five 10 ADUs in Northeast, Northwest, and Southwest Dinuba during the planning period.

Program 6: Zoning Code Amendments

In order to facilitate a variety of housing types, especially housing for lower-income households and those with special needs, the City will remove constraints to housing development by amending the Zoning Code.

Specific Actions, Objectives and Timelines	Include the following Zoning Code Amendments by the end of 2025, unless otherwise indicated: ▪ Development Impact Fees: Review and revise the City's development impact fees to be competitive with other cities in the same county. ▪ Parking Standards: Revise parking requirements related to studios and one-bedroom multifamily units, and affordable multifamily units, to require no more than one space per unit. ▪ Open Space and Park Requirements: Adjust open space requirements for multifamily developments to provide a wider array of acceptable active recreation area types and reduce the amount of open space required to provide options for housing developers to meet the needs of their intended users. ▪ Density Bonus: Revise the zoning code to be consistent with state density bonus legislation and provide additional density bonuses under the criteria set forth by AB 1287. ▪ Manufactured homes: Revise the Zoning Code to allow manufactured housing without an administrative use permit in the RM zones. ▪ ADUs: Revise the Zoning Code for compliance with state law. ▪ Multi-Family: Concurrent with Housing Element adoption, amend the Zoning Code provisions for RM districts to prohibit single-family uses. ▪ Residential Care Facilities: Revise the Zoning Code to allow care facilities of seven or more residents by-right in all zones that permit residential uses, approved with objectivity and certainty, and subject only to the requirements of residential uses of similar type and form. ▪ Emergency Shelters: Concurrent with the Housing Element adoption, amend Zoning Code to address recent changes:
---	---

- Revise the emergency shelter definition in the Zoning Code to increase the limit of persons for emergency shelters in the C-2 zone and increase the maximum stay requirements to be consistent with State law.
- Revise the Zoning Code to be consistent with AB 2339, expanding the definition of emergency shelters to include other interim interventions, including but not limited to, navigation centers, bridge housing, and respite or recuperative care as well as ensuring emergency shelters are only subject to objective development standards that apply to residential to commercial development within the same zone, and revise parking standards for emergency shelters in order to comply with AB 2339.
- **Low Barrier Navigation Centers (LBNC):** AB 101 requires a Low Barrier Navigation Center be permitted by-right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements. Amend Zoning Code to explicitly allow the development of Low-Barrier Navigation Centers, by right, in mixed-use zones, as well as nonresidential zones permitting multifamily uses.
- **Farmworker Housing:** Review and revise the Zoning Code to ensure compliance with the Employee Housing Act (H&S Code Section 17021.6 and 17021.8), which requires that any farmworker housing consisting of no more than 36 beds in a group quarters or 12 units or spaces designed for use by a single family or household shall be deemed an agricultural land use for the purposes of this section. For the purpose of all local ordinances, farmworker housing shall not be deemed a use that implies that the farmworker housing is an activity that differs in any other way from an agricultural use. No conditional use permit, zoning variance, or other zoning clearance shall be required of this farmworker housing that is not required of any other agricultural activity in the same zone. The permitted occupancy in farmworker housing in a zone allowing agricultural uses shall include agricultural employees who do not work on the property where the farmworker housing is located.
- **Employee Housing:** Review and revise the Zoning Code to ensure compliance with the Employee Housing Act (H&S Code Section 17021.5), which requires that housing provided by an employer for up to six employees is considered a residential use, subject to the same standards as single-family residences. Also revise the Zoning Code to ensure compliance with H&S Code Section 17021.8, which permits proposed projects on agricultural land to be allowed a streamlined review process (if certain criteria are met).
- **Supportive Housing:** Revise the Zoning Code to comply with AB 2162 to permit by-right permanent supportive housing without discretionary action in zones allowing multi-family uses pursuant to Government Code 65651. For such supportive housing locating within half-mile from a public transit stop, no minimum parking can be required.
- **Single-Room Occupancy (SRO) Housing:** Define SRO housing and revise the Zoning Code to allow the development of SROs in residential zones allowing multifamily uses and/or commercial zones allowing hotel and motel uses. Also, establish a procedure to encourage and facilitate SRO development in the allowable zoning district(s), including development standards.
- **Reasonable Accommodation:** Revise the Zoning Code to include a reasonable accommodation procedure that allows for modifications on the basis of access for persons with physical and non-physical disabilities without any discretionary application requirements.
- **Objective Design Standards:** Revise the City's [Residential Design Guidelines](#), [Residential Design Guidelines \(adopted June 2023\)](#) and

	<u>Landscape Design Guidelines</u> to remove the guideline for multifamily development to “integrate architectural elements and building articulation that is similar to the surrounding neighborhood” and revise findings for discretionary permits to be objective. ▪ <u>Site Plan Review: Amend the Zoning Code to remove the provision that site plan review applications can be referred to the Planning Commission by the Planning Director.</u> ▪ SB 35 and SB 330 Procedures: Concurrent with the Housing Element adoption, amend the Zoning Code to provide a clear permitting process for SB 35 eligible projects and create an SB 35 application checklist. Establish written procedures for the processing of SB 35 and SB 330 projects pursuant to state law. ▪ <u>Building Code:</u> Adopt by reference the most current edition of the California Building Code.
Primary Responsible Departments	Planning Department
Funding Sources	General Fund
Relevant Policies	2.2, 3.1, 3.4, 5.2, 5.3, 7.4
AFFH Themes	▪ Housing Mobility ▪ New Housing Opportunities in Areas of Higher Resources ▪ Anti-Displacement and Tenant Protection
Geographic Targeting	Citywide
AFFH Outcomes	▪ Facilitate the development of 20 units for special needs populations during the planning period.

Program 7: Transparency in Government

To increase transparency in the development process, the City’s website publishes resources that help developers and homeowners navigate the residential development and home improvement processes. The City’s Planning and Development Services Department webpage (<https://www.dinuba.org/departments/planning-development>) provides links to planning and building permit resources, including the City’s zoning and land use maps, permit application forms, a residential plan review checklist, rate and fee schedule, and staff contacts. However, links to the Zoning Code and zoning map connect to PDF versions of the documents that are outdated. The most recent Zoning Code and map, both in dynamic refresh form, can be found on the City’s website as well but are not linked on the Planning and Development Services Department webpage.

Specific Actions, Objectives and Timelines	▪ Evaluate the City’s compliance with the new transparency requirements per Government Code Section 65940.1(a)(1) and make changes as necessary by December 2025. ▪ Update links on the City’s Planning and Development Services Department webpage to connect to the most recent versions of each resource and document by July 2026.
Primary Responsible Departments	Planning and Development Department
Funding Sources	General Fund
AFFH	Outreach and Education
Relevant Policies	2.2; 2.4; 2.6
AFFH Themes	▪ Outreach and Education

AFFH Geographic Targeting	Citywide
AFFH Outcomes	N/A

Program 8: Facilitating Affordable Housing Development

The City is committed to expanding affordable housing options for households of all income levels using development tools such as density bonus provisions, waiving development fees and streamlining the application process. The City will contact local non-profit and private developers to facilitate the production of this housing as well as pursue funding opportunities available at the local, regional, state and federal levels.

On a case-by-case basis, the City will facilitate affordable housing by public, private and non-profit groups by coordinating off-site improvements and physical infrastructure as Capital Improvement Projects. Assistance provided by the City may include traffic, street and sewer upgrades as well as pedestrian and mobility improvements.

[Also refer to Program 5 with actions for ADUs.](#)

Specific Actions, Objectives and Timelines	▪ In annual coordination with Self-Help Enterprises, proactively work with Self-Help and other housing developers to locate sites and housing opportunities in infill sites in high opportunity areas. Pursue funding designed to assist affordable housing developments. ▪ Starting in 2025, annually pursue funding at the local, regional, state, and federal levels such as State CDBG, CalHome, PLHA, and Project Homekey funds. ▪ Work with other jurisdictions in Tulare County to create a regional list of affordable housing developers by 2026. Annually conduct outreach to these developers with information on potential sites, available regulatory concessions and incentives, and potential funding opportunities. ▪ By December 2025, revise the Density Bonus Ordinance in compliance with state law (Government Code §65915) to equally provide for density bonuses in all zoning districts where residential uses are permitted and to include provisions relative to density bonuses, incentives, and concessions as required by state law. ▪ Starting in 2025, facilitate the development of affordable housing through the provision of the following regulatory concessions and incentives: ▫ Density increases under the City's Density Bonus Ordinance. ▫ Expedited and streamlined project application review involving any of the following housing categories: very low-income households; large families; persons with disabilities or developmental disabilities; and farmworkers. ▫ Potential fee waivers/reductions/deferrals. ▪ Develop a web-based Housing Development Toolkit that outlines a step-by-step process for residential development, including identifying steps in the entitlement and building permit process, detailed information on development incentives, and funding programs and resources for affordable housing development. Publish the Housing Development Toolkit on the City's website by August 2026. ▪ Review the General Plan, applicable Specific Plans, and Zoning Code and Zoning Map to evaluate opportunities for removing barriers to housing production, adding housing capacity, and accommodating a greater mix of dwelling types and sizes households (e.g., duplexes, triplexes, fourplexes, townhouses, courtyard buildings), prioritizing opportunities and sites particularly in Northwest Dinuba and the northern part of
--	---

	Northeast Dinuba (Census Tract 06107000401). Review General Plan, Specific Plans, and Zoning Code and Zoning Map by January 2026 and implement any changes by January 2027 (see Program 6). - Acquire funds from the state and federal grant opportunities, including the HCD Infill Infrastructure Grant Program, to support the development of affordable housing, housing for special needs, and support service projects. Leverage City funding to partner with affordable housing developer on new affordable housing developments in the city. Prioritize subsidies for financing for rental housing units affordable to extremely low-income households, senior households, farmworkers, persons with disabilities, veterans, large households, and other households with special needs. - Apply for state and federal funds in 2025 and annually thereafter to facilitate the development of affordable housing, including housing for extremely low-income households and those with special housing needs. Partner with nonprofit housing developers to support the entitlement of at least 100 subsidized housing units affordable to extremely low-, very low-, and low-income households in the city during the planning period, including at least 30 percent of units outside of areas of high segregation and poverty or near public transit and services. <u>Residential Development Standards for Religious Facilities: SB 4 (Housing on Higher Education Institution and Religious Institution Sites), effective in January 2024, ensures that churches, faith institutions, and nonprofit colleges are able to build affordable housing on their land without having to go through an expensive and difficult rezoning and discretionary approval process. AB 1851 (Religious Facility Housing) provides relief in parking requirements when a religious institution partners with a nonprofit organization to provide affordable housing on site. AB 1851 applies only to religious facility properties in residential zones or nonresidential zones that also allow residential uses. Establishing standards for residential uses on religious facilities sites could provide opportunities for housing in a variety of locations throughout the City, providing mobility options for residents. To promote these opportunities, the City would create an outreach and technical advisory program that would consist of:</u> <u>Conducting a workshop in 2027 and 2029 to explain SB 4, AB 1851 and how it can apply to religious facility properties in Dinuba.</u> <u>Invite religious facility owners and local nonprofit developers to participate.</u> <u>Provide informational materials on the development process.</u> <u>City staff will provide technical assistance to religious facility property owners to assist with the project entitlements.</u> <u>Review the General Plan and applicable zoning regulations, and revise as necessary, to facilitate affordable housing on religious facility sites.</u>
Primary Responsible Departments	Planning Department
Funding Sources	Local, state and federal resources, General Fund, CDBG
Relevant Policies	2.1, 2.2, 2.3, 3.1, 4.1, 4.3, 7.4
AFFH Themes	- Housing Mobility - New Housing Opportunities in Areas of Higher Resources
Geographic Targeting	Citywide with emphasis on moderate and high resource census tracts- <u>including Downtown and Southwest Dinuba-</u>
AFFH Outcomes	<u>Increase the percent of the city's housing stock that is multifamily from 25 percent to 28 percent by December 2030, using 2020 Census data as a baseline.</u>

	- Facilitate 150 units of missing middle housing (e.g., duplexes, triplexes, fourplexes, townhouses, courtyard buildings) in high-opportunity areas by the end of the planning period. - As funding allows, and in collaboration with affordable housing developers, facilitate 25 affordable housing units in high-opportunity areas. - Eliminate disparity between census tracts in Downtown/Southeast Dinuba and the rest of the city based on median income level and percent of households in poverty. - Increase housing mobility options in Dinuba through the use of ADUs and SB-4 implementation. Facilitate the development of five units on religious institution sites.
--	--

Program 9: Preservation of At-Risk Housing

The City has 768 housing units that are deed-restricted as affordable housing for lower-income households. No units are considered at risk of conversion during this Housing Element planning period. Nevertheless, the City will work to preserve these units and will proactively monitor all other units to encourage continued affordability beyond existing covenants and work proactively with owners of affordable units to assist in rehabilitation needs.

Specific Actions, Objectives and Timelines	- Monitor affordable units during the planning period. - Maintain annual contact with property owners of affordable housing regarding any change in status/intent or need for assistance, such as rehabilitation assistance. - Maintain the AB 987 database to include detailed information on all subsidized units, including those that have affordability covenants. Update annually. - Ensure tenants are properly noticed by the property owners should a Notice of Intent to opt out of low-income use is filed. Notices must be filed three years, one year, and six months in advance of conversion. Additionally, the City shall provide tenants with information about available resources and their tenant rights during the Notice of Intent period. - In the event of potential conversion, conduct outreach to other nonprofit housing providers to acquire projects opting out of low-income use. As funding permits, assist in funding the acquisition or support funding applications by nonprofit providers.
Primary Responsible Departments	Planning Department
Funding Sources	General Fund
Relevant Policies	3.6, 5.5
AFFH Themes	Anti-Displacement and Tenant Protection
Geographic Targeting	Citywide
AFFH Outcomes	Preserve all 768 affordable housing units.

Program 10: Housing Preservation and Rehabilitation

More than 51 percent of the housing stock in Dinuba is more than 40 years old. The City actively seeks and encourages the rehabilitation of housing units, utilizing various programs and community partnerships. Self-Help Enterprises is a community development organization that offers a variety of programs for low-income families in the region. This includes deferred payment loans available to qualified homeowners for essential health and safety repairs such as roofing, plumbing, electrical, heating/cooling, foundation, windows, and handicap accessible modifications. The loan is due and payable upon sale, change of title or change of use.

Specific Actions, Objectives and Timelines	- Coordinate with Self-Help Enterprises to fund rehabilitation efforts in the city. Annually research funding opportunities, such as CHAFA, for rehabilitation grants. - Advertise available rehabilitation grant programs on the City's website. Ensure that Code Enforcement has the information when addressing enforcement cases. - Expand the City's Housing Rehabilitation Program. - Apply for additional funding for the Homebuyer Rehabilitation Program by 2026⁵ to serve at least 12 households by the end of the planning period. Prioritize Downtown/ Southeast Dinuba and Southwest Dinuba (areas of greatest need). - Publish resources on homeowner rehabilitation assistance on the City's website by July 2026⁵. - Pursue/provide rehabilitation assistance that includes energy conservation and weatherization improvements as eligible activities.
Primary Responsible Departments	Planning Department, Code Enforcement
Funding Sources	General Fund
Relevant Policies	3.6, 4.1, 4.2, 4.3, 5.5
AFFH Themes	- Outreach and Education - Place-Based Strategy for Neighborhood Improvements
Geographic Targeting	Downtown/ Southeast Dinuba and Southwest Dinuba
AFFH Outcomes	Assist with at least 12 rehabilitation projects over 8 years.

Program 11: Lower-Income and Special Needs Housing

To assist in the development of housing to meet the needs of extremely low, very low- and low-income households, the HATC offers the following programs:

- Housing Choice Vouchers (HCVs):** The Housing Choice Voucher (HCV) Program (sometimes referred to as "Section 8 Housing") is a federal program offered through the United States Department of Housing and Urban Development (HUD) that provides financial assistance to very low-income, elderly, and disabled households. The HATC receives funds directly from HUD and facilitates the HCV Program in Tulare County. Under the HCV Program, participants are free to choose housing that meets the requirements of the program. Participants receive a fixed subsidy, which is paid directly to the landlord by the HATC, and the remaining rent is paid by the participant. In most cases, there is a five-year time limit to this type of rental assistance because the fixed subsidy is designed to help families stabilize their housing costs in order to achieve self-sufficiency and save for other housing opportunities. The HATC maintains a list of rental units in Dinuba in which the landlord has indicated they are willing to participate in the HCV Program. As of December 2023, there are several rental complexes in the city currently accepting applications (<https://www.hatc.net/unit-referral>).

listing.php?city=DINUBA). Furthermore, in 2020, the State passed SB 222 and SB 329 that identify public assistance as a legitimate source of income for housing payments. Landlords are no longer permitted to reject HCV recipients.

- **Public Housing:** Provides rental assistance to low-income families and individuals. The HATC owns and manages all rental units offered under this program, which are located in communities throughout Tulare County.

The City will continue to work with the HATC to obtain HCVs and provide the community with information about the HATC's other available programs. Additionally, Self-Help Enterprises is a community development organization that offers a variety of programs for low-income families in the region, including the Downpayment Assistance program and Home Ownership Education program.

Please also refer to Program 1, Regional Collaboration, to see the efforts underway to help with transportation needs for persons with special needs (including persons with disabilities, seniors and low income persons).

Specific Actions, Objectives and Timelines	
	▪ Assist 122 Dinuba households through HCVs ▪ Contract with Self-Help Enterprises to provide financial assistance programs to low-income households, including the Homebuyer Assistance Program. ▫ Collaborate with Self-Help Enterprises to pursue HOME and CDBG grant opportunities to expand funding for financial assistance programs. ▪ Expand program awareness and participation to low-income households throughout the city. ▫ Annually conduct one workshop for prospective low-income homebuyers, starting in 2025, for a total of seven workshops during the planning period. ▪ Over the 8-year planning period, after each Point-in-Time Count, conduct workshops for the Planning Commission and City Council to share the data from the count. Invite the Kings/Tulare Homeless Alliance to attend. ▪ Identify potential programs to aid low- and moderate-income homeownership opportunities and develop a list of resources by July 2025. Apply for feasible funding opportunities by December 2025. ▪ Connect low-income residents with housing assistance resources, including the HCV program. ▫ Add information on the HCV Program and Self-Help Enterprises' financial assistance programs to the City's website by January 2025. ▫ Promote the availability of assistance programs through all City's social media pages. ▫ Attend at least two community events to spread awareness and distribute fact sheets on available financial assistance programs. ▪ In collaboration with the Housing Authority of Tulare County (HATC), provide education to property owners and managers to expand awareness of the HCV program to increase acceptance of tenant-based HCVs and to facilitate mobility and provide choices for lower-income households throughout the city. Identify and address challenges that property owners/managers have with existing or prospective HCV holders. ▫ In collaboration with the Tulare County Housing Authority HATC, organize one workshop for landlords on the HCV program at least

	twice during the planning period, for a total of two workshops during the planning period. ▪ Review the General Plan, applicable Specific Plans, and Zoning Code and Zoning Map to evaluate opportunities for removing barriers to development of emergency shelters and identify additional zoning districts where emergency shelters may be permitted. Review General Plan, Specific Plans, and Zoning Code and Zoning Map by January 2026 and implement any changes by January 2027. ▪ Consistent with State law that mandates the provision of housing for ELI households, the City will prioritize processing and funding allocation for projects that include units for ELI households, especially farmworker housing. ▪ Consistent with State law that mandates the provision of housing for special needs households, the City will prioritize processing and funding allocation for projects that include units for special needs households. ▪ Beginning in 2025 and annually thereafter, work with developers to pursue funding available at the State and Federal levels for affordable housing development. Specifically, pursue funding programs that target the needs of extremely low and very low income households. ▪ Provide letters of support to funding applications by developers if the proposed projects are consistent with the goals and objectives of this Housing Element, as requested. ▪ The City, County, and Tulare area collaboration partners will pursue a variety of strategies and funding to encourage the development, rehabilitation and conservation of housing for farmworkers such as funding development, integrating housing for farmworkers into development, developer identification, maintaining an inventory of suitable sites, site development, ensure zoning and development standards facilitate a variety of housing types for farmworker housing needs. The City and collaborative partners will make a specific and at least annual effort to assist in the development of housing for farmworkers and conserve and improve the existing housing stock for farmworkers, including but not limited to: ▫ Contacting nonprofit developers at least every other year to identify opportunities for the development or improvement of housing for farmworkers. ▫ Coordinating and participating with regional organizations, including non-profit, academic, and employers, to raise awareness, share and employ strategies, or target new resources. ▫ Coordinating annually with organizations that represent or serve farmworkers. ▫ Providing incentives and other strategies beyond state density bonus law to encourage housing for farmworkers, including setting aside housing for farmworkers within developments, supporting funding applications, prioritizing entitlements and establishing appropriate zoning and development standards. ▪ <u>Target code enforcement and other resources to the existing housing stock with the most need for rehabilitation and sanitary conditions that could be more likely to house farmworkers and work with regional or other organizations to improve living conditions for farmworkers.</u> ▪ <u>Twice annually, in coordination with the County's Homeless Initiatives Program Coordinator, provide outreach to persons experiencing homelessness including connections with available resources.</u>
Primary Responsible Departments	Planning Department

Funding Sources	HUD, Self-Help Enterprise funding sources
Relevant Policies	3.2, 5.1, 5.4, 5.5, 7.4
AFFH Themes	▪ Outreach and Education ▪ Housing Mobility ▪ New Housing Opportunities in Areas of High Resources ▪ Anti-Displacement and Tenant Protection
Geographic Targeting	Citywide; Moderate and High Resource Tracts, especially Northwest Dinuba
AFFH Outcomes	▪ Promote with the goal of expanding the use of HCVs in the city by 10 percent by December 2030, using 2023 data as baseline

Program 12: Community and Economic Development

Well-maintained infrastructure creates a safe and accessible urban environment, fostering a sense of community and belonging. Moreover, investing in such improvements attracts businesses and investments, contributing to economic growth and ensuring equal access to essential services. The City will implement the following actions to expand community and economic development citywide.

Specific Actions, Objectives and Timelines	▪ Annually coordinate with the Workforce Investment Board (WIB) of Tulare County to carry out the WIB's Local Plan, including identified workforce priorities that will benefit the residents of Dinuba. ▪ <u>Every other year, apply for available grants to help implement measures within the Revitalization Plan for South El Monte Neighborhood beyond what is scheduled in the CIP.</u> ▪ <u>Continue with the construction of Well 21 to help meet the future water demands in Dinuba.</u> ▪ Annually coordinate with the Public Works Department to review the City's Capital Improvement Projects-Plan (CIP) to ensure public facilities and infrastructure are supportive of the needs of underserved communities, <u>including. In particular, the City should ensure that the CIP includes the following measures: :-</u> ▫ <u>Annual CIP funding for city sidewalk improvements and ADA ramp improvements area include underserved areas.</u> — That the annual CIP funding for city sidewalk improvements and ADA ramp improvements area included in underserved areas ▫ <u>As part of the annual CIP program updates, That measures from the Revitalization Plan for the South El Monte Neighborhood (Downtown and Southeast Dinuba) and the Active Transportation Plan evaluate public improvement needs in Downtown and Southeast Dinuba and Measures from the Revitalization Plan for the South El Monte Neighborhood (Downtown and Southeast Dinuba) and the Active Transportation Plan prioritize improvements on sites that accommodate the City's lower-income RHNA.</u> — That the scheduled (2022-2026) downtown improvements will assist with attracting new commercial opportunities. — The sScheduled (2022-2026) shade structure project at Delgado and Roosevelt parks. ▫ <u>2023 Circulation Element policies that call for: Pedestrian Priority Corridors, Complete Streets identified in the 2023 Circulation Element are included (El Monte Way, Alta Avenue and Kamm Avenue).</u> ▫ <u>Scheduled (2022-2026) shade structure project at Delgado and Roosevelt parks.</u>
---	--

	▫ <u>2023 Circulation Element policies that call for: Pedestrian Priority Corridors, Complete Streets identified in the 2023 Circulation Element are included (El Monte Way, Alta Avenue and Kamm Avenue)</u> ▪ At least annually collaborate with the Tulare County Economic Development Office to attract new businesses and jobs to Dinuba. ▪ On an ongoing basis, connect local business owners and interested parties to the Tulare County Economic Development Office to receive assistance on starting a business, including assistance with permitting, applying for incentives, and finding site locations. Connect at least five potential business owners with the Tulare County Economic Development Office. ▪ Starting in 2025 and annually thereafter, partner with the local employment organizations to connect Dinuba residents with job opportunities and workforce training program opportunities. ▪ By the end of 2026, partner with the Tulare County Workforce Investment Board and Employment Connection to host an annual job fair and workforce training event in Dinuba. ▪ Annually work with TCaT and the Fresno County Rural Transit Agency to provide free bus passes to residents attending job fairs and interviews. ▪ By 2026, partner with the Chamber of Commerce, local business owners, and potential businesses to identify planning and infrastructure needs to support business development in Dinuba. ▪ As part of a regional effort and/or individually, develop a report on planning and infrastructure needs for business development by January 2025 and present to City Council. If adopted, implement at least 50 percent of the recommendations in the report by the end of the planning period. ▪ At least every other year, coordinate with Tulare County and the San Joaquin Valley Air Pollution Control District to develop and implement a plan to reduce pollution burden throughout the city, targeting air quality, water quality, and pesticide use. Implement Environmental Justice policies adopted as part of General Plan Update in August 2023 to address pollution burden in Downtown and Southeast Dinuba. ▪ By 2025, complete the South El Monte Revitalization Plan which covers the southern part of Southeast Dinuba. The Plan includes analysis of: Community Beautification and Landscaping, Public Facilities (sidewalks, parks, streets, etc.), Community Lighting, Housing Rehabilitation, Infrastructure, Economic Development, and Crime Prevention and Public Safety. ▫ Use the South El Monte Revitalization Plan to leverage funds to implement the actions and goals of the Plan. ▪ Complete programmed improvements around the new Dinuba High School located in Southeast Dinuba and surrounding planned residential neighborhoods, including bike lanes, new walkways, new parks. Construction of the High School is expected August 2024.
Primary Responsible Departments	Planning Department
Funding Sources	General Funds
Relevant Policies	3.1, 4.4
AFFH Themes	▪ Place-based Strategies for Neighborhood Improvement
Geographic Targeting	Downtown and Southeast Dinuba, and tracts with sites that can accommodate lower-income housing

AFFH Outcomes	▪ <u>Complete 5 CIP projects during the planning period. Implement five minor and five major recommended infrastructure actions from the Revitalization Plan for the South El Monte Neighborhood by the end of the planning period.</u> ▪ <u>Implement at least two active transportation projects in Downtown and Southeast Dinuba by the end of the planning period.</u> ▪ <u>Complete Well 21 project</u>
----------------------	--

Program 13: **Energy Conservation**

The City provides referrals to local programs for homeowners and developers including energy savings programs; federal tax credit programs; savings for energy efficient commercial designs; and technical assistance, green building program coordination and cash incentives for multi-family units.

<u>Specific Actions, Objectives and Timelines</u>	▪ <u>Annually, update energy conservation programs on the City website. Also provide information to homeowners and developers during the project application process. Provide information to homeowners during Code Enforcement cases.</u> ▪ <u>When available, pursue/provide rehabilitation assistance that includes energy conservation and weatherization improvements as eligible activities</u>
<u>Primary Responsible Departments</u>	<u>Community Development Department</u>
<u>Funding Sources</u>	<u>General Fund</u>
<u>Relevant Policies</u>	<u>6.1, 6.2</u>
<u>AFFH Themes</u>	▪ <u>Place-based Strategies for Neighborhood Improvement</u>
<u>Geographic Targeting</u>	<u>Citywide with emphasis on Downtown and Southeast Dinuba.</u>
<u>AFFH Outcomes</u>	<u>Refer 5 low-income households to energy conservation programs annually.</u> <u>Refer developer energy conservation programs to all multi-family projects proposed during the planning period.</u>

Program 14: **Fair Housing Outreach and Enforcement**

The City of Dinuba partners with the Fair Housing Council of Central California (FHCCC) to provide fair housing information and resources to residents and housing providers. The FHCCC is a nonprofit organization that investigates complaints involving housing discrimination and predatory lending practices to ensure compliance with federal and state housing laws. The City also works with the HATC to ensure compliance with fair housing laws and to address complaints.

The City does not have the capacity to address fair housing complaints internally. The City refers fair housing issues and complaints to Fair Housing Council of Central California (FHCCC) and the State Department of Fair Employment and Housing. The Department of Fair Employment and Housing (DFEH) maintains a record of housing discrimination complaints filed in local jurisdictions.

The HATC refers fair housing issues and complaints to the U.S. Department of Housing and Urban Development (HUD). HUD's Office of Fair Housing and Equal Opportunity (FHEO).

Specific Actions, Objectives and Timelines	▪ Coordinate with FHCCC/other fair housing nonprofit organizations to provide fair housing and tenant/landlord services, including investigation of discrimination complaints, fair housing counseling and education, fair housing testing, and tenant/landlord counseling and mediation. ▪ Coordinate with non-profit organizations, local community groups, and service organizations to increase awareness of and access to housing resources and fair housing assistance. ▫ Beginning in 2025, release educational program about housing rights and resources to be conducted annually, in English and Spanish. The educational program will include a variety of media outlets, including but not limited to, social media, print media, newspaper, radio, and/or television. ▪ Update the City's website to include fair housing rights and responsibilities for landlords and lenders. Add a language translation feature to the City's website. Complete updates by January 2026. ▪ <u>Utilize the Technical Advisory Committee at TCAG to coordinate outreach on housing services and opportunities in conjunction with other regional planning efforts. Organize one workshop in Dinuba to provide information on housing services and programs in 2025. Please also refer to Program 1, Regional Collaboration.</u> ▪ Continue to provide Spanish translation services for all public meetings and outreach events. ▪ Develop a Fair Housing factsheet to be included with the ADU application packet to inform property owners of their responsibility with state and federal fair housing laws. Publish fair housing guide with ADU applications on or before January 2025. ▪ Provide annual trainings for City staff on how to refer residents for fair housing complaints. Beginning in 2025, provide annual training to City staff on how to refer residents for fair housing complaints. ▪ Conduct outreach to homeless individuals to identify needs of the city's homeless population and connect individuals with available resources and services. ▪ Provide annual trainings to the City's Police Department staff on how to engage with the city's homeless population and how to connect them with resources. Starting in 2025, provide annual trainings to City staff on engaging with the homeless population. ▫ Work with TCaT and the Fresno County Rural Transit Agency to provide free transit passes to homeless individuals receiving assistance. ▪ Annually, conduct outreach and education on energy efficiency and water conservation measure through a social media campaign.
Primary Responsible Departments	Planning Department
Funding Sources	General Fund
Relevant Policies	3.1, 4.4
AFFH Themes	▪ Enforcement and Outreach
Geographic Targeting	Downtown and Southeast Dinuba
AFFH Outcomes	▪ Assist at least 15 residents and landlords with fair housing services annually, throughout planning period. ▪ <u>Distribute printed educational materials to at least 75 property owners, apartment managers, tenants, and realtors during the planning period, prioritizing outreach in Downtown and Southeast Dinuba.</u>

A7.3 AFFH Actions Summary

Government Code §8899.50 requires “meaningful actions” well beyond combating discrimination to overcome patterns of segregation and foster inclusive communities. Actions to affirmatively further fair housing include:

- Enhancing housing mobility strategies
- Encouraging development of new affordable housing in high resource areas
- Increasing fair housing enforcement and fair housing outreach capacity
- Improving place-based strategies to encourage community conservation and revitalization, including preservation of existing affordable housing
- Protecting existing residents from displacement

Actions to affirmatively furthering fair housing are summarized below.

Affirmatively Furthering Fair Housing Action Matrix

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
Fair Housing Enforcement and Outreach				
Program 143: Fair Housing Outreach and Enforcement	Coordinate with FHCCC/other fair housing nonprofit organizations to provide fair housing and tenant/landlord services, including investigation of discrimination complaints, fair housing counseling and education, fair housing testing, and tenant/landlord counseling and mediation.	2024-2032	Citywide with emphasis on Downtown and Southeast Dinuba	Assist at least 15 residents and landlords with fair housing services annually, throughout planning period. Distribute printed educational materials to at least 75 property owners, apartment managers, tenants, and realtors during the planning period, prioritizing outreach in Downtown and Southeast Dinuba.
	- Coordinate with non-profit organizations, local community groups, and service organizations to increase awareness of and access to housing resources and fair housing assistance. Starting in 2025: - Release educational program about housing rights and resources to be conducted annually, in English and Spanish. The educational program will include a variety of media outlets, including but not limited to, social media, print media, newspaper, radio, and/or television.	Starting 2025, then ongoing		
	Update the City's website to include fair housing rights and responsibilities for landlords and lenders. Add a language translation feature to the City's website. Complete updates by January 20265.	January 2025		
	Utilize the Technical Advisory Committee at TCAG to coordinate with TCAG to offering outreach on housing services and opportunities in conjunction with other regional planning efforts. Organize one workshop in Dinuba to provide information on housing services and programs in 2025. Please also refer to Program 1, Regional Collaboration.			
	Provide Spanish translation services for all public meetings and outreach events.			
	Develop a Fair Housing factsheet to be included with the ADU application packet to inform property owners of their responsibility with state and federal fair housing laws. Publish fair housing guide with ADU applications on or before January 2025.			
	Beginning 2025, provide annual trainings for City staff on how to refer residents for fair housing complaints. Beginning in 2025, provide annual training to City staff on how to refer residents for fair housing complaints.			

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	- Annually, conduct outreach and education on energy efficiency and water conservation measure through a social media campaign. - Beginning 2025, provide annual trainings to the City's Police Department staff on how to engage with the city's homeless population and how to connect them with resources. - By the end of 2028, conduct outreach to homeless individuals to identify needs of the city's homeless population and connect individuals with available resources and services. - Work with TCaT and the Fresno County Rural Transit Agency to provide free transit passes to homeless individuals receiving assistance. Initiate discussions with TCaT and the Fresno County Rural Transit Agency by the end of 2026. If feasible, implement by the end of 2027. - Collaborate with TCAG and other jurisdictions to pursue regional, state, and federal funding opportunities for disadvantaged communities, such as the California Strategic Growth Council grant programs, EPA Environmental Justice Grants, and Greenhouse Gas Reduction Fund.	By the end of 2028 Initiate by the end of 2026, implement by the end of 2027.		
Housing Mobility				
Program 1: Regional Collaboration	- Participate in regional meetings related to housing and homeless issues to pursue funding and coordination opportunities. - Collaborate with TCaT and/or TCAG to prepare a study on transit and active transportation needs for Dinuba residents and identify actions to address those needs, focusing on connecting residents to job centers, and prioritizing residents in Downtown and Southeast Dinuba.	2024-2032 Annually Study by 2026, implementation by 2028	Downtown and Southeast Dinuba	Annually pursue funding opportunities for regional housing issues. Prepare a transit needs study by January 2026 to identify potential actions. Implement at least one of those actions by the end of 2028.
Program 2: Adequate Sites for RHNA and Monitoring of No Net Loss	Offer expedited processing and fee deferrals, reductions, or waivers for affordable units in development on large sites identified in the sites inventory.	Beginning in 2025	South Dinuba	Facilitate the development of 678 units, including 300 affordable to lower income households, on large sites.

Tulare County Association of Governments
Tulare County Regional Housing Element

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
Program 5: Accessory Dwelling Units	- Amend the Zoning Code in compliance with state law by July 2025. - Beginning in 2025, facilitate the production of ADUs through efforts including, but not limited to: - Updating ADU webpage to include available resources for ADU production, such as grants for pre-development costs available to lower-income homeowners through California Finance Agency (CalHFA). - Offering expedited reviews for ADU applications. - Promote the development of ADUs, prioritizing Northeast, Northwest, and Southwest Dinuba. - Conduct three educational workshops, campaigns, or outreach events to promote ADU development in the city to residents, with at least two events targeted to residents and developers in Northeast, Northwest, and Southwest Dinuba, by the end of the planning period. - Implement strategies to streamline the ADU permitting process. - Develop an ADU application checklist and publish the checklist on the City's website by December 2025. - Add information on the ADU permitting process, as well as available resources and incentives, on the City's website by December 2025. - Adopt pre-approved ADU plans, potentially using SJV REAP's Template ADU Program and SJV REAP Tool: Pre-Reviewed Plan Set, by January 2026, and publish on the City's website. - Determine and implement strategy to promote ADUs for moderate- and lower-income households. - Prepare a report on potential strategies to encourage affordability of ADUs for moderate and lower-income households, including but not limited to, promoting the use of HCVs or development of cost incentive programs or no-interest loan program for ADU developers in exchange for income restrictions. Prepare report by January 2026 and present to City Council for adoption by August 2026. If adopted, implement pilot program by January 2027.	July 2025 Beginning in 2025 December 2025 January 2026 January 2026/ January 2027	Northeast, Northwest, and Southwest Dinuba	Support the development of at least <u>16 ADUs citywide</u> with at least <u>five-10</u> ADUs in Northeast, Northwest, and Southwest Dinuba during the planning period.

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
Program 11: Lower Income and Special Needs Housing	- Contract with Self-Help Enterprises to provide financial assistance programs to low-income households, including the Homebuyer Assistance Program. - Collaborate with Self-Help Enterprises to pursue HOME and CDBG grant opportunities to expand funding for financial assistance programs.	Annually	Citywide; Moderate and High Resource Tracts, especially Northwest Dinuba	Assist 122 Dinuba households through HCVs. Promote with the goal of expanding the use of HCVs in the city by 10 percent by December 2030, using 2023 data as baseline.
	- Expand program awareness and participation to low-income households throughout the city. - Annually conduct one workshop for prospective low-income homebuyers, starting in 2025, for a total of seven workshops during the planning period.	January 2025, then annually		
	Over the 8-year planning period, after each Point-in-Time Count, conduct workshops for the Planning Commission and City Council to share the data from the count. Invite the Kings/Tulare Homeless Alliance to attend.	2024-2032		
	Identify potential programs to aid moderate-income homeownership opportunities and develop a list of resources by July 2025. Apply for feasible funding opportunities by December 2025.	July 2025/ December 2025		
	- Connect low-income residents with housing assistance resources, including the HCV program. - Add information on the HCV Program and Self-Help Enterprises' financial assistance programs to the City's website by January 2025. - Promote the availability of assistance programs through all City's social media pages. - Attend at least two community events to spread awareness and distribute fact sheets on available financial assistance programs.	By January 2025, then ongoing		
	In collaboration with the Housing Authority, provide education to property owners and managers to expand awareness of the HCV program to increase acceptance of tenant-based HCVs and to facilitate mobility and provide choices for lower-income households throughout the city. Identify and address challenges that property owners/managers have with existing or prospective HCV holders.			

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	▫ In collaboration with the Tulare County Housing Authority, organize one workshop for landlords on the HCV program at least twice during the planning period, for a total of two workshops during the planning period. ▪ Review the General Plan, applicable Specific Plans, and Zoning Code and Zoning Map to evaluate opportunities for removing barriers to development of emergency shelters and identify additional zoning districts where emergency shelters may be permitted. Review General Plan, Specific Plans, and Zoning Code and Zoning Map by January 2026 and implement any changes by January 2027. ▪ Beginning in 2025 and annually thereafter, pursue funding available at the State and Federal levels for affordable housing development. Specifically, pursue funding programs that target the needs of extremely low and very low income households. ▪ <u>The City and collaborative partners will make a specific and at least annual effort to assist in the development of housing for farmworkers and conserve and improve the existing housing stock for farmworkers.</u> ▪ <u>Twice annually, in coordination with the County's Homeless Initiatives Program Coordinator, provide outreach to persons experiencing homelessness including connections with available resources.</u>	January 2026/ January 2027 Beginning 2025 and annually thereafter Annually		
New Housing Opportunities in Higher Opportunity Areas				
Program 2: Adequate Sites for RHNA	▪ Concurrent with adoption of the Housing Element, rezone properties as outlined above and detailed in the Housing Resources section of this Housing Element to fully accommodate the remaining RHNA of 1,283 units and specifically a RHNA shortfall of 381 units (216 lower income and 165 moderate income units). As part of the rezoning, establish appropriate development standards (including parking, height, setback, lot coverage, etc.) to ensure maximum allowable densities at the respective zones can be achieved. ▪ Concurrent with the adoption of the Housing Element, develop a formal procedure to monitor no net loss in capacity pursuant to SB 166. ▪ By 2026, complete update to water and sewer master plans.	Concurrent with Housing Element adoption	Citywide	Facilitate the development of 1,588 units over 8 years (387 very low-income, 238 low-income, 238 moderate-income, and 695 above moderate-income units).

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	- Concurrent with the adoption of the Housing Element, adopt a policy to prioritize the allocation of water and sewer services to affordable housing projects (SB 1087) - Maintain an inventory of available vacant and prospective sites that can accommodate new housing; update annually. Make this inventory available to the public and interested developers on the City website. - Annually meet with property owners and interested developers to pursue housing development in the city.			
Program 3: By Right Approval	Concurrent with the Housing Element adoption and Development Code update to provide adequate sites for the RHNA (see Program 2), update the Development Code to address the by-right approval requirements. Lower-income sites included in the site inventory with a proposed zoning change, as well as vacant sites identified in two previous housing elements and non-vacant sites identified in the previous housing element, will be rezoned, in compliance with Government Code Section 65583.2(h) and (i), to permit owner-occupied and rental multifamily uses by-right (without discretionary approval) for developments in which 20 percent or more of the units are affordable to lower-income households. Any subdivision of the sites shall be subject to all laws, including, but not limited to, the local government ordinance implementing the Subdivision Map Act.	Concurrent with Housing Element adoption	Citywide	Facilitate the development of 1,588 units over 8 years (387 very low-income, 238 low-income, 238 moderate-income, and 695 above moderate-income units).
Program 6: Zoning Code Amendments	Complete Zoning Code Amendments outlined in Program 6 to facilitate the development and remove constraints to the development of housing for special needs populations.	By the end of 2025 or concurrent with Housing Element adoption (see Program 6)	Citywide	Facilitate the development of 20 units for special needs populations during the planning period.
Program 7: Transparency in Government	- Evaluate the City's compliance with the new transparency requirements per Government Code Section 65940.1(a)(1) and make changes as necessary by December 2025. - Update links on the City's Planning and Development Services Department webpage to connect to the most recent versions of each resource and document.	December 2025 By July 2026⁶⁵	Citywide	Facilitate the development of 1,588 units over 8 years (387 very low-income, 238 low-income, 238 moderate-income, and 695 above moderate-income units).

Tulare County Association of Governments
Tulare County Regional Housing Element

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
Program 8: Facilitating Affordable Housing Development	▪ In annual coordination with Self-Help Enterprises, proactively work with Self-Help and other housing developers to locate sites and housing opportunities in infill sites in high opportunity areas. Pursue funding designed to assist in the affordable housing space. ▪ Annually pursue funding at the local, regional, state, and federal levels such as State CDBG, CalHome, PLHA, and Project Homekey funds. ▪ Work with other jurisdictions in Tulare County to create a regional list of affordable housing developers. Annually conduct outreach to these developers with information on potential sites, available regulatory concessions and incentives, and potential funding opportunities. ▪ By December 31, 2025, revise the Density Bonus Ordinance in compliance with State law (Government Code §65915) to equally provide for density bonuses in all zoning districts where residential uses are permitted and to include provisions relative to density bonuses, incentives, and concessions as required by State law. ▪ Facilitate the development of affordable housing through the provision of the following regulatory concessions and incentives: ▫ Density increases under the City's Density Bonus Ordinance. ▫ Expedited and streamlined project application review involving any of the following housing categories: above-moderate-income households; very low-income households; large families; persons with disabilities or developmental disabilities; and farmworkers. ▫ Potential fee waivers/reductions/deferrals. ▪ Develop a web-based Housing Development Toolkit that outlines a step-by-step process for residential development, including identifying steps in the entitlement and building permit process, detailed information on development incentives, and funding programs and resources for affordable housing development. Publish the Housing Development Toolkit on the City's website by August 2026⁶⁵.	Starting in 2025 and annually thereafter December 31, 2025 Starting 2025 August 2025	Citywide with emphasis on moderate and high resource census tract including Downtown and Southwest Dinuba.	Increase the percent of the city's housing stock that is multifamily from 25 percent to 28 percent by December 2030, using 2020 Census data as a baseline. Eliminate disparity between census tracts in Downtown/Southeast Dinuba and the rest of the city based on median income level and percent of households in poverty. Increase housing mobility options in Dinuba through the use of ADUs, and SB4 implementation. Facilitate 150 units of missing middle housing (e.g., duplexes, triplexes, fourplexes, townhouses, courtyard buildings) in high-opportunity areas by the end of the planning period. As funding allows, and in collaboration with affordable housing developers, facilitate 25 affordable housing units in high-opportunity areas.

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	- Review the General Plan, applicable Specific Plans, and Zoning Code and Zoning Map to evaluate opportunities for removing barriers to housing production, adding housing capacity, and accommodating a greater mix of dwelling types and sizes households (e.g., duplexes, triplexes, fourplexes, townhouses, courtyard buildings), prioritizing opportunities and sites particularly in Northwest Dinuba and the northern part of Northeast Dinuba (Census Tract 06107000401). - Review General Plan, Specific Plans, and Zoning Code and Zoning Map by January 2026 and implement any changes by January 2027 (see Program 6). - Acquire funds from the state and federal grant opportunities, including the HCD Infill Infrastructure Grant Program, to support the development of affordable housing, housing for special needs, and support service projects. Leverage City funding to partner with affordable housing developer on new affordable housing developments in the city. Prioritize subsidies for financing for rental housing units affordable to extremely low-income households, senior households, farmworkers, persons with disabilities, veterans, large households, and other households with special needs. - Apply for state and federal funds in 2025 and annually thereafter to facilitate the development of affordable housing, including housing for extremely low-income households and those with special housing needs. Partner with nonprofit housing developers to support the entitlement of at least 100 subsidized housing units affordable to extremely low-, very low-, and low-income households in the city during the planning period, including at least 30 percent of units outside of areas of high segregation and poverty or near public transit and services <u>Residential Development Standards for Religious Facilities: SB 4 (Housing on Higher Education Institution and Religious Institution Sites), effective in January 2024, ensures that churches, faith institutions, and nonprofit colleges are able to build affordable housing on their land without having to go through an expensive and difficult rezoning and discretionary approval process. AB 1851 (Religious Facility Housing) provides relief in parking requirements when a religious institution partners with a nonprofit organization to provide affordable housing on site. AB 1851 applies only to religious facility properties in residential</u>	January 2026/ January 2027 In 2025, then as funding becomes available		

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	<u>zones or nonresidential zones that also allow residential uses. Establishing standards for residential uses on religious facilities sites could provide opportunities for housing in a variety of locations throughout the City, providing mobility options for residents. To promote these opportunities, the City would create an outreach and technical advisory program that would consist of:</u> ▪ <u>Conducting a workshop in 2027 and 2029 to explain SB 4, AB 1851 and how it can apply to religious facility properties in Dinuba.</u> ▫ <u>Invite religious facility owners and local nonprofit developers to participate</u> ▫ <u>Provide informational materials on the development process</u> ▪ <u>City staff will provide technical assistance to religious facility property owners to assist with the project entitlements.</u> ▪ <u>Review the General Plan and applicable zoning regulations, and revise as necessary, to facilitate affordable housing on religious facility sites.</u> -			<u>Facilitate the development of five units on religious institution sites.</u>
Place-based Strategies for Neighborhood Revitalization				
Program 1: Regional Collaboration	▪ Hold at least two community workshops in Downtown and Southeast Dinuba by December 2026 to identify active transportation needs and apply for funding to implement projects by December 2027. ▪ Participate in the Coordinated Human Services Transportation Plan's update scheduled for 2028.	2024-2032 December 2026/ December 2027	Downtown and Southeast Dinuba	Implement at least two active transportation projects in Downtown and Southeast Dinuba by the end of the planning period.
	▪ Invite affordable housing developers, Community Based Organizations (CBOs), and other interested parties to discuss affordable housing production in the County.	Annually	Citywide with emphasis on Downtown and Southeast Dinuba	Utilize monthly TCAG TAC meetings to identify at least one resource-sharing effort or planning strategy annually.
Program 10: Housing Preservation and Rehabilitation	▪ Coordinate with Self-Help Enterprises to fund rehabilitation efforts in the city. Annually research funding opportunities, such as CHAFA, for rehabilitation grants.	Annually	Downtown/ Southeast Dinuba and Southwest Dinuba	Assist with at least 12 rehabilitation projects over 8 years.
	▪ Advertise available rehabilitation grant programs on the City's website. Ensure that Code Enforcement has the information when addressing enforcement cases.	By July 2026 ⁶⁵		
	▪ Expand the City's Housing Rehabilitation Program.	By 2026 ⁶⁵		

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	- Apply for additional funding for the Homebuyer Rehabilitation Program by 2025 to serve at least 12 households by the end of the planning period. Prioritize Downtown/ Southeast Dinuba and Southwest Dinuba (areas of greatest need). - Publish resources on homeowner rehabilitation assistance on the City's website by July 2026.	By July 2026		
Program 12: Community and Economic Development	- Annually coordinate with the Workforce Investment Board (WIB) of Tulare County to carry out the WIB's Local Plan, including identified workforce priorities that will benefit the residents of Dinuba. - Every other year, apply for available grants to help implement measures within the Revitalization Plan for South El Monte Neighborhood beyond what is scheduled in the CIP. - Continue with the construction of Well 21 to help meet the future water demands in Dinuba. - Annually coordinate with the Public Works Department to review the City's Capital Improvement Projects Plan (CIP) to ensure public facilities and infrastructure are supportive of the needs of underserved communities, in particular the City should ensure that the CIP includes the following measure: - Annual CIP funding for city sidewalk improvements and ADA ramp improvements area include underserved areas. - Measures from the Revitalization Plan for the South El Monte Neighborhood (Downtown and Southeast Dinuba) and the Active Transportation Plan prioritize improvements on sites that accommodate the City's lower-income RHNA. - The scheduled (2022-2026) downtown improvements will attract new businesses. - The scheduled (2022-2026) shade structure project at Delgado and Roosevelt parks. 2023 Circulation Element policies that call for: Pedestrian Priority Corridors, Complete Streets identified in the 2023 Circulation Element are included (El Monte Way, Alta Avenue and Kamm Avenue). - As part of the annual CIP program updates, evaluate public improvement needs in Downtown and Southeast Dinuba and prioritize improvements on sites that accommodate the City's lower income RHNA.	Annually Annually Annually By the end of 2026 By 2026	Downtown and Southeast Dinuba, and tracts with sites that can accommodate lower-income housing	Complete 5 CIP projects during the planning period. Implement five minor and five major recommended infrastructure actions from the Revitalization Plan for the South El Monte Neighborhood by the end of the planning period. Implement at least two active transportation projects in Downtown and Southeast Dinuba by the end of the planning period. Complete Well 21 project

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	- At least annually, collaborate with the Tulare County Economic Development Office to attract new businesses and jobs to Dinuba. - Connect local business owners and interested parties to the Tulare County Economic Development Office to receive assistance on starting a business, including assistance with permitting, applying for incentives, and finding site locations. Connect at least five potential business owners with the Tulare County Economic Development Office. - Partner with the local employment organizations to connect Dinuba residents with job opportunities and workforce training program opportunities. - By the end of 2026, partner with the Tulare County Workforce Investment Board and Employment Connection to host an annual job fair and workforce training event in Dinuba. - Work with TCaT and the Fresno County Rural Transit Agency to provide free bus passes to residents attending job fairs and interviews. - By 2026, partner with the Chamber of Commerce, local business owners, and potential businesses to identify planning and infrastructure needs to support business development in Dinuba. - As part of a regional effort and/or individually, develop a report on planning and infrastructure needs for business development by January 2025 and present to City Council. If adopted, implement at least 50 percent of the recommendations in the report by the end of the planning period. - Coordinate with Tulare County and the San Joaquin Valley Air Pollution Control District to develop and implement a plan to reduce pollution burden throughout the city, targeting air quality, water quality, and pesticide use. Assess pollution burden in Downtown and Southeast Dinuba and create an action plan to reduce pollution burden in these neighborhoods, as well as addressing proper remediation plans for cleanup sites and hazardous waste sites. - Regularly assess and monitor pollution burden in each census tract, using tools such as CalEnviroScreen and identify major	At least every other year Beginning in 2025 and every two years thereafter By the end of 2025		

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	sources of pollution. Develop a pollution burden reduction strategy for the city and for Downtown and Southeast Dinuba by 2026 with metrics and timelines. - Complete the South El Monte Revitalization Plan which covers the southern part of Southeast Dinuba. The Plan includes analysis of: Community Beautification and Landscaping, Public Facilities (sidewalks, parks, streets, etc.), Community Lighting, Housing Rehabilitation, Infrastructure, Economic Development, and Crime Prevention and Public Safety. The Plan is expected to be completed by the end of 2024. - Use the South El Monte Revitalization Plan to leverage funds to implement the actions and goals of the Plan. - Complete programmed improvements around the new Dinuba High School located in Southeast Dinuba and surrounding planned residential neighborhoods, including bike lanes, new walkways, new parks. Construction of the High School is expected August 2024.			
Program 13: Energy Conservation	Annually, update energy conservation programs on the City website. Also provide information to homeowners and developers during the project application process. Provide information to homeowners during Code Enforcement cases. When available, pursue/provide rehabilitation assistance that includes energy conservation and weatherization improvements as eligible activities	Annually	Citywide with emphasis on Downtown and Southeast Dinuba	Refer 5 low-income households to energy conservation programs annually. Refer developer energy conservation programs to all multi-family projects proposed during the planning period.
Tenant Protection and Anti-displacement				
Program 1: Regional Collaboration	Partner with the Kings/Tulare Homeless Alliance to proactively address shelter, including emergency shelters, low barrier navigation centers, transitional and supportive housing, and support services for people experiencing homelessness.	Starting in 2025 and annually thereafter	Citywide	Annually coordinate meetings with the Kings/Tulare Homeless Alliance to address need in Dinuba.
Program 4: Replacement Housing	Amend the Zoning Code to address the replacement housing requirements.	Concurrent with Housing Element adoption	N/A	Replace all units as required pursuant to AB 1397.

Tulare County Association of Governments
Tulare County Regional Housing Element

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
Program 9: Preservation of At-Risk Housing	▪ Monitor affordable units during the planning period. ▪ Maintain annual contact with property owners of affordable housing regarding any change in status/intent or need for assistance, such as rehabilitation assistance. ▪ Maintain the AB 987 database to include detailed information on all subsidized units, including those that have affordability covenants. Update annually. ▪ Ensure tenants are properly noticed by the property owners should a Notice of Intent to opt out of low-income use is filed. Notices must be filed three years, one year, and six months in advance of conversion. Additionally, the City shall provide tenants with information about available resources and their tenant rights during the Notice of Intent period. ▪ In the event of potential conversion, conduct outreach to other nonprofit housing providers to acquire projects opting out of low-income use. As funding permits, assist in funding the acquisition or support funding applications by nonprofit providers.	Annually	Citywide	Preserve all 768 affordable housing units.

A7.4 Quantified Objectives

Dinuba has established quantified objectives for housing production and rehabilitation for the Housing Element. These objectives are based upon expected availability of resources to address the City's housing needs, expectations regarding future housing development, as well as prior objectives established in earlier housing plans. Table A7-1 below summarizes the City's quantified objectives for implementing its various programs and actions outlined above.

Table A7-1 Quantified Objectives 2023-2031

Target Income and Affordability Level	New Construction	Rehabilitation	Conservation
Extremely Low	178	3	256
Very Low	209	3	256
Low	238	3	256
Moderate	268	3	0
Above Moderate	401	0	0
Total	1,588	12	768

This page left intentionally blank.



Tulare County Regional Housing Element

2023-2031 Housing Element

prepared by

Tulare County Association of Governments
Planning Division, Department of Community Development
210 North Church Street B
Visalia, California 93291
Contact: Ted Smalley, Executive Director

prepared with the assistance of

Rincon Consultants, Inc.
706 South Hill Street, Suite 1200
Los Angeles, California 90014

Public Review Draft, February 2025



RINCON CONSULTANTS, INC. SINCE 1994

Table of Contents

1	Introduction and Public Participation	1-1
1.1	Housing Element Purpose and Content	1-1
1.2	Relationship to Other General Plan Elements.....	1-2
1.3	Organization of the Housing Element	1-3
1.4	Data Sources and Methods	1-3
1.5	Regional Collaboration	1-4
1.5.1	Regional Challenges and Opportunities.....	1-4
1.5.2	Regional Planning Efforts	1-5
1.5.3	Opportunities for Regional Collaboration.....	1-5
1.6	Community Engagement.....	1-6
1.6.1	Public Noticing	1-6
1.6.2	Project Website.....	1-7
1.6.3	City Council Presentations	1-7
1.6.4	Community Workshops.....	1-7
1.6.5	Stakeholder Interviews	1-8
1.6.6	Housing Needs Survey.....	1-10
1.6.7	Public Comment Letters.....	1-11
1.6.8	Public Review of the Draft Housing Element	1-11
1.6.9	Public Engagement for the Revised Draft Housing Element.....	1-12
1.6.10	Response to Community Input	1-13
2	Regional Housing Needs Assessment.....	2-1
2.1	Population Characteristics.....	2-1
2.2	Population Growth	2-1
2.3	Age Characteristics	2-2
2.4	Race and Ethnicity	2-3
2.5	Economic Characteristics	2-4
2.5.1	Employment	2-4
2.5.2	Income Definitions and Income Limits.....	2-8
2.6	Household Characteristics.....	2-13
2.7	Large Households	2-14
2.8	Overcrowding	2-15
2.9	Special Needs Groups.....	2-16
2.9.1	Seniors.....	2-16
2.9.2	Persons with Disabilities (including Developmental Disabilities)	2-21
2.9.3	Large Households.....	2-27
2.9.4	Female-Headed Households	2-29

2.9.5	Extremely Low-Income Residents	2-31
2.9.6	Farmworkers	2-33
2.9.7	Persons Experiencing Homelessness	2-36
2.10	Housing Stock Characteristics	2-40
2.11	Housing Growth.....	2-40
2.12	Housing Type and Tenure.....	2-40
2.13	Vacancy Rate	2-42
2.14	Housing Unit Size.....	2-43
2.15	Age and Condition of Housing Stock	2-43
2.16	Housing Costs	2-46
2.16.1	Median Home Sale Price	2-46
2.17	Distribution of Owner-Occupied Units	2-47
2.18	Housing Rents.....	2-49
2.19	Housing Affordability.....	2-50
2.19.1	Workforce Housing.....	2-52
2.19.2	Cost Burden.....	2-52
2.20	Assisted Housing Units	2-53
2.20.1	Funding Sources for Assisted Housing	2-54
3	Regional Housing Constraints Analysis	3-1
3.1	Non-Governmental Constraints	3-1
3.1.1	Land Costs	3-1
3.1.2	Construction Costs	3-3
3.1.3	Availability of Financing	3-3
3.1.4	Mortgage and Rehabilitation Financing.....	3-4
3.2	Governmental Constraints	3-6
3.2.1	Land Use Controls	3-6
3.2.2	Residential Development Standards.....	3-7
3.2.3	Housing for Persons with Disabilities.....	3-13
3.2.4	Planning and Development Fees.....	3-13
3.2.5	Inclusionary Housing Ordinance	3-14
3.2.6	Permit Procedures and Processing Times	3-14
3.2.7	Short-Term Housing Rentals	3-14
3.2.8	Code Enforcement	3-15
3.3	Environmental Constraints.....	3-15
3.3.1	Floodplains	3-15
3.3.2	Seismic Zones	3-16
3.3.3	Wildland/Urban Fire Hazards.....	3-16
3.3.4	Soil Contamination.....	3-16

4	Regional Housing Resources	4-1
4.1	Introduction.....	4-1
4.2	Future Housing Needs	4-1
4.2.1	Regional Housing Needs Allocation (RHNA)	4-1
4.3	Meeting the RHNA.....	4-2
4.4	Development Trends	4-3
4.4.1	Summary of Development Trends	4-16
4.4.2	Pipeline Projects by Jurisdiction.....	4-17
4.5	Site Selection Criteria	4-21
4.5.1	Density and Parcel Size	4-22
4.6	Realistic Development Capacity	4-23
4.7	Affirmatively Furthering Fair Housing	4-24
4.8	Supporting Information.....	4-24
4.8.1	Summary of Interviews with Development Community	4-24
4.9	Financial Resources for Affordable Housing	4-24
4.10	Administrative Resources.....	4-26
4.10.1	San Joaquin Valley Regional Planning Agencies Policy Council	4-26
4.10.2	Non-Profit Organizations	4-26
5	Regional Affirmatively Furthering Fair Housing Analysis	5-1
5.1	Introduction and Overview	5-1
5.1.1	Methodology.....	5-1
5.2	Data Sources.....	5-3
5.2.1	HCD AFFH Data Viewer	5-3
5.2.2	Urban Displacement Project	5-3
5.2.3	CalEnviroScreen	5-3
5.2.4	TCAC/HCD Opportunity Maps.....	5-4
5.2.5	HUD Comprehensive Housing Affordability Strategy (CHAS) Data	5-4
5.2.6	U.S. Census American Community Survey (ACS)	5-4
5.2.7	AllTransit	5-5
5.3	Fair Housing Resources	5-5
5.3.1	Enforcement and Outreach Capacity	5-5
5.4	Ability to Address Complaints	5-5
5.5	Segregation and Integration Patterns and Trends	5-6
5.5.1	Race and Ethnicity	5-7
5.5.2	Persons with Disabilities	5-7
5.5.3	Familial Status	5-12
5.5.4	Household Income	5-14
5.5.5	Poverty and Segregation	5-17
5.5.6	Concentrated Areas of Affluence.....	5-21

5.6	Disparities in Access to Opportunities	5-21
5.6.1	Transit Access and Walkability	5-21
5.6.2	Access to Quality Education	5-25
5.6.3	Economic Outcomes	5-27
5.6.4	Healthy and Safe Housing Environment	5-30
5.7	Disproportionate Housing Needs	5-34
5.7.1	Housing Cost Burden	5-34
5.7.2	Overcrowding	5-34
5.7.3	Housing Problems	5-37
5.7.4	Persons Experiencing Homelessness	5-39
5.7.5	Farmworkers	5-40
5.7.6	Displacement	5-41
5.8	Local Area Knowledge	5-41
5.8.1	Historic Patterns of Segregation	5-41
5.8.2	Community and Stakeholder Input	5-44

Tables

Table 2-1	Population Change (2000 - 2020)	2-2
Table 2-2	Population by Age Group (2020)	2-3
Table 2-3	Population by Race	2-4
Table 2-4	Major Employers	2-5
Table 2-5	Employment by Industry (2020)	2-6
Table 2-6	HUD Income Limits by Person per Household (dollars)	2-8
Table 2-7	State of California Income Categories	2-8
Table 2-8	Median Household Income by Race/Ethnicity (dollars)	2-10
Table 2-9	Overpayment by Tenure	2-11
Table 2-10	Overpayment by Tenure for Low-Income Households	2-12
Table 2-11	Cost Burdened Households	2-13
Table 2-12	Households by Type	2-14
Table 2-13	Large Households by Tenure	2-15
Table 2-14	Overcrowding Severity by Tenure	2-16
Table 2-15	Senior Households by Tenure	2-17
Table 2-16	Overpayment by Tenure among Senior Households, Tulare County	2-18
Table 2-17	Cost Burdened Senior Households	2-19
Table 2-18	Inventory of Senior Housing	2-20
Table 2-19	Population by Number of Disabilities	2-22
Table 2-20	Disability by Age for the Total Population	2-23
Table 2-21	Developmental Disability by Age	2-24
Table 2-22	Developmental Disability by Residence	2-24
Table 2-23	Inventory of Housing for People with Disabilities	2-25

Table 2-24	Services for Persons with Disabilities	2-27
Table 2-25	Large Households by Tenure	2-28
Table 2-26	Large Households and Units	2-28
Table 2-27	Single Female-Headed Households with own Children	2-29
Table 2-28	Single Female-Headed Households by Tenure	2-30
Table 2-29	Extremely Low-Income Households by Tenure	2-31
Table 2-30	Extremely Low-Income Households by Tenure and Cost Burden	2-32
Table 2-31	Extremely Low-Income Resources	2-33
Table 2-32	Farmworker Population.....	2-34
Table 2-33	Farmworker Population Overtime (Tulare County)	2-35
Table 2-34	Resources for Farmworkers.....	2-35
Table 2-35	Homelessness by Type (2023)	2-38
Table 2-36	Resources for Persons Experiencing Homelessness.....	2-39
Table 2-37	Total Housing Units Over Time (1980 to 2020)	2-40
Table 2-38	Total Housing Units by Type	2-41
Table 2-39	Housing Units by Tenure	2-42
Table 2-40	Vacancy Status by Type for Total Vacant Units	2-42
Table 2-41	Housing Unit Size	2-44
Table 2-42	Total Occupied Housing Units by Year Built	2-45
Table 2-43	Substandard Housing Units	2-46
Table 2-44	Median Housing Value Over Time (1980 to 2020)	2-47
Table 2-45	Owner Occupied Units by Race	2-48
Table 2-46	Median Rent by Number of Bedrooms	2-49
Table 2-47	Housing Affordability Matrix – Tulare County (2021)	2-50
Table 2-48	Cost Burdened Owner-Occupied Households Over Time	2-52
Table 2-49	Cost Burdened Renter-Occupied Households Over Time	2-53
Table 2-50	Inventory of Public Assisted Complexes.....	2-56
Table 3-1	Listed Land Prices – Tulare County.....	3-2
Table 3-2	Sold Land Prices – Tulare County	3-2
Table 3-3	Listed and Sold Land Prices	3-2
Table 3-4	Estimated Construction Cost.....	3-3
Table 3-5	Race and Loan Action	3-5
Table 3-6	Loan Action and Loan Type	3-5
Table 3-7	Race and Loan Action	3-5
Table 3-8	Ethnicity and Loan Action.....	3-6
Table 3-9	Statewide Density Bonus Parking Standards.....	3-8
Table 4-1	Tulare County Regional Housing Needs Determination Allocation.....	4-2
Table 4-2	Regional Development Trends	4-17
Table 4-3	Dinuba Pipeline Projects.....	4-18
Table 4-4	Exeter Pipeline Projects.....	4-18

Table 4-5	Farmersville Pipeline Projects	4-19
Table 4-6	Lindsay Pipeline Projects	4-19
Table 4-7	Porterville Pipeline Projects	4-20
Table 4-8	Tulare Pipeline Projects	4-20
Table 4-9	Woodlake Pipeline Projects.....	4-21
Table 4-10	Recent Developments on Large Sites in San Joaquin Valley	4-22
Table 5-1	Domains and List of Indicators for Opportunity Maps	5-4
Table 5-2	HUD Certified Fair Housing Providers Active in the Tulare County.....	5-5
Table 5-3	Tulare County Fair Housing Complaints (2006-2020)	5-6
Table 5-4	Employment Status by Disability Status (Tulare County)	5-10
Table 5-5	Tenure by Household Type and Presence of Children (Tulare County)	5-12
Table 5-6	Mean Salary by Occupation (Tulare County).....	5-28

Figures

Figure 2-1	Median Household Income	2-9
Figure 2-2	Homelessness by Type Over Time, Households, Kings/Tulare County CoC	2-37
Figure 2-3	Median Contract Rent	2-49
Figure 3-1	Historical Mortgage Rates in the United States (2013-2023)	3-4
Figure 5-1	Percent of Total Non-White Population (Tulare County)	5-8
Figure 5-2	Predominant Populations (Tulare County).....	5-9
Figure 5-3	Disability by Type (Tulare County).....	5-10
Figure 5-4	Percent of Population with a Disability (Tulare County)	5-11
Figure 5-5	Female-Headed Households with Children Present, No Spouse/Partner Present (Tulare County)	5-13
Figure 5-6	Median Household Income (Tulare County)	5-15
Figure 5-7	Percent of Low- to Moderate-Income (LMI) Population (Tulare County).....	5-16
Figure 5-8	Poverty Status (Tulare County).....	5-18
Figure 5-9	Areas of High Segregation and Poverty (Tulare County).....	5-19
Figure 5-10	Racial Segregation and Integration (Tulare County)	5-20
Figure 5-11	Racially Concentrated Areas of Affluence (Tulare County)	5-22
Figure 5-12	TCAC Opportunity Areas – Education Outcomes (Tulare County)	5-26
Figure 5-13	TCAC Opportunity Areas - Economic (Tulare County)	5-29
Figure 5-14	CalEnviroScreen 4.0 Percentile Scores (Tulare County)	5-31
Figure 5-15	TCAC Opportunity Areas - Environmental (Tulare County).....	5-32
Figure 5-16	SB 535 Disadvantaged Communities (Tulare County)	5-33
Figure 5-17	Overpayment by Home Owners (Tulare County)	5-35
Figure 5-18	Overpayment by Renters (Tulare County).....	5-36
Figure 5-19	Overcrowded Households (Tulare County)	5-38
Figure 5-20	Displacement Risk (Tulare County).....	5-42

1 Introduction and Public ParticipationCommunity Engagement

California Housing Element law requires every jurisdiction to prepare and adopt a housing element as part of its general plan. The cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, and Woodlake, with the support of the Tulare County Association of Governments (TCAG), have prepared a Regional Housing Element for the 6th housing element cycle.

The Tulare County Regional Housing Element (referred to as the "Housing Element") represents an innovative approach to meeting State Housing Element law and coordinating resources to address the region's housing needs. Each participating jurisdiction will adopt the Housing Element separately, and the California Department of Housing and Community Development (HCD) will certify the Housing Element separately for each jurisdiction. On a regional level, the Housing Element provides the opportunity for the participating jurisdictions to respond to countywide housing issues and work together to accommodate the region's share of housing need (known as the Regional Housing Needs Allocation, or RHNA).

“ The communities of the Tulare County region have a long history of supporting housing and have done a great job providing it. We look forward to continuing the delivery of projects and programs that deliver the housing that our residents need. ”

- Benjamin Kimball, Deputy Executive Director, TCAG

1.1 Housing Element Purpose and Content

The State of California has stated that the availability of decent and suitable housing for every California family is “a priority of the highest order.” This objective has become increasingly urgent in recent years as communities across the state struggle to meet the housing needs of all their residents. The housing element is the primary tool used by cities and counties in meeting their housing goals. The housing element is a comprehensive strategy for encouraging the development of safe, decent, and affordable housing for all residents and preventing housing loss.

The California Government Code, Sections 65580 through 65589, Chapter 1143, Article 10.6 outlines state housing element requirements. HCD administers the law by reviewing housing elements for compliance with state law and by reporting its written findings to the local jurisdiction. Although state law allows local governments to decide when to update their general plans, state housing element law mandates that housing elements be updated every eight years. This Housing Element covers the planning period of December 31, 2023, through December 31, 2031.

In accordance with Government Code 65583, the Housing Element must include:

1. An identification and analysis of existing and projected housing needs, available housing resources, and potential constraints to the maintenance and development of housing.

2. A statement of goals, policies, quantified objectives, and scheduled programs for preservation, improvement, and development of housing.
3. An inventory of land suitable for residential development showing adequate sites to meet housing needs.
4. An assessment of local fair housing issues and meaningful actions to address disparities in housing needs and access to opportunities.
5. Adequate provision for existing and projected needs of all economic segments of the community.

The Housing Element assists the seven participating jurisdictions in determining how to address existing and future housing needs and plan for growth. Housing policies and actions contained in the Housing Element do not commit the jurisdictions to construct new housing units but identify ways in which each jurisdiction will encourage development of housing intended to meet the housing needs of residents during the housing element update cycle.

In addition to ensuring compliance with state law, a jurisdiction's housing element status affects eligibility to receive state funding for a variety of transportation, infrastructure, and housing programs. Funding through these programs is competitive and can be essential for jurisdictions to develop and maintain transportation, infrastructure, and affordable housing assets.

Housing and transportation needs at the regional scale are outlined in TCAG's 2022 Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS). The Housing Element supports implementation of TCAG's 2022 RTP/SCS, which promotes regional collaboration and planning efforts.

1.2 Relationship to Other General Plan Elements

Per state law, the housing element is one of the eight required elements of each local jurisdiction's general plan and must be consistent with all other elements of the general plan. Other optional elements can be added, and some subject areas can be combined. Pursuant to Government Code section 65302, the other subjects or "Elements" that a general plan must contain are Land Use, Circulation, Conservation, Open Space, Noise, Safety, and for some jurisdictions, Environmental Justice. Cities and counties in the San Joaquin Air Pollution Control District, which includes all cities in Tulare County, must also address air quality in their general plans.

Government Code section 65302.10(a) requires that each city and county review and update the Land Use Element of its general plan, based on available data, including, but not limited to, the data and analysis developed pursuant to Government Code section 56430, of unincorporated island, fringe, or legacy communities inside or near its boundaries. Pursuant to Government Code section 65588, on or before the due date for each subsequent revision of its housing element, each city must review, and if necessary, amend, its general plan to update the analysis regarding these communities identified within the city's sphere of influence.

Each jurisdiction is mandated by Government Code Section 65302(g)(3) to update its Safety Element in conjunction with any Housing Element update, or upon the update of the next Hazard Mitigation Plan. Additionally, jurisdictions must incorporate environmental justice policies into their general plans, either in a separate Environmental Justice element or by integrating related goals, policies, and objectives throughout the other elements. This update must happen upon the adoption or next revision of two or more elements. Therefore, if a jurisdiction updates the Safety Element concurrently with the Housing Element, the jurisdiction must also update environmental justice policies or the Environmental Justice Element.

To the extent possible, ~~the~~ the policies and implementation programs ~~for each jurisdiction~~ in this Housing Element for Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, and Woodlake are consistent with the policies and implementation programs in the other elements of ~~each~~ the corresponding jurisdiction's general plan. As elements of the jurisdictions' general plans are amended in the future, each local government will review and revise as necessary to ensure internal consistency is maintained.

1.3 Organization of the Housing Element

The Housing Element employs regional and local scale analyses to comprehend the complexities of the region's housing needs and challenges. As such, the Housing Element contains a regional component, comprised of the five chapters in the Housing Element, and jurisdiction-specific components, included as individual appendices with one dedicated appendix for each participating jurisdiction.

1. **Chapter 1: Introduction and Community Engagement:** This section provides an introduction, review of the purpose, process, and scope of the Housing Element, and highlights the public outreach methods employed and community input received for the Housing Element.
2. **Chapter 2: Regional Housing Needs Assessment:** This section reviews the existing and projected housing needs of the region. The assessment profiles socio-demographic information, such as population characteristics, household information, housing stock, tenure, and housing affordability. The assessment also considers local special housing needs, such as extremely low-income households, seniors, farmworkers, homeless individuals, large households, and female-headed households with children.
3. **Chapter 3: Regional Housing Constraints Analysis:** This section identifies and analyzes impediments to housing production, maintenance, and improvements at the regional level across all income levels. The analysis examines government constraints (including land use controls, permit processing procedures, and governmental fees) as well as non-governmental constraints such as the availability of financing, cost of land and construction, and environmental constraints.
4. **Chapter 4: Regional Housing Resources:** This section describes recent development trends, infrastructure capacity, and other factors to inform the development potential of sites in each city.
5. **Chapter 5: Regional Affirmatively Furthering Fair Housing Analysis:** This section identifies geographic disparities between populations in the region based on socioeconomic characteristics and the potential factors that perpetuate differences in access to opportunities.

The ~~Housing Element contains one appendix~~ lettered appendices for each ~~of the~~ participating jurisdictions. ~~Each appendix~~ evaluates the jurisdiction's localized housing needs, includes a summary of community-specific engagement efforts and input, an analysis of constraints to housing development, an inventory of suitable land to accommodate the ir share of the RHNA, an assessment of fair housing, and an evaluation of accomplishments during the previous housing cycle. Each appendix ~~also~~ includes the jurisdiction's individual Housing Plan, which includes goals, policies, and objectives designed to preserve, improve, and develop housing.

1.4 Data Sources and Methods

Data from a variety of sources is used to complete the Housing Element. The most cited source is the U.S. Census, which provides consistent demographic characteristics that are widely accepted. The American Community Survey is a feature offered by the U.S. Census and includes five-year estimates on population and demographic characteristics. Other data sources include the following:

- U.S. Census and the American Community Survey (ACS)
- California Department of Finance (DOF)
- California Department of Housing and Community Development (HCD)
- California Housing Finance Agency
- California Tax Credit Allocation Committee (TCAC)
- Tulare County Association of Governments (TCAG)
- Home Mortgage Disclosure Act (HMDA) lending data
- Regional Homeless Point-in-Time (PIT) Count
- State Employment Development Department (EDD)
- Comprehensive Housing Affordability Strategy (CHAS)
- United States Department of Housing and Urban Development (HUD)
- Jurisdiction staff
- Local housing organizations

1.5 Regional Collaboration

In recent years, jurisdictions in Tulare County have collaborated on regional issues including housing, infrastructure, and transportation. The seven participating jurisdictions, in conjunction with TCAG, conducted a collaborative effort to develop the Housing Element, with the acknowledgement that a coordinated strategy for addressing the housing needs of communities throughout the region would be the most effective approach.

1.5.1 Regional Challenges and Opportunities



Tulare County features unique regional qualities that create a significant need and distinct challenges for housing. The anticipated population growth is expected to be one of the highest (per capita) of any region in the state. This growth is driven in part by the flight of urban residents from the state's larger cities toward rural areas like Tulare County due to relatively lower cost of living, economic opportunities, as well as higher birthrates than other parts of the state. Tulare County is consistently in the top three counties in the nation for agricultural production. The county also has a healthy tourism industry due to proximity to Sequoia National Park,

Kings Canyon National Park, the Sequoia National Monument, and other natural and recreational attractions.

The region also faces unique challenges that affect the future of housing throughout the county. Tulare County suffers from high poverty rates and lack of adequate services, facilities, and public funding. Development trends in the region indicate that most residential projects developed, or will develop, on vacant land or land zoned for agricultural use, creating a need for infrastructure such as roads, sewers, and water supply to serve new development.

Recent trends in the housing market reflect similar outcomes as the rest of the state, with increasingly unaffordable housing costs and difficulty obtaining housing among households of all income levels in the county. Fluctuations in mortgage interest rates in recent years have had a large impact on housing affordability. Higher interest rates increase a homebuyer's monthly payment and decrease the range of housing that a household can afford. Lower interest rates result in a lower cost and lower monthly payments for the homebuyer. Mortgage rates in 2023 were significantly higher compared to rates during the past 10 years, making it difficult for households to purchase a home.

Environmental conditions throughout the region pose a potential risk to existing and future residents if not properly planned for and addressed. Tulare County is in the most polluted air basin in the country due to a combination of geographical, climate, and anthropogenic variables. Environmental concerns such as flooding, ground water depletion, and land subsidence present other challenges in Tulare County.

1.5.2 Regional Planning Efforts

Jurisdictions in Tulare County collaborate with regional agencies and organizations to address the county's challenges and provide opportunities. The RTP/SCS, developed with input from each jurisdiction in the county, serves as a blueprint for sustainable development and transportation solutions within the county and with neighboring counties. The RTP/SCS aims to create a more interconnected and environmentally friendly transportation network for the region's residents. In 2021, the Tulare County Regional Transit Agency, Visalia Transit, and the San Joaquin Joint Powers Authority executed an agreement to develop an operation plan for the Cross Valley Corridor that will serve the planned Kings/Tulare High Speed Rail Station in Hanford. The rail plan will connect communities within Tulare County to major urban centers, fostering economic growth and mobility for residents and businesses.

A multitude of regional efforts address the growing prevalence of homelessness throughout the region. The Kings/Tulare Homeless Alliance is a partnership between homeless service providers, advocacy groups, government agencies and homeless individuals working to support the needs of the homeless population with the goal of preventing and reducing homelessness. The Kings/Tulare Homeless Alliance carries out the region's long range planning regarding homelessness and implements various programs to provide temporary and permanent housing and basic services for those in need. Tulare County has also convened a Task force on homelessness to develop and implement innovative strategies to address homelessness in the county and coordinate local services and programs. The Task force consists of appointed and voluntary representatives from various government agencies including the cities of Porterville, Farmersville, Dinuba, Tulare, and Visalia, and community organizations.

1.5.3 Opportunities for Regional Collaboration

To promote regional collaboration, Program 1 of each Housing Plan directs the jurisdiction to partner with the other jurisdictions throughout the region to collectively address challenges related to housing, transit, economic development, and homelessness.

Opportunities for collaboration during the planning period include:

- Regional meetings related to housing and homeless issues to pursue funding and coordination opportunities.
- Cooperating with the Kings/Tulare Homeless Alliance to proactively address shelter, housing and support services for people experiencing homelessness.

- Collaboration with transit agencies to prepare a study on transit and active transportation needs for residents of the project jurisdictions.

1.6 Community Engagement

The Housing Element must reflect the values and preferences of the community. Accordingly, community participation is an important component of the development of this Housing Element. Government Code Section 65583(c)(9) states that the local government must make “a diligent effort...to achieve public participation of all economic segments of the community in the development of the housing element.”



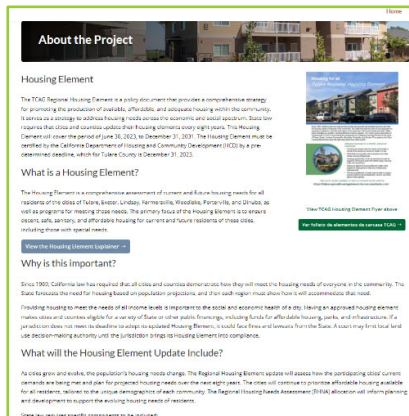
An email list of 127 individuals and organizations representing affordable and market-rate housing developers, community and advocacy groups, non-profits, faith-based organizations, school-based organizations, disability advocates, and neighborhood groups was maintained to conduct outreach for the project and provide noticing. Input on the Housing Element was solicited through interviews, surveys, a project-specific website, community events, and public meetings. A summary of the community engagement is detailed below. Copies of community engagement materials are provided in this chapter.

1.6.1 Public Noticing

To reach the largest and broadest spectrum of community members, each jurisdiction utilized the following notification methods throughout the Housing Element engagement process to introduce the project, survey, public workshops and meetings, and release of the Draft Housing Element for public review:

- Website updates
- Posts to the Cities' social media accounts
- Email blasts
- Flyers in English and Spanish posted at government facilities, community centers, and in public areas

1.6.2 Project Website



To facilitate the distribution and gathering of information, a project website dedicated to the Housing Element update was created (<https://tulararegionalhousingelement.rinconconsultants.com/>).

The website could be translated into Spanish through an automatic translation widget. The project website provided detailed background information on the Housing Element, answers to frequently asked questions, upcoming events, and past event materials. Bilingual flyers were available on the project website to inform residents about the Housing Element, the need for adequate housing, how to plan for new housing, types of housing, a project schedule, and contact information.

Project materials associated with the Housing Element update were regularly posted on the project website, including documents available for public review, the site inventories for each city, information for upcoming events, and workshop PowerPoint presentations. The project website displayed the draft site inventories for each of the participating jurisdictions with options for submitting public input on the sites. A link on the website enabled people to sign up for project email updates and provide comments at any time throughout the project process. No comments on the Housing Element were received via the project website.

1.6.3 City Council Presentations

In February and March 2023, each City's staff presented at a City Council meeting that was open to the public. City staff presented an introduction to the Housing Element, the RHNA, state legislation, and the project timeline.

1.6.4 Community Workshops

Community workshops were held for each of the seven participating jurisdictions in May and June 2023 to help inform the Housing Element. The workshops aimed to educate the community on housing element requirements and assess participants' housing needs, priorities, and concerns in their community. The workshops also obtained feedback from participants about housing needs in the community, their experience finding housing, potential programs to address housing needs, and input on the housing opportunity sites.



In-person workshops were hosted in Tulare, Porterville, Woodlake, and Exeter, on May 22, May 23, May 24, and May 25, 2023, respectively. Virtual workshops were held for Dinuba, Farmersville, and Lindsay on May 30, May 31, and June 1, 2023, respectively. Each workshop presented an informative PowerPoint presentation and provided opportunities for the public to provide input on the proposed housing opportunity sites, priority housing needs, and fair housing concerns through written comments and sticker dots at in-person workshops, and through discussion at virtual workshops.

Workshop participants were encouraged to complete comment cards, the housing needs survey and a questionnaire about the proposed sites that was also available on the project website. The PowerPoint presentation was written in both English and Spanish. Live Spanish translation was available upon request for both in-person and virtual workshops. Each workshop also had a Q&A and public discussion period.

In total, 19 participants attended the workshops: two in Dinuba, one in Exeter, three in Lindsay, two in Porterville, four in Tulare, and seven in Woodlake. No participants attended the virtual workshop in Farmersville due to a technical issue, but a recording of the presentation was posted on the City's website.

Input from the workshops is summarized as follows:

- Important aspects when looking for housing include quality and size of housing, affordability, and proximity to work or school.
- The largest barriers to affording desirable housing include cost and quality of housing, low supply, and lack of rent restricted housing.
- The most urgent housing issues in the region include affordability and availability of housing and homelessness.
- The most beneficial programs to assist residents with housing needs are rental assistance, special needs housing, homebuyer loan counseling services, home rehabilitation, and assistance for people experiencing homelessness.

1.6.5 Stakeholder Interviews

A series of stakeholder interviews were hosted on March 21, March 23, and April 4, 2023, via Zoom. The meetings presented an opportunity to discuss key issues with representatives of community organizations and affordable and market-rate housing providers. Stakeholder meetings were organized by topic: market-rate housing developers, affordable housing developers, and service providers and community organizations. An email was sent to the project contact list developed by TCAG and the participating jurisdictions inviting participants to the meetings.

Three attendees participated in the Market Rate Developer meeting on March 21, 2023. Twenty-two attendees participated in the Service Provider and Community Organization meeting on March 23, 2023. Since only one affordable housing developer attended the March 23 meeting, a questionnaire was sent

to all affordable housing provider contacts via email on April 4, 2023. No responses were received from the questionnaire.

Market Rate Housing Developers: Key Findings

Three market Rate Housing Developers participated in the March 21, 2023, meeting: Bravo Development, LLC, Smee Homes, and Yanez Construction. Input from the meeting is summarized as follows:

- Parking requirements were cited as an expensive barrier to developing housing at higher densities. Fee reductions or cost reductions were cited as ways to incentivize multifamily development in cities' downtowns.
- Construction costs for projects have increased, so any reduction on soft fees would help development.
- Commercial retail development is considered easier than residential development projects as state residential requirements constantly change.
- Developers have had to submit conditional use permits to overcome high parking requirements which add delays and costs (although this was discussed as a greater issue in cities outside the Tulare region).
- The environmental review (California Environmental Quality Act) process was identified as expensive and time consuming.

Affordable Housing Developers: Key Findings

Two affordable housing developers that participated in the meeting on March 23, 2023: Linc Housing and Habitat for Humanity. Input from the meeting is summarized as follows:

- The most pressing housing issue is finding landlords willing to accept Housing Choice Vouchers/supportive housing for formerly homeless residents.
- Maintaining housing habitability can be difficult, especially for issues with flooding. Some homeowners cannot afford flood insurance but then encounter flood damage. Cities need adequate infrastructure to help flooding issues. Some state grants may be available to assist the cities with flooding concerns.
- The Point-In-Time Count (a count of sheltered and unsheltered people experiencing homelessness) does not include people staying with friends or living in trailers. Many families and children in Tulare County live in these conditions.
- Cities can support affordable housing by employing staff who are familiar and knowledgeable on grant guidelines such as CalHOME to help residents navigate the requirements and application process. City Council support is crucial; therefore, a functional Housing Element substantially assists and can potentially encourage the council members' support for affordable housing. In addition, Cities should develop strong relationships with affordable housing providers, in particular, those with who are familiar with grant requirements and guidelines such as Self-Help Enterprises. The United States Department of Agriculture (USDA) Rural Development offers a variety of programs to assist local jurisdictions in developing and preserving affordable housing and provide financial support to individuals and families in obtaining affordable housing. Some cities in Tulare County are eligible to receive USDA funds while others are not eligible.

- There is a need for more affordable housing options throughout the county.
- The cost of building houses has increased, and these costs are passed down to the owner. GRID Alternatives, a national nonprofit organization that installs solar power systems in underserved communities, used to provide solar for free to meet solar requirements, now it's a cost up front.

Service Providers and Community Organizations: Key Findings

Seventeen service Providers and Community Organizations participated in the March 21, 2023 meeting: Altura Centers for Health, BAART Methadone Clinic, CSET, CVRC, Family Crisis Center, Family Services of Tulare County, Health & Human Services Agency, Leadership Council for Justice and Accountability, Housing Support Program, Kings/Tulare Homeless Alliance, Proteus, Inc., Sequoia Family Medical Center, Sierra View Medical Center, Tulare County Economic Development Corporation, Tulare County Regional Transit Agency, United Way Tulare County/211 Tulare, and Valley Center for the Blind. Input from the meeting is summarized as follows:

- There is a lack of housing options near grocery and commercial stores, medical facilities, and public transportation is a limitation to residents.
- There is a need for affordable housing and housing near medical services and public transportation across Tulare County as most clients don't have a vehicle and rely on public transportation to reach medical appointments and other services.
- There is a lack of walkable communities in addition to lack of affordable housing near transit.
- Communities are facing issues with aging housing stock which creates additional expenses (money for repairs).
- There are significant disparities between available amenities in cities and smaller rural areas.
- Farmworkers need more affordable housing options. Many farmworkers have been displaced from labor camps due to lack of required documentation or rent doubling/tripling in cost despite a lack of updates.
- Cities need to address people living in their cars as there are no safe parking lots in the region.

1.6.6 Housing Needs Survey

An online survey solicited input on housing needs and preferences. The survey was available in English and Spanish on the Housing Element website from February 6 to March 16, 2023, and 129 responses were received (125 in English and four in Spanish). The overall input from the survey is summarized in this chapter. Input specific to each jurisdiction is discussed in each jurisdiction-specific appendix.

The following themes were collected from the survey:

- Respondents selected "quality and size of housing," "affordability," and "close to work and/or school" as most important when looking for housing.
- Respondents selected "cost of quality housing" as the largest barrier to affording desirable housing. Respondents also identified the low supply of housing and lack of rent-restricted housing as barriers to affording housing.
- The three most selected urgent housing issues were affordability of desired housing, availability of desired housing, and homelessness.
- The three most selected beneficial programs to assist residents with housing needs were rental assistance or housing vouchers, homebuyer loan counseling services, and housing assistance for residents with special needs. Respondents also cited pathways to homeownership and programs for

first-time homeowners as beneficial programs to assist with housing needs. More than 20 percent of respondents identified home rehabilitation assistance and landlord/tenant mediation services as beneficial programs.

- “Housing with three or more bedrooms” was ranked as most needed in the region followed by “housing with 1-2 bedrooms.”
- Almost 30 percent of respondents were interested in developing ADUs on their existing or future property. No respondents already had an ADU on their property.
- Respondents from all jurisdictions identified a need for supportive housing programs for individuals experiencing homelessness.
- Respondents from all jurisdictions expressed the need for median-income housing and “higher end” housing to keep families in the region.
- Respondents from across jurisdictions made requests for rezoning and higher density zoning.

1.6.7 Public Comment Letters

One public comment letter was submitted via email from Self-Help Enterprises on October 20, 2023. The following list summarizes the comments contained in the letter:

- Regarding Affirmatively Furthering Fair Housing, the ratio of housing opportunity sites in high-/highest-resource areas to low-resource areas should be 1:1. The housing opportunity sites should be overlaid with the 2023 California Tax Credit Allocation Committee Opportunity maps.
- The jurisdictions should adopt a program to review all surplus property within one year of adoption of the Housing Element and make those sites available for the development of affordable housing, in compliance with the Surplus Land Act.
- Regarding the entitlement process, jurisdictions should ensure their Municipal Code and local practices do not conflict with streamlining processes for affordable housing development, including “by right” pathways to project approvals through State Density Bonus law, Senate Bill 35 permit streamlining, and the Housing Accountability Act.
- Suitable sites for housing must include sewer, water, dry utilities, reasonable density of 20 to 50 units per acre, and access to quality transit. At least 50 percent of the acreage in the Site Inventory should have a minimum parcel size of 2.5 to 3.0 acres.
- The jurisdictions should consider adding a program to allow manufactured homes on a permanent foundation in all zones that allow single-family housing.
- The jurisdictions should consider adding a program for housing projects that include 100 percent affordable housing serving low-income households to waive permitting fees or defer permitting fees for up to 30 years for affordable single-family housing developments and 55 years for affordable multi-family housing development.

1.6.8 Public Review of the Draft Housing Element

The draft Tulare County Regional Housing Element was available for public review for 31 days from June 6 to July 7, 2024. On June 6, TCAG and all Cities participating in the project sent an email to the project stakeholder list notifying interested parties of the availability of the draft Housing Element with instructions for review and comment. TCAG posted a physical flyer to advertise the draft Housing Element on the TCAG public display board and provided printed copies of the draft Housing Element at the TCAG office at 210 N Church Street in Visalia. Digital notifications of the availability of the draft Housing Element were posted on the TCAG website and TCAG social media accounts and sent to TCAG

email contact lists. TCAG also coordinated with community organizations that serve low-income and special housing needs populations, including Food Link, Community Services Employment Training, and Self-Help Enterprises, to send notices to these organizations' membership and contacts. The draft Housing Element was posted on the project website (<https://tulararegionalhousingelement.rinconconsultants.com/>). In addition, most of the participating Cities publicized the draft Housing Element on their website and through their social media platforms and provided physical copies of the document at their City Hall locations. Details of how each City notified residents and interested parties of the draft Housing Element are included in the Introduction and ~~Community Engagement~~Public Participation chapters of each jurisdiction-specific appendix.

1.6.9 Public Engagement for the Revised Draft Housing Element

The draft Tulare County Regional Housing Element was submitted to HCD on July 29, 2024. The draft Housing Element was revised per the HCD comment letters received for each City in the project in October 2024. Prior to resubmitting the draft Housing Element to HCD, the Cities conducted additional public engagement to inform the Housing Element.

Housing Developer Outreach

The City of Porterville led a discussion with local and regional housing developers on December 10, 2024. The meeting was part of the City's regular meeting to coordinate with developers, but invited discussion on conditions in all Tulare County jurisdictions participating in the Regional Housing Element Update effort. The City contacted approximately 30 housing developers and the following individuals, companies, and organizations attended:

- The Building Industry Association of Tulare/Kings Counties
- Ennis Builders & Realtors
- Phil O'Sullivan

The housing developers provided the following input:

- Cumulative state and local requirements may hinder the ability to develop projects to the maximum density allowed by a city's zoning code. State requirements such as those for trash enclosures may limit buildable space for multifamily projects. Locally, parking requirements for multifamily projects may also limit buildable space. Alternatives to surface parking lots, such as underground or stacked parking, may present challenges with meeting accessibility compliance standards.
- Current and foreseeable market demand for housing products includes larger (three or more stories) rental housing complexes and smaller single-family homes/small lot development. There is high demand for both rental and for-sale single-family homes, but there is a market for for-sale single-family homes that are made relatively more affordable due to smaller unit size, no garage, and smaller lot compared to traditional development.
- Inclusionary zoning policies hinder housing production. If a jurisdiction allows flexibility in its development standards, the building industry can produce innovative housing types that respond to market demand, including housing affordable to lower-income households. Local regulation that adds cost or does not provide flexibility will make development too costly.

Outreach to Lower-Income and Special Housing Needs Groups

The Participating Cities of Dinuba, Exeter, Farmersville, and Porterville conducted additional outreach to persons and organizations that serve lower-income and special needs groups in those each cities. Details of how each City notified residents and interested parties of the draft Housing Element are included in the Introduction and Public Participation chapters of each jurisdiction-specific appendix.

1.6.91.6.10 Response to Community Input

The Introduction and Community Engagement chapter of each appendix details how input received from community engagement was incorporated into each jurisdiction's housing site selection process and housing goals, policies, and programs.

This page intentionally left blank.

2 Regional Housing Needs Assessment

This section provides a comprehensive assessment of the region's housing needs as the basis for preparing responsive policies and implementation programs. This section summarizes demographic, employment, and housing characteristics for the jurisdictions in Tulare County. The main source of the information is the pre-approved data package for jurisdictions approved by the California Department of Housing and Community Development (HCD), which is noted in the sources for the data tables in this section. The pre-approved data package uses several data sources, including the 2020 U.S. Census, American Community Survey (ACS), and the California Department of Finance (DOF). Other sources of information in this section include the following: U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) data, the California Employment Development Department (EDD), the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Agriculture (USDA), and local economic data (e.g., home sales prices, rents, wages). It is important to note that the ACS data is a multi-year estimate based on sample data and has a large margin of error, especially for smaller cities. Two jurisdictions (Tulare County and Visalia) did not participate in the multi-jurisdictional housing element but are still presented in the tables analysis to provide comparisons. City-specific assessments of housing needs for the cities participating in this regional Housing Element are provided in Appendices A through G.

2.1 Population Characteristics

Population characteristics, such as growth rate, age, and income levels, affect the type and amount of housing needed in a community. Residents' age and income, employment trends, and other factors influence the type of housing needed and the community's ability to afford housing. The following section analyzes Tulare County's population characteristics and trends. At the time of the preparation of this document, limited data from the 2021 Census was available and is used where applicable; therefore, this information presented on population characteristics mainly relies on the 2016-2020 American Community Survey (ACS) estimates.

2.2 Population Growth

U.S. Census Bureau population estimates for each county jurisdiction are shown in Table 2-1. Analyzing population change can help assess where there may be a need for new housing and services.

Tulare County had a total population of 463,955 in 2020. About one-third of the countywide population resides in the city of Visalia. The unincorporated county has the next largest population of 134,876, followed by the cities of Tulare and Porterville, with 68,875 and 62,623 residents, respectively. The remaining cities have populations of about 25,000 or less.

Countywide population grew by over twenty percent from 2000-2010, with Porterville, Visalia, and Tulare having the highest growth rates, respectively. None of the jurisdictions in the region experienced a decline in population during this time. During the next decade, from 2010 to 2020, the countywide population grew by 4.9 percent, with the cities of Porterville, Tulare, and Dinuba having the highest growth rates. Farmersville, Exeter, and the unincorporated county jurisdictions experienced decreases in population during this decade. The county's 4.9 percent change from 2010-2020 was slightly less than the statewide percent change of 5.6 percent.

Table 2-1 Population Change (2000 - 2020)

Jurisdiction	2000	2010	2020	Percent Change 2000-2010	Percent Change 2010-2020
Tulare County	368,021	442,179	463,955	20.2%	4.9%
Dinuba	16,844	21,453	24,563	27.4%	14.5%
Exeter	9,168	10,334	10,321	12.7%	-0.1%
Farmersville	8,737	10,588	10,397	21.2%	-1.8%
Lindsay	10,297	11,768	12,659	14.3%	7.6%
Porterville	39,615	54,165	62,623	36.7%	15.6%
Tulare	43,994	59,278	68,875	34.7%	16.2%
Visalia	91,565	124,442	141,384	35.9%	13.6%
Woodlake	6,651	7,279	7,419	9.4%	1.9%
Unincorporated County	141,150	142,872	134,876	1.2%	-5.6%
California	33,971,648	37,253,956	39,346,023	9.7%	5.6%

Source: U.S. Census Bureau, Census 2000, 2010; Social Explorer tables for Census 2020.

2.3 Age Characteristics

Although population growth strongly affects total demand for new housing, housing needs are also influenced by age characteristics. Typically, different age groups have distinct lifestyles, family characteristics, and incomes. As people move through each stage of life, their housing needs and preferences also change. Age characteristics are, therefore, important in planning for the changing housing needs of residents.

Table 2-2 shows a breakdown of each jurisdiction's population by age group and each group's percentage of the total population. The age groups include preschool (under 5 years), school-age students (5 to 17 years), college-age students (18 to 24 years), young adults (25 to 44), middle-aged adults (45 to 64), and seniors (65 and over). A population with a large percentage of seniors may require unique housing, located near health care, transit, and other services. College students may need smaller and more affordable homes. Young adults and middle-aged adults, which make up the workforce, may need homes located near employment or transit centers.

The regional population tends to be younger than the statewide average. All jurisdictions in the region have a lower share of the population that is middle-aged (45 to 64 years old) and senior (ages 65 and older) compared to the statewide average. Conversely, all jurisdictions have a higher share of the population that are school-age students (five to 17 years) than the statewide average. All jurisdictions except Lindsay have a share of young children (under five years of age) that is higher than the statewide average. Exeter, Porterville, and Visalia have the largest senior populations, comprising 12 or 13 percent of the cities' populations. Young adults (ages 25 to 44) make up the largest proportion of the population in each city, varying between 24 and 29 percent. Farmersville has the highest college-age student population, accounting for 12.3 percent of its population, while Woodlake has the smallest college-age student population, accounting for 7.8 percent.

Table 2-2 Population by Age Group (2020)

Jurisdiction	Under 5 years (Preschool)	5 to 17 years (School-age Students)	18 to 24 years (College-age Students)	25 to 44 (Young Adults)	45 to 64 (Middle-aged Adults)	65 years and over (Seniors)	Total Population
Tulare County	36,942	105,835	46,977	124,822	96,553	52,826	463,955
Percent	8.0%	22.8%	10.1%	26.9%	20.8%	11.4%	
Dinuba	2,282	6,561	2,501	7,288	4,099	1,724	24,455
Percent	9.3%	26.8%	10.2%	29.8%	16.8%	7.1%	
Exeter	806	2,413	925	2,630	2,317	1,342	10,433
Percent	7.7%	23.1%	8.9%	25.2%	22.2%	12.9%	
Farmersville	877	2,470	1,331	3,024	2,433	707	10,842
Percent	8.1%	22.8%	12.3%	27.9%	22.4%	6.5%	
Lindsay	759	3,012	1,411	3,087	3,071	1,453	12,793
Percent	5.9%	23.5%	11.0%	24.1%	24.0%	11.4%	
Porterville	4,188	13,683	6,364	15,959	11,567	7,295	59,056
Percent	7.1%	23.2%	10.8%	27.0%	19.6%	12.4%	
Tulare	5,826	16,244	7,427	17,070	12,692	5,287	64,546
Percent	9.0%	25.2%	11.5%	26.5%	19.7%	8.2%	
Visalia	11,221	27,393	12,318	37,541	27,115	17,512	133,100
Percent	8.4%	20.6%	9.3%	28.2%	20.4%	13.2%	
Woodlake	845	1,842	604	2,256	1,342	819	7,708
Percent	11.0%	23.9%	7.8%	29.3%	17.4%	10.6%	
Unincorporated County	10,138	32,217	14,096	35,967	31,917	16,687	141,022
Percent	7.2%	22.9%	10.0%	25.5%	22.6%	11.8%	
California	2,409,082	6,547,559	3,724,239	1,241,816	9,778,830	5,644,497	39,346,023
Percent	6.1%	16.6%	9.5%	28.6%	24.9%	14.4%	

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B01001.

2.4 Race and Ethnicity

Table 2-3 shows race and ethnicity of residents in county jurisdictions. The majority of the population in all jurisdictions – except for Exeter – is Hispanic/Latino (any race). Countywide, 65 percent of the population identified as being of Hispanic/Latino origin. The populations of Dinuba, Farmersville, Lindsay, and Woodlake are all more than 86 percent Hispanic/Latino. Exeter has the lowest percentage at 47 percent. The second largest population group is white (not Hispanic) with a high of 46 percent in Exeter. The Hispanic/Latino populations across county jurisdictions are significantly higher than the statewide rate of 39 percent.

Table 2-3 Population by Race

Jurisdiction	Asian, not Hispanic	Black, not Hispanic	White, not Hispanic	Other race, not Hispanic*	Hispanic/ Latino (any race)	Total Population
Tulare County	15,857	5,923	128,751	11,505	301,919	463,955
Percent	3.4%	1.3%	27.8%	2.5%	65.1%	
Dinuba	335	78	2,388	399	21,255	24,455
Percent	1.4%	0.3%	9.8%	1.6%	86.9%	
Exeter	320	81	4,846	270	4,916	10,433
Percent	3.1%	0.8%	46.5%	2.6%	47.1%	
Farmersville	14	86	1,014	115	9,613	10,842
Percent	0.1%	0.8%	9.4%	1.1%	88.7%	
Lindsay	114	47	1,574	47	11,011	12,793
Percent	0.9%	0.4%	12.3%	0.4%	86.1%	
Porterville	2,752	200	13,423	2,187	40,494	59,056
Percent	4.7%	0.3%	22.7%	3.7%	68.6%	
Tulare	1,437	1,913	18,096	2,038	41,062	64,546
Percent	2.2%	3.0%	28.0%	3.2%	63.6%	
Visalia	7,574	2,877	50,565	2,977	69,107	133,100
Percent	5.7%	2.2%	38.0%	2.2%	51.9%	
Woodlake	174	-	487	79	6,968	7,708
Percent	2.3%	0.0%	6.3%	1.0%	90.4%	
Unincorporated County	3,137	641	36,358	3,393	97,493	141,022
Percent	2.2%	0.5%	25.8%	2.4%	69.1%	
California	5,743,983	2,142,371	14,365,145	1,713,595	15,380,929	39,346,023
Percent	14.6%	5.4%	36.5%	4.4%	39.1%	

*Note: Other race includes American Indian and Alaskan Native, Native Hawaiian and Pacific Islander, Two or More Races, and Some Other Race.

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B01001.

2.5 Economic Characteristics

2.5.1 Employment

Occupations held by residents determine the income earned by a household and their corresponding ability to afford housing. Higher-paying jobs provide broader housing opportunities for residents, while lower-paying jobs limit housing options. Understanding employment and occupation patterns can provide insight into present housing needs. Table 2-4 shows the largest employers in the region.

The largest employers in the county are located in the cities of Visalia and Porterville. Other major employers include Kaweah Delta Hospital, Visalia Unified School District, City of Visalia, College of the Sequoias, and industrial businesses in Visalia.

Table 2-4 Major Employers

Employer	Location	Number of Employees
Walmart Distribution Center	Porterville	1,000-4,999
Tulare County Office of Education	Visalia	1,000-4,999
Valley Labor Services Inc.	Dinuba	500-999
Tulare Local Healthcare District	Tulare	500-999
Tulare Joint Union High School	Tulare	500-999
Tulare County Child Care Program	Visalia	500-999
Tulare City	Tulare	500-999
Sierra View Medical Center	Porterville	500-999
Saputo Cheese USA Inc.	Tulare	500-999
Prima Wawona	Cutler	500-999
Monrovia Nursery Co.	Woodlake	500-999
Eagle Mountain Casino	Porterville	500-999
Porterville Developmental Center	Porterville	500-999
Latino Farm Labor Service	Visalia	500-999
Source: California Employment Development Department		

Table 2-5 shows employment by industry for each jurisdiction. In Tulare County, the most common industry is “educational services, and health care and social assistance” with 21.6 percent of employed residents. This industry is also the most common in Exeter, Farmersville, Porterville, Visalia, and Woodlake.

“Agriculture, forestry, fishing and hunting, and mining” is the most common industry in Dinuba, Lindsay, and the unincorporated county, ranging from 20 to 30 percent of total industry, which is higher than the countywide total of 15.6 percent and the statewide total of 2.1 percent.

Table 2-5 Employment by Industry (2020)

	Agriculture, Forestry, Fishing And Hunting, And Mining	Construction	Manufacturing	Wholesale Trade	Retail Trade	Transportation And Warehousing, And Utilities	Information	Finance And Insurance, And Real Estate, And Rental And Leasing	Professional, Scientific, And Management, And Administrative, And Waste Management Services	Educational Services, And Health Care And Social Assistance	Arts, Entertainment, And Recreation, And Accommodation And Food Services	Other Services, Except Public Administration	Public Administration
Tulare County	28,627	10,863	15,074	6,000	20,382	9,021	2,062	5,252	12,541	39,809	15,326	8,228	10,691
Percent	15.6%	5.9%	8.2%	3.3%	11.1%	4.9%	1.1%	2.9%	6.8%	21.6%	8.3%	4.5%	5.8%
Dinuba	2,022	334	887	636	955	541	145	229	386	1,951	768	443	374
Percent	20.9%	3.5%	9.2%	6.6%	9.9%	5.6%	1.5%	2.4%	4.0%	20.2%	7.9%	4.6%	3.9%
Exeter	285	316	358	73	352	185	52	144	333	1,034	224	122	229
Percent	7.7%	8.5%	9.7%	2.0%	9.5%	5.0%	1.4%	3.9%	9.0%	27.9%	6.0%	3.3%	6.2%
Farmersville	730	144	345	274	528	259	0	39	210	840	678	186	188
Percent	16.5%	3.3%	7.8%	6.2%	11.9%	5.9%	0.0%	0.9%	4.8%	19.0%	15.3%	4.2%	4.3%
Lindsay	1,052	300	408	102	507	43	12	165	440	583	502	182	244
Percent	23.2%	6.6%	9.0%	2.2%	11.2%	0.9%	0.3%	3.6%	9.7%	12.8%	11.1%	4.0%	5.4%
Porterville	3,419	961	1,306	369	3,411	1,045	305	566	1,340	5,246	2,417	1,385	1,516
Percent	14.7%	4.1%	5.6%	1.6%	14.6%	4.5%	1.3%	2.4%	5.8%	22.5%	10.4%	5.9%	6.5%
Tulare	2,673	1,429	2,661	977	3,647	1,543	146	616	1,857	5,866	2,264	775	1,733
Percent	10.2%	5.5%	10.2%	3.7%	13.9%	5.9%	0.6%	2.4%	7.1%	22.4%	8.7%	3%	6.6%
Visalia	2,481	3,784	5,083	1,268	6,265	2,928	1,119	2,384	4,612	16,007	4,486	3,253	4,148
Percent	4.3%	6.5%	8.8%	2.2%	10.8%	5.1%	1.9%	4.1%	8.0%	27.7%	7.8%	5.6%	7.2%

	Agriculture, Forestry, Fishing And Hunting, And Mining	Construction	Manufacturing	Wholesale Trade	Retail Trade	Transportation And Warehousing, And Utilities	Information	Finance And Insurance, And Real Estate, And Rental And Leasing	Professional, Scientific, And Management, And Administrative, And Waste Management Services	Educational Services, And Health Care And Social Assistance	Arts, Entertainment, And Recreation, And Accommodation And Food Services	Other Services, Except Public Administration	Public Administration
Woodlake	425	235	239	123	306	231	50	59	247	524	325	144	91
Percent	14.2%	7.8%	8.0%	4.1%	10.2%	7.7%	1.7%	2.0%	8.2%	17.5%	10.8%	4.8%	3.0%
Unincorporated County	15,540	3,360	3,787	2,178	4,411	2,246	233	1,050	3,116	7,758	3,662	1,738	2,168
Percent	30.3%	6.6%	7.4%	4.3%	8.6%	4.4%	0.5%	2.0%	6.1%	15.1%	7.1%	3.4%	4.2%
California	394,290	1,190,537	1,676,497	514,234	1,942,421	1,028,818	542,674	1,118,253	2,581,266	3,960,265	1,894,858	952,302	850,479
Percent	2.1%	6.4%	9.0%	2.8%	10.4%	5.5%	2.9%	6.0%	13.8%	21.2%	10.2%	5.1%	4.6%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C24050.

2.5.2 Income Definitions and Income Limits

The State and Federal governments classify household income into several categories based upon the relationship to the county area median income (AMI), adjusted for household size. HUD estimate of AMI is used to set income limits for eligibility in Federal housing programs. The income categories include:

- Acutely low-income households, which earn up to 15 percent AMI;
- Extremely low-income households, which earn up to 30 percent AMI;
- Very low-income households, which earn between 31 and 50 percent AMI;
- Low-income households, which earn between 51 and 80 percent AMI; and
- Moderate income households, which earn between 80 and 120 percent AMI.

For all income categories, income limits are defined for various household sizes based on a four-person household as a reference point. Income limits for larger or smaller households are calculated by HUD (See Table 2-6). According to HUD, the AMI for a four-person household in Tulare County was \$80,300 in 2022.

Table 2-6 HUD Income Limits by Person per Household (dollars)

Household Size:	1	2	3	4	5	6	7	8
Extremely Low-Income	16,350	18,700	23,030	27,750	32,470	37,190	41,910	46,630
Very Low-Income	27,300	31,200	35,100	38,950	42,100	45,200	48,300	51,450
Low-Income	43,650	49,850	56,100	62,300	67,300	72,300	77,300	82,250
Median-Income	56,200	64,250	72,250	80,300	847,300	931,500	99,550	106,000
Moderate-Income	67,450	77,100	89,700	96,350	104,050	111,750	119,450	127,200

Source: U.S. Department of Housing and Urban Development (HUD), 2022.

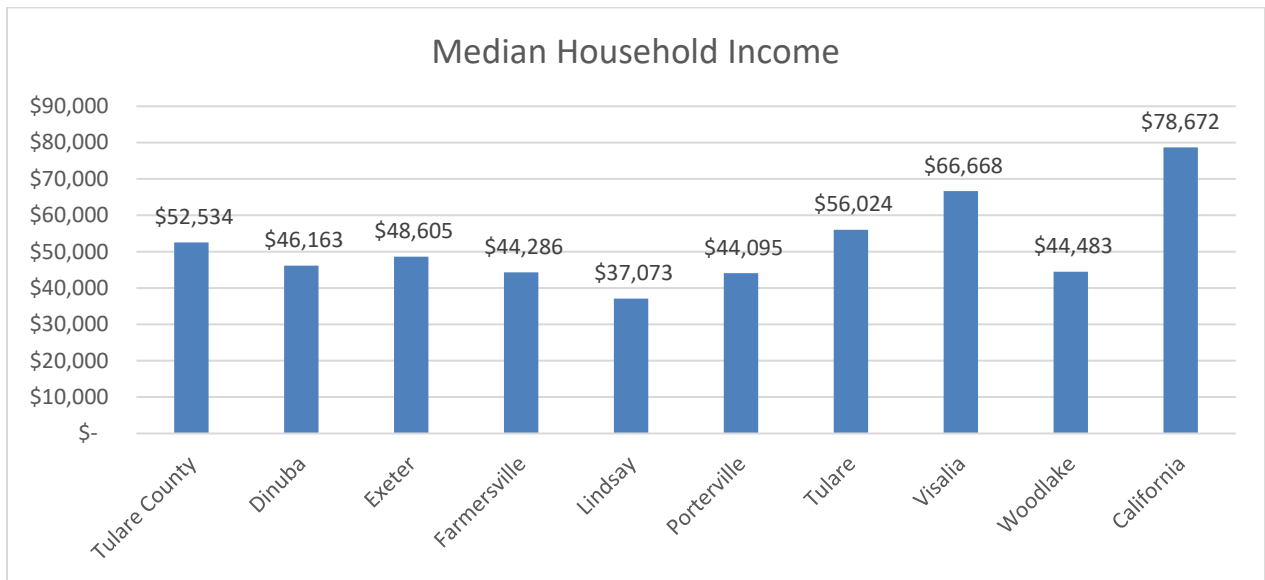
The State of California uses the income categories shown in Table 2-7 to determine eligibility for state housing programs. The State's methodology for calculating AMI is slightly different from HUD's methodology, and therefore the AMI and income limits vary.

Table 2-7 State of California Income Categories

Income Category	Percent of County Area Median Income (AMI)
Extremely Low	0-30% AMI
Very Low	31%-50% AMI
Low	51%-80% AMI
Moderate	81%-120% AMI
Above Moderate	120% AMI or greater

Source: Section 50093 of the California Health and Safety Code.

Figure 2-1 shows actual median household income for the jurisdictions in Tulare County as reported by the 2016-2020 ACS. This median income is for all households, regardless of household size. The median household income in California was \$78,672 in 2020, higher than the Tulare County median of \$52,534. The city with the highest median household income in 2020 was Visalia with \$66,668. The city with the lowest household median income was Lindsay with \$37,073.

Figure 2-1 Median Household Income

Note: Data not available for unincorporated area.

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B19013.

Table 2-8 shows the median household income for all county jurisdictions by race in 2020. Asian American households had the highest median income across all jurisdictions except Exeter and Visalia, where white (alone) had the highest median income. Hispanic/Latino households generally had lower median incomes than white alone households, except in Farmersville, Lindsay, and Woodlake.

Table 2-8 Median Household Income by Race/Ethnicity (dollars)

Jurisdiction	White, alone	Black/African American, alone	American Indian and Alaskan Native, alone	Asian American, alone	Native Hawaiian and Other Pacific Islander, alone	Some Other Race, alone	Two or More Races, alone	Hispanic/ Latino, Any Race
Tulare County	64,453	44,708	37,632	67,396	N/A	47,520	62,159	46,063
Dinuba	69,706	N/A	N/A	71,058	N/A	38,438	32,457	43,426
Exeter	59,318	N/A	59,792	48,578	N/A	32,292	N/A	40,156
Farmersville	35,417	N/A	N/A	N/A	N/A	55,299	N/A	46,346
Lindsay	23,504	N/A	N/A	N/A	N/A	36,125	N/A	39,977
Porterville	46,500	N/A	31,912	52,350	N/A	47,297	56,765	42,788
Tulare	61,888	N/A	N/A	82,120	85,859	48,966	65,482	53,319
Visalia	71,733	N/A	59,528	70,250	N/A	60,547	71,544	64,465
Woodlake	34,659	N/A	N/A	N/A	N/A	43,456	60,799	44,675
California	90,496	54,976	60,182	101,380	81,682	59,287	76,733	62,330

Note: Data not available for Unincorporated County

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B19013.

State and federal housing law defines overpayment (also known as cost burden) as a household paying more than 30 percent of gross income for housing expenses. Table 2-9 examines overpayment among owner-occupied and renter-occupied units based on the most-recent data provided by CHAS. Among overpaying households, Farmersville has the highest owner-occupied percentage (52.6 percent of those overpaying), and Lindsay has the highest renter-occupied percentage (71.0 percent of those overpaying). In all areas of the county, renters account for a higher percentage of overpaying households. Compared to total households, Lindsay has the largest percentage of overpaying households (47.0 percent), while Woodlake has the lowest (33.4 percent). Countywide, 37.9 percent of households are overpaying for housing, slightly lower than the statewide average.

Table 2-9 Overpayment by Tenure

Jurisdiction	Owner-Occupied Overpaying	Renter-Occupied Overpaying	Total Overpaying	Total Occupied Units
Tulare County	22,694	29,740	52,434	138,240
Percent	16.4%	21.5%	37.9%	
Dinuba	829	1,542	2,371	6,175
Percent	13.4%	25.0%	38.4%	
Exeter	616	668	1,284	3,425
Percent	18.0%	19.5%	37.5%	
Farmersville	519	468	987	2,855
Percent	18.2%	16.4%	34.6%	
Lindsay	508	1,244	1,752	3,750
Percent	13.5%	33.2%	46.7%	
Porterville	2,749	4,438	7,187	17,225
Percent	16.0%	25.8%	41.7%	
Tulare	3,148	3,954	7,102	18,420
Percent	17.1%	21.5%	38.6%	
Visalia	6,305	8,159	14,464	43,250
Percent	14.6%	18.9%	33.4%	
Woodlake	269	411	680	2,120
Percent	12.7%	19.4%	32.1%	
Unincorporated County	7,751	8,856	16,607	41,020
Percent	18.9%	21.6%	40.5%	
California	2,112,710	2,947,155	5,059,865	13,044,265
Percent	16.2%	22.6%	38.8%	

Source: U.S. Department of Housing and Urban Development, CHAS 2015-19 (5-Year Estimates), Table 7.

Low-income households, especially low-income renter households, are more likely to experience overpayment compared to households of all income levels. In jurisdictions across Tulare County, between 48 and 70 percent of low-income households are experiencing overpayment, which is significantly higher than the 32 to 42 percent of households of all income levels that are experiencing cost burden, as shown in Table 2-10. The city of Tulare has the highest rate of overpayment among low-income households (75 percent) and Woodlake has the lowest rate (48 percent).

In California and throughout Tulare County, low-income renter households have a higher rate of overpayment than low-income owner households. The city of Lindsay has the greatest difference in the percent of low-income renters experiencing overpayment (72 percent) compared to low-income owners (48 percent), with a 24 percent difference. Other cities with a large gap between the percent of low-income renters and low-income owners experiencing overpayment, include Dinuba, Exeter, Farmersville, and Visalia. The cities of Porterville and Tulare have a more even distribution of low-income renters and owners experiencing displacement.

Table 2-10 Overpayment by Tenure for Low-Income Households

Jurisdiction	Low-Income Owner-Occupied Overpaying	Low-Income Renter-Occupied Overpaying	Total Low-Income Overpaying	Total Low-Income Occupied Units
Tulare County	18,065	28,385	46,450	72,425
Percent	59.4%	67.5%	64.1%	
Dinuba	730	1,510	2,240	3,665
Percent	51.8%	67.0%	61.1%	
Exeter	470	654	1,124	1,945
Percent	50.0%	65.1%	57.8%	
Farmersville	515	470	985	1,915
Percent	44.4%	62.3%	51.4%	
Lindsay	515	1,200	1,715	2,730
Percent	48.1%	72.3%	62.8%	
Porterville	2,425	4,305	6,730	9,910
Percent	64.9%	69.7%	67.9%	
Tulare	2,140	3,850	6,730	8,950
Percent	63.0%	69.3%	75.2%	
Visalia	4,885	7,250	12,135	17,460
Percent	64.0%	73.8%	69.5%	
Woodlake	430	245	670	1,395
Percent	44.6%	57.0%	48.0%	
California	1,396,865	2,688,975	4,085,840	6,203,065
Percent	57.3%	71.4%	65.9%	

Source: U.S. Department of Housing and Urban Development, CHAS 2015-19 (5-Year Estimates), Table 7.

Table 2-11 identifies the rate at which households are overpaying for housing. Lindsay, Porterville, and the unincorporated county have the highest percentages of households spending more than 50 percent of their income on housing. The cities of Tulare, Dinuba, and Exeter have the highest percentages of households paying between 30 and 50 percent of their income on housing (known as severe housing cost burden). Countywide, 37.9 percent of households have a housing cost burden, which is slightly lower than statewide (38.8 percent).

Table 2-11 Cost Burdened Households

Jurisdiction	No Cost Burden ≤ 30%	Cost Burden >30% to ≤50%	Severe Cost Burden >50%	Cost Burden Not Calculated	Total Occupied Units
Tulare County	84,225	27,570	24,864	1,581	138,240
Percent	60.9%	19.9%	18.0%	1.1%	100.0%
Dinuba	3,760	1,332	1,039	44	6,175
Percent	60.9%	21.6%	16.8%	0.7%	100.0%
Exeter	2,083	742	542	58	3,425
Percent	60.8%	21.7%	15.8%	1.7%	100.0%
Farmersville	1,868	549	438	-	2,855
Percent	65.4%	19.2%	15.3%	0.0%	100.0%
Lindsay	1,972	764	988	-	3,724
Percent	53.0%	20.5%	26.5%	0.0%	100.0%
Porterville	9,899	3,313	3,874	139	17,225
Percent	57.5%	19.2%	22.5%	0.8%	100.0%
Tulare	11,083	4,083	3,019	235	18,420
Percent	60.2%	22.2%	16.4%	1.3%	100.0%
Visalia	28,458	8,525	5,939	328	43,250
Percent	65.8%	19.7%	13.7%	0.8%	100.0%
Woodlake	1,357	412	268	83	2,120
Percent	64.0%	19.4%	12.6%	3.9%	100.0%
Unincorporated County	23,745	7,850	8,757	668	41,020
Percent	57.9%	19.1%	21.3%	1.6%	100.0%
California	7,807,275	2,632,205	2,427,660	177,125	13,044,265
Percent	59.9%	20.2%	18.6%	1.4%	100.0%

Source: U.S. Department of Housing and Urban Development, CHAS 2015-19 (5-Year Estimates), Table 7.

2.6 Household Characteristics

A household refers to the people occupying a home, such as a family, a single person, or unrelated persons living together. This estimate does not include people living in group homes. Families with children often prefer single-family homes, while couples without children or single persons may need or prefer apartments or condominiums.

Table 2-12 provides information on households with couples across all jurisdictions in the county. There are 139,044 households in Tulare County, of which 41,830 (30.1 percent) are married or cohabitating couples with children, higher than the statewide average of 23.7 percent. Lindsay, Tulare, and Woodlake have the highest percentage of total households that are comprised of married-couple households with children.

Table 2-12 Households by Type

Jurisdiction	Married-Couple Household			Cohabiting Couple Household			Total Households
	Total	Children	No Children	Total	Children	No Children	
Tulare County	73,140	35,234	37,906	10,809	6,596	4,213	139,044
Percent	52.6%	25.3%	27.3%	7.8%	4.7%	3.0%	
Dinuba	3,240	1,686	1,554	413	305	108	6,354
Percent	51.0%	26.5%	24.5%	6.5%	4.8%	1.7%	
Exeter	1,637	706	931	150	98	52	3,295
Percent	49.7%	21.4%	28.3%	4.6%	3.0%	1.6%	
Farmersville	1,408	590	818	230	151	79	2,862
Percent	49.2%	20.6%	28.6%	8.0%	5.3%	2.8%	
Lindsay	2,077	1,065	1,012	285	115	170	3,866
Percent	53.7%	27.6%	26.2%	7.4%	3.0%	4.4%	
Porterville	8,386	4,267	4,119	1,612	926	686	17,649
Percent	47.5%	24.2%	23.3%	9.1%	5.3%	3.9%	
Tulare	9,733	5,371	4,362	1,875	1,278	597	18,381
Percent	53.0%	29.2%	23.7%	10.2%	7.0%	3.3%	
Visalia	22,392	10,463	11,929	3,163	1,909	1,254	43,867
Percent	51.1%	23.9%	27.2%	7.2%	4.4%	2.9%	
Woodlake	1,351	699	652	221	153	68	2,184
Percent	61.9%	32.0%	29.9%	10.1%	7.0%	3.1%	
Unincorporated County	22,916	10,387	12,529	2,860	1,661	1,199	40,586
Percent	56.5%	25.6%	30.9%	7.1%	4.1%	3.0%	
California	6,510,580	2,784,123	3,726,457	896,192	327,712	568,480	13,103,114
Percent	49.7%	21.2%	28.4%	6.8%	2.5%	4.3%	

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B11012.

2.7 Large Households

A large household is defined as any household with five or more occupants. Table 2-13 provides information on large households by tenure across all county jurisdictions. Countywide, there is a higher percentage of households that are large households than the statewide average. Dinuba, Farmersville, and Lindsay have the highest percentage of large households, ranging from 26.3 to 29.9 percent of all households. Exeter and Visalia have the lowest percentage of large households. The difference in percentage of owner-occupied large households to renter-occupied varies across each jurisdiction.

Table 2-13 Large Households by Tenure

Jurisdiction	Total	Owner-Occupied Large Households			Renter-Occupied Large Households		
		5-Person	6-Person	7-or-More Person	5-Person	6-Person	7-or-More Person
Tulare County	29,599	8,116	4,101	3,237	7,507	3,896	2,742
Percent	21.3%	5.8%	3.0%	2.3%	5.4%	2.8%	2.0%
Dinuba	1,841	416	173	189	486	457	120
Percent	29.0%	6.6%	2.7%	3.0%	7.7%	7.2%	1.9%
Exeter	597	153	110	42	120	143	29
Percent	18.1%	4.6%	3.3%	1.3%	3.6%	4.3%	0.9%
Farmersville	857	312	253	82	149	-	61
Percent	29.9%	10.9%	8.8%	2.9%	5.2%	0.0%	2.1%
Lindsay	1,016	301	126	94	315	95	85
Percent	26.3%	7.8%	3.3%	2.4%	8.2%	2.5%	2.2%
Porterville	3,582	886	390	615	941	365	385
Percent	20.3%	5.0%	2.2%	3.5%	5.3%	2.1%	2.2%
Tulare	4,360	1,346	622	341	952	769	330
Percent	23.7%	7.3%	3.4%	1.9%	5.2%	4.2%	1.8%
Visalia	6,983	2,070	891	647	1,918	835	622
Percent	15.9%	4.7%	2.0%	1.5%	4.4%	1.9%	1.4%
Woodlake	449	114	98	17	129	45	46
Percent	20.6%	5.2%	4.5%	0.8%	5.9%	2.1%	2.1%
Unincorporated County	9,914	2,518	1,438	1,210	2,497	1,187	1,064
Percent	24.4%	6.2%	3.5%	3.0%	6.2%	2.9%	2.6%
California	1,809,518	567,528	238,866	195,326	458,328	201,263	148,207
Percent	13.7%	4.3%	1.8%	1.5%	3.5%	1.5%	1.1%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25009.

2.8 Overcrowding

HCD defines an overcrowded unit as one occupied by one person or more per room (excluding bathrooms and kitchens). Units with more than 1.5 persons per room are considered severely overcrowded. A typical home might have a total of five rooms, excluding the kitchen (three bedrooms, living room, and dining room). If more than five people were living in that typical home, it would be considered overcrowded. Overcrowding is strongly related to household size, particularly for large households, and the availability of suitably sized housing. Overcrowding in households typically results from either a lack of affordable housing (which forces more than one household to live together) and/or a lack of available housing units of adequate size. Overcrowding increases health and safety concerns and stresses the condition of the housing stock and infrastructure. Overcrowding impacts both owners and renters; however, renters are generally more significantly impacted.

While family size and tenure are critical determinants in overcrowding, household income also plays a strong role in the incidence of overcrowding. Generally, overcrowding levels tend to decrease as income rises, especially for renters.

Table 2-14 provides information on overcrowding by tenure across all jurisdictions. The cities with the highest rates of overcrowding include Exeter with a total of 63.1 percent of households overcrowded, Farmersville with 66.0 percent of households, and Visalia with 59.6 percent of households.

Table 2-14 Overcrowding Severity by Tenure

Jurisdiction	Owner-Occupied			Renter-Occupied		
	Total	1.0 to 1.5 Occupants per Room	More than 1.5 Occupants per Room	Total	1.0 to 1.5 Occupants per Room	More than 1.5 Occupants per Room
Dinuba	3,375	161	97	2,979	580	114
Percent	53.1%	4.8%	2.9%	46.9%	19.5%	3.8%
Exeter	2,079	23	8	1,216	189	-
Percent	63.1%	1.1%	0.4%	36.9%	15.5%	0.0%
Farmersville	1,888	119	41	974	145	136
Percent	66.0%	6.3%	2.2%	34.0%	14.9%	14.0%
Lindsay	1,999	83	34	1,867	328	44
Percent	51.7%	4.2%	1.7%	48.3%	17.6%	2.4%
Porterville	8,900	608	208	8,749	730	284
Percent	50.4%	6.8%	2.3%	49.6%	8.3%	3.3%
Tulare	10,512	688	70	7,869	905	271
Percent	57.2%	6.5%	0.7%	42.8%	11.5%	3.4%
Visalia	25,950	587	267	17,917	1,676	507
Percent	59.2%	2.3%	1.0%	40.8%	9.4%	2.8%
Woodlake	1,122	58	-	1,062	114	11
Percent	51.4%	5.2%	0.0%	48.6%	10.7%	1.0%
Unincorporated County	23,528	1,662	568	17,058	2,242	643
Percent	58.0%	7.1%	2.4%	42.0%	13.1%	3.8%

Source: U.S. Census Bureau, ACS 06-10, 11-15, 16-20 (5-year Estimates), Table B25014.

2.9 Special Needs Groups

Within the general population there are several groups of people who have special housing needs. These needs can make it difficult for members of these groups to locate suitable housing. The following subsections discuss these special housing needs of six groups identified in State Housing Element Law (Government Code, Section 65583(a)(7): elderly, persons with disabilities (including developmental disabilities), large households, farmworkers, families with single-headed households, and families and persons in need of emergency shelter. This section also describes the needs of extremely low-income households. Where possible, estimates of the population or number of households in Tulare County belonging to each group are shown.

2.9.1 Seniors

Table 2-15 identifies senior households by tenure across all county jurisdictions. The percentage row identifies the percent of the specified age range within the owner-occupied or renter-occupied tenure. There is a larger number of owner-occupied senior households across each jurisdiction when compared to renter-occupied senior households. In Tulare County, there are 29,976 senior households, 22,482 (75

percent) of which own their homes and 7,494 (25 percent) of which rent their homes. Homeownership among senior households is slightly greater in Tulare County than statewide, where approximately 72 percent of senior households own their homes.

Table 2-15 Senior Households by Tenure

Jurisdiction	Owner-Occupied			Renter-Occupied		
	65 to 74	75 to 84	85 and over	65 to 74	75 to 84	85 and over
Tulare County	12,787	6,686	3,009	4,613	1,643	1,238
Percent	56.9%	29.7%	13.4%	61.6%	21.9%	16.5%
Dinuba	394	132	105	187	51	22
Percent	62.4%	20.9%	16.6%	71.9%	19.6%	8.5%
Exeter	449	231	65	78	48	25
Percent	60.3%	31.0%	8.7%	51.7%	31.8%	16.6%
Farmersville	183	144	8	45	41	7
Percent	54.6%	43.0%	2.4%	48.4%	44.1%	7.5%
Lindsay	247	104	61	218	57	12
Percent	60.0%	25.2%	14.8%	76.0%	19.9%	4.2%
Porterville	1,284	928	301	968	294	117
Percent	51.1%	36.9%	12.0%	70.2%	21.3%	8.5%
Tulare	1,319	553	273	510	110	122
Percent	61.5%	25.8%	12.7%	68.7%	14.8%	16.4%
Visalia	4,297	2,320	1,199	1,455	599	693
Percent	55.0%	29.7%	15.3%	53.0%	21.8%	25.2%
Woodlake	134	136	-	63	74	21
Percent	49.6%	50.4%	0.0%	39.9%	46.8%	13.3%
Unincorporated County	4,480	2,138	997	1,089	369	219
Percent	58.8%	28.1%	13.1%	64.9%	22.0%	13.1%
California	1,350,393	688,443	301,853	484,266	234,067	139,828
Percent	57.7%	29.4%	12.9%	56.4%	27.3%	16.3%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B25007.

Table 2-16 shows housing cost burden data for senior households by income level in Tulare County based on data extracted through the CHAS database. As shown, 54 percent of all senior households countywide are considered lower-income by the Household Area Median Family Income. Among owner-occupied units, 45.1 percent of households are lower-income, compared to 78.5 percent of households in renter-occupied units. Additionally, in all lower-income categories, senior households that rent experience significantly higher rates of cost burden than seniors households that own their home.

Table 2-16 Overpayment by Tenure among Senior Households, Tulare County

	Owner occupied				Renter occupied				Grand Total	
	Elderly Family	Elderly Non-Family	Total	%	Elderly Family	Elderly Non-Family	Total	%		
Household Income <= 30% HAMFI Extremely Low-Income	950	2,115	3,065	13.6%	840	1,915	2,755	33.6%	5,820	18.9%
Number w/ Cost Burden <= 30%	160	575	735	3.3%	105	515	620	7.6%	1,355	4.4%
Number w/ Cost Burden > 30% to <= 50%	125	240	365	1.6%	125	445	570	6.9%	935	3.0%
Number w/ Cost Burden > 50%	665	1,300	1,965	8.7%	610	955	1,565	19.1%	3,530	11.5%
Household Income > 30% to <= 50% HAMFI Very Low-Income	1,620	1,850	3,470	15.4%	720	1,370	2,090	25.5%	5,560	18.1%
Number w/ Cost Burden <= 30%	640	960	1,600	7.1%	215	510	725	8.8%	2,325	7.6%
Number w/ Cost Burden > 30% to <= 50%	490	395	885	3.9%	370	455	825	10.1%	1,710	5.6%
Number w/ Cost Burden > 50%	490	495	985	4.4%	135	405	540	6.6%	1,525	5.0%
Household Income > 50% to <= 80% HAMFI Low-Income	2,045	1,575	3,620	16.1%	935	660	1,595	19.4%	5,215	17.0%
Number w/ Cost Burden <= 30%	1,290	960	2,250	10.0%	520	375	895	10.9%	3,145	10.2%
Number w/ Cost Burden > 30% to <= 50%	480	400	880	3.9%	280	130	410	5.0%	1,290	4.2%
Number w/ Cost Burden > 50%	275	215	490	2.2%	135	155	290	3.5%	780	2.5%
Subtotal Lower Income (<= 80% HAMFI)	4,615	5,540	10,155	45.1%	2,495	3,945	6,440	78.5%	16,595	54.0%
Household Income > 80% to <= 100% HAMFI	1,485	915	2,400	10.7%	275	265	540	6.6%	2,940	9.6%
Household Income > 100% HAMFI	7,295	2,680	9,975	44.3%	560	665	1,225	14.9%	11,200	36.4%
Total	13,395	9,135	22,530	100.0%	3,330	4,875	8,205	100.0%	30,735	100.0%

HAMFI = HUD Area Median Family Income

Source: HUD Consolidated Planning, CHAS database, 2015-2019, accessed 2023. <https://www.huduser.gov/portal/datasets/cp.html>

Table 2-17 summarizes cost burden data for units occupied by senior households. Countywide, 36.6 percent of all senior households are overpaying for housing, including 16.9 percent with a cost burden between 30 and 50 percent, and 19.7 percent with a cost burden greater than 50 percent (severe housing cost burden). Compared to total households, the percentage of cost burdened senior households is lower than the percentage of all cost burdened households countywide, where 19.9 percent experience a cost burden between 30 and 50 percent and 18.0 percent experience a cost burden greater than 50 percent.

Table 2-17 Cost Burdened Senior Households

Jurisdiction	Cost Burden ≤ 30%	Cost Burden >30% to ≤50%	Cost Burden >50%	Total Occupied Units
Tulare County	19,485	5,180	6,070	30,735
Percent	63.4%	16.9%	19.7%	100.0%
Dinuba	697	183	174	1,054
Percent	66.1%	17.4%	16.5%	100.0%
Exeter	624	223	102	949
Percent	65.8%	23.5%	10.7%	100.0%
Farmersville	208	105	99	412
Percent	50.5%	25.5%	24.0%	100.0%
Lindsay	385	145	95	625
Percent	61.6%	23.2%	15.2%	100.0%
Porterville	2,150	765	834	3,749
Percent	57.3%	20.4%	22.2%	100.0%
Tulare	1,888	734	610	3,232
Percent	58.4%	22.7%	18.9%	100.0%
Visalia	6,950	1,445	2,014	10,409
Percent	66.8%	13.9%	19.3%	100.0%
Woodlake	198	44	69	311
Percent	63.7%	14.1%	22.2%	100.0%
Unincorporated County	6,385	1,536	2,073	9,994
Percent	63.9%	15.4%	20.7%	100.0%
California	1,963,195	620,335	736,510	3,320,040
Percent	59.1%	18.7%	22.2%	100.0%

Source: U.S. Department of Housing and Urban Development, CHAS 2015-19 (5-Year Estimates), Table 7.

Resources for Senior-Headed Households

Table 2-18 includes an inventory of senior rental units countywide. As shown, there are 1,601 rental units intended for seniors in the county, including units available to very low-, low-, and moderate-income households. As identified in Table 2-16 above, there are 6,440 lower-income senior households in renter-occupied housing units. Due to the high rate of cost burden among households in renter-occupied and significant gap between the number of lower-income senior households and affordable senior rental units, it can be concluded that senior housing is a significant need in the county. United Way of Tulare County's program, 211 Tulare County, connects members of the community with a broad range of additional resources, services, and opportunities including resources for seniors.

Table 2-18 Inventory of Senior Housing

Housing Development	Address	Number of Units	Description
Cypress Cove	1501 E Cypress Ave, Tulare, CA 93274	53	Rental units for low- and moderate-income seniors.
Kimball Court	303 W Kimball Ave, Visalia, CA 93277	94	Rental units for seniors.
Linmar Apartments	2395 14th Ave, Kingsburg, CA 93631	48	Very low-, low-, and moderate-income seniors.
Santa Fe Plaza	250 N 3rd St, Porterville, CA 93257	105	Rental units for low-income seniors.
Visalia Garden Villas	4901 W Crenshaw Dr, Visalia, CA 93277	60	Rental units for low- and moderate-income seniors.
Westport Village	3123 S Avocado St, Visalia, CA 93277	25	Rental units for seniors at or below 60 percent of AMI.
Village Grove Apartments	675 S Farmersville Blvd, Farmersville, CA 93223	48	Rental units for seniors or individuals 55 and older with a disability.
Palomar Court Apartments	833 S Farmersville Blvd, Farmersville, CA 93223	40	Rental units for seniors or individuals 55 and older with a disability.
Haden Apartments	315 E Tulare St, Dinuba, CA 93618	24	Rental units for seniors or individuals 55 and older with a disability.
Euclid Village	600 N Euclid Ave, Dinuba, CA 93618	5	Handicap accessible units to serve disabled individuals and families
El Monte West Apartments	999 W El Monte Way, Dinuba, CA 93618	40	Family and Senior housing.
Emperor Estates Senior Apartments	350 North M St, Dinuba, CA 93618	61	Rental units for residents 55 years and older
West Northway Apartments	245 W Northway, Dinuba, CA 93618	38	Rental units for seniors disabled individuals.
Earlimart Senior Apartments	1094 E Washington, Earlimart, CA 93291	35	Rental units for seniors disabled individuals.
Exeter Senior Villa	655 Vine, #45, Exeter, CA 93221	40	Rental units for seniors disabled individuals.
Lindsay Senior Villa	1127 Fresno, Lindsay, CA 93247	38	Rental units for seniors and disabled individuals.
Mt Whitney Place Apartments	181 E Honolulu St. Lindsay, CA 93247	29	Rental units for seniors
Sequia View Apartments	41334 Road 127, Orosi, CA 93647	42	Rental units for families and seniors.
Porterville Gardens Apartments	1585 W Putnam, Porterville, CA 93257	56	Rental units for seniors and disabled individuals.
Sierra Hills	2500 W. Henderson Ave., Porterville, CA	121	Rental units for seniors.
Sequoia Dawn	35800 Highway 190, Springville, CA 93265	118	Rental units for seniors and disabled individuals.
Silvercrest Apartments	350 N L Street, Tulare, CA 93274	55	Rental units for seniors 62 and older or disabled individuals.

Housing Development	Address	Number of Units	Description
Tulare Gardens Apartments	498 S Blackstone, Tulare, CA 93274	60	Rental units for seniors 62 and older or disabled individuals.
Sierra Meadows	1120 E Tulare Ave, Visalia, CA 93291	42	Rental units for seniors 62 or older.
The Meadows	3900 W Tulare Ave, Visalia, CA 93277	99	Rental units for seniors.
Town Meadows	115 W Murry, Visalia, CA 93291	90	Rental units for seniors and disabled individuals.
Valencia House	248 N Valencia Blvd, Woodlake, CA 93286	46	Rental units for seniors and disabled individuals.
Woodlake Manor	200 E Sierra Ave, Woodlake, CA 93286	44	Rental units for seniors and disabled individuals.
Total units:		1,601	
Source: Housing Authority of Tulare County, https://www.hatc.net/subsidized-housing-referral-listing.php , Accessed June 2023.			

2.9.2 Persons with Disabilities (including Developmental Disabilities)

Persons with disabilities typically have special housing needs because of their physical and/or developmental capabilities, fixed or limited incomes, and higher health costs associated with their disabilities. A disability is defined broadly by the Census Bureau as a physical, mental, or emotional condition that lasts over a long period of time and makes it difficult to live independently. The Census Bureau defines six disabilities: hearing, vision, cognitive, ambulatory, self-care, or independent living disabilities.

Persons with disabilities have different housing needs depending on the nature and severity of the disability. Physically disabled persons generally require modifications to their housing units, such as wheelchair ramps, elevators or lifts, wide doorways, accessible cabinetry, and modified fixtures and appliances. Special design and other considerations for persons with disabilities include single-level units, availability of services, group living opportunities, and proximity to transit. While regulations adopted by the State require all ground floor units of new apartment complexes with five or more units to be accessible to persons with disabilities, single family units have no accessibility requirements. If a disability prevents a person from operating a vehicle, then proximity to services and access to public transportation are particularly important. If a disability prevents an individual from working or limits income, then the cost of housing and the costs of modifications are likely to be even more challenging. Those with severe physical or mental disabilities may also require supportive housing, nursing facilities, or care facilities. In addition, many disabled people rely solely on Supplemental Security Income (SSI), which is insufficient for market rate housing.

Table 2-19 identifies the populations of each county jurisdiction by number of disabilities. Farmersville, Lindsay, and Porterville are the only three jurisdictions with a larger percentage of their populations having two or more disabilities than a single disability. Exeter has the highest percentage of persons with disabilities among all other jurisdictions, while Dinuba and Woodlake have the lowest.

Table 2-19 Population by Number of Disabilities

Jurisdiction	Total	With One Type of Disability	With two or More types of Disability	No Disability
Tulare County	459,748	28,405	25,355	405,988
Percent		6.2%	5.5%	88.3%
Dinuba	24,355	1,071	915	22,369
Percent		4.4%	3.8%	91.9%
Exeter	10,404	787	675	8,942
Percent		7.6%	6.5%	86.0%
Farmersville	10,842	638	767	9,437
Percent		5.9%	7.1%	87.0%
Lindsay	12,701	715	872	11,114
Percent		5.6%	6.9%	87.5%
Porterville	58,174	3,217	3,325	51,632
Percent		5.5%	5.7%	88.8%
Tulare	64,166	4,219	3,291	56,656
Percent		6.6%	5.1%	88.3%
Visalia	131,663	8,659	7,183	115,821
Percent		6.6%	5.5%	88.0%
Woodlake	7,708	374	259	7,075
Percent		4.9%	3.4%	91.8%
Unincorporated County	139,735	8,725	8,068	122,942
Percent		6.2%	5.8%	88.0%
California	38,838,726	2,089,065	2,057,886	34,691,775
Percent		5.4%	5.3%	89.3%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C18108.

Table 2-20 summarizes residents with a disability by age categories for each jurisdiction. Countywide, 6,680 residents under the age of 18 have at least one disability. These residents account for 1.5 percent of the population countywide, which is higher than the proportion of residents under 18 with a disability statewide (0.8 percent). Similarly, the percentage of residents 18 to 64 with a disability is higher in the county (5.6 percent) compared to the state (5.0 percent). Residents 65 years or older with at least one disability account for a smaller percentage of the total population in the county (4.6 percent) than in California (4.9 percent).

Table 2-20 Disability by Age for the Total Population

Jurisdiction	Total Population	Under 18 Years with one or more Disability	18 to 64 Years with one or more Disability	65 Years and Older with one or more Disability
Tulare County	459,748	6,680	25,918	21,162
Percent	100.0%	1.5%	5.6%	4.6%
Dinuba	24,355	345	1,160	481
Percent	100.0%	1.4%	4.8%	2.0%
Exeter	10,404	161	703	598
Percent	100.0%	1.5%	6.8%	5.7%
Farmersville	459,748	6,680	25,918	21,162
Percent	100.0%	1.5%	5.6%	4.6%
Lindsay	12,701	82	726	779
Percent	100.0%	0.6%	5.7%	6.1%
Porterville	58,174	627	3,300	2,615
Percent	100.0%	1.1%	5.7%	4.5%
Tulare	64,166	1,205	3,808	2,497
Percent	100.0%	1.9%	5.9%	3.9%
Visalia	131,663	2,060	7,549	6,233
Percent	100.0%	1.6%	5.7%	4.7%
Woodlake	7,708	41	292	300
Percent	100.0%	0.5%	3.8%	3.9%
Unincorporated County	139,735	1,902	7,634	7,257
Percent	100.0%	1.4%	5.5%	5.2%
California	38,838,726	306,806	1,944,580	1,895,565
Percent	100.0%	0.8%	5.0%	4.9%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C18108.

Table 2-21 shows data for residents with a developmental disability. The Centers for Disease Control and Prevention (CDC) defines developmental disabilities as a group of conditions due to an impairment in physical, learning, language, or behavior areas. These conditions begin during the developmental period, may impact day-to-day functioning, and usually last throughout a person's lifetime. Countywide, there are 6,272 residents with a developmental disability, more than half of these residents are under the age of 18 (3,201 residents) and 3,071 residents 18 years old or older, a trend that mirrors the statewide average. In Porterville, Farmersville, and Woodlake, there are more residents with a developmental disability who are 18 years old and older than those who are younger than 18.

Table 2-21 Developmental Disability by Age

Jurisdiction	Under 18 Years	18 Years and Older	Total Population with a Development Disability
Tulare County	3,201	3,071	6,272
Dinuba	194	132	326
Exeter	100	96	196
Farmersville	60	64	124
Lindsay	118	88	206
Porterville	541	707	1,248
City of Tulare	584	486	1,070
Visalia	1,039	973	2,012
Woodlake	55	58	113
Unincorporated County	358	346	704
California	192,384	185,353	377,737

Source: California Department of Developmental Services, *Quarterly Consumer Report*, December 2021.

Table 2-22 includes data summarizing the housing location of residents with developmental disabilities. A majority of 445 residents (445) with a developmental disability in Tulare County live in the home of a parent, family member, or guardian, as is common throughout the region and the state. An additional 12 residents live in community care facilities.

Table 2-22 Developmental Disability by Residence

Jurisdiction	Total Residents	Residence Type					
		Home of Parent / Family / Guardian	Independent / Supported Living	Community Care Facility	Intermediate Care Facility	Foster / Family Home	Other
Tulare County	>5,763	4,652	389	526	93	76	27
Dinuba	>316	300	16	<11	0	<11	0
Exeter	>176	165	<11	<11	11	<11	0
Farmersville	>115	102	<11	0	13	<11	<11
Lindsay	>193	181	12	<11	<11	<11	<11
Porterville	>1,003	831	126	257	17	14	15
City of Tulare	>1,068	870	66	73	29	30	<11
Visalia	>2,083	1,660	169	184	23	47	<11
Woodlake	>98	98	<11	<11	0	<11	<11
Unincorporated County	>469	445	0	12	0	0	12
California	380,258	309,381	27,881	23,728	6,188	8,288	4,792

Source: California Department of Developmental Services, *DDS Quarterly Consumer Report*, January 2022.

The Supplemental Security Income (SSI) program, administered by the U.S. Social Security Administration, shows the number of persons with disabilities who may have housing needs because of

their low incomes. As of December 2021, 14,228 SSI recipients in Tulare County were receiving benefits because they were blind or disabled¹.

Resources for Persons with Disabilities

Table 2-23 identifies 576 rental units for residents with a disability countywide. Additionally, according to the State of California Department of Developmental Services data, 5,449 Tulare County residents with a developmental disability live with family or a guardian.² Despite these housing opportunities, with 53,760 residents with a disability countywide (Table 2-19), the gap between residents with a disability and housing resources is considerable. United Way of Tulare County's program, 211 Tulare County, connects members of the community with a broad range of additional resources, services, and opportunities including resources for people with disabilities.

Table 2-23 Inventory of Housing for People with Disabilities

Housing Development	Address	Number of Units	Description
Village Grove Apartments	675 S Farmersville Blvd, Farmersville, CA 93223	48	Rental units for individuals 55 and older with a disability.
Palomar Court Apartments	833 S Farmersville Blvd, Farmersville, CA 93223	40	Rental units for individuals 55 and older with a disability.
Euclid Village	600 N Euclid Ave, Dinuba, CA 93618	5	Handicap accessible units to serve disabled individuals and families
Robinwood Court	5738 W Robin Wood Ct, Visalia, CA 93291	10	Rental units for disabled individuals.
Tule Vista	612 S D St, Tulare, CA 93274	3	Rental units for disabled individuals.
North Park Apartments	1655 N Crawford Ave, Dinuba, CA 93618	3	Rental units for disabled individuals.
West Northway Apartments	245 W Northway, Dinuba, CA 93618	38	Rental units for disabled individuals.
Earlimart Senior Apartments	1094 E Washington, Earlimart, CA 93291	2	Rental units for disabled individuals.
Westwood Manor	211 S Ash, Earlimart, CA 93219	2	one-bedroom units for disabled individuals.
Exeter Apartments	855 W Visalia Rd, Exeter, CA 93221	3	Rental units for disabled individuals.
Exeter Senior Villa	655 Vine, #45, Exeter, CA 93221	4	Rental units for seniors disabled individuals.
Jacob Square	301 Jacob, Exeter, CA 93221	3	Two-bedroom handicap units.
Oakwood Apartments	15753 Avenue 327, Ivanhoe, CA 93235	5	Rental units for disabled individuals.
Delta Vista Manor	701 N Ash, Lindsay, CA 93247	2	Two-bedroom handicap units.

¹ Source: U.S. Social Security administration. SSI Recipients by State and County, 2021. https://www.ssa.gov/policy/docs/statcomps/ssi_sc/2021/ca.html

Note: Although these figures can give a sense of the proportion of the population with different types of disabilities, a much smaller proportion of the population may actually require specially adapted housing to accommodate disabilities.)

² U.S. Department of Developmental Services, Quarterly Consumer Report by Age and Residence Type, January 2022.

Tulare County Association of Governments
Tulare County Regional Housing Element

Housing Development	Address	Number of Units	Description
Lindsay Senior Villa	1127 Fresno, Lindsay, CA 93247	4	Rental units for seniors and disabled individuals.
Monte Vista Manor	901 W Tulare, Lindsay, CA 93247	1	Two-bedroom handicap unit.
Alta Vista Apartments	41730 Road 128, Orosi, CA 93647	42	Rental units for disabled individuals.
Orchard Manor Apartments	12495 Avenue 416, Orosi, CA 93647	3	Rental units for disabled individuals.
Pixley Apartments	735 E Terra Bella Ave, Pixley, CA 93256	2	Rental units for disabled individuals.
Carolita Apartments	1055 W. Pioneer Ave., Porterville, CA 93257	8	Rental units for disabled individuals
Alder Apartments	45 N Salisbury, Porterville, CA 93257	64	Rental units for disabled individuals.
Evergreen Apartments	65 N Salisbury, Porterville, CA 93257	4	Rental units for disabled individuals.
Mountain View Apartments	870 N Plano St, Porterville, CA 93257	2	Two-bedroom handicap units.
Porterville Gardens Apartments	1585 W Putnam, Porterville, CA 93257	6	Rental units for seniors and disabled individuals.
Sequoia Village at Rivers Edge	424 South E Street, Porterville, CA 93257	2	Rental units for disabled individuals.
Villa Siena Apartments	200 North E Street, Porterville, CA 93257	4	Rental units for disabled individuals.
Villas Robles Apartments	450 W Springville Dr, Porterville, CA 93257	4	Rental units for disabled individuals.
Porterville Family Apartments	93 E. Date Ave., Porterville, CA 93257	4	Rental units for disabled individuals.
Sequoia Dawn	35800 Highway 190, Springville, CA 93265	118	Rental units for seniors and disabled individuals.
Strathmore Villa Apartments	19734 Road 231 Unit B, Strathmore, CA 93267	2	Rental units for disabled individuals.
Tipton Terrace	584 N Thompson Rd, Tipton, CA 93272	2	Rental units for disabled individuals.
Parkwood Manor	414 - 430 Meadow Drive, Tulare, CA 93274	10	Rental units for disabled individuals.
Silvercrest Apartments	350 N L Street, Tulare, CA 93274	4	Rental units for disabled individuals.
Tulare Apartments	1101 S Irwin, Tulare, CA 93274	8	Rental units for disabled individuals.
Tulare Gardens Apartments	498 S Blackstone, Tulare, CA 93274	4	Rental units for seniors 62 and older or disabled individuals.
Westside Palm Village	900 W Pleasant, Tulare, CA 93274	2	Rental units for disabled individuals.
Goshen Village	30940 Road 72, Visalia, CA 93291	6	Rental units for disabled individuals.

Housing Development	Address	Number of Units	Description
Town Meadows	115 W Murry, Visalia, CA 93291	9	Rental units for seniors and disabled individuals.
Valencia House	248 N Valencia Blvd, Woodlake, CA 93286	46	Rental units for seniors and disabled individuals.
Woodlake Garden Apartments	705 W Sequoia, Woodlake, CA 93286	3	Rental units for disabled individuals.
Woodlake Manor	200 E Sierra Ave, Woodlake, CA 93286	44	Rental units for seniors and disabled individuals.
Total Units		576	

Source: Housing Authority of Tulare County, <https://www.hatc.net/subsidized-housing-referral-listing.php>, Accessed June 2023.

Several local agencies provide services for residents with a disability. Table 2-24 provides a list of disability resource contacts throughout the county.

Table 2-24 Services for Persons with Disabilities

Organization	Phone	Address
Behavioral Health Centers:		
Lindsay	559.592.7300	831 N. Sequoia Ave., Lindsay, CA
Exeter	559.592.7300	1014 San Juan Ave., Exeter, CA
Visalia	559.624.3300	1100 S. Akers, Visalia, CA
Tulare County Mental Health Department	559.623.0900	520 E. Tulare Street, Visalia, CA
Tulare County Mental Health Hillman Center	559.684.4530	1062 South 'K' St, Tulare, CA
Porterville Adult Mental Health Clinic	559.781.1200	1055 W. Henderson Ave., Porterville, CA
Hope Horizon Porterville	559.781.0649	837 N. Main Street #C, Porterville, CA
Porterville Wellness Center	599.570.5000	333 W. Henderson Ave., Porterville, CA
Hope Horizon Mental Health	559.688.2043	327 South 'K' Street, Tulare, CA
Kingsview	559.687.0929	201 North 'K' Street, Tulare, CA
Blind Services:		
California Council of the Blind	800.221.6359	2143 Hurley Way, Suite 250, Sacramento, CA
Valley Center for the Blind	559.222.4447	3417 W. Shaw Ave., Fresno, CA
Deaf Services:		
Deaf and Hard of Hearing Service Center	559.334.0134	113 N Church St. #222, Visalia, CA
Fox Interpreting Sign Language Services	559.636.3294	1105 W Center Ave, Visalia, CA
Veteran Services:		
Tulare Veterans' Clinic	559.684.8703	10550 N Cherry St, Tulare, CA
Veterans' Medical Center	559.225.6100	2615 E Clinton Ave, Fresno, CA

Source: Tulare County CSET, <https://www.cset.org/> accessed June 2023.

2.9.3 Large Households

Table 2-25, below, quantifies large households in the county. Countywide, 29,599 households contain more than five people. These households account for 21.3 percent of total households. Of these

households, 14,145 (10.2 percent of total households and 47.8 percent of all large households) are renter-occupied households.

Table 2-25 Large Households by Tenure

Jurisdiction	Total	Owner-Occupied Large Households			Renter-Occupied Large Households		
		5-Person	6-Person	7-or-More Person	5-Person	6-Person	7-or-More Person
Tulare County	29,599	8,116	4,101	3,237	7,507	3,896	2,742
Percent	21.3%	5.8%	3.0%	2.3%	5.4%	2.8%	2.0%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25009.

Resources for Large Households

Table 2-26 compares the number of households with five or more people to the number of units with five or more bedrooms. As shown, there are a total of 150,079 housing units in the county, including 2,820 units with five or more bedrooms. These large housing units represent 1.9 percent of the countywide housing stock, significantly less than the percentage statewide (4.3 percent). Compared to the number of large households (29,599) there is a considerable resource gap in the county of more than 20,000 units appropriate for large households. United Way of Tulare County's program, 211 Tulare County, connects members of the community with a broad range of additional resources, services, and opportunities including resources for large households.

Table 2-26 Large Households and Units

Jurisdiction	Total Households	Large Households (5 or more persons)	Total Units	Large Units (5 or more bedrooms)
Tulare County	139,044	29,599	150,079	2,820
Percent	100%	21.3%	100%	1.9%
Dinuba	6,354	1,841	6,552	40
Percent	100%	29.0%	100%	0.6%
Exeter	3,295	597	3,620	72
Percent	100%	18.1%	100%	2.0%
Farmersville	2,862	857	2,921	5
Percent	100%	29.9%	100%	0.2%
Lindsay	3,866	1,016	3,979	72
Percent	100%	26.3%	100%	1.8%
Porterville	17,649	3,582	18,654	186
Percent	100%	20.3%	100%	1.0%
Tulare	18,381	4,360	19,526	399
Percent	100%	23.7%	100%	2.0%
Visalia	43,867	6,983	46,139	1,218
Percent	100%	15.9%	100%	2.6%
Woodlake	2,184	449	2,285	27
Percent	100%	20.6%	100%	1.2%

Jurisdiction	Total Households	Large Households (5 or more persons)	Total Units	Large Units (5 or more bedrooms)
Unincorporated County	40,586	9,914	46,403	801
Percent	100%	24.4%	100%	1.7%
California	13,103,114	1,809,518	14,210,945	617,193
Percent	100%	13.7%	100%	4.3%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C18108, Table B24024.

2.9.4 Female-Headed Households

According to the U.S. Census Bureau, a single-headed household contains a household head and at least one dependent, which could include a related or unrelated child, or an elderly parent. Female-headed households have special housing needs because they are often either single parents or single elderly adults living on low- or poverty level incomes. Single-parent households with children often require special consideration and assistance because of their greater need for affordable housing, accessible day care, health care, and a variety of other supportive services. Moreover, because of their relatively lower household incomes, single-parent households are more likely to experience difficulties in finding affordable, decent, and safe housing.

Table 2-27 identifies all single female-headed householders residing with their own children under age 18. The table values do not include female-headed households with unrelated dependents. Dinuba, Exeter, and Porterville have the highest percent of single female-headed households, while Lindsay, Woodlake, and unincorporated county have the lowest percent. The countywide average is 7.7 percent which is considerably higher than the statewide average of 4.7 percent.

Table 2-27 Single Female-Headed Households with own Children

Jurisdiction	Total Households	Single Female-Headed Households*	Percent
Tulare County	139,044	10,655	7.7%
Dinuba	6,354	1,036	16.3%
Exeter	3,295	346	10.5%
Farmersville	2,862	222	7.8%
Lindsay	3,866	207	5.4%
Porterville	17,649	1,756	9.9%
City of Tulare	18,381	1,614	8.8%
Visalia	43,867	2,833	6.5%
Woodlake	2,184	205	9.4%
Unincorporated County	40,568	2,436	6.0%
California	13,103,114	615,734	4.7%

* Single Female-Headed Households with own children under age 18, does not include unrelated dependents.

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B11012.

Table 2-28 provides data on all single female-headed households by tenure. Countywide there are 23,911 single-female headed households, including 8,979 owner-occupied households and 14,932 renter-occupied households. Across all areas of the county, renter-occupied households account for a larger proportion of single female-headed households than owner-occupied households. Porterville, Woodlake, and Tulare have the largest percentage of single female-headed households that rent. The

proportion of single female-headed households that rent in the county (62.4 percent) is higher than the proportion statewide (58.5 percent).

Table 2-28 Single Female-Headed Households by Tenure

Jurisdiction	Owner-Occupied	Renter-Occupied	Total
Tulare County	8,979	14,932	23,911
Percent	37.6%	62.4%	100.0%
Dinuba	689	1,050	1,739
Percent	39.6%	60.4%	100.0%
Exeter	287	309	596
Percent	48.2%	51.8%	100.0%
Farmersville	295	316	611
Percent	48.3%	51.7%	100.0%
Lindsay	185	348	533
Percent	34.7%	65.3%	100.0%
Porterville	1,083	2,609	3,692
Percent	29.3%	70.7%	100.0%
Tulare	1,224	2,334	3,558
Percent	34.4%	65.6%	100.0%
Visalia	2,642	4,359	7,001
Percent	37.7%	62.3%	100.0%
Woodlake	125	262	387
Percent	32.3%	67.7%	100.0%
California	702,489	990,785	1,693,274
Percent	41.5%	58.5%	100.0%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B25011.

Resources for Single-Parent and Female-Headed Households

Tulare County Community Services Employment Training (CSET) Resource Centers

Tulare County CSET provides families with access to services including nutrition and health education, housing and utility assistance, and employment training. Each Resource Center has established partnerships and referral processes with local agencies, food pantries, and the faith-based community to be able to provide assistance quickly and smoothly. Tulare County CSET operates offices family resource centers in Tulare and Earlimart.³

Tulare County Family Resource Network

The core services of the Tulare County Family Resource Network include family advocacy, parenting education, ongoing intensive family support services, resource and referrals to partner agencies, family health and wellness, home visitation and child development services. The organization connects special needs groups, including single female-headed households, to the Housing Authority of Tulare County for

³ Tulare County CSET, <https://www.cset.org/> accessed June 2023.

rental assistance. The Tulare County Family Resource Networks operates Family Resources Centers in the community of Orosi, Lindsay, and Visalia, Porterville and Woodlake.⁴

2.9.5 Extremely Low-Income Residents

Extremely low-income households are defined as those households with incomes under 30 percent of the county's median income. Extremely low-income households typically consist of minimum wage workers, seniors on fixed incomes, people with disabilities, and farmworkers. This group of households has specific housing needs that require greater government subsidies and assistance, housing with supportive services, single room occupancy (SRO) and/or shared housing, and/or rental subsidies or vouchers. This income group is likely to live in overcrowded and substandard housing conditions. In recent years rising rents, higher income and credit standards imposed by landlords, and insufficient government assistance has exacerbated the problem. Without adequate assistance this group has a high risk of homelessness.

Table 2-29 identifies extremely low-income households by tenure for all county jurisdictions. Renter-occupied households make up a larger percentage of total extremely low-income households in every jurisdiction. Lindsay has the highest percentage of extremely low-income households compared to total households at 26.9 percent, followed by Porterville with 21.3 percent, and the unincorporated county at 20.8 percent. Visalia and Tulare have the lowest percentage of extremely low-income households at 11.2 percent and 12.9 percent, respectively.

Table 2-29 Extremely Low-Income Households by Tenure

Jurisdiction	Extremely Low-Income Households (Income <=30% HAMFI)			Total Households
	Owner-Occupied	Renter-Occupied	Total Extremely Low-Income Households	
Tulare County	6,940	16,145	23,085	139,044
Percent	5.0%	11.6%	16.6%	100.0%
Dinuba	179	817	996	6,354
Percent	2.8%	12.9%	15.7%	100.0%
Exeter	215	395	610	3,295
Percent	6.5%	12.0%	18.5%	100.0%
Farmersville	245	303	548	2,862
Percent	8.6%	10.6%	19.1%	100.0%
Lindsay	252	789	1,041	3,866
Percent	6.5%	20.4%	26.9%	100.0%
Porterville	994	2,765	3,759	17,649
Percent	5.6%	15.7%	21.3%	100.0%
Tulare	548	1,820	2,368	18,381
Percent	3.0%	9.9%	12.9%	100.0%
Visalia	1,654	3,255	4,909	43,867
Percent	3.8%	7.4%	11.2%	100.0%
Woodlake	104	314	418	2,184
Percent	4.8%	14.4%	19.1%	100.0%

⁴Tulare County Family Resource Center Network, <http://www.tcfrcn.org/> accessed June 2023.

Jurisdiction	Extremely Low-Income Households (Income <=30% HAMFI)			
	Owner-Occupied	Renter-Occupied	Total Extremely Low-Income Households	Total Households
Unincorporated County	2,749	5,687	8,436	40,586
Percent	6.8%	14.0%	20.8%	100.0%

Source: US Housing and Urban Development, CHAS 2015-19 (5-Year Estimates), Table 7.

U.S. Census Bureau, ACS16-20 (5-year Estimates), Table B11012.

Table 2-30 shows data for extremely low-income households overpaying by tenure and cost burden. In all areas of the county, households that rent are far more likely to experience housing cost burden. Countywide, 13.3 percent of extremely low-income renters experience a cost burden, and 49.4 percent experience severe cost burden.

Table 2-30 Extremely Low-Income Households by Tenure and Cost Burden

Jurisdiction	Owner Occupied			Renter Occupied			Total Extremely Low-Income Households
	No Cost Burden <30%	Cost Burden >30%	Severe Cost Burden >50%	No Cost Burden <30%	Cost Burden >30%	Severe Cost Burden >50%	
Tulare County	980	865	5,095	1,650	3,080	11,415	23,085
Percent	4.2%	3.7%	22.1%	7.1%	13.3%	49.4%	100.0%
Dinuba	29	25	125	83	184	550	996
Percent	2.9%	2.5%	12.6%	8.3%	18.5%	55.2%	100.0%
Exeter	25	95	95	90	25	280	610
Percent	4.1%	15.6%	15.6%	14.8%	4.1%	45.9%	100.0%
Farmersville	50	25	170	10	119	174	548
Percent	9.1%	4.6%	31.0%	1.8%	21.7%	31.8%	100.0%
Lindsay	89	-	163	24	140	625	1,041
Percent	8.5%	0.0%	15.7%	2.3%	13.4%	60.0%	100.0%
Porterville	99	155	740	265	420	2,080	3,759
Percent	2.6%	4.1%	19.7%	7.0%	11.2%	55.3%	100.0%
Tulare	64	49	435	170	325	1,325	2,368
Percent	2.7%	2.1%	18.4%	7.2%	13.7%	56.0%	100.0%
Visalia	239	140	1,275	295	675	2,285	4,909
Percent	4.9%	2.9%	26.0%	6.0%	13.8%	46.5%	100.0%
Woodlake	20	25	59	85	94	135	418
Percent	4.8%	6.0%	14.1%	20.3%	22.5%	32.3%	100.0%
Unincorporated County	365	351	2,033	628	1,098	3,961	8,436
Percent	4.3%	4.2%	24.1%	7.4%	13.0%	47.0%	100.0%
California	117,890	92,945	381,175	172,130	216,880	1,038,395	2,019,415
Percent	5.8%	4.6%	18.9%	8.5%	10.7%	51.4%	100.0%

Source: US Housing and Urban Development, CHAS 2015-19 (5-Year Estimates), Table 7.

Resources for Extremely Low-Income Households

HATC provides assistance to lower and moderate-income families in need of housing through the Housing Choice Voucher (HCV) program.⁵ HATC currently administers approximately 700 public housing units, 3,100 households receiving HCVs, and 860 units of local, non-traditional housing.⁶

Table 2-31 includes additional resources of benefit to extremely low-income households in Tulare County. United Way of Tulare County's program, 211 Tulare County, connects members of the community with a broad range of additional resources, services, and opportunities including resources for extremely low-income households.

Table 2-31 Extremely Low-Income Resources

Organization	Phone	Address
Central California Legal Services	559.733.8770	208 W. Main Street Suit U-1, Visalia, CA
City of Visalia Community Development Agency	559.713.4460	315 E. Acequia, Visalia, CA
Hands in the Community	559.734.4040	Visalia, CA
Salvation Army Tulare	599.687.2520	314 E. San Juan Ave. Tulare, CA
St. Anne's Food Pantry	559.783-8018	271 S. Wallace St., Porterville, CA
Central CA Food Bank	599.237.3663	4010 E. Amemola Dr., Fresno, CA
Love INC of Tulare County	559.467-5167	250 S. K St., Tulare, CA
Central California Family Crisis Center	599.781.7462	211 N. Main St., Porterville, CA
Porterville Pregnancy Resource Center	599.782.1225	303 W. Henderson Ave., Porterville, CA
Porterville Area Coordinating Council	599.793.0213	368 E. Date Ave., Porterville, CA
City of Porterville Community Development Department	599.782.7460	291 N. Main St., Porterville, CA
CSET	599.788.1400	1063 W. Henderson Ave., Porterville, CA
CSET	599.216.0525	108 E. Morton Ave., Porterville, CA
CSET - Tulare Family Resource Center & Employment Connection Affiliate	559.684.1987	304 E. Tulare Avenue, Tulare, CA
Tulare Emergency Aid Council	559.686.3693	424 North 'N' Street, Tulare, CA

Source: Tulare County CSET, 2023.

2.9.6 Farmworkers

Due to a combination of limited English language skills and very low household incomes, the ability of farmworkers to obtain housing loans for home purchase is extremely limited. For the same reasons, rentals are also difficult to obtain. Housing needs include permanent family housing as well as accommodations for migrant single men, such as dormitory-style housing, especially during peak labor activity in May through October.

A growing number of migrant workers do not leave California during the non-farm season, but instead stay in the area and perform non-farm work such as construction and odd jobs. Housing needs of this migrant but non farmworker population are partially addressed by year-round housing units, but additional migrant units are needed.

⁵ Tulare County, Housing, Homeless and Rental Assistance, <https://covid19.tularecounty.ca.gov/housing-homeless-and-rental-assistance/> accessed June 2023.

⁶ U.S. Department of Housing and Urban Development, Housing Authority of Tulare County, https://www.hud.gov/program_offices/public_indian_housing/programs/ph/mtw/tulare accessed June 2023.

Migrant and other seasonal farmworkers usually do not have a fixed physical address and work intermittently in various agricultural and non-agricultural occupations during a single year, with only casual employer-employee links. Many workers and/or their families live in rural, often remote areas and are reluctant to voice their housing needs and concerns to local government or housing authorities. According to California Employment Development Department, the median wage for farmworkers was \$14.77/hour in 2020 or approximately \$34,560 per year for full-time work, which is considered extremely low-income in California. Many farmworkers are forced to pay market rate for their housing, since most farm owners do not provide housing for their workers, and many publicly-owned or managed housing complexes are restricted to families. Because market rate housing may be more than they can afford, many workers are forced to share a housing unit with several other workers, causing a severely overcrowded living situation. Migrant and seasonal farmworkers face several housing challenges, but primarily substandard housing conditions and overcrowded housing.⁷

The nature of agricultural work also affects the specific housing needs of farmworkers. For instance, farmworkers employed on a year-round basis generally live with their families and need permanent affordable housing much like other lower-income households. Migrant farmworkers who follow seasonal harvests generally need temporary housing only for the workers themselves. Migrant and resident farmworkers constitute distinct populations, each with its own special needs. In many instances, migrant workers are experiencing the worst employment, job security, and housing conditions. Many migrants do not have a social support network and must locate both employment and housing on their own. Resident farmworkers, on the other hand, often have support networks in place and are more likely to gain access to off-farm employment, such as in food packing or transportation.⁸

Table 2-32 provides 2020 census data for farmworkers by jurisdiction in the county. According to the 2020 census, there are 28,627 people employed as farmworkers in the county. Most of the farmworker population is distributed throughout the unincorporated county, making up 54.3 percent of the total farmworker population. Porterville has the second largest population of farmworkers at 11.9 percent.

Table 2-32 Farmworker Population

Jurisdiction	Farmworkers	Percent of Total Farmworkers
Dinuba	2,022	7.1%
Exeter	285	1.0%
Farmersville	730	2.6%
Lindsay	1,052	3.7%
Porterville	3,419	11.9%
Tulare	2,673	9.3%
Visalia	2,481	8.7%
Woodlake	425	1.5%
Unincorporated County	15,540	54.3%
Total Tulare County	28,627	100%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C24050.

⁷ National Center for Farmworker Health. 2021. Monterey, Kern, and Tulare Cali Rapid Assessment – Survey Report. https://www.ncfh.org/uploads/3/8/6/8/38685499/monterey_kern_tulare_cali_rapid_assessment_-_survey_report_2021.pdf

⁸ Housing Assistance Council. Farmworker Case Study – Kern County, California. <https://ruralhome.org/wp-content/uploads/storage/documents/farmcase.pdf>

Table 2-33 provides USDA Census of Agriculture data for farmworkers by population over time. While the number of hired farmworkers increased between 2007 and 2012, the most recent 2017 census observes a decrease in the number of farmworkers by 8.0 percent from 25,247 to 23,233 workers. The ongoing transition from agriculture-based industries to metropolitan-oriented employment in the larger jurisdictions, including Visalia, Tulare, and Porterville, is a key factor in the decrease in the population of farmworkers, as evidenced by the decrease in farms with hired labor during the same period from 2,448 to 2,160.

Table 2-33 Farmworker Population Overtime (Tulare County)

Type of Farm Labor	2007	2012	Percent Change '07 - '12	2017	Percent Change '12 - '17
Hired farm labor (farms)	2,103	2,448	16.4%	2,160	-11.8%
Hired farm labor (workers)	24,978	25,247	1.1%	23,233	-8.0%
Workers by days worked – 150 days or more	12,549	11,745	-6.4%	11,017	-6.2%
Workers by days worked – less than 150 days	12,429	13,502	8.6%	12,216	-9.5%
Migrant farm labor on farms with hired labor	350	180	-48.6%	146	-18.9%
Migrant farm labor on farms reporting only contract labor	184	65	-64.7%	60	-7.7%

Source: U.S. Department of Agriculture, *Census of Agriculture*, <https://www.nass.usda.gov/AgCensus/> accessed June 2023.

Resources for Farmworkers

The Housing Authority of Tulare County offers a farm labor housing program that provides housing to very low, low, and moderate-income families with two to nine members who have current farm labor income. Under this program the Housing Authority rents over 400 units to non-migratory farm workers for very low amounts and offers rental assistance when needed.⁹ Housing is provided in Visalia, Poplar, Tulare, Terra Bella, and Woodville. To be accepted, the head of household must be a U.S. citizen or legal resident and must meet a minimum requirement for income from farm labor, or for days worked in farm labor during the past year.

Table 2-34 identifies agencies providing services benefitting farmworkers. United Way of Tulare County's program, 211 Tulare County, connects members of the community with a broad range of additional resources, services, and opportunities including resources for large households including resources for farmworkers.

Table 2-34 Resources for Farmworkers

Organization	Phone	Address	Description
Proteus Inc.	599. 781-1852	54 N. Main St. #10, Porterville, CA	Education, workplace training, job placement, and other support services to farm working families and diverse program participants to empower them to achieve self-sufficiency
Housing Authority of Tulare County	559. 781-6873	290 N. 4th St., Porterville, CA	Provides affordable housing opportunities for lower-income households and farmworkers

⁹ Housing Authority of Tulare County, <https://www.hatc.net/farm-labor.php?nbl=RP> accessed June 2023.

Organization	Phone	Address	Description
California Farmworker Foundation (CFF)	661.778.0015	1120 Kensington Street, Delano, CA	Works to offer and create opportunities that would enable Farmworkers that reside in California to develop personal and professional skills through five areas of service: Education, Health & Wellness, Workforce Development, Immigration Services, and Community Engagement.
United Way of Tulare County	559.685.1766	1601 E. Prosperity Avenue, Tulare, CA	Offers \$600 cash cards for eligible farm and food workers in California

Source: Proteus Inc. <https://www.proteusinc.org/> accessed June 2023.
Housing Authority of Tulare County, <https://www.hatc.net/> accessed March 2023.
California Farmworker Foundation, <https://californiafarmworkers.org/> accessed June 2023.
United Way of Tulare County, <https://www.unitedwaytc.org/> accessed June 2023.

The Tulare County Housing Authority operates six farmworker housing developments providing a total of 418 apartments and townhouses. These farmworker housing units are concentrated in Visalia, providing 206 units, and Porterville with 178 units. Below is an inventory of farmworker housing found throughout Tulare County:

- **La Puente.** Located in Visalia on North Bridge Street. Provides 15 two- and three-bedroom units.
- **Linnell Farm Labor Center.** Located in Visalia on North Mariposa Avenue near Farmersville. Provides 191 two-, three-, and four-bedroom apartments.
- **Poplar Grove Apartments.** Located in Poplar along Avenue 145. Provides 50 two-, three-, and four-bedroom units.
- **Sonora Apartments.** Located Tulare on South O Street. Provides 52 townhouses and single-story units.
- **Terra Bella Farm Labor Center.** Located in Terra Bella along Road 328. Provides 14 two- and three-bedroom units.
- **Villa Siena Apartments.** Located at 200 North E Street in Porterville. Provides 70 units one-, two-, and three-bedroom units.
- **Woodville Farm Labor Center.** Located in Porterville along Road 192. Provides 178 two-, three-, and four-bedroom units.

2.9.7 Persons Experiencing Homelessness

Most families become homeless because they are unable to afford housing in a particular community. Nationwide, about half of those experiencing homelessness over the course of a year are single adults. Most enter and exit the system quickly. The remainder live in the homeless assistance system, or in a combination of shelters, hospitals, the streets, jails, and prisons. There are also single homeless people who are not adults, including runaway and “throwaway” youth (children whose parents will not allow them to live at home).

There are various reasons that contribute to one becoming homeless. These may be any combination of factors such as loss of employment, inability to find a job, lack of marketable work skills, or high housing costs. For some the loss of housing is due to chronic health problems, physical disabilities, mental health disabilities, or drug and alcohol addictions, and an inability to access support services and long-term care may result in homelessness. Although each category has different needs, the most urgent need is for emergency shelter and case management (i.e., help with accessing needed services). Emergency shelters have minimal supportive services for homeless persons and are limited to occupancy of six

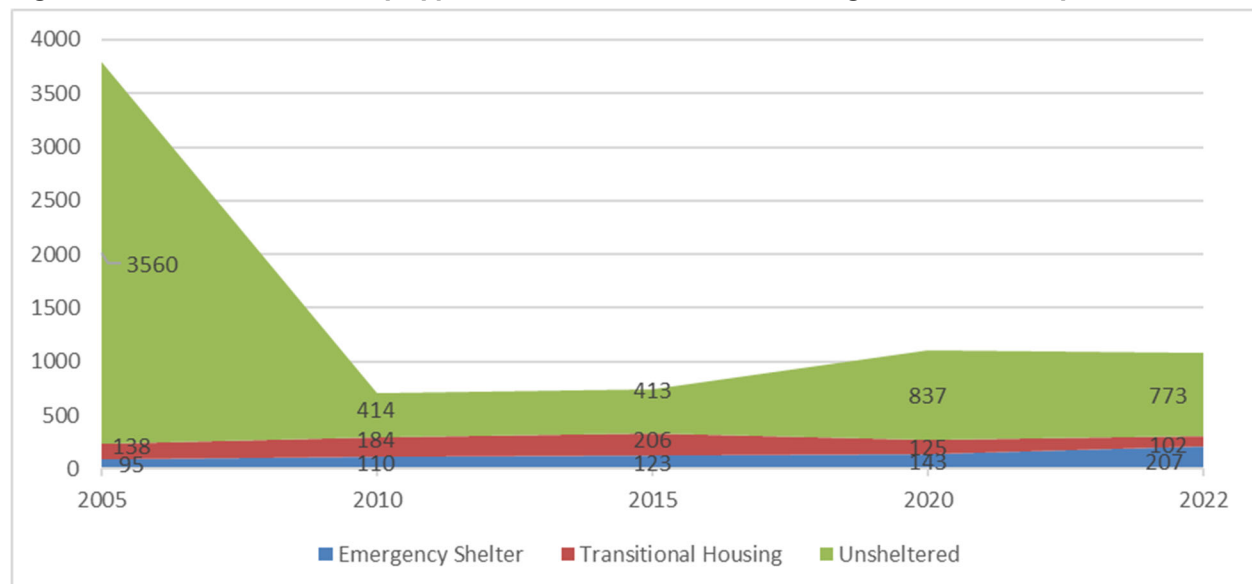
months or less. No individual or household may be denied emergency shelter because of an inability to pay.

For many, supportive housing, transitional housing, long-term rental assistance, and/or greater availability of low-income rental units are also needed. Supportive housing has no limit on length of stay and is linked to onsite or offsite services that assist residents in retaining housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.

Transitional housing is usually in buildings configured as rental housing developments, but operated with State programs that require the unit to be cycled to other eligible program recipients after some pre-determined amount of time. Transitional housing programs provide extended shelter and supportive services for homeless individuals and/or families with the goal of helping them live independently and transition into permanent housing. Some programs require that the individual/family be transitioning from a short-term emergency shelter. Transitional housing may be configured for specialized groups within the homeless population such as people with substance abuse problems, the mentally ill, domestic violence victims, veterans, or people with HIV/AIDS. In many cases transitional housing programs will provide services for up to two years or more. The supportive services may be provided directly by the organization managing the housing or by other public or private agencies in a coordinated effort with the housing provider.

The Kings and Tulare counties have formed a regional Continuum of Care (CoC), a community-based organization that provides information on homeless services and data on the region's homeless population. Figure 2-2 shows total households experiencing homelessness by living situation between 2005 to 2022. As shown, 2005 had the highest reported number of households (3,793) within the Continuum of Care (CoC), the majority of which were unsheltered. Data for 2022 indicates that 1,082 households were experiencing homelessness, including 773 that were reported as unsheltered.

Figure 2-2 Homelessness by Type Over Time, Households, Kings/Tulare County CoC



Source: U.S. HUD, CoC Homeless Populations and Subpopulations Reports (2005, 2010, 2015, 2020, 2022).

The Kings/Tulare Homeless Alliance (KTHA) conducted a Point in Time (PIT) count on the evening of January 22, 2023. Volunteers from local jurisdictions, law enforcement, the faith-based community, non-profit partners, and community stakeholders conducted brief surveys with people who meet the HUD

definition of homeless. Volunteers canvassed locations where people experiencing homelessness tend to congregate including encampments, libraries, and food distribution sites. The PIT Report provides a snapshot of the people experiencing homelessness in Kings and Tulare Counties in 2023 and provides data specific to areas within the cities of Porterville, Tulare, and Visalia, and the county of Tulare as a whole.¹⁰

Among those counted, there were a total of 1,053 people experiencing homelessness. Approximately 97 percent of this population lives in either Porterville, Tulare, or Visalia, while the remaining three percent (36 residents) live throughout all other jurisdictions, Table 2-35 identifies those counted in 2023.

Table 2-35 Homelessness by Type (2023)

Jurisdiction	Emergency Shelter	Transitional Housing	Unsheltered	Total
Porterville	56	16	227	299
Tulare	21	36	227	284
Visalia	83	57	294	434
Balance of County	5	0	31	36

Sources:

Kings/Tulare Homeless Alliance, 2023 Point in Time Report, July 7, 2023.

U.S. HUD, CoC Homeless Populations and Subpopulations Reports (2020).

The Kings/Tulare CoC data also considers ethnicity. Among those counted, 45 percent identify as Hispanic/Latino (of any race).

The 2023 PIT Report identified 1,053 people experiencing homelessness in the county, which was a 14 percent increase over 2022 and a 91 percent increase over 2012. Of those counted, 779 were unsheltered, 165 slept in an emergency shelter and 109 in transitional housing. Additionally, 430 reported having a disability and 58 persons were unaccompanied youth. The vast majority of those counted identified as white (70 percent). Data for ethnicity shows that 49 percent identified as Hispanic/Latino (of any race).

Resources for Persons Experiencing Homelessness

KTHA is a broad-based coalition of homeless housing and service providers, advocates, government representatives and consumers working together to shape regional planning and decision making.

KHTA provides a coordinated entry system, Every Door Open. The system is based on national best practices and is consistent with federal guidelines, which ensure that vulnerable populations receive housing resources. Through a partnership with service and housing providers, Every Door Open is structured to deliver a consistent level of services and housing to those that are at-risk of homelessness or experiencing homelessness in Kings/Tulare counties. Every Door Open coordinates local investment towards preventing and reducing homelessness.

Every Door Open directs households who are at risk of becoming homeless or are currently experiencing homelessness, to seek assistance through a Housing Navigator, partner agency, or through 2-1-1. Households are evaluated through the Vulnerability Index Service Prioritization Decision Assistance Tool (VI-SPDAT). Assistance is prioritized for households who have been literally homeless for long periods of time and have high service needs.¹¹ Table 2-36 identifies additional resources for residents experiencing or at risk of homelessness. United Way of Tulare County's program, 211 Tulare County, also connects

¹⁰ Kings/Tulare Homeless Alliance, 2022 Point in Time Report, June 1, 2022.

¹¹ Kings/Tulare Homeless Alliance, Coordinated Entry System, <https://www.kthomelessalliance.org/coordinatedentry> accessed June 2023.

members of the community with a broad range of additional resources, services, and opportunities including resources for large households including resources for people experiencing homelessness.

Table 2-36 Resources for Persons Experiencing Homelessness

Organization	Phone	Address
Kings/Tulare Homeless Alliance	559.738-8733	1900 N Dinuba Blvd Ste G, Visalia, CA 93291
Women's Center of Hope	559.734.7921	324 N East 1st Avenue Visalia, CA 93291
Men's Shelter	559.740.4178	322 NE 1st Avenue, Visalia, CA 93291
Open Gate Ministries	559.591.1241	511 North K St Dinuba, CA 93618
United Way of Tulare County	559.685.1766	1601 E Prosperity Avenue, Tulare, CA
Porterville Navigation Center	599.521.0619	140 South C Street, Porterville, CA 93257
Central California Family Crisis Center	599.781.7462	211 N Main St, Porterville, CA 93257

Source: Kings/Tulare Homeless Alliance (KTHA), <https://www.kthomelessalliance.org> accessed March 2023.

There are five emergency shelter providers throughout Tulare County offering short-term housing and basic amenities to those in need. There are currently 196 emergency shelter units, and an additional 200 beds planned in the city of Tulare in summer 2024, which will bring the total to 396 beds. These beds will provide shelter for approximately 37 percent of all people experiencing homelessness in the county based on the number provided in the 2023 PIT count. Below is an inventory of emergency shelter facilities found throughout Tulare County:

- **Visalia Rescue Mission – Men's Shelter.** Located on NE First Avenue in Visalia. Provides 50 beds to men 18 years and older for up to 90 days.
- **Visalia Rescue Mission – Shelter of Hope.** Located on N Burke Avenue in Visalia. Provides 40 beds to women and children for up to 90 days. The shelter is available to girls 17 years of age and younger and boys 12 years of age and younger.
- **The PAAR Center.** While not a homeless specific resource, the PAAR Center, with its main office on W. Belleview Avenue in Porterville, provides 57 beds to individuals recovering from substance abuse. The PAAR Center welcomes all guests in need of shelter and provides a bed for up to 90 days and basic amenities including showers.
- **Open Gate Ministries.** Located on N K Street in Dinuba. Provides 34 beds for anyone in need.
- **Tulare Cares Temporary Encampment.** Located on E Walnut Avenue in Tulare. Temporary emergency encampment currently active and providing tents for up to 178 guests.
- **Porterville Navigation Center.** Located on South C Street in Porterville. Provides 15 low-barrier emergency shelter beds and fifteen bridge housing beds with wrap-around services, including daily meals, case services to help individuals find permanent housing, income, healthcare, and stability. Provides day services, showers, laundry, breakfast, lunch, and case management services.
- **Hillman Center Project.** Planned homeless shelter in the city of Tulare. Located at the Hillman Health Campus, near E O'Neal Avenue and S O Street. Will provide approximately 200 beds, 75 percent of which will be allocated for residents of the city of Tulare and the remaining beds will be allocated for residents throughout the county. Construction will begin in summer 2024 and operation will commence in 2025.

2.10 Housing Stock Characteristics

A community's housing stock is defined as the collection of all housing units located within the jurisdiction. The characteristics of the housing stock, including growth, type, age, condition, tenure, vacancy rates, housing costs, and affordability are important in determining the housing needs for the community. The following sections detail the housing stock characteristics of Tulare County to identify how well the current housing stock meets the needs of current and future residents.

2.11 Housing Growth

Table 2-37 indicates the growth in the housing stock by providing the total number of units overtime for each Tulare County Jurisdiction. Dinuba, Lindsay, and Porterville have the greatest percent change in total units from 2010 to 2020 indicating the fastest growing housing stocks in the past decade. Exeter had the lowest housing stock growth from 2010 to 2020 with the addition of 20 new units over the 10-year period.

Table 2-37 Total Housing Units Over Time (1980 to 2020)

Jurisdiction	1980	1990	2000	2010	2020
Dinuba	3,182	3,836	4,670	5,868	6,552
Percent		20.6%	21.7%	25.7%	11.7%
Exeter	2,060	2,651	3,168	3,600	3,620
Percent		28.7%	19.5%	13.6%	0.6%
Farmersville	1,640	1,732	2,269	2,726	2,921
Percent		5.6%	31.0%	20.1%	7.2%
Lindsay	2,344	2,678	2,865	3,193	3,979
Percent		14.3%	7.0%	11.5%	24.6%
Porterville	6,605	10,073	12,691	16,734	18,654
Percent		52.5%	26.0%	31.9%	11.5%
Tulare	7,774	11,316	14,253	18,863	19,526
Percent		45.6%	26.0%	32.3%	3.5%
Visalia	18,190	27,154	32,654	44,205	46,139
Percent		49.3%	20.3%	35.4%	4.4%
Woodlake	1,279	1,585	1,874	2,067	2,285
Percent		23.9%	18.2%	10.3%	10.6%
Unincorporated County	37,578	43,988	45,195	44,440	46,403
Percent		17.1%	2.7%	-1.7%	4.4%

Source: U.S. Census Bureau, Census 1980(STF1:T65), 1990(STF1:H1), 2000(SF1:H1); ACS 16-20 (5-year Estimates), Table B2001.

2.12 Housing Type and Tenure

Table 2-38 identifies the total housing units by type across each Tulare County jurisdiction. Most of the housing stock across Tulare County are single-family detached homes, making up 75.0 percent of the county's total housing units. This percentage is notably higher than the statewide average of 57.7 percent. The second most common unit type are mobile homes, with 9,096 units or 6.1 percent of the total housing stock. The third most common unit type are 3- or 4-unit dwellings with 7,936 units or 5.3 percent of the total housing stock.

Table 2-38 Total Housing Units by Type

Jurisdiction	Total	1, Detached	1, Attached	2	3 or 4	5 to 9	10 to 19	20 to 49	50 or more	Mobile Home	Boat, RV, Van, etc.
Tulare County	150,079	112,528	4,416	3,704	7,936	4,077	2,262	2,362	3,535	9,096	163
Percent		75.0%	2.9%	2.5%	5.3%	2.7%	1.5%	1.6%	2.4%	6.1%	0.1%
Dinuba	6,552	4,571	152	200	367	589	354	54	80	180	5
Percent		69.8%	2.3%	3.1%	5.6%	9.0%	5.4%	0.8%	1.2%	2.8%	0.1%
Exeter	3,620	2,887	156	88	170	109	30	44	35	101	-
Percent		79.8%	4.3%	2.4%	4.7%	3.0%	0.8%	1.2%	1.0%	2.8%	0.0%
Farmersville	2,921	2,283	74	52	151	92	129	10	22	108	-
Percent		78.2%	2.5%	1.8%	5.2%	3.2%	4.4%	0.3%	0.8%	3.7%	0.0%
Lindsay	3,979	2,845	53	22	183	107	176	208	261	124	-
Percent		71.5%	1.3%	0.6%	4.6%	2.7%	4.4%	5.2%	6.6%	3.1%	0.0%
Porterville	18,654	12,744	341	742	1,038	625	504	603	1,067	969	21
Percent		68.3%	1.8%	4.0%	5.6%	3.4%	2.7%	3.2%	5.7%	5.2%	0.1%
Tulare	19,526	15,103	662	541	984	653	285	267	499	532	-
Percent		77.4%	3.4%	2.8%	5.0%	3.3%	1.5%	1.4%	2.6%	2.7%	0.0%
Visalia	46,139	34,316	1,631	1,535	3,659	1,295	521	858	1,162	1,162	-
Percent		74.4%	3.5%	3.3%	7.9%	2.8%	1.1%	1.9%	2.5%	2.5%	0.0%
Woodlake	2,285	1,632	93	119	216	53	55	15	67	35	-
Percent		71.4%	4.1%	5.2%	9.5%	2.3%	2.4%	0.7%	2.9%	1.5%	0.0%
Unincorporated County	46,403	36,147	1,254	405	1,168	554	208	303	342	5,885	137
Percent		77.9%	2.7%	0.9%	2.5%	1.2%	0.5%	0.7%	0.7%	12.7%	0.3%
California	14,210,945	8,206,621	1,009,488	339,846	773,994	840,296	721,132	705,450	1,083,247	515,666	15,205
Percent		57.7%	7.1%	2.4%	5.4%	5.9%	5.1%	5.0%	7.6%	3.6%	0.1%

Source: U.S. Census Bureau, ACS16-20 (5-year Estimates), Table C24050.

Table 2-39 indicates housing units by tenure countywide. There are more owner-occupied units than renter units in each jurisdiction. Exeter, Visalia, and Farmersville have the highest percentages of units that are owner-occupied. Lindsay, Porterville, and Woodlake have the largest percentage of units that are renter-occupied.

Table 2-39 Housing Units by Tenure

Jurisdiction	Total	Owner-Occupied	Percent Owner-Occupied	Renter-Occupied	Percent Renter-Occupied
Tulare County	139,044	79,353	57.1%	59,691	42.9%
Dinuba	6,354	3,375	53.1%	2,979	46.9%
Exeter	3,295	2,079	63.1%	1,216	36.9%
Farmersville	2,862	1,888	66.0%	974	34.0%
Lindsay	3,866	1,999	51.7%	1,867	48.3%
Porterville	17,649	8,900	50.4%	8,749	49.6%
Tulare	18,381	10,512	57.2%	7,869	42.8%
Visalia	43,867	25,950	59.2%	17,917	40.8%
Woodlake	2,184	1,122	51.4%	1,062	48.6%
Unincorporated County	40,586	23,528	58.0%	17,058	42.0%
California	13,103,114	7,241,318	55.3%	5,861,796	44.7%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25042.

2.13 Vacancy Rate

The vacancy rate indicates the match between the demand for and supply of housing. Vacancy rates of 5.0 percent to 6.0 percent for rental housing and 1.5 percent to 2.0 percent for ownership housing are generally considered normal. A higher vacancy rate may indicate an excess supply of units, a softer market, and result in lower housing prices. A lower vacancy rate may indicate a shortage of housing and high competition for available housing, which generally leads to higher housing prices and reduced affordability. Table 2-40 provides data on vacancy status by type for the total vacant units across all county jurisdictions. Units for rent and other vacant units are the most common types of total vacant units. The unincorporated county has the most vacant units, and Woodlake and Dinuba have the highest percentage of vacant units that are available for rent.

Table 2-40 Vacancy Status by Type for Total Vacant Units

Jurisdiction	Total	For Rent	Rented, not Occupied	For Sale Only	Sold, not Occupied	For Seasonal, Recreational, or Occasional Use	For Migrant Workers	Other Vacant
Tulare County	11,035	1,542	449	901	398	3,004	39	4,702
Percent		14.0%	4.1%	8.2%	3.6%	27.2%	0.4%	42.6%
Dinuba	198	91	-	35	-	11	-	61
Percent		46.0%	0.0%	17.7%	0.0%	5.6%	0.0%	30.8%
Exeter	325	-	101	12	28	-	-	184
Percent		0.0%	31.1%	3.7%	8.6%	0.0%	0.0%	56.6%

Jurisdiction	Total	For Rent	Rented, not Occupied	For Sale Only	Sold, not Occupied	For Seasonal, Recreational, or Occasional Use	For Migrant Workers	Other Vacant
Farmersville	59	-	-	14	-	-	-	45
Percent		0.0%	0.0%	23.7%	0.0%	0.0%	0.0%	76.3%
Lindsay	113	44	-	-	23	-	-	46
Percent		38.9%	0.0%	0.0%	20.4%	0.0%	0.0%	40.7%
Porterville	1,005	231	-	93	54	60	-	567
Percent		23.0%	0.0%	9.3%	5.4%	6.0%	0.0%	56.4%
Tulare	1,145	163	180	261	26	-	-	515
Percent		14.2%	15.7%	22.8%	2.3%	0.0%	0.0%	45.0%
Visalia	2,272	758	65	194	65	123	-	1,067
Percent		33.4%	2.9%	8.5%	2.9%	5.4%	0.0%	47.0%
Woodlake	101	50	-	20	-	-	-	31
Percent		49.5%	0.0%	19.8%	0.0%	0.0%	0.0%	30.7%
Unincorporated County	5,817	205	103	272	202	2,810	39	2,186
Percent		3.5%	1.8%	4.7%	3.5%	48.3%	0.0%	37.6%
California	1,107,831	227,993	54,898	77,702	53,437	378,023	3,326	312,452
Percent		20.6%	5.0%	7.0%	4.8%	34.1%	0.3%	28.2%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25004.

2.14 Housing Unit Size

Table 2-41 provides housing unit size data for all county jurisdictions. Three-bedroom units are the most common type across the county, followed by two-bedroom and one-bedroom units which mirrors the statewide housing unit size trend; however, there is a larger stock of three-bedroom units countywide (48.3 percent) than in the state (33.7 percent). Except for Farmersville and Lindsay, all jurisdictions in the county have a smaller percentage of housing units that are studio and one-bedroom units than the statewide average. All county jurisdictions have a smaller percentage of five-bedroom units than the statewide average. Conversely, most county jurisdictions have a higher percentage of housing units that are three- and four-bedroom units than the statewide average.

2.15 Age and Condition of Housing Stock

Housing age can be an indicator of the need for housing rehabilitation. Generally, housing older than 30 years (i.e., built before 1990), while still needing rehabilitation, will not require rehabilitation as substantial as what would be required for housing units older than 50 years old (i.e., built before 1970). Housing units older than 50 years are more likely to require complete rehabilitation of housing systems such as roofing, plumbing, and electrical. Table 2-42 provides data on total occupied housing units by year built. More than 22,770 units were constructed in the county between 2000 and 2009, but production was reduced to 9,725 in the following decade.

Table 2-41 Housing Unit Size

Jurisdiction	Total	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	5 of More Bedroom
Tulare County	139,044	2,322	7,462	33,867	67,094	25,533	2,766
Percent		1.7%	5.4%	24.4%	48.3%	18.4%	2.0%
Dinuba	6,354	122	277	1,399	3,129	1,387	40
Percent		1.9%	4.4%	22.0%	49.2%	21.8%	0.6%
Exeter	3,295	-	177	931	1,459	668	60
Percent		0.0%	5.4%	28.3%	44.3%	20.3%	1.8%
Farmersville	2,862	138	176	483	1,410	650	5
Percent		4.8%	6.2%	16.9%	49.3%	22.7%	0.2%
Lindsay	3,866	35	540	1,265	1,378	576	72
Percent		0.9%	14.0%	32.7%	35.6%	14.9%	1.9%
Porterville	17,649	553	1,169	4,707	8,528	2,506	186
Percent		3.1%	6.6%	26.7%	48.3%	14.2%	1.1%
Tulare	18,381	271	692	3,974	9,677	3,368	399
Percent		1.5%	3.8%	21.6%	52.7%	18.3%	2.2%
Visalia	43,867	750	2,329	10,016	20,671	8,900	1,201
Percent		1.7%	5.3%	22.8%	47.1%	20.3%	2.7%
Woodlake	2,184	11	114	603	1,126	303	27
Percent		0.5%	5.2%	27.6%	51.6%	13.9%	1.2%
Unincorporated County	40,586	442	1,988	10,489	19,716	7,175	776
Percent		1.1%	4.9%	25.8%	48.6%	17.7%	1.9%
California	13,103,114	547,466	1,686,731	3,527,970	4,418,085	2,336,619	586,243
Percent		4.2%	12.8%	26.9%	33.7%	17.8%	4.4%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25042.

Table 2-42 Total Occupied Housing Units by Year Built

Jurisdiction	Total	2014 or later	2010 to 2013	2000 to 2009	1990 to 1999	1980 to 1989	1970 to 1979	1960 to 1969	1950 to 1959	1940 to 1949	1939 or earlier
Tulare County	139,044	5,070	4,655	22,770	20,677	20,078	25,486	13,063	12,537	7,205	7,503
Percent		3.6%	3.3%	16.4%	14.9%	14.4%	18.3%	9.4%	9.0%	5.2%	5.4%
Dinuba	6,354	316	454	884	885	538	1,289	469	643	470	406
Percent		5.0%	7.1%	13.9%	13.9%	8.5%	20.3%	7.4%	10.1%	7.4%	6.4%
Exeter	3,295	27	-	696	472	489	426	286	288	144	467
Percent		0.8%	-	21.1%	14.3%	14.8%	12.9%	8.7%	8.7%	4.4%	14.2%
Farmersville	2,862	89	97	501	377	265	745	248	354	127	59
Percent		3.1%	3.4%	17.5%	13.2%	9.3%	26.0%	8.7%	12.4%	4.4%	2.1%
Lindsay	3,866	95	315	452	282	585	660	146	439	185	707
Percent		2.5%	8.1%	11.7%	7.3%	15.1%	17.1%	3.8%	11.4%	4.8%	18.3%
Porterville	17,649	339	394	2,401	3,246	2,630	3,009	1,793	2,064	661	1,112
Percent		1.9%	2.2%	13.6%	18.4%	14.9%	17.0%	10.2%	11.7%	3.7%	6.3%
Tulare	18,381	722	814	3,691	3,289	2,583	2,749	1,632	1,125	785	991
Percent		3.9%	4.4%	20.1%	17.9%	14.1%	15.0%	8.9%	6.1%	4.3%	5.4%
Visalia	43,867	2,298	1,590	8,985	5,993	7,065	8,689	3,453	3,054	1,609	1,131
Percent		5.2%	3.6%	20.5%	13.7%	16.1%	19.8%	7.9%	7.0%	3.7%	2.6%
Woodlake	2,184	143	99	467	274	246	354	213	129	163	96
Percent		6.5%	4.5%	21.4%	12.5%	11.3%	16.2%	9.8%	5.9%	7.5%	4.4%
Unincorporated County	40,586	1,041	892	4,693	5,859	5,677	7,565	4,823	4,441	3,061	2,534
Percent		2.6%	2.2%	11.6%	14.4%	14.0%	18.6%	11.9%	10.9%	7.5%	6.2%
California	13,103,114	294,667	234,646	1,432,955	1,448,367	1,967,306	2,290,081	1,740,922	1,767,353	763,029	1,163,788
Percent		2.2%	1.8%	10.9%	11.1%	15.0%	17.5%	13.3%	13.5%	5.8%	8.9%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25036.

Table 2-43 provides information on substandard housing units across all county jurisdictions. There is a higher percentage of units lacking complete kitchen facilities than units lacking complete plumbing facilities across all jurisdictions except for Farmersville and Woodlake. Porterville, Woodlake and Visalia have the largest percentage of substandard housing, while Lindsay, Tulare, and Woodlake have the lowest percentage of substandard housing units.

Table 2-43 Substandard Housing Units

Jurisdiction	Total	Lacking Complete Plumbing Facilities	Lacking Complete Kitchen Facilities
Tulare County	139,044	481	971
Percent		0.4%	0.7%
Dinuba	6,354	15	27
Percent		0.2%	0.4%
Exeter	3,295	-	20
Percent		0.0%	0.6%
Farmersville	2,862	30	12
Percent		1.1%	0.4%
Lindsay	3,866	-	-
Percent		0.0%	0.0%
Porterville	17,649	69	146
Percent		0.4%	0.8%
Tulare	18,381	17	78
Percent		0.1%	0.4%
Visalia	43,867	235	499
Percent		0.5%	1.1%
Woodlake	2,184	10	-
Percent		0.5%	0.0%
Unincorporated County	40,586	105	189
Percent		0.3%	0.5%
California	13,103,114	54,342	151,660
Percent		0.4%	1.2%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25049.

2.16 Housing Costs

2.16.1 Median Home Sale Price

Table 2-44 provides information on the median housing value across all county jurisdictions from 1980 to 2020. Prices rose steadily across the county from 1980 to 2000, increasing between 20 and 50 percent. From 2000 to 2010, there were large value increases between 68 and 124 percent. Increases in value have slowed since 2010, with generally five to 17 percent growth between 2010 and 2020 staying. Median home value decreased in Porterville during this time, while Woodlake had a percent change of 41.7 percent.

Table 2-44 Median Housing Value Over Time (1980 to 2020)

Jurisdiction	1980	1990	2000	2010	2020
Dinuba	46,400	67,200	95,700	196,400	210,100
Percent		44.8%	42.4%	105.2%	7.0%
Exeter	44,300	67,900	94,800	211,400	224,000
Percent		53.3%	39.6%	123.0%	6.0%
Farmersville	36,000	49,100	77,600	151,300	173,800
Percent		36.4%	58.0%	95.0%	14.9%
Lindsay	38,600	56,300	78,000	162,100	189,700
Percent		45.9%	38.5%	107.8%	17.0%
Porterville	52,300	70,800	92,200	183,200	182,100
Percent		35.4%	30.2%	98.7%	-0.6%
Tulare	45,300	70,100	92,900	208,500	226,500
Percent		54.8%	32.5%	124.4%	8.6%
Visalia	64,000	90,100	112,200	231,900	254,600
Percent		40.8%	24.5%	106.7%	9.8%
Woodlake	35,900	57,000	81,300	136,600	193,500
Percent		58.8%	42.6%	68.0%	41.7%
Unincorporated County	48,900	73,400	96,500	211,200	223,600
Percent		50.1%	31.5%	118.9%	5.9%

Note: Data are not inflation-adjusted to current 2022 dollars.

Source: U.S. Census Bureau, Census 1980(ORG STF1), 1990(STF3), 2000(SF3); ACS 06-10, 16-20 (5-year Estimates), Table B25077.

2.17 Distribution of Owner-Occupied Units

Due to historical practices of segregation, redlining, displacement, and other discriminatory practices, accumulating wealth through homeownership has been difficult for non-white households. Table 2-45 provides data on the number of owner-occupied housing units by race across all county jurisdictions. In terms of race, households with occupants who identified as two or more races, “some other race,” and white have the highest percentage of housing unit ownership in the county, ranging from 55.7 to 82.2 percent of households. Native Hawaiian and other Pacific Islander and Black/African American households have the lowest rate of housing ownership in Tulare County. Asian American households in the county have a homeownership rate that is far lower than the statewide average. The homeownership rate in the county for households with occupants who identify as Hispanic/Latino (of any race) is double the statewide average.

Table 2-45 Owner Occupied Units by Race

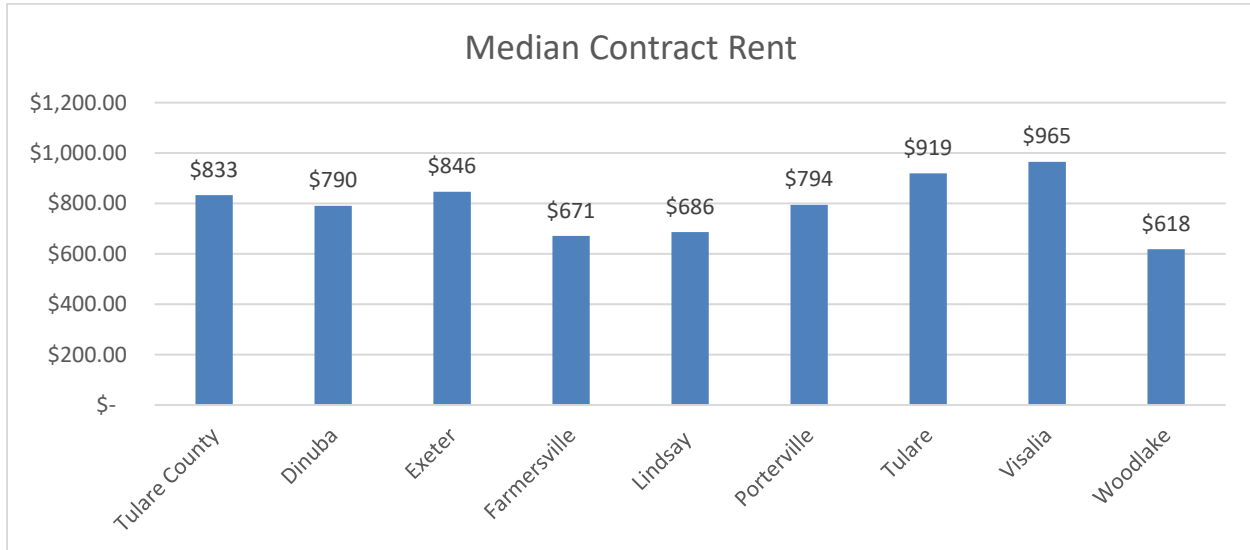
Jurisdiction	White	Black/African American	American Indian and Alaska Native	Asian American	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic/Latino of any Race
Tulare County	58,375	710	784	2,682	45	10,916	5,841	38,702
Percent	73.6%	0.9%	1.0%	3.4%	0.1%	13.8%	7.4%	48.8%
Dinuba	2,281	8	45	68	4	561	408	2,665
Percent	67.6%	0.2%	1.3%	2.0%	0.1%	16.6%	12.1%	79.0%
Exeter	1,708	-	38	24	-	246	63	506
Percent	82.2%	-	1.8%	1.2%	-	11.8%	3.0%	24.3%
Farmersville	1,051	9	25	10	4	522	267	1,647
Percent	55.7%	0.5%	1.3%	0.5%	0.2%	27.6%	14.1%	87.2%
Lindsay	1,421	-	-	21	-	255	302	1,593
Percent	71.1%	-	-	1.1%	-	12.8%	15.1%	79.7%
Porterville	6,106	56	75	578	-	1,286	799	4,592
Percent	68.6%	0.6%	0.8%	6.5%	-	14.4%	9.0%	51.6%
Tulare	7,882	190	73	255	6	1,042	1,064	5,408
Percent	75.0%	1.8%	0.7%	2.4%	0.1%	9.9%	10.1%	51.4%
Visalia	19,441	357	248	958	-	3,328	1,618	10,071
Percent	74.9%	1.4%	1.0%	3.7%	-	12.8%	6.2%	38.8%
Woodlake	664	-	14	31	-	308	105	987
Percent	59.2%	-	1.2%	2.8%	-	27.5%	9.4%	88.0%
Unincorporated County	17,821	90	266	737	31	3,368	1,215	11,233
Percent	75.7%	0.4%	1.1%	3.1%	0.1%	14.3%	5.2%	47.7%
California	4,831,347	286,043	48,100	1,111,582	18,182	576,852	369,212	1,741,159
Percent	66.7%	4.0%	0.7%	15.4%	0.3%	8.0%	5.1%	24.0%

Source: U.S. Census Bureau, ACS 16-20 (5-year Estimates), Table B25003.

2.18 Housing Rents

The U.S. Census Bureau defines contract rent as the monthly rent agreed upon regardless of any furnishings, utilities, or services that may be included. The median contract rent in the county is \$833 per month (Figure 2-3). Visalia has the highest median contract rent of \$965, followed by Tulare with a median of \$919. Farmersville and Woodlake have the lowest median contract rent with a median of \$671 and \$618, respectively.

Figure 2-3 Median Contract Rent



Source: U.S. Census Bureau, ACS 17-21 (5-year Estimates), Table B25058.

Table 2-46 below provides an overview of median rent for rental housing by number of bedrooms. The median rent data provided by Zumper shows the estimated rent for June 2022 in Tulare County. Zumper is an online tool that compiles rent price data to identify average rent prices at the local, regional, and national levels. Four-bedroom units in Woodlake have a higher median rent than in comparable cities. One- or two-bedroom units have a higher median rent in Visalia and Tulare than other areas of the county.

Table 2-46 Median Rent by Number of Bedrooms

Jurisdiction	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Dinuba	N/A	\$795	\$1,000	\$1,900	\$2,200
Exeter	N/A	\$695	\$950	\$1,695	\$1,495
Farmersville	N/A	N/A	N/A	\$850	N/A
Lindsay	N/A	\$695	\$850	\$2,100	N/A
Porterville	\$500	\$628	\$950	\$1,800	\$2,450
City of Tulare	\$660	\$900	\$1,300	\$1,795	\$2,095
Visalia	\$1,300	\$1,250	\$1,300	\$1,900	\$2,448
Woodlake	N/A	\$750	N/A	N/A	\$3,447
Unincorporated County	N/A	\$795	\$1,000	\$1,900	\$2,200

Source: Zumper.com, Rental data for June 2022, accessed June 2023.

2.19 Housing Affordability

Housing affordability can be inferred by comparing the cost of renting or owning a home in the city with housing affordability for different income levels. This information indicates the number of households likely to experience displacement, overcrowding, and overpayment.

Housing affordability levels are determined by HUD, which conducts annual nationwide household income surveys to determine household eligibility for federal housing assistance. Based on survey results, State HCD determined annual income limits for monthly housing costs, including housing payments (rent or mortgage), utilities, and taxes (if housing owner). These income limits are further broken down by household size. Table 2-47 shows the maximum amount that a household can pay for housing each month without incurring a cost burden (spending more than 30 percent of income on housing costs).

Table 2-47 Housing Affordability Matrix – Tulare County (2021)

	Annual Income Limits	Affordable Monthly Housing Costs	Rental Utility Allowance (2020)	Taxes, Insurance, Homeowners Association Fees	Affordable Rent	Affordable Home Price
Extremely Low-Income (0-30% AMI)						
1-Person (Studio)	\$17,700	\$443	\$181	\$155	\$262	\$66,457
2-Person (1 BR)	\$20,235	\$506	\$202	\$177	\$304	\$76,010
3-Person (2 BR)	\$22,755	\$569	\$227	\$199	\$342	\$85,507
4-Person (3 BR)	\$25,290	\$632	\$263	\$221	\$369	\$93,824
5-Person (4 BR)	\$32,778	\$819	\$298	\$287	\$521	\$121,125
Very Low-Income (30%-50% AMI)						
1-Person	\$29,500	\$738	\$181	\$258	\$557	\$108,987
2-Person	\$33,725	\$843	\$202	\$295	\$641	\$124,632
3-Person	\$37,925	\$948	\$227	\$332	\$721	\$140,183
4-Person	\$42,150	\$1,054	\$263	\$369	\$791	\$155,827
5-Person	\$45,525	\$1,138	\$298	\$398	\$840	\$168,324
Low-Income (50%-80% AMI)						
1-Person	\$47,200	\$1,180	\$181	\$413	\$999	\$174,526
2-Person	\$53,960	\$1,349	\$202	\$472	\$1,147	\$195,142
3-Person	\$60,680	\$1,517	\$227	\$531	\$1,290	\$219,474
4-Person	\$67,440	\$1,686	\$263	\$590	\$1,423	\$243,950
5-Person	\$72,840	\$1,821	\$298	\$637	\$1,523	\$263,503
Median-Income (80%-100% AMI)						
1-Person	\$59,000	\$1,475	\$181	\$516	\$1,294	\$213,391
2-Person	\$67,450	\$1,686	\$202	\$590	\$1,484	\$243,987
3-Person	\$75,850	\$1,896	\$227	\$664	\$1,669	\$274,402
4-Person	\$84,300	\$2,108	\$263	\$738	\$1,845	\$304,998
5-Person	\$91,050	\$2,276	\$298	\$797	\$1,978	\$329,438

	Annual Income Limits	Affordable Monthly Housing Costs	Rental Utility Allowance (2020)	Taxes, Insurance, Homeowners Association Fees	Affordable Rent	Affordable Home Price
Moderate-Income (100%-120% AMI)						
1-Person	\$70,800	\$1,770	\$181	\$620	\$1,589	\$256,116
2-Person	\$80,940	\$2,024	\$202	\$708	\$1,822	\$292,832
3-Person	\$91,020	\$2,276	\$227	\$796	\$2,049	\$329,330
4-Person	\$101,160	\$2,529	\$263	\$885	\$2,266	\$366,045
5-Person	\$109,260	\$2,732	\$298	\$956	\$2,434	\$395,374

Assumptions:

1. Income limits are the 2021 HCD limits for Tulare County.
2. Affordable housing costs are 30 percent of gross household income.
3. Utility costs are based on Tulare County Housing Authority Utility Allowance Schedule for 2022.
4. Taxes, insurance, private mortgage insurance, and homeowners association dues are calculated at 35 percent of monthly affordable cost.
5. Affordable home price assumes a 30-year fixed mortgage with a 3 percent interest rate and 10 percent down payment.
6. Taxes and insurance costs apply to owners only.

Sources: 2022 HCD Income Limits, Tulare County Housing Authority Utility Allowance Schedule, 2022.

Extremely Low-income Households

Extremely low-income households earn 30 percent or less of the county AMI. According to HCD estimates, extremely low-income households have an annual income of \$17,700 or below for a one-person household and \$32,778 or below for a five-person household. Extremely low-income households cannot afford market-rate rental or ownership housing in Tulare County.

Very Low-income Households

Very low-income households earn between 31 and 50 percent of the county AMI – up to \$29,500 for a one-person household and up to \$45,525 for a five-person household in 2022. A very low-income household can generally afford homes offered at prices between \$108,987 and \$168,324, adjusting for household size. After deductions for utilities, a very low-income household can afford to pay approximately \$557 to \$840 in monthly rent, depending on household size. Given the cost of housing in Tulare County, very low-income households cannot afford to purchase a home or rent an adequately sized unit.

Low-income Households

Low-income households earn between 51 and 80 percent of the county AMI – up to \$47,200 for a one-person household and up to \$72,840 for a five-person household in 2022. A low-income household can generally afford homes offered at prices between \$174,526 and \$263,503, adjusting for household size. After deductions for utilities, a low-income household can afford to pay approximately \$999 to \$1,523 in monthly rent, depending on household size. Finding appropriately sized market-rate rental housing is challenging to households in this income group.

Median-Income Households

Median-income households earn between 80 and 100 percent of the county AMI – up to \$59,000 for a one-person household and up to \$91,050 for a five-person household in 2022. The affordable home price for a moderate-income household ranges from \$213,391 to \$329,438 depending on household size. After deductions for utilities, a one-person median-income household could afford to pay up to

\$1,294 in rent per month and a five-person low-income household could afford to pay as much as \$1,978. Finding appropriately sized market-rate rental housing is challenging to households in this income group.

Moderate-Income Households

Moderate-income households earn between 100 and 120 percent of the county AMI – up to \$70,800 for a one-person household and up to \$109,260 for a five-person household in 2022. The maximum affordable home price for a moderate-income household is \$256,116 for a one-person household and \$395,374 for a five-person family. Moderate-income households in Tulare County could afford to purchase the median priced home; however, finding an affordable adequately sized home can be a challenge for households earning incomes at the lower end of the moderate-income category. The maximum affordable rent payment for moderate-income households is between \$1,589 and \$2,434 per month. Appropriately sized market-rate rental housing is generally affordable to households in this income group.

2.19.1 Workforce Housing

Federal guidelines define workforce housing as housing that is affordable to households earning incomes within the range of 60 to 120 percent of the AMI (in Tulare County that range is \$50,580 to \$101,160). A broader definition of workforce housing is housing that is affordable to people who work in the county. A four-person household with an annual income of \$84,300 could afford monthly rent of \$1,845 for a three-bedroom housing unit and a home purchase price of \$304,998 without being burdened by housing costs. The average monthly rental price for a three-bedroom unit is \$1,720, just below the affordable rent for a four-person median income household in the county.

As noted in Table 2-5, the median annual salary for the largest number of workers located in the county (educational services, healthcare, and social assistance) is approximately \$52,534. With this salary, single-earner households with two or more people would be considered a low-income household.

2.19.2 Cost Burden

Table 2-48 and Table 2-49 identify cost-burdened households by tenure overtime across each jurisdiction in the county. As shown, there has been a steady decrease in the number of owner-occupied cost-burdened households since 2010, except for slight increases in Lindsay and unincorporated county. However, cost-burdened renter-occupied households have generally increased during the same time except for Farmersville and Woodlake.

Table 2-48 Cost Burdened Owner-Occupied Households Over Time

Jurisdiction	1980	1990	2000	2010	2020
Dinuba	211	254	546	974	611
Percent		20.4%	115.0%	78.4%	-37.3%
Exeter	76	210	322	671	431
Percent		176.3%	53.3%	108.4%	-35.8%
Farmersville	121	162	418	588	502
Percent		33.9%	158.0%	40.7%	-14.6%
Lindsay	90	146	399	552	603
Percent		62.2%	173.3%	38.4%	9.2%

Jurisdiction	1980	1990	2000	2010	2020
Porterville	416	694	1,230	2,745	1,906
Percent		66.8%	77.2%	123.2%	-30.6%
Tulare	609	846	1,432	2,802	2,376
Percent		38.9%	69.3%	95.7%	-15.2%
Visalia	1,169	1,947	3,249	6,587	5,398
Percent		66.6%	66.9%	102.7%	-18.1%
Woodlake	61	92	179	267	204
Percent		50.8%	94.6%	49.2%	-23.6%
Unincorporated County	2,130	2,553	3,926	6,076	6,221
Percent		19.9%	53.8%	54.8%	2.4%

Note: Data are not inflation-adjusted to current 2022 dollars.

Source: U.S. Census Bureau, Census 1980 (ORG STF1), 1990 (STF3), 2000 (SF3); ACS 06-10, 16-20 (5-year Estimates), Table B25077.

Table 2-49 Cost Burdened Renter-Occupied Households Over Time

Jurisdiction	1980	1990	2000	2010	2020
Dinuba	293	563	560	914	1,277
Percent		92.2%	-0.5%	63.2%	39.7%
Exeter	255	313	328	475	520
Percent		22.8%	4.8%	44.8%	9.5%
Farmersville	200	314	242	636	368
Percent		57.0%	-22.9%	162.8%	-42.1%
Lindsay	277	326	435	666	934
Percent		17.7%	33.4%	53.1%	40.2%
Porterville	947	1,626	2,012	2,731	4,190
Percent		71.7%	23.7%	35.7%	53.4%
Tulare	1,066	1,755	1,648	3,011	3,423
Percent		64.6%	-6.1%	82.7%	13.7%
Visalia	2,465	4,153	3,950	6,365	6,262
Percent		68.5%	-4.9%	61.1%	-1.6%
Woodlake	132	253	227	299	394
Percent		91.7%	-10.3%	31.7%	31.8%
Unincorporated County	2,519	4,001	4,018	5,569	7,200
Percent		58.8%	0.4%	38.6%	29.3%

Note: Data are not inflation-adjusted to current 2022 dollars.

Source: U.S. Census Bureau, Census 1980(ORG STF1), 1990(STF3), 2000(SF3); ACS 06-10, 16-20 (5-year Estimates), Table B25077.

2.20 Assisted Housing Units

Assisted housing units are those that are restricted for use by occupants with limited household incomes. These units are assisted under federal, state, and/or local programs, including HUD programs, State and local bond programs, former redevelopment agency (RDA) programs, density bonus, or direct assistance programs.

At-Risk Housing Units

The California Housing Partnership maintains an affordable housing database to monitor changes in affordable housing and to identify units or housing developments that are at risk of converting to market-rate uses. Assisted units in the preservation data base are classified by the following risk categories:

- **Low Risk:** affordable housing units that are at-risk of converting to market rate in 10+ years and/or are owned by a large/stable non-profit, mission-driven developer.
- **Moderate Risk:** affordable housing units that are at-risk of converting to market rate in the next 5-10 years that do not have a known overlapping subsidy that would extend affordability and are not owned by a large/stable non-profit, mission-driven developer.
- **High/Very High Risk:** affordable housing units that are at-risk of converting to market rate in the next 1-5 years that do not have a known overlapping subsidy that would extend affordability and are not owned by a large/stable non-profit, mission-driven developer.

2.20.1 Funding Sources for Assisted Housing

HUD Section 8 Program

Under the HUD Section 8 program, The Housing Choice Voucher Program, is the federal government's major program, administered by HATC for assisting very low-income families, the elderly and people with disabilities afford decent and safe housing. The housing choice voucher program places the choice of housing in the hands of the individual family. When the voucher holder finds a unit that it wishes to occupy and reaches an agreement with the landlord over the lease terms, the public housing authority must inspect the dwelling and determine that the rent requested is reasonable.

The public housing authority calculates the maximum amount of housing assistance allowable. The maximum housing assistance is generally the lesser of the payment standard minus 30 percent of the family's monthly adjusted income or the gross rent for the unit minus 30 percent of monthly adjusted income. The property owners are entitled to receive HUD Fair Market Rents (FMRs) for units with Section 8 contracts.

The Housing Choice Voucher Program is provided to eligible participants, on a first-come, first-served basis. When funding is not available, participants may be placed on a waiting list.

Low Income Housing Tax Credit (LIHTC)

Created in 1986 by the Federal government, the LIHTC program offers tax incentives to encourage the development of affordable housing. The LIHTC is jointly administered by the IRS and State Housing Credit Agencies (HCA) and has funded over eight billion annual tax credit units nationwide. California's HCA is the State Tax Credit Allocation Committee (TCAC).

California Housing Finance Agency (CalHFA)

CalHFA uses approved private lenders and purchases loans that meet CalHFA standards to support very low-, low-, and moderate-income assisted units. CalHFA partners with jurisdictions, developers, and other organizations to provide a variety of resources including loan assistance programs for homebuyers and renters aimed at increasing housing opportunities for low- and moderate-income residents.

Low- and Moderate-Income Housing Asset Fund

Preservation of At-Risk Units

California housing element law requires all jurisdictions to include a study of low-income housing units which may at some future time be removed from the affordable inventory by the expiration of some type of affordability restrictions. The planning period for this at-risk housing analysis extends from 2023 through 2033. Table 2-50 provides an inventory of public assisted housing in the county.

There are 6,582 affordable housing units countywide. ~~During the 2023-2031 period~~In the next 10 years (2023-2033), 19-49 units are at very high or high risk of being converted to market rate and 127-284 units are at moderate risk of being converted to market rate. ~~—Shasta Villa Apartments in Farmersville. Based on conversations with the owner of Shasta Village Apartments, the owner desires to extend affordability for these units beyond 2024. The City is assisting the owner to achieve the extension.~~

Table 2-50 Inventory of Public Assisted Complexes

Name	Address	City	Zip	Affordable Units	Total Units	Active Program(s)	Estimated Affordability End Year/Date	Risk Level
College Park Apartments	1850 South College Avenue	Dinuba	93618	53	54	LIHTC	2052	Low
Greene Street Townhomes	1600 S. Green Avenue	Dinuba	93618	28	36	LIHTC	2055	Low
North Park Apartments	1655 North Crawford Avenue	Dinuba	93618	79	80	LIHTC, HCD	2058	Low
Parkside Village Apartments	1151 N. Villa Avenue	Dinuba	93618	75	76	LIHTC; HUD; USDA	2059	Low
North Park Apartments II	1435 North Crawford Avenue	Dinuba	93618	80	81	LIHTC, HCD	2062	Low
Euclid Village	600 N. Euclid Avenue	Dinuba	93618	56	57	LIHTC; USDA	2064	Low
Dinuba Senior Apartments	350 N. M Street	Dinuba	93618	61	62	LIHTC; HCD	2067	Low
Viscaya Gardens	1000 Rosemary Avenue	Dinuba	93618	47	48	LIHTC; HCD	2067	Low
El Monte West Apartments	999 West El Monte Way	Dinuba	93618	39	40	LIHTC; USDA	2069	Low
Grace & Laughter Apartments	1051 N. Eaton Avenue	Dinuba	93618	39	40	LIHTC; HUD	2072	Low
Sierra Village II	1375 N Crawford Ave	Dinuba	93618	63	64	LIHTC	2075	Low
Garden Estates	1400 South Green	Dinuba	93618	43	44	LIHTC; USDA	2076	Low
West Northway Apartments	245 W. Northway	Dinuba	93618	38	38	USDA	2035 <u>9</u> **	Moderate
Dinuba Manor	1333 South Greene Avenue	Dinuba	93221	24	24	LIHTC; HCD	2047	Low
Dinuba Village	1375 N. Crawford Avenue	Dinuba	93618	43	44	LIHTC; HCD	2074	Low
Jacob's Square	301 Jacobs Place	Exeter	93221	18	45	LIHTC; HCD	2049	Low
Belmont Family Apartments	1110 West Palm Ave	Exeter	93221	24	25	LIHTC	2069	Low
Exeter Elderly	501 N. B Street	Exeter	93221	24	24	USDA	2007*	Low High
Exeter Senior Villa	655 Vine Street	Exeter	93221	44	44	USDA	2008*	Low High
Exeter Apartments	855 West Visalia Road	Exeter	93221	58	58	USDA	2038	Low
Shasta Villa Apartments	232 North Shasta Street	Farmersville	93223	19	20	LIHTC	2024	Very High
Park Creek Village	398 West Walnut Avenue	Farmersville	93223	47	48	LIHTC; HCD	2058	Low
Gateway Village	200 N. Stevens Avenue	Farmersville	93223	47	48	LIHTC; USDA	2063	Low
Gateway Village II	200 N. Steven Avenue	Farmersville	93223	16	16	LIHTC	2063	Low

Name	Address	City	Zip	Affordable Units	Total Units	Active Program(s)	Estimated Affordability End Year/Date	Risk Level
Village Grove Apartments	675 South Farmersville Blvd.	Farmersville	93223	47	48	LIHTC; USDA	2064	Low
Palomar Court	823 Farmersville Blvd.	Farmersville	93223	39	40	LIHTC, HCD, Local	2065	Low
Los Arroyos II	Southeast Corner of Walnut Avenue and Farmersville Boulevard Farmersville, CA 93223	Farmersville	93223	53	54	LIHTC	2075	Low
Los Arroyos I	Walnut Avenue and Farmersville Boulevard, Farmersville CA, 93223	Farmersville	93223	53	54	LIHTC	2076	Low
Lindsay Family Apartments	151 North Westwood Avenue	Lindsay	93247	60	61	LIHTC	2059	Low
Harvard Court Apartment Homes	328 S. Harvard Ave.	Lindsay	93247	80	81	LIHTC	2062	Low
Liberty Family Apartments	548 East Honolulu Street	Lindsay	93247	42	43	LIHTC	2062	Low
Harvard Court Apartment Homes Phase II	328 S. Harvard Avenue	Lindsay	93247	40	40	LIHTC	2062	Low
Lindsay Apartments	115 S. Locke Street	Lindsay	93247	59	60	LIHTC; USDA	2065	Low
Lindsay Senior Apartments	187 N. Westwood Ave.	Lindsay	93247	72	73	LIHTC; USDA; HCD	2065	Low
Sequoia Villas	780 Sequoia Avenue	Lindsay	93247	18	18	LIHTC	2066	Low
Delta Vista Manor	701 North Ash Avenue	Lindsay	93247	39	40	LIHTC; USDA	2070	Low
Lindsay Senior Villa	1127 W. Fresno Street	Lindsay	93247	41	42	LIHTC; USDA	2075	Low
Monte Vista Manor	901 W. Tulare Road	Lindsay	93247	43	44	LIHTC; USDA	2075	Low
Palm Terrace II	200 N Westwood Ave	Lindsay	93618	53	54	LIHTC	2075	Low
Mt. Whitney Plaza	181 East Honolulu Street	Lindsay	93618	29	29	LIHTC; HCD	2051	Low
Lindsay Village	700 Hermosa Street	Lindsay	93618	49	50	LIHTC; HCD	2074	Low
Poplar Grove	18959 Road 190	Poplar	93618	49	50	LIHTC; USDA	2057	Low
Porterville Garden Apartments	1585 W. Putnam Avenue	Porterville	93257	63	63	USDA	2040	Low

Tulare County Association of Governments
Tulare County Regional Housing Element

Name	Address	City	Zip	Affordable Units	Total Units	Active Program(s)	Estimated Affordability End Year/Date	Risk Level
Mountain View	870 N. Plano St	Porterville	93257	59	60	LIHTC	2049	Low
Porterville Family Apartments	93 East Date Avenue	Porterville	93257	77	78	LIHTC	2057	Low
Park View Village	550 West Springville Avenue	Porterville	93257	80	81	LIHTC	2058	Low
Sequoia Village at River's Edge	424 South E. Street	Porterville	93257	63	64	LIHTC, HCD	2061	Low
Alder Apartments	45 N. Salisbury St	Porterville	93257	244	250	LIHTC; HUD; USDA	2062	Low
Villa Robles Apartments	450 W. Springville Drive	Porterville	93257	99	100	LIHTC	2067	Low
Newcomb Court Apartments	707 N. Newcomb St	Porterville	93257	79	80	LIHTC	2068	Low
Nupchi Xo'oy (Mulberry Project)	648 W. Mulberry Ave	Porterville	93257	39	40	LIHTC	2073	Low
Carolita Apartments	1055 Pioneer Avenue	Porterville	93257	67	68	LIHTC	2075	Low
Finca Serena	358 South E Street	Porterville	93257	78	80	LIHTC	2075	Low
La Serena Apartments	290 N. 4th St	Porterville	93257	65	65	HUD	2024	Low
Santa Fe Plaza	250 N. 3 rd St.	Porterville	93257	105	105	HUD	2028*	Low Mode rate
St. James Place Apartments	256 North Main Street	Porterville	93257	14	14	HCD	2030*	Low Mode rate
Villa Siena Apartments	200 North E Street	Porterville	93257	69	70	LIHTC; USDA; HCD	2066	Low
Tulare Gardens	498 S. Blackstone St	Tulare	93274	64	64	USDA	2040	Low
Cypress Cove	1501 East Cypress Avenue	Tulare	93274	52	52	LIHTC	2047	Low
Country Manor	955 North A Street	Tulare	93274	39	40	LIHTC	2052	Low
Cambridge Court Apartments	400 South Blackstone Street	Tulare	93274	60	61	LIHTC	2052	Low
Valley Oaks Apartment Homes	351 N. West Street	Tulare	93274	80	81	LIHTC	2062	Low
West Trail Apartments	1350 W. San Joaquin Ave	Tulare	93274	48	49	LIHTC; USDA, HCD	2065	Low

Name	Address	City	Zip	Affordable Units	Total Units	Active Program(s)	Estimated Affordability End Year/Date	Risk Level
Valley Oaks Apartments Phase II	351 N. West Street	Tulare	93274	70	72	LIHTC	2065	Low
Tule Vista	510 W. Elm Ave.	Tulare	93274	56	57	LIHTC	2065	Low
The Aspens	1500 Aspen Avenue	Tulare	93274	46	47	LIHTC	2067	Low
Westside Palm Apartments	900 W. Pleasant Avenue	Tulare	93247	39	40	LIHTC; USDA	2070	Low
Parkwood Manor	414 W. Meadow Drive	Tulare	93247	74	75	LIHTC	2071	Low
Mission Court Apartments	1150 South Morrison St	Tulare	93247	64	65	LIHTC	2072	Low
Santa Fe Commons I	537 N West St	Tulare	93247	80	81	LIHTC	2075	Low
Santa Fe Commons II	537 N. West St	Tulare	93247	56	57	LIHTC	2076	Low
Madson Gardens	26442 N. Highway 99	Tulare	93247	57	57	HCD	2077	Low
Bardsley Gardens	1150 So. Laspina St	Tulare	93247	49	49	USDA	2031	Moderate
Salvation Army Tulare Silvercrest	350 N. L St	Tulare	93247	59	60	HUD	2046	Low
Sonora Apartments	210 S. Sacramento Street	Tulare	93247	52	52	USDA; HCD	2066	Low
Westwood Manor	211 South Ash Street	Unincorporated Tulare County	93219	40	40	USDA	2032	Moderate
Earlismart Senior Apartments	1094 East Washington Avenue	Unincorporated Tulare County	93618	35	35	LIHTC; USDA	2041	Low
Pixley Apts.	735 East Terra Bella Avenue	Unincorporated Tulare County	93618	40	40	USDA	2042	Low
Nueva Sierra Vista Apartments	20939 Guerrero Ave	Unincorporated Tulare County	93618	34	35	LIHTC; HCD	2049	Low
Villa De Guadalupe	12554 Avenue 408	Unincorporated Tulare County	93618	59	60	LIHTC; HCD	2055	Low
Goshen Village	30490 Road 72	Unincorporated Tulare County	93618	63	64	LIHTC; HCD	2057	Low
Rosewood Villas Apartment Homes	40606 Road 128	Unincorporated Tulare County	93618	60	61	LIHTC	2059	Low

Tulare County Association of Governments
Tulare County Regional Housing Element

Name	Address	City	Zip	Affordable Units	Total Units	Active Program(s)	Estimated Affordability End Year/Date	Risk Level
Sand Creek	41020 Road 124	Unincorporated Tulare County	93618	59	60	LIHTC; USDA; HCD	2060	Low
Mirage Vista Family Apartments	875 E. Terra Bella Avenue	Unincorporated Tulare County	93618	54	55	LIHTC	2063	Low
Tulare Portfolio (Site A)	41730 Road 128	Unincorporated Tulare County	93618	156	160	LIHTC; USDA	2065	Low
Goshen Village II	31114 Road 72	Unincorporated Tulare County	93618	55	56	LIHTC; HCD	2065	Low
Sequoia Commons II (Formerly Goshen Village East)	31161 Florence Avenue	Unincorporated Tulare County	93618	59	60	LIHTC	2074	Low
Oakwood Apartments	15753 Avenue 327	Unincorporated Tulare County	93618	42	42	USDA	2036	Low
Strathmore Villa Apartments	19734 Road 231	Unincorporated Tulare County	93618	42	42	LIHTC; USDA	2038	Low
Tipton Terrace c/o CBM	584 N. Thompson Rd	Unincorporated Tulare County	93221	34	34	USDA	2040	Low
Sultana Acres	41692 Road 105	Unincorporated Tulare County	93618	29	36	LIHTC; HCD	2043	Low
Vera Cruz Village c/o Awi Management	639 Road 210	Unincorporated Tulare County	93221	49	49	USDA	2045	Low
Oakwood II Apartments	15756 Paradise Avenue	Unincorporated Tulare County	93221	54	54	HCD	2047	Low
Washington Plaza	170 North Church Road	Unincorporated Tulare County	93221	43	44	LIHTC; USDA; HCD	2060	Low
Ivanhoe Family Apartments	15999 Avenue 327	Unincorporated Tulare County	93221	71	72	LIHTC; HCD	2068	Low
Sequoia Commons	31161 Florence St	Unincorporated Tulare County	93221	65	66	LIHTC; HCD	2073	Low
Visalia Garden Villas	4901 West Crenshaw Drive	Visalia	93223	60	60	Local	2042	Low

Name	Address	City	Zip	Affordable Units	Total Units	Active Program(s)	Estimated Affordability End Year/Date	Risk Level
Fairview Village	2700 N. Willis St.	Visalia	93223	8	8	LIHTC; HCD	2048	Low
Willowbrook I (Site A)	1819 Tipton Street	Visalia	93223	10	10	LIHTC	2050	Low
Kimball Court	303 W. Kimball Avenue	Visalia	93223	94	95	LIHTC	2054	Low
Court and Paradise Apartments (Site A)	1526 S. Court St.	Visalia	93223	20	20	LIHTC	2065	Low
Visalia Village	2423 N. Highland Street	Visalia	93223	35	36	LIHTC	2069	Low
Town Meadows	115 W. Murray Avenue	Visalia	93223	99	100	LIHTC; HUD	2072	Low
The Sequoia	1400 S. Mooney Blvd	Visalia	93223	45	50	HCD	2075	Low
Lofts at Fort Visalia	300 E Oak Ave	Visalia	93247	79	80	LIHTC	2075	Low
Myrtle Avenue Senior Apartments	4316 West Myrtle Avenue	Visalia	93247	65	66	LIHTC	2075	Low
East Tulare MHSA	653 East Tulare Avenue	Visalia	93247	22	22	CalHFA	2040	Low
Visalia Senior Housing II	111 W. School Ave	Visalia	93247	59	60	HUD	2042	Low
Tulare Farm Labor (Sonora Apts.)	1436 N. Mariposa Avenue	Visalia	93247	393	393	USDA; HCD	2045	Low
Sierra Meadows	1120 East Tulare Avenue	Visalia	93247	42	43	HUD	2051	Low
Westport Village	3123 S Avocado St	Visalia	93277	25	25	Local	2029	Low
The Meadows	3900 W Tulare Ave	Visalia	93277	99	99	Local	2054	Low
Valencia House	248 Valencia Blvd.	Woodlake		46	47	LIHTC	2037	Low
Castle Rock Estates c/o Buckingham Property Management	455 E. Wutchumna Avenue	Woodlake	93286247	40	40	USDA	2046	Low
Parkside Court	351 Danielle Way	Woodlake		23	24	LIHTC, HCD	2061	Low
Woodlake Manor Apartments	200 E. Sierra Avenue	Woodlake	93286247	43	44	LIHTC; USDA	2062	Low
Woodlake Family Apartments	702 W. Sierra Avenue	Woodlake		67	68	LIHTC	2062	Low
Bravo Village	444 Ropes Avenue	Woodlake	93286618	59	60	LIHTC; USDA, HCD	2067	Low
Woodlake Terrace	448 Ropes Avenue	Woodlake		30	31	LIHTC; CalHFA	2073	Low

Tulare County Association of Governments
Tulare County Regional Housing Element

Name	Address	City	Zip	Affordable Units	Total Units	Active Program(s)	Estimated Affordability End Year/Date	Risk Level
Woodlake Garden Apartments	705 West Sequoia Avenue	Woodlake	93286618	48	48	USDA	2042	Low
Walsburg Apartments	495 Whitney Avenue	Woodlake	93286	11	11	HCD	2047	Low

Note: All locally assisted or restricted developments may not be included in this list.

*Indicates units that are expected to extend their affordability period based on discussion with property owner; therefore, the risk level is listed as low despite the expiration date.

**California Housing Partnership records indicate that the affordability end year is 2039. However, the USDA verified that the affordability covenant of the USDA loan for this complex expires in 2035.

Source: California Housing Partnership, 2023.

Acquisition/Rehabilitation

If these units are 100 percent deed restricted affordable housing with an expiring regulatory agreement, transferring ownership of an at-risk project to a non-profit housing provider is one of the least costly ways to ensure that the at-risk units remain affordable for the long term. By transferring property ownership to a non-profit organization, low-income restrictions can be secured, and the project would become potentially eligible for a greater range of governmental subsidies.

Under AB 1521, there are now prescribed steps for owners of deed restricted properties to take prior to the expiration of those affordability requirements. This law requires that the owner consider an offer to purchase the deed-restricted units. A cursory survey of older apartment buildings sold in the cities that are included in this Housing Element was conducted in November 2024, which indicates a price range of \$63,545 to \$230,835 per unit with an average sales price of \$131,229 per unit.¹² At this sales price, the cost for the 87 at-risk units would be approximately \$11.4 million.

~~Since only a portion of the property has deed restricted units, it is unclear how a transaction like this could occur. Also, t~~The feasibility of this option depends on funding sources to buy and potentially rehabilitate the property, ~~iesy, which might be challenging since it is not a 100 percent deed restricted property.~~ Another option to preserve the affordability of this at-risk project is to support a Joint Power Authorities purchase of the property. If this option is exercised, it would require deed restrictions for 100 percent of the residential units but also allows for bond financing that would allow the owner to maintain the project as affordable housing.

There are ~~two~~ several organizations that are listed in the HCD Qualified Entities in accordance with Government Code Section 65863.11. ~~These Two~~ entities, ROEM Development Corporation and Self-Help Enterprises, are listed as qualified agencies with the potential to assist or lead efforts to preserve affordable housing in Tulare County. HCD also maintains a list of qualified entities for all counties.¹³ The following qualified entities could also assist or lead efforts to preserve affordable housing:

A. F. Evans Development, Inc.

Affirmed Housing

Affordable Housing Access Inc

Ai Development Corporation

Alliant Strategic

Allied Pacific Development, LLC

American Baptist Homes of the West

American Community Developers, Inc.

AOE/Pacific

April Housing, LLC

Avanath Capital Management, LLC

Green Development Company

Hampstead Development Group, Inc.

Highland Property Development, LLC

Horizon ELOM Holdings, LLC

JEMCOR Development Partners

Jonathon Rose Companies

KDF Communities, LLC

Linc Housing Corporation

Lincoln Avenue Capitol, LLC

Maximus Properties, LLC

MBK Management Corporation

¹² Homes.com. 2024. <https://www.homes.com/tulare-county-ca/multi-family-homes-for-sale/>

¹³ HCD. 2023. <https://www.hcd.ca.gov/policy-and-research/preserving-existing-affordable-housing>

[Bank of America, N.A.](#)

[Bayside Communities](#)

[Belveron Real Estate Partners, LLC](#)

[Berkadia](#)

[BRIDGE Housing Corporation](#)

[BUILD Leadership Development, Inc.](#)

[Cabouchon Properties, LLC](#)

[Cabrillo Economic Development Corporation](#)

[California Coalition for Rural Housing](#)

[California Commercial Investment Group](#)

[California Community Reinvestment Corp.](#)

[California Housing Finance Agency](#)

[California Housing Partnership Corporation](#)

[California Human Development Corporation](#)

[Catalyst Housing Group, LLC](#)

[Chelsea Investment Corporation](#)

[Colrich Multifamily Investments, LLC](#)

[Community Housing Assistance Program, Inc.](#)

[Community HousingWorks](#)

[Community HousingWorks](#)

[Corporation for Better Housing](#)

[Creative Housing Coalition](#)

[Dawson Holdings, Inc.](#)

[DBR Development LLC](#)

[Department of Housing and Community
Development](#)

[DeSola Capital Group, LLC](#)

[DML & Associates Foundation](#)

[Domus Development, LLC](#)

[EAH, Inc.](#)

[East Los Angeles Community Corporation](#)

[Eden Housing, Inc.](#)

[Mercy Housing California](#)

[Mercy Housing, Inc.](#)

[Mesa Realty Advisors](#)

[National Affordable Housing Trust](#)

[National Community Renaissance](#)

[Newport Development, LLC](#)

[Novin Development Corp. "NDC"](#)

[Petaluma Ecumenical Properties Inc.](#)

[Phoenix Realty Group](#)

[Post Real Estate Group, Inc.](#)

[Preservation Partners Development](#)

[RAHD Group, LLC](#)

[Reiner Communities LLC](#)

[Reliant Group Management](#)

[Renaissance Housing Communities](#)

[Resources for Community Development](#)

[Richman Group of California, LLC.](#)

[Security Properties](#)

[Sinergia Housing](#)

[Skyline Real Estate Development & Acquisitions,
Inc.](#)

[Solari Enterprises, Inc.](#)

[Squier Properties, LLC](#)

[Standard Property Company, INC. \(DBA
Standard Communities\)](#)

[The John Stewert Company](#)

[The Michaels Development Company I, L.P.](#)

[The Trinity Housing Foundation](#)

[Thomas Safran & Associates Development, Inc.](#)

[University River Village](#)

[USA Properties Fund](#)

[USA Properties Fund](#)

[Valued Housing II, LLC](#)

[Fairfied Residential LLC](#)

[Veritas Urban Properties LLC](#)

[Fallbrook Capital Corporation](#)

[Wakeland Housing & Development Corporation](#)

[Foothill Affordable Housing Foundation](#)

[West Bay Housing Corporation](#)

[Foundation for Affordable Housing, Inc.](#)

[William G. Ayyad, Inc.](#)

[GAL Affordable LP](#)

[WIP-A, LLC](#)

[Goldrich & Kest Industries, LLC](#)

[WNC Community Preservation Partners, LLC](#)

Construction of Replacement Units

The cost of developing housing depends upon a variety of factors, including density, size of the units (i.e., square footage and number of bedrooms), location, land costs, and type of construction, as discussed in the Non-Governmental Constraints section of Chapter 3: *Regional Housing Constraints Analysis*. The typical cost of construction for below market-rate housing in Tulare County in 2022 was \$337,540 per unit. Based on this per unit cost, the total cost to replace the ~~19-87~~ high-risk affordable units with new construction would be approximately \$~~6.429.4~~ million. The cost of preserving the affordability of the units with subsidies depends on the location of the units, and that analysis is included in each city-specific appendix. ~~and the cost of preserving would be approximately \$39,273 per year.~~ Housing elements should identify the cost of construction of new regulated housing intended to replace at-risk units when they are converted to market-rate units to understand the significant effects that result when at risk- units are lost from the supply of affordable housing.

Rental Subsidies

HATC provides rental assistance to very low- and moderate-income families, seniors and people with disabilities throughout the county. HATC offers many different programs, including the conventional public housing program, the housing choice voucher program, the farm labor program for families with farm labor income, senior housing programs, and other housing programs. All programs are handicap accessible. Reasonable accommodation may be requested from HATC staff and reviewed on a case-by-case basis.

This page intentionally left blank.

3 Regional Housing Constraints Analysis

Actual or potential constraints to the provision of housing affect the development of new housing and the maintenance of existing units for all income levels. State housing element law requires cities and counties to review both governmental and non-governmental constraints to the maintenance and production of housing for all income levels. Since local governmental actions can restrict the development and increase the cost of housing, State law requires the housing element to “address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing” (Government Code Section 65583(c)(3)). The housing element must also analyze potential and actual constraints upon the development, maintenance, and improvement of housing for persons with disabilities.

Non-governmental constraints are not specific to each community and are described in this section at the regional level. Governmental constraints, which are specific to each local government, are described generally in this section. City-specific assessments of housing constraints for the cities participating in this regional Housing Element, including an in-depth analysis of governmental constraints, are provided in Appendices A through G.

3.1 Non-Governmental Constraints

The availability and cost of housing is strongly influenced by market forces over which local governments have little or no control. Nonetheless, state law requires that the housing element contain a general assessment of these constraints, which can serve as the basis for actions to offset their effects. The primary non-governmental constraints to the development of new housing are land costs, construction costs, and availability of financing. This section also addresses environmental constraints that might affect housing development.

3.1.1 Land Costs

The cost of land can be a major impediment to the production of affordable housing. Land costs are influenced by many variables, including land scarcity and developable density (both of which are indirectly controlled through governmental land use regulations), location, site constraints, and the availability of public utilities. For example, land prices in Visalia have an average sale price of \$86,000 per acre, nearly four times higher than the county average of \$22,799. Sites in major cities tend to be smaller and/or occupied by existing uses that generate revenue for property owners. As shown in Table 3-1 and Table 3-2, smaller sites (under 10 acres) in the region have a much higher cost-per-acre in both the cities and unincorporated area.

As shown in Table 3-1, listed land prices in the unincorporated county are lower than in incorporated cities. In the unincorporated county, 16 properties were listed for sale. Listings ranged from one acre priced at \$43,000 to 14,672 acres priced at \$14,525,933 (\$990 per acre). The average list price per acre in the unincorporated area was \$32,356.

Table 3-1 Listed Land Prices – Tulare County

Lot Size	Average Price per Acre (Listed)	
	Incorporated	Unincorporated
Less than 10 acres	\$242,383	\$53,453
10 or more acres	\$37,368	\$11,259
Average \$/acre	\$139,876	\$32,356
Source: Zillow, Inc., February 2023.		

In contrast to listed land prices, based on aggregate property sales data from 2022, land sold for less in the incorporated cities than in unincorporated county. Table 3-2 considers land sale prices across the eight major cities and in the unincorporated county. Property sales ranged from 0.1 acres for \$215,000 (\$2,150,000 per acre) to 126.3 acres for \$1,250,000 (\$9,897 per acre). The average sale price per acre was \$146,449 in incorporated cities and \$209,732 in the unincorporated county.

Table 3-2 Sold Land Prices – Tulare County

Lot Size	Average Price per Acre (Sold)	
	Incorporated	Unincorporated
Less than 10 acres	\$242,383	\$400,959
10 or more acres	\$50,515	\$18,505
Average \$/acre	\$146,449	\$209,732
Source: AcreValue, 2023.		

Most incorporated cities in Tulare County have a higher price per acre for listed land for sale than for recently sold land, indicating that land prices have increased (Table 3-3). The cities of Lindsay, Farmersville, Porterville, and Exeter have the highest average price per acre for listed land, while Woodlake and the unincorporated county have the lowest.

Table 3-3 Listed and Sold Land Prices

Jurisdiction	Average Price per Acre (Listed)	Average Price per Acre (Sold)
Dinuba	\$152,631.21	\$154,520.41
Exeter	\$222,479.67	\$140,933.85
Farmersville	\$360,611.90	\$133,237.38
Lindsay	\$360,611.90	\$133,237.38
Porterville	\$222,535.45	\$63,810.51
Tulare	\$170,643.08	\$148,449.58
Woodlake	\$80,168.92	\$42,178.51
Incorporated Tulare County	\$139,876.00	\$146,449.00
Unincorporated Tulare County	\$53,453.00	\$209,732.00
Source: Zillow, Inc., 2023. AcreValue, 2023.		

3.1.2 Construction Costs

Construction costs can be divided into two primary categories: materials and labor. A major component of the cost of housing is the cost of building materials, including wood and wood-based products, cement, asphalt, roofing materials, and pipe. The availability and demand for such materials affect prices for these goods.

The cost of labor in Tulare County is comparatively low compared to other areas in California due to the relatively lower cost of living. Labor for government-subsidized housing construction is generally more costly than market-rate housing construction in the Central Valley, as wages are rooted in the required State Labor Standards based on prevailing wages in Northern and Southern California.

Table 3-4 shows the estimated cost of constructing a basic 2,000 square foot single-family home in Tulare County to be approximately \$337,540. The estimate includes direct and indirect (e.g., insurance, permits, utilities, plans) construction costs, including material, labor, and equipment costs, but does not include the price of land or development impact fees.

Table 3-4 Estimated Construction Cost

Item	Cost
Material	\$204,226
Labor	\$126,001
Equipment	\$7,313
Total	\$337,540

Source: Promatcher.com, 2023.

There is little that municipalities can do to mitigate the impacts of high construction costs related to materials and labor except by avoiding local amendments to uniform building codes that unnecessarily increase construction costs.

3.1.3 Availability of Financing

Financing for affordable housing projects and programs are available through federal, state, and local funding sources. Funding through these programs can help developers, local governments, and non-profit organizations offset the cost to build new affordable housing units, preserve or rehabilitate existing affordable housing, and fund programs that offer homebuyer assistance to low-income households.

Mortgage interest rates have a large influence on housing affordability. Higher interest rates increase a homebuyer’s monthly payment and decrease the range of housing that a household can afford. Lower interest rates result in a lower cost and lower monthly payments for the homebuyer. As shown in Figure 3-1, in the past 10 years mortgage rates across the United States remained relatively steady (between 3.5 and 4.8 percent through 2019, then dropped below three percent between 2020 and 2021). During 2022, mortgage rates increased significantly, reaching a high of 7.1 percent for a 30-year fixed-rate mortgage at the end of 2022. In early 2023, mortgage rates declined slightly but remain high compared to trends over the past 10 years, making it difficult for households to purchase a home.

When interest rates rise, housing prices tend to decrease due to the increased cost of financing and decreased demand. Similarly, when interest rates decrease, housing prices typically begin to rise and demand increases. There is often a lag in the market, causing housing prices to remain high when interest rates rise until the market adjusts. Lower-income households often find it difficult to purchase a home during this period.

Figure 3-1 Historical Mortgage Rates in the United States (2013-2023)



Source: Freddie Mac Primary Mortgage Market Survey

Interest rates are determined by national policies and economic conditions and there is little that a local government can do to affect these rates. To extend home buying opportunities to lower-income households, jurisdictions can offer interest rate write-downs. Additionally, government insured loan programs may be available to reduce mortgage down payment requirements.

Where financing is available, construction capital seems to be directed at those with large, established, and well-capitalized sponsors. Given recent trends of increasing interest rates, the availability of financing is likely to be more of a constraint on new housing construction during this Housing Element planning period than it has been previously.

3.1.4 Mortgage and Rehabilitation Financing

The most recent data available for the County of Tulare (2022) shows that 18,154 households applied for a home financing loan, which includes loans for home purchase, home improvement and refinancing. Table 3-5 shows that of the total applications received for home purchase, 54.1 percent of the loans originated, and 5.9 percent were denied.

Conventional loans are made by the private sector (banks, mortgage companies, etc.) and are not guaranteed or insured by the U.S. government. Conversely, government-backed loans, such as those issued by the Federal Housing Administration, Department of Veterans Affairs, and the Rural Housing Services/Farm Service Agency, are completely or partially insured by the U.S. government. Within the county, 12,849 of the applications received were for conventional loans and 5,305 were for government backed loans. Table 3-6 shows that 49 percent of the conventional loans originated, and 17.6 percent of the applications were denied. The table also shows that 43.4 percent of the government backed loans originated and 9.9 percent of the applications were denied.

County data in Table 3-7 shows that by race, residents who reported as white had the highest number of loans originated. Residents who reported as white also had the highest percentage of loans originated. By ethnicity, Hispanic/Latino residents comprised 38 percent of the total applications of loans received while non-Hispanic/Latino comprised 29 percent. As shown in Table 3-8, residents who reported as not Hispanic/Latino had a higher rate of loan origination and lower rate of loan denial compared to residents who reported as Hispanic/Latino. Of Hispanic/Latino residents who applied for loans, 53.3 percent of loans originated, and 18.1 percent were denied. Comparatively, of the non-Hispanic/Latino residents that applied, 56.2 percent of loans originated, and 15.5 percent were denied.

Table 3-5 Race and Loan Action

Loan Action	Home Purchase (% of total)	Home Improvement (% of Total)	Refinancing (% of Total)	Other (% of Total)	Total (% of Total)
Loan Originated	4,453 (54.1%)	470 (39.2%)	988 (42.7%)	2,690 (42%)	8,601 (47.4%)
Application Approved but not Accepted	141 (1.7%)	64 (5.3%)	83 (3.6%)	151 (2.7%)	439 (2.4%)
Application Denied	482 (5.9%)	492 (41.1%)	430 (18.6%)	1,375 (21.5%)	2,779 (15.3%)
Application Withdrawn	1,241 (15.1%)	96 (8%)	442 (19.1%)	1,104 (17.2%)	2,883 (15.9%)
Purchased Loan	1,777 (21.8%)	19 (1.6%)	133 (5.7%)	535 (8.4%)	2,464 (13.6%)
Other	144 (1.8%)	57 (4.8%)	240 (10.4%)	547 (8.5%)	988 (5.4%)
Total Loans	8,238	1,198	2,316	6,402	18,154

Source: FFIEC Home Mortgage Disclosure Act. 2022 Dataset

Table 3-6 Loan Action and Loan Type

Loan Type	Conventional Loan	Government Backed Loan
Loan Originated	6,300 (49%)	2,301 (43.4%)
Application Approved but not Accepted	324 (2.5%)	115 (2.2%)
Application Denied	2,255 (17.6%)	524 (9.9%)
Application Withdrawn	1,967 (15.3%)	916 (17.3%)
Other	2,003 (15.6%)	1,449 (27.3%)
Total Loans	12,849	5,305

Source: FFIEC Home Mortgage Disclosure Act. 2022 Dataset

Table 3-7 Race and Loan Action

Racial Group	Loan Originated	Application Approved but Not Accepted	Application Denied	Application Withdrawn	Purchased Loan	Other	Total
Two or More Races	11 (52.4%)	0	6 (28.6%)	2	1	1	21
American Indian or Alaska Native	90 (44.3%)	9	48 (23.6%)	39	1	16	203
Asian American	348 (49.9%)	21	134 (19.2%)	127	24	44	698
Black/African American	20 (50.4%)	4	49 (20.6%)	54	3	8	238

Racial Group	Loan Originated	Application Approved but Not Accepted	Application Denied	Application Withdrawn	Purchased Loan	Other	Total
Native Hawaiian or Other Pacific Islander	13 (39.4%)	0	6 (18.2%)	6	0	8	33
White	5,463 (56.0%)	268	1,457 (14.9%)	1,747	306	522	9,763
Other	2,556 (35.5%)	137	1,079 (15%)	908	2,129	389	7,198

Source: FFIEC Home Mortgage Disclosure Act. 2022 Dataset

Table 3-8 Ethnicity and Loan Action

Ethnicity	Loan Originated	Application Approved but Not Accepted	Application Denied	Application Withdrawn	Purchased Loan	Other	Total
Hispanic/Latino	3,681 (53.3%)	172	1,249 (18.1%)	1,223	182	405	6,912
Not Hispanic/Latino	2,952 (56.2%)	18	816 (15.5%)	994	165	308	5,253
Joint Hispanic/Latino and not Hispanic/Latino	373 (57.6%)	18	97 (15.0%)	102	22	36	648
Ethnicity not Available	1,595 (30.6%)	97	617 (11.8%)	564	2,095	239	5,207

Source: FFIEC Home Mortgage Disclosure Act. 2022 Dataset

3.2 Governmental Constraints

City policies and regulations can impact the feasibility and cost of housing development. Policies and regulatory actions include land use controls, development standards, site improvement requirements, building codes, and development fees. The following section describes these governmental constraints.

3.2.1 Land Use Controls

Land use controls provided in the general plan and the zoning code influence housing production in several ways. The permitted and conditionally permitted uses in each district guide new development and provide both developers and the public with an understanding of how vacant land will develop in the future. Land use controls include the density of development that will occur within a particular zone, the compatibility of planned uses in each area, and the range and type of buildings and uses that will be located throughout the city or the county. In appendices A through G, Chapters A3 through G3, the *Housing Constraints Analysis* for individual jurisdictions, provides a description of each jurisdiction's land use controls.

General Plan

Each city and county in California must prepare a comprehensive, long-term general plan to guide growth and development. The land use element of the general plan must contain land use designations, which establish the basic allowed land uses and density of development for the different ranges and areas within the jurisdiction. Under state law, zoning districts must be consistent with the general plan

land use designations. The general plan land uses must provide suitable locations and densities to accommodate each jurisdiction's regional housing needs allocation (RHNA) and implement the policies of the housing element.

Zoning Code

Land use controls provided in the zoning code influence housing production in several ways. The permitted and conditionally permitted uses in each district guide new development. Land use controls establish the allowable density of development that will occur on a particular site, the compatibility of planned uses in a given area, and the range and type of buildings and uses in a jurisdiction.

Local governments regulate the type, location, and scale of residential development primarily through the zoning code. The zoning code implements the general plan by establishing development standards for each zoning district consistent with the land use designations of the general plan.

3.2.2 Residential Development Standards

Each jurisdiction's zoning code contains development standards for each zoning district. These standards vary by jurisdiction, but typically include density, parking requirements, lot coverage, height limits, lot size requirements, setbacks, and open space requirements. The Housing Element must analyze whether development standards impede the ability to achieve maximum allowable densities.

Parking

Parking requirements do not constrain the development of housing directly. However, parking requirements may reduce the amount of available lot areas for residential development. Most of the participating jurisdictions require two parking spaces per single-family dwelling unit. Several, but not all jurisdictions have reduced parking standards for multifamily and senior housing.

Open Space and Park Requirements

Open space and park space requirements can decrease the affordability of housing by increasing developer fees and/or decreasing the amount of land available on a proposed site for constructing units. Most jurisdictions require that park space is set aside in new subdivisions or a fee in lieu of providing park space. If such requirements are too onerous or expensive to implement, they can constrain a developer's ability to develop housing.

Density Bonus

A density bonus allows a parcel to accommodate additional residential units beyond the maximum for which the parcel is zoned. California density bonus law (Government Code Section 65915) establishes the following minimum affordability requirements to qualify for a density bonus:

- The project is eligible for a 20 percent density bonus if at least five percent of the units are affordable to very low-income households, or 10 percent of the units are affordable to low-income households; and
- The project is eligible to receive a five percent density bonus if 10 percent of for-purchase units are affordable to moderate-income households.

A project can receive additional density based on a sliding scale. A developer can receive the maximum density bonus of 50 percent when the project provides either 15 percent very low-income units, 24 percent low-income units, or 44 percent moderate-income units.

Density bonus law also requires cities and counties to grant a certain number of incentives depending on the percentage of affordable units developed. Incentives include reductions in zoning standards, reductions in development standards, reductions in design requirements, and other reductions in costs for developers. Projects that satisfy the minimum affordable criteria for a density bonus are entitled to one incentive from the local government. Depending on the amount of affordable housing provided, the number of incentives can increase to a maximum of three incentives from the local government. If a project uses less than 50 percent of the permitted density bonus, the local government must provide an additional incentive.

Additionally, density bonus law provides density bonuses to projects that donate land for residential use. The donated land must satisfy all the following requirements:

- The land must have general plan designations and zoning districts that allow for the construction of very low-income affordable units as a minimum of 10 percent of the units in the residential development;
- The land must be a minimum of one acre in size or large enough to allow development of at least 40 units; and
- The land must be served by public facilities and infrastructure.

Density bonus law also imposes statewide parking standards that a jurisdiction must grant upon request from a developer of an affordable housing project that qualifies for a density bonus. These parking standards are summarized in Table 3-9. These numbers are the total number of parking spaces including guest parking and handicapped parking. The developer may request these parking standards even if they do not request the density bonus.

Table 3-9 Statewide Density Bonus Parking Standards

Number of Bedrooms	Required On-Street Parking
0 to 1 bedroom	1 space
2 to 3 bedrooms	1.5 spaces
4 or more bedrooms	2.5 spaces

Source: Government Code Section 65915

Assembly Bill 1287 Additional Density Bonus for Very Low- to Moderate-Income Units

California Assembly Bill 1287, signed into law on June 21, 2023, requires that a city and/or county grant an additional density bonus. Additional density bonuses are to be administered when housing development conforms to specified requirements and provides 24 percent of the total units to lower-income households, conforms to specified requirements and provides 15 percent of the total units to very low-income households, or conforms to specified requirements and provides 44 percent of the total units to moderate-income units.

State Density Bonus Law prohibits a local government from conditioning the submission, review, or approval of an application pursuant to the Density Bonus Law on the preparation of an additional report

or study that is not otherwise required by state law, but provides that this provision does not prohibit a local government from requiring an applicant to provide reasonable documentation to establish eligibility for a requested density bonus, incentives or concessions, waivers or reductions of development standards, and parking rations, as specified.

Provision of a Variety of Housing Types

State Housing Element law (Government Code Section 65583(c)(1) and 65583.2(c)) requires that local governments analyze the availability of sites that will facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, manufactured housing, mobile homes, housing for farmworkers and employees, emergency shelters, transitional and supportive housing, single-room occupancy (SRO) units, group homes and residential care facilities, and accessory dwelling units (ADUs).

Manufactured Housing

Manufactured housing can serve as an alternative form of affordable housing in low-density areas where the development of higher-density multifamily residential units is not allowed or not feasible because of infrastructure constraints. California Government Code Sections 65852.3 and 65852.4 specify that a jurisdiction must allow manufactured homes on a foundation on all “lots zoned for conventional single family residential dwellings.” Permanently sited manufactured homes built to the United States Department of Housing and Urban Development (HUD) Code are subject to the same rules as site-built homes, except architectural requirements concerning the manufactured home’s roof overhang, roofing materials, and siding materials.

There are two conditions where local jurisdictions are allowed to make to the manufactured home siting provisions: 1) there is more than 10 years difference between the date of manufacture of the manufactured home and the date of the application for the issuance of an installation permit; or 2) if the site is listed on the National Register of Historic Places and regulated by a legislative body pursuant to Government Code Section 37361.

Each city-specific analysis provides descriptions of the allowances and restrictions on manufactured homes in each jurisdiction and whether the zoning codes in the jurisdictions comply with State law requirements for manufactured homes.

Accessory Dwelling Units

An ADU is an additional self-contained living unit either attached to or detached from the primary residential unit on a single lot. An ADU must have cooking, eating, sleeping, and full sanitation facilities. ADUs can be an important source of affordable housing since they can be constructed relatively inexpensively and have no associated land costs. They can also provide supplemental income to the homeowner, which may support moderate- and lower-income homeowners.

To encourage ADUs, state law requires cities and counties to adopt an ordinance authorizing ADUs to be allowed ministerially (by-right) in any zoning district which allows either single family or multifamily residential uses. Local governments are precluded from prohibiting ADUs in residentially zoned areas or zones which allow either single family or multifamily residential uses.

Multifamily Housing

Multifamily housing includes duplexes, apartments, condominiums, or townhomes, and is the primary source of affordable housing. Each city-specific analysis provides descriptions of the restrictions on multifamily housing units in each jurisdiction.

Group Homes/Residential Care Facilities

The Lanterman Developmental Disabilities Services Act (Lanterman Act) sets the rights and responsibilities of persons with developmental disabilities. A State-authorized, certified, or licensed family care home, foster home, or a group home serving six or fewer disabled persons or dependent and neglected children on a 24-hour-a day basis must be considered a residential use that is permitted in all residential zones. Each city-specific analysis provides descriptions of the restrictions on group homes in each jurisdiction.

Emergency Shelters

Emergency shelters are defined as:

“Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.”

Senate Bill 2 (Government Code Section 65583) was enacted in 2008 to support the needs of the homeless residents by removing barriers to and increasing opportunities for development of emergency shelters. SB 2 requires every jurisdiction in California to identify a zone or zones where emergency shelters are allowed as a permitted use without a conditional use permit or other discretionary permit. To address this requirement, a local government may amend an existing zoning district, establish a new zoning district, or establish an overlay zone. The zone(s) must provide sufficient opportunities for new emergency shelters to meet the homeless need identified in the analysis and must accommodate at least one year-round emergency shelter. SB 2 requires that emergency shelters only be subject to those development and management standards that apply to residential or commercial use within the same zone, except the local government may apply certain objective standards, as follows:

- The maximum number of beds or people permitted to be served nightly by the facility.
- Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.
- The size and location of exterior and interior on-site waiting and client intake areas.
- The provision of on-site management.
- The proximity to other emergency shelters if emergency shelters are not required to be more than 300 feet apart.
- The length of stay.
- Lighting.
- Security during hours that the emergency shelter is in operation.

In 2019, AB 101 was passed requiring that a Low Barrier Navigation Center development be a use by right in mixed-use zones and nonresidential zones permitting multifamily uses. A Low Barrier Navigation Center is a low barrier, temporary, service-enriched shelter that helps homeless individuals and families obtain permanent housing. The City will need to amend its Zoning Code to explicitly allow the

development of Low-Barrier Navigation Centers, by right, in residential use and mixed-use zones, as well as nonresidential zones permitting multifamily uses.

AB 2339 was passed in 2022 and went into effect January 1, 2023. AB 2339 requires that jurisdictions identify zoning designations where emergency shelters are allowed to include sites that meet at least one of the following:

- Vacant and zoned for residential use;
- Vacant and zoned for nonresidential use and located near amenities and services for homeless individuals;
- Nonvacant and is suitable for use as a shelter in the current planning period.

Zoning designations identified to allow emergency shelters as a permitted use without a discretionary permit must also allow residential uses.

Each city-specific analysis describes each jurisdiction's compliance with state law requirements for emergency shelters.

Transitional and Supportive Housing

With the enactment of Senate Bill 2 (SB 2), state law requires cities and counties to treat transitional housing and supportive housing as a residential use and allow transitional and supportive housing in all zones that allow residential uses, subject only to those restrictions that apply to other residential uses of the same type in the same zone.

Transitional housing is a type of housing used to facilitate the movement of homeless individuals and families to permanent housing. Residents of transitional housing are usually connected to supportive services designed to assist the homeless in achieving greater economic independence and a permanent, stable living situation. Transitional housing can take several forms, including group quarters with beds, single family homes, and multifamily apartments; and typically offers case management and support services to help return people to independent living (often six months to two years). The State defines transitional housing as:

“Transitional housing” means buildings configured as rental housing developments, but operated under program requirements that require the termination of assistance and recirculating of the assisted unit to another eligible program recipient at a predetermined future point in time that shall be no less than six months from the beginning of the assistance.

Supportive housing links the provision of housing and social services for residents experiencing homelessness, people with disabilities, and a variety of other special needs populations. Similar to transitional housing, supportive housing can take several forms, including group quarters with beds, single family homes, and multifamily apartments. The State defines supportive housing as:

“Supportive housing” means housing with no limit on length of stay, that is occupied by the target population and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.

The State defines the target population as:

“Target population” means persons with low incomes who have one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health condition, or individuals

eligible for services provided pursuant to the Lanterman Developmental Disabilities Services Act (Division 4.5 (commencing with Section 4500) of the Welfare and Institutions Code) and may include, among other populations, adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people.

AB 2162, which went into effect on January 1, 2019, requires that cities allow supportive housing with up to 50 units by-right in multi-family and mixed-use zones and precludes cities from imposing parking requirements on supportive housing developments located within 0.5-mile of a public transit stop.

Each city-specific analysis describes compliance with state law requirements for transitional and supportive housing in each jurisdiction.

Farmworker Housing/Employee Housing Act

The Employee Housing Act (Health & Safety Code Section 17021.6) requires that any employee housing consisting of no more than 36 beds in a group quarters or 12 units or spaces designed for use by a single family or household shall be deemed an agricultural land use. For all local ordinances, employee housing shall not be deemed a use that implies that the employee housing is an activity that differs in any other way from an agricultural use. No conditional use permit, zoning variance, or other zoning clearance shall be required of employee housing that is not required of any other agricultural activity in the same zone. The permitted occupancy in employee housing in a zone allowing agricultural uses shall include agricultural employees who do not work on the property where the employee housing is located.

Each city-specific analysis describes whether each jurisdiction complies with the Employee Housing Act.

Single Room Occupancy (SRO) Units

SROs are defined as a living or efficiency unit by California Health and Safety Code section 17958.1, intended or designed to be used as a primary residence by not more than two persons for a period of more than 30 consecutive days and having either individual bathrooms and kitchens or shared bathrooms and/or kitchens. SRO units can provide affordable private housing for lower-income individuals, seniors, and persons with disabilities. These units can also serve as an entry into the housing market for residents at risk of homelessness. Each city-specific analysis provides descriptions of the allowances and restrictions for SRO units in each jurisdiction.

On/Off Site Improvement Standards

On/off-site improvement standards establish infrastructure or site requirements to support new residential development such as streets, sidewalks, water, sewer, drainage, curbs, and gutters, street signs, park dedications, utility easements, and landscaping. While these improvements are necessary to ensure public health and safety and that new housing meets the local jurisdiction's development goals, the cost of these requirements can sometimes represent a significant share of the cost of producing new housing.

Each city-specific analysis describes specific site improvement standards for each jurisdiction. Although improvement requirements and development fees increase the cost of housing, jurisdictions have little choice in establishing such requirements due to the limitations on property taxes and other revenue sources needed to fund public improvements.

3.2.3 Housing for Persons with Disabilities

In accordance with Senate Bill 520 (Chapter 671, Statutes of 2001), jurisdictions must analyze the potential and actual governmental constraints on the development of housing for persons with disabilities. Each city-specific analysis contains a detailed review of zoning laws, policies, and practices in each jurisdiction to ensure compliance with fair housing laws.

Definition of Family

- There are several State and Federal rules that govern the definition of “family”, including the Federal Fair Housing Amendments Act of 1988, the California Fair Housing and Employment Act, the California Supreme Court case *City of Santa Barbara v. Adamson* (1980), and the California Constitution privacy clauses. The laws surrounding the definition of family have several purposes: to protect people with disabilities, to protect non-traditional families, and to protect privacy. According to the California Department of Housing and Community Development (HCD) and Mental Housing Advocacy Services, there are three major points to consider when writing a definition of family: Jurisdictions may not distinguish between related and unrelated individuals.
- The definition may not impose a numerical limit on the number of persons in a family; and
- Land use restrictions for licensed group homes for six or fewer individuals must be the same as those for single families.

Reasonable Accommodation Procedures

The Federal Fair Housing Amendment Act (FHAA) and the California Fair Employment and Housing Act direct local governments to make reasonable accommodations (i.e., modifications or exceptions) in their zoning laws and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling. It may be reasonable to accommodate requests from persons with disabilities to waive a setback requirement or other standards of the zoning code to ensure that homes are accessible for the mobility impaired. Whether a particular modification is reasonable depends on the circumstances and must be decided on a case-by-case basis.

California Building Code

The 2022 California Building Code, Title 24 regulations provide for accessibility for persons with disabilities. The Housing Element must identify the version of the Building Code adopted in each jurisdiction and whether a jurisdiction has adopted any amendments to the Building Code that might diminish the ability to accommodate persons with disabilities.

Zoning and Land Use Policies

Restrictive land use policies and zoning provisions can constrain the development of housing for persons with disabilities. The Housing Element must analyze compliance with fair housing laws, provisions for group homes, and whether jurisdictions have adopted any minimum distance requirements or other zoning procedures or policies that would limit housing for persons with disabilities.

3.2.4 Planning and Development Fees

Jurisdictions collect various fees to cover the costs of processing permits and development impact fees. These include fees for planning and zoning approvals, subdivision map act approvals, environmental

review, building permits, among others. Permitting fees and development impact fees are determined by each jurisdiction and posted in the Master Fee Schedule online. Permitting and development fees are periodically updated and approved by the City Council or County Board of Supervisors.

State law limits fees charged for development permit processing to the reasonable cost of providing the service for which the fee is charged. Local governments charge various fees and assessments to cover the costs of processing permit applications and providing services and facilities, such as, parks, and infrastructure. Almost all these fees are assessed based on the magnitude of a project's impact or on the extent of the benefit that will be derived. Additional fees and/or time may be necessary for required environmental review, depending on the location and nature of a project. A 2019 National Impact Fees Survey, which surveyed 37 jurisdictions in California, reported an average impact fee of \$37,471 per single-family unit and \$21,703 per multifamily unit. Each city-specific analysis provides more information on planning and development fees by jurisdiction.

San Joaquin Valley Air Pollution Control District Fees

Tulare County is within the regulatory jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The air basin does not meet ambient air quality standards set at the state and federal levels and is within a "non-attainment" area for ozone, PM10 (state), and PM2.5.

Due to these conditions, the SJVAPCD has implemented an Indirect Source Review process to reduce the impacts of growth in emissions from all new land development. An Air Impact Assessment and potential mitigation fees are required for residential projects with 50 or more dwelling units and when discretionary approval is required. Fees are also exacted by the SJVAPCD to offset emissions created by typical operational sources. These fees can add to the cost of development. However, the cost can be reduced with mitigation measures. The SJVAPCD also offers a variety of grants and incentive programs to public agencies, residents, and businesses to help offset fees.

3.2.5 Inclusionary Housing Ordinance

Implemented by local jurisdictions, inclusionary housing ordinances require developers to reserve a certain percentage of units for very low- and low-income households to ensure new development incorporates affordable housing. Whether rented or sold, affordability requirements are based on the area median income (AMI) with very low-income defined as household earning up to 50 percent of the AMI and low-income households earning between 50 and 80 percent of the AMI. Actual rents cannot exceed 30 percent of the income for the associated income group. Each city-specific analysis provides more information on inclusionary housing ordinances by jurisdiction.

3.2.6 Permit Procedures and Processing Times

The processing of applications and permits for development can increase project time and costs. Processing times vary widely from a few weeks to several months depending on the type of permit required for development and if any discretionary review is required for approval. The time required to process a project varies greatly between projects and depends on the size and complexity of the proposal and the number of actions or approvals needed to complete the process. Each city-specific analysis describes the permit processing procedures and timing for each jurisdiction.

3.2.7 Short-Term Housing Rentals

Short-term housing rental ordinances regulate the number of residential units that can be converted to short-term vacation rentals in a jurisdiction. Jurisdictions are not required to adopt short-term

housing rental ordinances; however, in areas with high demand for vacation rentals, jurisdictions often adopt such policies to ensure that the existing housing stock for sale or long-term rentals is not diminished and that housing options are maintained throughout the community. Each city-specific analysis provides more information on the potential need for monitoring short-term rental housing.

3.2.8 Code Enforcement

Building codes and enforcement can increase the cost of housing and impact the feasibility of rehabilitating older properties that must be upgraded to current code standards. In this manner, building codes and their enforcement can act as a constraint on the supply of housing and its affordability.

The California Building Standards Code, Title 24, serves as the basis for the design and construction of buildings in California. State law prohibits the imposition of additional building standards that are not necessitated by local geographic, climatic, or topographic conditions, and requires that local governments making changes or modifications in building standards must report such changes to the HCD and file an expressed finding that the change is needed. Each city-specific analysis provides more information on building codes and enforcement by jurisdiction.

3.3 Environmental Constraints

Typical environmental constraints to the development of housing in Tulare County include the preservation of scenic landscapes and prime agricultural land, environmental resources management, air quality measures, health and safety measures, and water conservation. In many cases, development of these areas is constrained by State and Federal laws (e.g., Federal Emergency Management Agency [FEMA] floodplain regulations, the Clean Water Act and the Endangered Species Act, and the State Fish and Wildlife Code and Alquist-Priolo Act). Each city-specific analysis provides an analysis of environmental constraints specific to each jurisdiction.

3.3.1 Floodplains

Official floodplain maps are maintained by FEMA. FEMA determines areas subject to flood hazards and designates these areas by relative risk of flooding on a map for each community, known as the Flood Insurance Rate Map (FIRM).

Principal flooding problems exist in the western portion of the county, as identified by FEMA. In the north, northern Orosi and central Dinuba are considered river or stream flood hazard areas. Moving south along State Route (SR) 99 and SR 63 are notable flood hazard areas spanning from Dinuba south into Woodlake and Visalia. FEMA has also identified flood hazard areas around the Woodlake Wastewater Treatment Facility spanning southwest to Visalia. Additional flood hazard areas include Allensworth along SR 43, various areas along the Tule River, and along the Kern River located in the eastern portion of the county.

Development within a flood zone typically is required to be protected against flood damage. FEMA requires developers to obtain a flood zone elevation certificate when they apply for their permit. These certificates require elevating the developed area (i.e., house pad) above the known flood level of that flood zone. The sites in the inventory must obtain a flood zone elevation certificate, which may increase the cost of a development but is necessary to protect against flood risks.

3.3.2 Seismic Zones

There are several active and potentially active faults within and adjacent to Tulare County. The Kern Canyon fault zone is located along sections of the Kern River spanning from the river's headwaters, located at the Kings Kern Divide south through Isabella Lake. Additional major fault zones adjacent to Tulare County include the San Andreas and Garlock faults. Tulare County is not considered to be under significant threat of a major earthquake despite its proximity to active fault zones.

Although all development must consider earthquake hazards, there is no specific threat or hazard from seismic ground shaking to residential development within the county, and all new construction will comply with current local and state building codes. Due to the minimal historical hazard of earthquakes in the county and the use of the most current building codes and construction techniques, earthquakes do not pose a significant constraint to residential development.

3.3.3 Wildland/Urban Fire Hazards

The California Department of Forestry and Fire Prevention (CALFIRE) has designated the eastern area of Tulare County near the foothills of the Sierra Nevada Mountains as a fire hazard severity zone ranging from moderate, high, and very high fire hazard risk.¹ The jurisdictions that are closest to these hazard areas include Woodlake, Exeter, Lindsay, Porterville, and unincorporated Tulare County.

Wildfire hazards in the city include vacant/fallow lands that have dry vegetation and/or agricultural debris storage (e.g., limbs, trimmings, etc.). These hazards are more common on non-irrigated lands, during drought years, and in dry seasons. Suburban, urban areas, or rocky barren areas have minimal surface fuels and therefore typically have the lowest fire hazard. All new residential development must meet California Fire Code provisions, which address topography, geology, climate, and development conditions to reduce risk of wildfire hazards.

3.3.4 Soil Contamination

Agricultural uses may contaminate potential residential sites due to the use of pesticides and other chemicals. Soil contamination may be a concern if a Phase One Environmental Site Assessment determines there is a potential for soil contamination and contamination is substantiated by a Phase Two study. Each jurisdiction ensures that the necessary steps are taken to clean up residual hazardous wastes on any contaminated sites proposed for redevelopment or reuse. Soil evaluations are required as needed to ensure that risks are assessed, and appropriate remediation is provided. Developing housing on these sites can involve costs to remediate contaminated soil or groundwater. The remediation cost would typically be on the developer to address the clean-up.

¹ CAL FIRE. Fire Hazard Severity Zone Viewer. April 1, 2024. <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/>

4 Regional Housing Resources

4.1 Introduction

The following chapter provides an analysis of development trends in Tulare County that is used to inform the Site Inventories for the seven jurisdictions covered under this Housing Element. This chapter also includes an overview of the financial and administrative resources available to support continued development, preservation, and rehabilitation of housing in the jurisdictions throughout Tulare County. An analysis for each jurisdiction's Site Inventory is in Chapters A4 through G4, *Housing Resources*.

4.2 Future Housing Needs

According to the Tulare County Association of Governments (TCAG) 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)¹, population growth in the region in the next two decades is expected to be near the highest in the state (0.71 percent annually from 2021-2046). This increase in population is driven in part by urban residents moving from the state's larger cities to rural areas like Tulare County due to the relatively lower cost of living and higher birthrates than the state average.

State law requires every jurisdiction to undertake all necessary actions to encourage, promote, and facilitate the development of housing to accommodate regional housing needs.² A jurisdiction must demonstrate in its Housing Element that its land inventory is adequate to accommodate its share of the region's projected growth.

4.2.1 Regional Housing Needs Allocation (RHNA)

This Housing Element covers the planning period of December 2023 through December 2031 (called the 6th Cycle Housing Element update). TCAG, as the Metropolitan Planning Agency for the Tulare County region, is responsible for preparing the RHNA for the region based on recent growth trends, income distribution, and capacity for future growth. This methodology must align with the objectives of the State of California, including but not limited to:

- Promoting infill, equity, and environmental protection
- Ensuring jobs-housing balance
- Affirmatively furthering fair housing

The RHNA process for the Tulare County region was initiated in September 2020 and was completed in August 2022 with the adoption of the Final Regional Housing Needs Plan to allocate the region's housing needs among the eight cities and the unincorporated county.³ Each jurisdiction's share of the regional housing need is allocated based on recent growth trends, income distribution, and capacity for future growth. The RHNA methodology uses weighted indicators such as opportunity access and job proximity to allocate housing units affordable to households of different income categories. TCAG is required to allocate units across income categories with the goal of reducing socioeconomic disparities based on

¹ Tulare Council of Governments (TCAG). 2022 Regional Transportation Plan/Sustainable Communities Strategy

² Government Code section 65100 – 65763, Article 10.6. Housing Elements

³ Tulare Council of Governments (TCAG). 2022. Final Regional Housing Needs Plan. <https://tularecog.org/sites/tcag/assets/FINAL%20RHNP%20-%20COMBINED.pdf>

household income and other characteristics. The RHNA for each jurisdiction is distributed into four income categories based on the Area Median Income (AMI)⁴:

- Very low-income (less than 50 percent of AMI)
- Low-income (50-80 percent of AMI)
- Moderate-income (80-120 percent of AMI)
- Above Moderate-income (more than 120 percent of the AMI)

As part of the Housing Element, each jurisdiction must identify adequate land with appropriate zoning and development standards to accommodate its assigned share of the region’s housing needs. Tulare County’s combined regional future housing need is 33,214 total units during the eight-year planning period. The number of units is distributed among five income categories within each jurisdiction, as shown in Table 4-1.

Table 4-1 Tulare County Regional Housing Needs Determination Allocation

Jurisdiction	Total RHNA Allocation	Very Low-Income Allocation		Low-Income Allocation		Moderate-Income Allocation		Above Moderate-Income Allocation	
	Units	Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA	Units	Percent of Total RHNA
Dinuba	1,588	387	24.4%	238	15.0%	268	16.9%	695	43.8%
Exeter	844	197	23.3%	121	14.3%	146	17.3%	380	45.0%
Farmersville	654	135	20.6%	83	12.7%	121	18.5%	315	48.2%
Lindsay	789	93	11.8%	58	7.4%	178	22.6%	460	58.3%
Porterville	4,064	872	21.5%	537	13.2%	739	18.2%	1,916	47.1%
Tulare	4,749	1,435	30.2%	884	18.6%	677	14.3%	1,753	36.9%
Visalia	10,791	3,741	34.7%	2,306	21.4%	1,321	12.2%	3,423	31.7%
Woodlake	492	75	15.2%	47	9.6%	103	20.9%	267	54.3%
Unincorporated County	9,243	1,563	16.9%	963	10.4%	1,870	20.2%	4,847	52.4%
Total	33,214	8,497	25.6%	5,238	15.8%	5,424	16.3%	14,055	42.3%

Source: TCAG, 2022. Final Regional Housing Needs Plan.

4.3 Meeting the RHNA

Each jurisdiction must identify adequate land with appropriate zoning and development standards to accommodate its required RHNA. Jurisdictions can also use planned and approved projects, estimated accessory dwelling unit (ADU) production, and vacant and underutilized sites to accommodate the RHNA. In addition, jurisdictions may identify sites to be rezoned to accommodate their RHNA. A full analysis of how each jurisdiction will accommodate its RHNA is provided in Appendices A through G.

⁴ The Area Median Income of Tulare County is \$57,394 for a household of four in 2023.

4.4 Development Trends

Establishing regional development trends provides an understanding of the type of housing development that is feasible during the planning period and the realistic unit capacity assumptions for sites to accommodate the RHNA for each jurisdiction. To establish these trends, this analysis reviews the characteristics and density achievement of a sample set of 14 recent and planned multifamily residential developments in the region. These projects were selected because they accurately represent the recent residential development activity that has occurred in the region and provide a basis for understanding the types of residential development that are likely to be developed during the planning period. Sites that align with these development trends were included on the Site Inventories for the individual jurisdictions involved in this Housing Element (described in detail in Appendices A through G). The analysis considers following development characteristics:

- The previous uses of developed parcels
- Parcel sizes
- Parcel locations
- The density achieved by the project

The following sections describe the 14 residential projects that represent regional development trends in the county.

Sierra Village Apartments

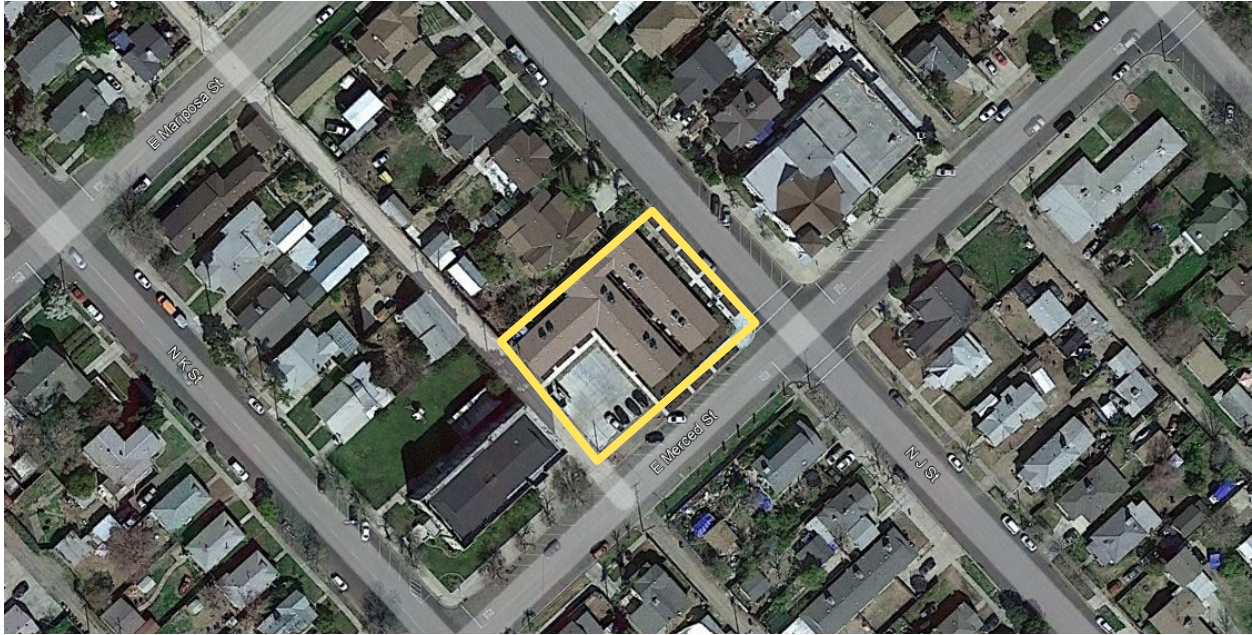


APN	014-080-091	Group	Self-Help Enterprises
Address	1375 N. Crawford Ave., Dinuba, CA	Year Built	2018/2023
Current Use	Multifamily Residential	Previous Use	Vacant
Parcel Size	5.50 ac	FAR	0.42

The Sierra Village Apartments development is located on a previously vacant site in northeast Dinuba and consists of 108 affordable units, including nine units for permanent supportive housing. This development was constructed in two phases: the first phase was completed in 2018 and the second phase was completed in 2023. This project is in a multifamily zone with an allowable density of 14.54 units per acre, resulting in a maximum unit capacity on this site of approximately 80 units. Since the

project was developed with 108 units, this project achieved 135 percent of allowable density. This project was able to achieve a higher percent density due to a density bonus.

Merced Street



APN	017-074-005	Group	-
Address	255 E Merced Street, Dinuba, CA	Year Built	2018
Current Use	Multifamily Residential	Previous Use	Vacant
Parcel Size	0.46 ac	FAR	0.52

This 10-unit market rate apartment complex located on the corner of E. Merced Street and N. J Street in Downtown Dinuba was constructed in 2018. Previously, this lot was occupied by a single-family home that utilized about 30 percent of the site; the rest of the lot was vacant. In 2016, the site was rezoned from single-family to multifamily residential to allow for the development of this project. The allowable density on this site is 14.54 units per acre, resulting in a maximum unit capacity of approximately seven units. Through a density bonus, this project was developed with 10 units; therefore, it achieved 150 percent of allowable density.

Orange Avenue



APN	138-121-07	Group	-
Address	430 N Orange Ave, Exeter, CA	Year Built	2019
Current Use	Multifamily Residential	Previous Use	Vacant
Parcel Size	0.49 ac	FAR	0.29

This development located on Orange Avenue in northwest Exeter consists of two market-rate duplex buildings with a total of four units on site. This site was previously developed with one single-family home. However, the single-family residence was vacated to develop higher density residential use and rezoned from low density to high density in 2016. The project was built in two phases: the duplex on the eastern portion of the site was constructed in 2017 and the second duplex on the western portion of the site was constructed in 2019. This project is in a multifamily zone which allows a maximum density of 14.52 units per acre, resulting in a maximum unit capacity of approximately seven units on the site. The project was developed with four units; therefore, it achieved 56 percent of allowable density.

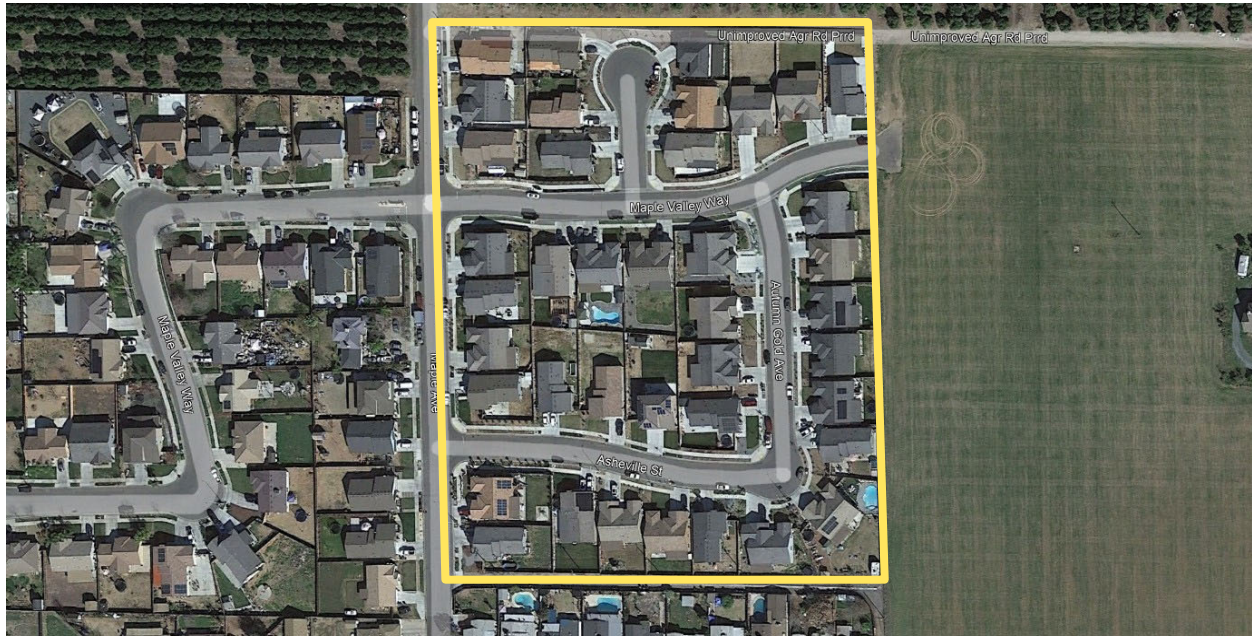
Los Arroyos



APN	129-010-083	Group	Self-Help Enterprises
Address	135 E. Walnut Avenue, Farmersville, CA	Year Built	2023 (completion anticipated November 2023 2024)
Current Use	Multifamily Residential	Previous Use	Vacant
Parcel Size	5.81 ac	FAR	-

Construction began on the Los Arroyos apartment project in eastern Farmersville at the corner of W Walnut Avenue and Farmersville Road in April 2022. This project will develop 108 affordable rental units on a previously vacant parcel zoned for multifamily residential. This project is currently in a general commercial zone which was rezoned to multifamily residential (RM-2.5) as part of this project. The site allows a maximum density of 25.62 units per acre and a unit capacity of approximately 149 units. The project proposes 108 units which will achieve 73 percent of maximum allowable density.

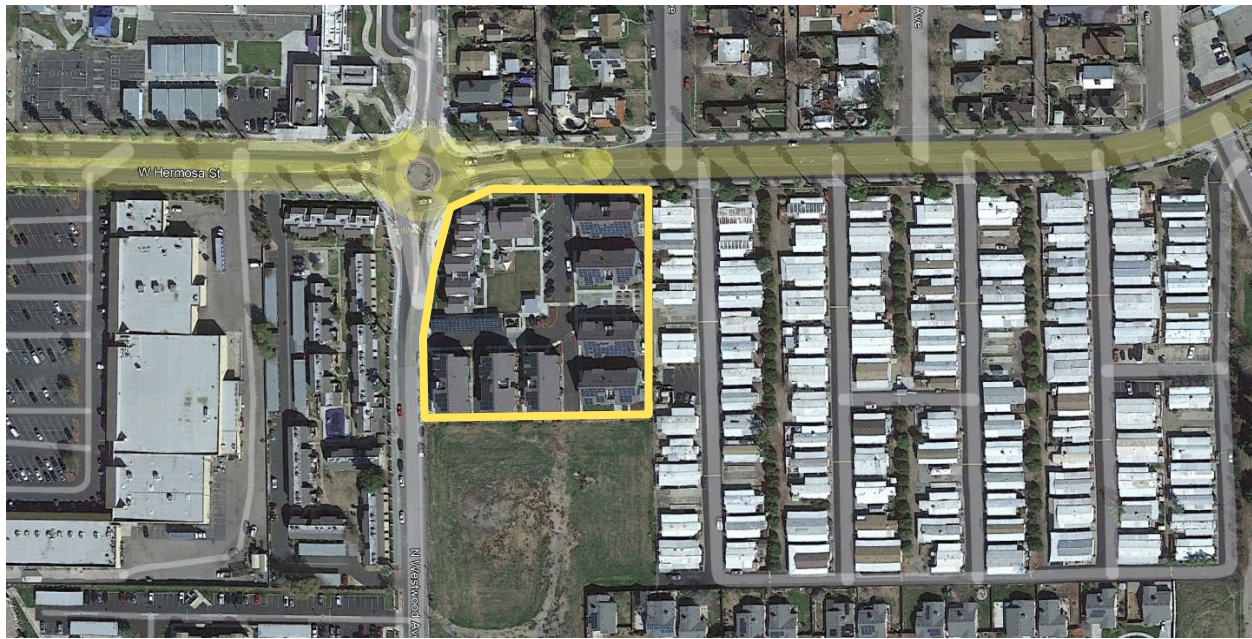
Autumn Hills



APN	199-320-045 thru 199-320-084	Group	-
Address	Maple Avenue and Maple Valley Way, Lindsay	Year Built	2018
Current Use	Single-Family Residential	Previous Use	Vacant
Parcel Size	9.43 ac	FAR	0.25

Autumn Hills is a 40-unit single-family neighborhood constructed in 2018 and located in western Lindsay along Maple Avenue and Maple Valley Way. This project site is zoned for single-family residential uses and allows for a density of 6.22 units per acre. Maximum unit capacity on this site is approximately 59 units. With 40 units constructed, the project achieved 68 percent of allowable density.

Palm Terrace



APN	205-040-005	Group	Self-Help Enterprises
Address	700 W. Hermosa St., Lindsay, CA	Year Built	2018
Current Use	Multifamily Residential	Previous Use	Vacant
Parcel Size	2.67 ac	FAR	0.30

Palm Terrace is a 50-unit affordable rental community in southern Lindsay at the intersection of West Hermosa Street and North Westwood Avenue. Prior to construction, the site was vacant. This project is located in a multifamily zone that allows for a minimum density of 14.52 units per acre. Maximum unit capacity on this site was approximately 39 units. With 50 units constructed, the project achieved 129 percent of allowable density with a density bonus.

Nupchi Xo' Oy



APN	247-210-049, 247-250-077, 247-250-078	Group	Self-Help Enterprises
Address	648 W. Mulberry Ave., Porterville, CA	Year Built	2021
Current Use	Multifamily Residential	Previous Use	Vacant
Parcel Size	4.47 ac	FAR	0.35

Nupchi Xo' Oy is a 40-unit affordable housing complex constructed for the Tule River Tribe and Porterville residents in 2021. The development of this project addresses the existing shortage of available housing, overcrowding, and unsafe housing conditions that Tule River Tribe members have experienced. Located in northeast Porterville north of W. Mulberry Avenue, this project is in a multifamily zone which allows for a maximum density of 15 units per acre. Maximum unit capacity on this site is approximately 67 units. With 40 units constructed, the project achieved 60 percent of maximum allowable density.

Garden Court Villas



APN	259-380-001 thru 259-380-003, 259-380-036, 259-380-037, and 259-380-052 thru 259-380-055	Group	Woodard Homes, Inc.
Address	Varies, Porterville CA	Year Built	2018
Current Use	Single-Family Residential	Previous Use	Vacant
Parcel Size	4.26 ac	FAR	0.34

The Garden Court Villas project is located in southwest Porterville at the eastern end of Roby Avenue. This 40-unit housing development was built in phases, with the completion of the final phase of the project in the east portion of the site in 2018. This project is located in a Planned Development Zone with a General Plan Land Use of Medium Density Residential which allows for a maximum density of 15 units per acre, resulting in a maximum unit capacity of approximately 64 units on the site. With 40 units constructed, the project achieved 63 percent of the maximum allowable density.

Cambria



APN	Varies	Group	Meritage Homes of California Inc.
Address	Varies	Year Built	2020
Current Use	Single-Family Residential	Previous Use	Vacant
Parcel Size	12.75 ac	FAR	0.31

The Cambria development was completed in 2020 and consists of 80 market-rate single-family homes in northwest Porterville, located north of Avenue 160 and Redondo Street on formerly vacant farmland. This project is located in a Planned Development Zone District with a General Plan Land Use of Low-Medium Density Residential, which allows for a maximum density of 11.3 units per acre, resulting in a maximum unit capacity of approximately 144 units on the site. With 80 units constructed, the project achieved 56 percent of the maximum allowable density.

Mission Court Apartments



APN	184-190-017	Group	Pacific West Communities, Inc.
Address	1150 S Morrison Street, Tulare, CA	Year Built	2020
Current Use	Multifamily Residential	Previous Use	Vacant
Parcel Size	5.1 ac	FAR	0.22

Mission Court is a 65-unit affordable apartment complex located in southeast Tulare east of Morrison Street. Developed in 2020, the formerly vacant site is located within a multifamily zone which allows for a maximum density of 21.78 units per acre. Maximum unit capacity on this site is approximately 111 units. With 65 units constructed, the project achieved 59 percent of allowable density.

H Street



APN	175-192-012	Group	-
Address	526 S H Street, Tulare, CA	Year Built	2020
Current Use	Multifamily Residential	Previous Use	Vacant
Parcel Size	0.34 ac	FAR	0.53

The H Street project, located on South H Street in southwest Tulare, includes four market-rate townhomes and one market-rate single-family residence on a formerly vacant site. Prior to development, this lot was designated single-family residential with an under-utilized single-family home located on the property. This project is located within a multifamily zone which allows for a maximum density of 14.52 units per acre. Maximum unit capacity on this site is approximately five units. With five units constructed, the project achieved 101 percent of allowable density.

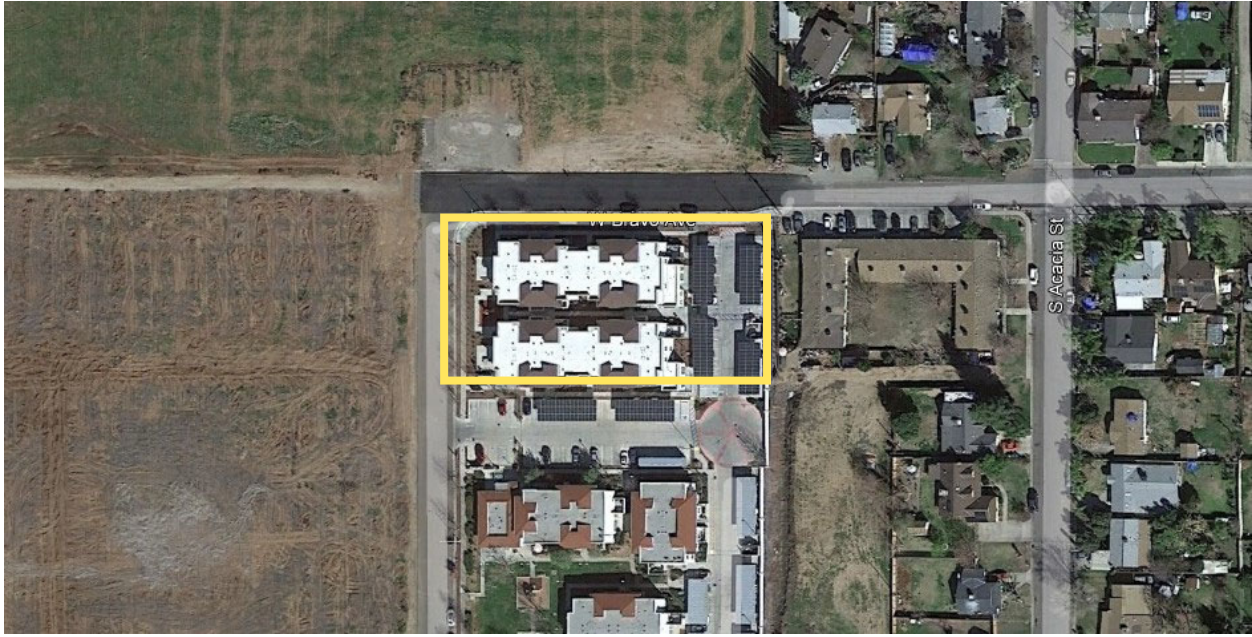
The Riviera



APN	166-230-011	Group	-
Address	2311 N Hillman Ave., Tulare, CA	Year Built	2019
Current Use	Multifamily Residential	Previous Use	Vacant
Parcel Size	9.52 ac	FAR	0.04

The Riviera is a 168-unit market-rate apartment complex located on a previously vacant site east of N. Hillman Street in northeast Tulare. Developed in 2019, the project is located within a multifamily zone which allows for a maximum density of 21.78 units per acre. Maximum unit capacity on this site is approximately 207 units. With 168 units developed, the project achieved 81 percent of allowable density.

Bravo Village Apartments



APN	061-170-077	Group	Corporation for Better Housing
Address	220 Oak St., Woodlake, CA	Year Built	2020
Current Use	Multifamily Residential	Previous Use	Vacant
Parcel Size	1.0 ac	FAR	0.46

Bravo Village Apartments is a 60-unit affordable development of 16 one-bedroom units, 24 two-bedroom units and 20 three-bedroom units located at the intersection of West Bravo Avenue and South Oak Street in south Woodlake. This project is located in a multifamily zone which allows for a maximum density of 29.04 units per acre. Maximum unit capacity on this site is approximately 29 units. With 60 units constructed, the project achieved 207 percent of allowable density. This project was allowed to achieve such a high density limit due to Woodlake's Density Bonus, which allows up to an additional 35 percent of the maximum density of a zoning district.

Hillside Estates



APN	-	Group	Yanez Homes
Address	W. Tule Ave., Woodlake, CA	Year Built	2023/2024
Current Use	Single-Family Residential	Previous Use	Orchard
Parcel Size	28.5 ac	FAR	-

Hillside Estates is a 75-unit single-family market-rate subdivision under construction north of W. Cajon Avenue in north Woodlake. The site was previously an orchard and actively farmed. This project is located in on a site that was annexed into the city as a single-family low-density residential zone which allows a density of 2.2 units per acre, resulting in a maximum unit capacity of approximately 62 units on the site. With 75 units constructed, the project achieved 117 percent of allowable density.

4.4.1 Summary of Development Trends

Development characteristics in the region indicate that most residential projects developed, or will develop, on vacant land or land zoned for agricultural use. Approximately one-third of the development trend projects discussed above include housing affordable to very low- and low-income households. The densities of these projects range from 2.63 to 60.00 dwelling units per acre due to the various zoning requirements per jurisdiction and use of state density bonus. The densities of these projects range from 2.63 to 60.00 dwelling units per acre due to the various zoning requirements per jurisdiction and use of state density bonus. The average density of projects is approximately 16 dwelling units per acre, with 99 percent density achieved. Projects located in low density residential zones averaged 92 percent density achieved, projects located in medium density residential zones averaged 96 percent density achieved, and projects high density residential zones achieved 105 percent of allowable density. Table 4-2 summarizes the data for each development trend project and uses the zoning district density to project the number of units allowed. Four developments utilized density bonuses and other incentives to achieve densities over what is allowed in each respective zone.

Table 4-2 Regional Development Trends

Project Name	Total Units	Acreage	Density	Zoning District	Zoning District Density (du/ac)	Number of Units Allowed	Percent Density Achieved
Sierra Village (affordable)	108	5.50	19.64	Multifamily	14.54	80.00	135%
Merced Street	10	0.46	21.74	Multifamily	14.54	6.69	150%
Orange Avenue	4	0.49	8.16	Multifamily	14.52	7.11	56%
Los Arroyos (affordable)	108	5.81	18.59	Multifamily	25.62	148.85	73%
Autumn Hills	40	9.43	4.24	Single-Family	6.22	58.65	68%
Palm Terrace (affordable)	50	2.67	18.73	Multifamily	14.52	38.77	129%
Nupchi Xo' Oy (affordable)	40	3.34	11.98	Multifamily	15.00	50.10	80%
Garden Court Villas	40	4.26	9.39	Single-Family	15.00	63.90	63%
Cambria	80	12.75	6.27	Single-Family	11.30	144.08	56%
Mission Court Apartments (affordable)	65	5.1	12.75	Multifamily	21.78	111.08	59%
H Steet	5	0.34	14.71	Multifamily	14.52	4.94	101%
The Riviera	168	9.52	17.65	Multifamily	21.78	207.35	81%
Bravo Village Apartments (affordable)	60	1.00	60.00	Multifamily	29.04	29.04	207%
Hillside Estates	75	28.5	2.63	Single-Family	2.18	62.07	121%
Average	61		16.18				99%

4.4.2 Pipeline Projects by Jurisdiction

In addition to residential projects that are under construction or complete, this analysis also examines development trends for projects that are currently in the development pipeline. Residential developments approved and permitted, but not yet built (also called “pipeline projects”) can be credited towards a jurisdiction’s RHNA for the 6th cycle Housing Element provided it can be demonstrated that the units can be built by the end of the planning period (December 2031). These pipeline projects collectively achieve an average of ~~90~~72 percent of the maximum density that is allowed in each zoning district where these projects will be developed. The following section reviews active pipeline projects in the region. These pipeline projects are important to the regional trends analysis because they demonstrate the types of projects currently in development and the continuation of previously mentioned development trends.

City of Dinuba

The City of Dinuba has five residential pipeline projects with a total of 316 units. The projects will achieve an average density of 11.01 dwelling units per acre. Four of the projects will be developed on vacant sites and one will be developed on a site which was previously an orchard. The Sierra Village project includes units affordable to very low- and low-income households, and the Castlerock

Subdivision and Montebella projects will include units affordable to above moderate-income households. The Sequoia Apartment project will include units affordable to moderate- and above moderate-income households. These projects will achieve an average density of 75 percent of the maximum density allowed on the sites. Table 4-3 shows Dinuba’s pipeline projects.

Table 4-3 Dinuba Pipeline Projects

Project Name	Total Units	Acreage	Existing Use	Zoning District	Density (du/ac)	Percent of Maximum Density Achieved	Income Affordability Category
Castlerock Subdivision	71	15.80	Vacant	R-1-6	4.49	62%	Above Moderate
Montebella 2/3	121	28.80	Orchard	R-1-6	4.20	58%	Moderate, Above Moderate
Vineyard Estates	63	10.00	Vacant	R-1-6	6.30	77%	Above moderate
Sequoia Apartments	61	2.10	Vacant	RM-1.5	29.05	102%	Moderate. Above Moderate
Average	79	14.18			11.01	75%	
Definitions of acronyms: (du/ac) dwelling units per acre; (R-1-6) One-Family Residential; (RM-1.5) Multi-Family Residential							

City of Exeter

The City of Exeter has two residential pipeline projects with a total of 80 units. Both projects are located on vacant sites and will achieve an average density of 17.65 units per acre. Ten percent of the units in the Morgan project will be affordable to moderate-income households. All units in the Smee Homes (Yokohl Landing) project will be affordable to above moderate-income households. These projects will achieve an average density of 81 percent of the maximum density allowed on the sites. Table 4-4 shows Exeter’s pipeline projects.

Table 4-4 Exeter Pipeline Projects

Project Name	Total Units	Acreage	Existing Use	Zoning District	Density (du/ac)	Percent of Maximum Density Achieved	Income Affordability Category
Morgan	44	1.38	Vacant	RM-1.5	31.88	110%	Moderate, Above Moderate
Smee Homes (Yokohl Landing)	36	9.85	Agriculture	R-1-6	3.65	51%	Above Moderate
Average	40	5.62			17.65	81%	
Definitions of acronyms: (du/ac) dwelling units per acre; (RM-1.5) Multifamily Residential - 1,500 square feet; (R-1-6) Single Family Residential - 6,000 square feet							

City of Farmersville

The City of Farmersville has five residential pipeline projects with a total of 684 units. The projects will achieve an average density of ~~16.34~~11.14 dwelling units per acre. Four of the projects will be developed on vacant sites and two will be developed on sites which were previously used for agriculture. The Gardenia Courtyards and Los Arroyos projects include units affordable to low-income households, ~~and~~

~~Cameron Creek and Eagle Meadows will include units affordable to moderate-income households.~~ These projects will achieve an average density of ~~161~~80 percent of the maximum density allowed on the sites. Table 4-5 shows Farmersville's pipeline projects.

Table 4-5 Farmersville Pipeline Projects

Project Name	Total Units	Acreage	Existing Use	Zoning District	Density (du/ac)	Percent of Maximum Density Achieved	Income Affordability Category
Cameron Creek	151	36.5	Orchard	R-1 (PD) and RM-2.5	4.14	57%	Moderate
Eagle Meadows	242	49.0	Agriculture	R-1 (PD)	4.94	68%	Moderate
Camino Castaneda	24	10.89	Vacant	RM-4	8.89	83%	Above moderate
Gardenia Courtyards	142	6.50	Vacant	RM-2.5	21.85	86%	Low
Petunia Estates	18	0.46 <u>2.23</u>	Vacant	R-1	39.13 <u>8.07</u>	600 <u>112</u> %	Above moderate
Los Arroyos	107 <u>108</u>	5.81	Vacant	C-G	18.93	72 <u>73</u> %	Low
Average	114	18.19			16.31	161<u>80</u>%	

Definitions of acronyms: (du/ac) dwelling units per acre; (R-1(PD) Single Family Residential (Planned Development); (RM-2.5) Multi Family Residential – one unit per 2,500 square feet of lot area; (RM-4) Multi Family Residential – one unit per 4,000 square feet of lot area; (C-G) General Commercial

City of Lindsay

The City of Lindsay has four residential pipeline projects with a total of 322 units. The projects will achieve an average density of 23.86 dwelling units per acre. All of the projects will be developed on vacant sites. The Mission Estates project includes 31 units affordable to moderate-income households, and all other projects will include units affordable to above moderate-income households. These projects will achieve an average density of 71 percent of the maximum density allowed on the sites. Table 4-6 shows Lindsay's pipeline projects.

Table 4-6 Lindsay Pipeline Projects

Project Name	Total Units	Acreage	Existing Use	Zoning District	Density (du/ac)	Percent of Maximum Density Achieved	Income Affordability Category
O'Hara Ranch Residential	145	35	Vacant	Mixed-use & R-1-7	4.14	67%	Above Moderate
Hidden Oak Residential	50	8.60	Vacant	R-1-7	5.81	94%	Above Moderate
Mission Estates (R-1-7)	85	30	Vacant	R-1-7	2.83	46%	Above Moderate
Mission Estates (RM-3)*	31	2.50	Vacant	RM-3	14.00	97%	Moderate
Fresno Street Apartments	11	1.50	Vacant	RM-3	7.33	52%	Above Moderate
Average	65.20	15.52			6.82	71%	

Definitions of acronyms: (du/ac) dwelling units per acre; (R-1-7) Single Family Residential; (RM-3) Multi-Family Residential

*Mission Estates is one project with two zoning districts and has been separated by zoning district for the purpose of this analysis.

City of Porterville

The City of Porterville has 13 residential pipeline projects with a total of 694 units. Ten of the project sites are currently vacant, and two sites are occupied by orchards. The average density of all projects is 11.28 units per acre. All but one of these projects is affordable to above moderate-income households. These projects achieve an average density of 81 percent of the maximum density allowed on the sites. Table 4-7 shows Porterville's pipeline projects.

Table 4-7 Porterville Pipeline Projects

Project Name	Total Units	Acreage	Existing Use	Zoning District	Density (du/ac)	Percent of Maximum Density Achieved	Income Affordability Category
Brookside Subdivision	229	38.35	Orchard	RS-2	5.97	100%	Above Moderate
Mahal	16	0.89	Vacant	RM-3	17.98	75%	Above Moderate
River View Villas	78	7.90	Vacant	RM-2	9.87	82%	Above Moderate
Villas at Sierra Meadows	80	12.31	Orchard	RS-2	6.50	108%	Above Moderate
Aguilo	19	4.98	Vacant	RM-3	3.82	16%	Above Moderate
Mission Communities	120	4.65	Vacant	RM-3	25.81	108%	Above Moderate
Link Domingo	6	0.52	Vacant	RM-3	11.54	48%	Above Moderate
Westwood Townhomes	8	0.38	Vacant	RM-3	21.05	88%	Above Moderate
Westfield Residential Development	28	2.86	Vacant	RM-2	9.79	82%	Above Moderate
Evergreen Apartments	12	1.03	Vacant	RM-2	11.65	97%	Above Moderate
Bareng Subdivision	6	1.89	Vacant	RS-2	3.17	53%	Above Moderate
Terraza	46	3.07	Vacant	PD	14.98	125%	Above Moderate
Crestview Park	46	10.08	Vacant	RS-2	4.56	76%	Above Moderate
Average	53	6.58			11.28	81%	
Definitions of acronyms: (du/ac) dwelling units per acre; (RS-2) Low Density Residential; (RM-2) Medium Density Residential; (RM-3) High Density Residential; (PD) Planned Development							

City of Tulare

The City of Tulare has one residential pipeline project with a total of 84 units. This project is located on a vacant site and will achieve a density of 21.82 units per acre. All units are affordable only to above moderate-income households. These projects will achieve an average density of 75 percent of the maximum density allowed on the site. Table 4-8 shows Tulare's pipeline project.

Table 4-8 Tulare Pipeline Projects

Project Name	Total Units	Acreage	Existing Use	Zoning District	Density (du/ac)	Percent of Maximum Density Achieved	Income Affordability Category
East Bardsley Apartments	84	3.85	Vacant	RM4	21.82	75%	Above Moderate
Average	84	3.85			21.82	75%	
Definitions of acronyms: (du/ac) dwelling units per acre; (RM4) Multiple Family – 1,500 SF/unit							

City of Woodlake

The City of Woodlake has 10 residential pipeline projects with a total of 626 units. All projects are located on vacant sites or orchards and will achieve an average density of 7.80 units per acre. All units are affordable to all income category households. These projects will achieve an average density of 45 percent of the maximum density allowed on the sites. Table 4-9 shows Woodlake's pipeline projects.

Table 4-9 Woodlake Pipeline Projects

Project Name	Total Units	Acreage	Existing Use	Zoning District	Density (du/ac)	Percent of Maximum Density Achieved	Income Affordability Category
Hillside Estates	37	28.50	Vacant	R-L	2.63	26%	Above Moderate
Kaweah View	25	8.46	Vacant	R-L	2.96	30%	Low
Mulberry Estates	60	13.90	Orchard	R-M	4.32	29%	Low
Greenwood Phase II	77	15.00	Vacant	R-M	5.13	34%	Very Low and Low
Lakeview and Pomegranate	9	1.40	Vacant	R-L	6.43	64%	Low
Antelope Creek Estates	140	36.00	Orchard	R-M	3.89	26%	Very Low, Low, and Moderate
Rodeo Estates I	184	42.00	Vacant	R-M	4.38	29%	Very Low, Low, and Moderate
Rodeo Estates II	52	36.00	Vacant	R-L	1.44	14%	Above Moderate
Little Bravo Village	32	1.12	Vacant	R-H	28.57	119%	Low
Cuevas - S. Pepper St.	10	0.48	Vacant	R-H	20.83	87%	Very Low
Average	63	14.80			7.80	45%	

Definitions of acronyms: (du/ac) dwelling units per acre; (C-N) Neighborhood Commercial

4.5 Site Selection Criteria

In accordance with state law, land suitable for residential development must be appropriate and available for residential use within the planning period. Sites used in the inventory can be a parcel or group of parcels that meet the following criteria:

- Vacant sites zoned for residential use
- Vacant sites zoned for nonresidential use that allow residential development
- Residentially zoned sites that are capable of being developed at a higher density (nonvacant sites, including underutilized sites)
- Sites owned or leased by a local government
- Nonresidential zoned sites that can be rezoned residential use, including a program to rezone the site to permit residential use

Residential development has occurred primarily on vacant sites and sites used for agriculture. As a result, only sites with vacant or agricultural uses were identified as adequate sites to meet RHNA.

Other characteristics to consider when evaluating the appropriateness of sites include physical features (e.g., susceptibility to flooding, slope instability, or erosion) and location (proximity to transit, job centers, and public or community services, especially for housing appropriate for lower-income

households). Public input on potential housing locations in each jurisdiction from the outreach conducted for the Housing Element was also incorporated into the site selection process (a description of the outreach is included in Chapter 1, *Introduction and ~~Community Engagement~~Public Participation*).

4.5.1 Density and Parcel Size

State law requires that jurisdictions demonstrate in the Housing Element that the land inventory is adequate to accommodate that jurisdiction's share of the regional growth. State law has established "default" density standards for the purpose of estimating potential units by income range. According to the California Department of Housing and Community Development (HCD), a density standard of 20 or more units per acre (primarily for higher-density multifamily developments) would facilitate the development of housing in the low- and very low-income category for jurisdictions in Tulare County (excluding the City of Visalia).

In addition to default density standards, HCD established that parcels intended to support the development of units appropriate for lower-income households should be between 0.5 and 10 acres. Parcels smaller than 0.5 acres, even when zoned for high densities, may not facilitate the scale of development required to access the competitive funding resources that facilitate affordable housing projects. Conversely, affordable housing developers may be unable to finance the scale of project necessitated by parcels greater than 10 acres. Therefore, parcels between 0.5 and 10 acres are prioritized appropriate for lower-income housing ~~were selected within the 0.5 to 10-acre size requirement~~. Some cCities include large parcels (10 acres or more) in their Site Inventories that are assumed to accommodate lower-income units. For these sites, the Cities assume a capacity of lower-income units that is consistent with, or more conservative than, the actual yield of recent developments on similar-sized sites in Tulare County and the broader San Joaquin Valley region. A list of recent developments on large sites in the San Joaquin Valley is shown in Table 4-10. Large sites in Merced County have generally been developed with market-rate units, but there have been deed-restricted projects developed on large sites in Tulare County and Fresno County.

Table 4-10 Recent Developments on Large Sites in San Joaquin Valley

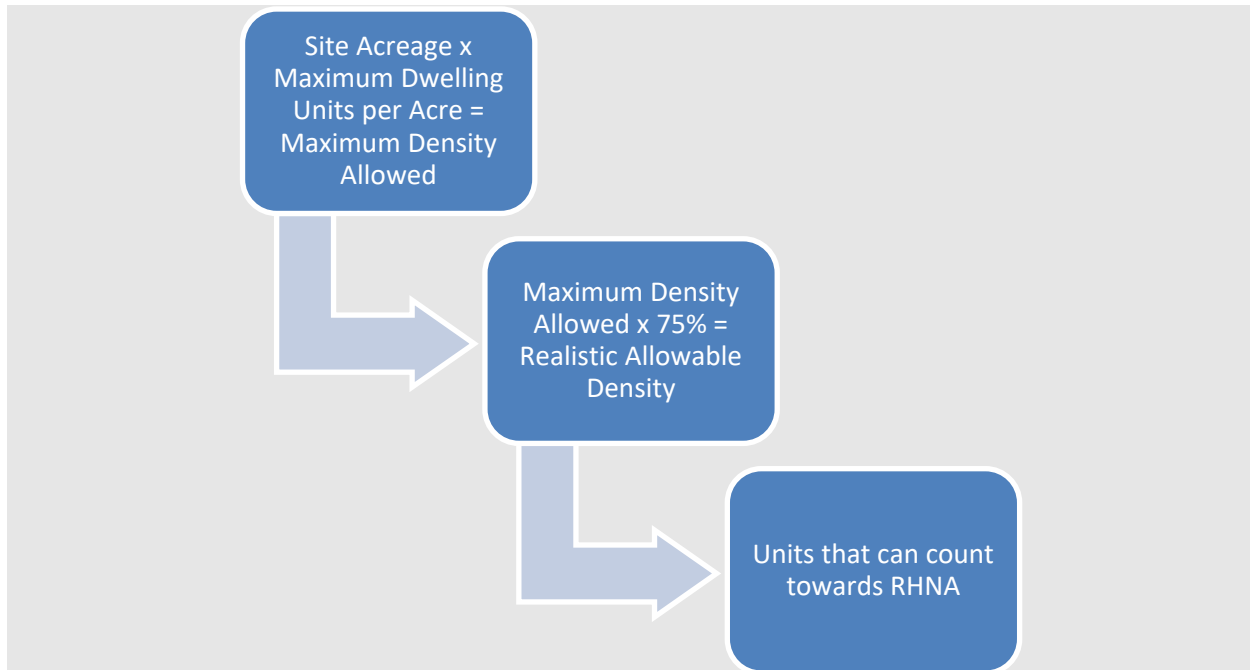
<u>Project</u>	<u>Acres</u>	<u>Deed-Restricted Units</u>	<u>Market Rate Units</u>	<u>Total Units</u>
<u>Merced County</u>				
<u>Bell Crossing</u>	<u>40.43</u>	<u>0</u>	<u>188</u>	<u>188</u>
<u>Nebela Drive</u>	<u>28.34</u>	<u>0</u>	<u>127</u>	<u>127</u>
<u>Sandstone Way</u>	<u>30.85</u>	<u>0</u>	<u>122</u>	<u>122</u>
<u>Manzanita</u>	<u>51.33</u>	<u>0</u>	<u>213</u>	<u>213</u>
<u>Sundance Village</u>	<u>21.63</u>	<u>0</u>	<u>97</u>	<u>97</u>
<u>The Villas</u>	<u>58.95</u>	<u>0</u>	<u>231</u>	<u>231</u>
<u>Westbrook</u>	<u>37.81</u>	<u>0</u>	<u>162</u>	<u>162</u>
<u>Stoneridge South</u>	<u>29.75</u>	<u>0</u>	<u>160</u>	<u>160</u>
<u>Average</u>	<u>37.39</u>	<u>0</u>	<u>163</u>	<u>163</u>
<u>Tulare County</u>				
<u>The Ben Maddox-K</u>	<u>10.8</u>	<u>292</u>	<u>3</u>	<u>295</u>
<u>Lovers-Caldwell</u>	<u>11.4</u>	<u>342</u>	<u>4</u>	<u>346</u>
<u>Cambria</u>	<u>12.8</u>	<u>0</u>	<u>144</u>	<u>144</u>
<u>Hillside Estates</u>	<u>28.5</u>	<u>0</u>	<u>75</u>	<u>75</u>

<u>Project</u>	<u>Acres</u>	<u>Deed-Restricted Units</u>	<u>Market Rate Units</u>	<u>Total Units</u>
<u>Average</u>	<u>15.88</u>	<u>159</u>	<u>57</u>	<u>215</u>
<u>Fresno County</u>				
<u>Fancher Creek Town Center</u>	<u>91.0</u>	<u>420</u>	<u>240</u>	<u>660</u>
<u>The Vineyards</u>	<u>38.9</u>	<u>158</u>	<u>0</u>	<u>158</u>
<u>West Creek Village</u>	<u>120.0</u>	<u>120</u>	<u>135</u>	<u>255</u>
<u>Parc Grove Commons</u>	<u>24.0</u>	<u>213</u>	<u>2</u>	<u>215</u>
<u>Campus Pointe</u>	<u>27.5</u>	<u>0</u>	<u>550</u>	<u>550</u>
<u>Avalon Commons</u>	<u>17.8</u>	<u>104</u>	<u>1</u>	<u>105</u>
<u>Average</u>	<u>53.20</u>	<u>169</u>	<u>155</u>	<u>324</u>
<u>Regional Average</u>	<u>35.49</u>	<u>109</u>	<u>125</u>	<u>234</u>

4.6 Realistic Development Capacity

The Housing Element employs a comprehensive and iterative methodology to estimate dwelling unit capacity on a given parcel. As required by state law, the methodology must include sites that have a high potential to be developed with housing in the cycle and reflect a reasonable estimate of the dwelling unit capacity that is informed by past trends and substantial evidence. Therefore, it is assumed that realistic development capacity of the selected sites is less than the full development capacity allowed by the parcel's zoning or land use designation. The pipeline projects will have an average density achievement of 83-72 percent of the allowable density on the sites, and recent projects demonstrated an overall average density achievement of 98-99 percent. For the Site Inventories in this Housing Element, it is assumed that development would occur at 75 percent of the maximum allowable density. This assumption is more conservative than the development trend to allow for unforeseen circumstances, such as market forces or other factors that may impact development.

The number of units is calculated using the following methodology. Site acreage is multiplied by allowable dwelling units per acre, which is reduced to 75 percent. Per HCD guidelines, any existing residential units on the sites are subtracted from that total. None of the sites in the Site Inventories have existing residential units.



4.7 Affirmatively Furthering Fair Housing

The California legislature adopted AB 686 (2018, Santiago) in 2018 to expand upon the fair housing requirements and protections outlined in the Fair Employment and Housing Act. The law requires all jurisdictions to facilitate deliberate action to explicitly address, combat, and relieve disparities resulting from past patterns of segregation to foster more inclusive communities (called “affirmatively furthering fair housing” or AFFH). The Sites Inventories prepared for each city included in this housing element were analyzed to determine whether the sites selection would exacerbate conditions of segregation or whether they would promote integration. As recommended by HCD, the analysis reviewed the sites based on income category against geospatial distribution patterns of racial and ethnic segregation, household income levels, percentages of residents with disabilities, environmental health indicators, economic and educational opportunities, and other factors.

As described in the AFFH analyses in Appendices A through G, Site Inventories for each city will not exacerbate regional conditions of economic or racial/ethnic segregation, nor displace existing populations. Conversely, the Site Inventories would accommodate opportunities for distribution of households of low-, moderate-, and above moderate-income levels across the region. Each city will also implement housing programs to increase housing opportunities and promote housing and neighborhood equity, as outlined in the Housing Plans in Appendices A through G.

4.8 Supporting Information

4.8.1 Summary of Interviews with Development Community

On March 21, 2023, a stakeholder meeting was held with members of the market-rate development community in Tulare County. Developers noted that while single-family housing is generally the easiest type of housing to develop due to financing availability and market demand, recent redevelopment projects in the region show promise for the ability for developers to create mixed-use and multifamily

projects in downtown areas. For example, in the City of Kingsburg in neighboring Fresno County, a former hotel in the city's downtown area will be redeveloped into a mixed-use project with ground-floor commercial and up to 10 apartments on the second and third floors. The project is currently under construction. The developers noted that while new standards for older buildings can increase project costs, some of the cost may be offset by the ability to use existing infrastructure. Developers also noted that residential development near highways can increase project costs due to the need to install public safety infrastructure such as pedestrian bridges and elevators. More information on the stakeholder meetings is provided in Chapter 1, *Introduction and Community EngagementPublic Participation*.

4.9 Financial Resources for Affordable Housing

This section describes existing and potential resources for the development of affordable housing in the region. Each city administers grant funds received from state and federal sources. On a regional scale, these resources can support housing opportunities.

Permanent Local Housing Allocation (PLHA)

PLHA, administered by HCD, provides funding to local governments in California for housing-related projects and programs that assist in addressing the unmet housing needs of their local communities. In August 2022, a Notice of Funding Availability (NOFA) allocated \$969,060 to Tulare County. The five-year estimated PLHA allocation for Tulare County was \$3,501,506.⁵

Home Investment Partnership Program (HOME)

The HOME program provides federal funds for the development and rehabilitation of affordable rental and ownership housing for households with incomes not exceeding 80 percent of area median income. The program gives local governments the flexibility to fund a wide range of affordable housing activities through housing partnerships with private industry and non-profit organizations. HOME funds can be used for activities that promote affordable rental housing and homeownership by low-income households, including:

- Building acquisition
- New construction and reconstruction
- Moderate or substantial rehabilitation
- Homebuyer assistance
- Rental assistance
- Security deposit assistance

HOME funds have been utilized to provide tenant-based rental assistance to assist those who are homeless or precariously housed, to provide rent subsidies, as well as to construct or acquire and rehabilitate housing units for rental by individuals with disabilities.

Community Development Block Grant (CDBG)

The CDBG Program is administered by HUD. Through this program, the federal government provides funding to jurisdictions to undertake community development and housing projects.

⁵ <https://www.hcd.ca.gov/sites/default/files/2022-08/2022-PLHA-Formula-Component-NOFA.pdf>

Projects proposed by the jurisdictions must meet the objectives and eligibility criteria of CDBG legislation. The primary CDBG objective is the development of viable urban communities, including decent housing, a suitable living environment, and expanded economic opportunity, principally for persons of low-and moderate-income. Each activity must meet one of the three following national objectives:

- Benefits low-and moderate-income families;
- Aids in the prevention of elimination of slums or blight; or
- Meets other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community.

State Regional Early Action Planning (REAP)

The REAP program is funded by HCD and administered by TCAG. HCD provides funding for programs which accelerate infill and affordable development; support residents through realizing multimodal communities; shift travel behavior through reducing driving; and increase transit ridership, walking, and biking as primary modes of transportation.

State Local Early Action Planning (LEAP)

The LEAP program is administered by HCD. HCD provides funding for programs that accelerate the development of housing and facilitate compliance to implement the 6th Cycle RHNA.

4.10 Administrative Resources

This section describes administrative resources available to the region. These organizations help jurisdictions achieve the goals and objectives laid out in this Housing Element.

4.10.1 San Joaquin Valley Regional Planning Agencies Policy Council

TCAG is one of the agencies of the San Joaquin Valley Regional Planning Agencies Policy Council. The Policy Council provides a platform for the Valley to connect on regional issues that impact each agency such as transportation, air quality, and advocacy efforts. The Council works to identify successful action items implemented by regional planning agencies that can result in opportunities for the San Joaquin Valley.

4.10.2 Non-Profit Organizations

Non-profit housing developers and service providers are a critical resource for accomplishing the goals and objectives of this Housing Element. Non-profit organizations that have developed affording housing in the county include the following:

- Housing Authority of Tulare County
- Self-Help Enterprises
- Habitat for Humanity of Tulare/Kings County
- Lighthouse Rescue Mission
- Tulare Bethel Housing Inc.

5 Regional Affirmatively Furthering Fair Housing Analysis

5.1 Introduction and Overview

In 2018, the California State Legislature passed Assembly Bill (AB) 686 to expand upon the fair housing requirements and protections outlined in the federal Fair Employment and Housing Act. The law requires all state and local public agencies to facilitate deliberate action to explicitly address, combat, and relieve disparities resulting from past patterns of segregation to foster more inclusive communities. AB 686 created new requirements that apply to all housing elements due for revision on or after January 1, 2021.

AB 686 defined “affirmatively further fair housing” (AFFH) to mean “taking meaningful actions, in addition to combat discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity.” AB 686 added to the Housing Element requirements an assessment of fair housing which includes the following components:

- A summary of fair housing issues and assessment of a jurisdiction’s fair housing enforcement and outreach capacity
- An analysis of segregation patterns and disparities in access to opportunities
- An assessment of contributing factors
- An identification of fair housing goals and actions¹

5.1.1 Methodology

This AFFH analysis has been prepared consistent with the California Department of Housing and Community Development (HCD)’s *Affirmatively Furthering Fair Housing Guidance for All Public Entities and for Housing Elements* which provides guidance on the preparation of housing elements and ensures statutory requirements are satisfied pursuant to Government Code Section 65583(c)(10). HCD’s AFFH Guidance instructs that AFFH analyses to examine local patterns and trends and compare them to the region to provide a broader context for local fair housing issues. Recognizing differences between local areas and the broader region, especially when identifying spatial patterns, is important to identify and prioritize contributing factors to fair housing issues that affect the locality.

This AFFH analysis is part of the Tulare County Regional Housing Element, a collaborative effort between Tulare County Association of Governments (TCAG) and the cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, and Woodlake. As such, this analysis identifies patterns and trends at the regional scale to be used for comparison for the local scale analyses, located in each jurisdiction’s appendix of this document. The regional analysis mostly focuses on countywide data, but it also includes information on the broader “tri-county” area of Tulare County/Fresno County/Kings County to provide additional context for comparison of fair housing issues.

¹ Housing and Community Development (HCD). 2021. <https://www.hcd.ca.gov/community-development/affh/index.shtml>

The regional and local AFFH analyses evaluates the following fair housing issues:

- Fair Housing Enforcement and Outreach Capacity
- Integration and Segregation Patterns and Trends
- Racially and Ethnically Concentrated Areas of Poverty
- Disparities in Access to Opportunity
- Disproportionate Housing Needs

Each local AFFH analysis also includes the following that is not discussed in this section:

- Local Area Knowledge and Stakeholder and Community Input
- Other Relevant Factors, such as a history of preferential investment for certain neighborhoods or types of housing
- Analysis of the Housing Sites Inventory using AFFH indicators

The local AFFH analyses also identify and prioritize contributing factors to fair housing issues. Fair housing issues are conditions that restrict fair housing choice or access to opportunity in a geographic context, e.g., restricting housing opportunities to specific neighborhoods based on household income level and other socioeconomic characteristics. Fair housing choice means realistic housing opportunities exist and can be accessed without discrimination towards protected characteristics such as race, ethnicity, religion, sex, disability, and so forth, and residents are informed with adequate information regarding options. Each local AFFH analysis addresses impediments through AFFH-specific goals and actions based on the contributing factors for each identified fair housing issue.

Regional Population Distribution

Western and eastern Tulare County differ greatly in population density, topography, and environment. The county is generally divided between east and west by the foothills of the Sierra Nevada Mountains, which consists of areas above the 600-foot elevation line.² Western Tulare County contains the valley floor of the county and is relatively flat in elevation. This part of the county includes both urban and rural areas and includes all the incorporated cities in the county. Outside of urban areas, western Tulare County largely consists of agricultural land. Eastern Tulare County is rural and consists of the foothill and mountain areas of the county. There are no incorporated cities in eastern Tulare County. Most of eastern Tulare County is characterized by mountainous terrain within the Sierra Nevada Mountains. These areas include parts of Sequoia National Park, Kings Canyon National Park, Inyo National Forest, Sequoia National Forest, and other wilderness and forested areas.

Population density is highest in and surrounding the incorporated cities, especially the cities of Dinuba, Porterville, Tulare, and Visalia, where the population density reaches between 5,000 and 10,000 people per square mile. Outside of urban communities, areas are sparsely populated. The population density is less than 50 persons per square mile throughout rural areas of the county and the entirety of eastern Tulare County.

The unequal distribution of the county's population may skew housing patterns and trends identified throughout this analysis. Eastern Tulare County consists of two large census tracts, while western Tulare

² Tulare County. 2012. 2030 General Plan.

<http://generalplan.co.tulare.ca.us/documents/GP/001Adopted%20Tulare%20County%20General%20Plan%20Materials/000General%20Plan%202030%20Part%20I%20and%20Part%20II/GENERAL%20PLAN%202012.pdf>

County includes many census tracts of various sizes. This discrepancy was considered when identifying patterns and interpreting spatial data throughout the analysis.

5.2 Data Sources

The California Government Code Section 65583 (10)(A)(ii) requires cities and counties to analyze areas of segregation, racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs, including displacement risk.

Data from a variety of sources were utilized to conduct this analysis, detailed below:

5.2.1 HCD AFFH Data Viewer

The AFFH Data Viewer and updated AFFH Data Viewer Version 2.0 are tools developed by HCD that features census block group and tract level data from an expansive collection of sources including United States (U.S.) Census American Community Survey (ACS), U.S. Department of Housing and Urban Development (HUD), California Tax Credit Allocation Committee (TCAC), Urban Displacement Project (UDP), and Comprehensive Housing Affordability Strategy (CHAS)³. The Data Viewer tools serve as resources for local and regional governments and provides the ability to explore spatial data patterns concerning fair housing enforcement, segregation and integration, racially and ethnically concentrated areas of poverty, and disparities in access to opportunities and housing. The Data Viewer tools are intended to assist in the creation of policies that alleviate disparities, combat discrimination, and increase access to safe and affordable homes.

5.2.2 Urban Displacement Project

The UDP was developed to track neighborhood change and identify areas that are vulnerable to gentrification and displacement in California⁴. The UDP measures indicators of gentrification and displacement at the census tract level based on data from the 2015-2019 ACS. UDP indicators examine census tracts to identify areas that qualify as disadvantaged neighborhoods. Additionally, census tracts identified as disadvantaged neighborhoods by UDP's criteria are further analyzed to explore changes in the percentage of college educated residents, non-Hispanic/Latino white population, median household income, and median gross rents over time to determine levels of gentrification and displacement risk.

5.2.3 CalEnviroScreen

The California Office of Environmental Health Hazard Assessment developed a screening methodology to identify communities disproportionately burdened by multiple sources of pollution⁵. This tool, called the California Communities Environmental Health Screening Tool (CalEnviroScreen), utilizes existing environmental, health, and socioeconomic data to rank census tracts based on 20 distinct indicators. In general, if a community has a high score for that indicator, it is more likely to have greater degree of pollution burden and a higher rate of residents vulnerable to the effects of that pollution exposure as compared to census tracts statewide. Designated disadvantaged communities are those with CalEnviroScreen percentile scores of 75 or higher, meaning that they scored within the highest 25 percent of census tracts for pollution and other social and economic burden indicators across California.

³ HCD AFFH Data Viewer. <https://www.arcgis.com/apps/webappviewer/index.html?id=4d43b384957d4366b09aeae3c5a1f60>

⁴ Urban Displacement Project. <https://www.urbandisplacement.org/>

⁵ CalEnviroScreen 4.0. <https://oehha.ca.gov/calenviroscreen>

5.2.4 TCAC/HCD Opportunity Maps

To assist fair housing analysis, HCD and TCAC created the California Fair Housing Task Force to provide research, evidence-based policy recommendations, and other strategic recommendations to HCD and related state agencies/departments to further the fair housing goals.⁶⁷ The California Fair Housing Task Force created Opportunity Maps to identify resource levels across the state. Opportunity mapping is a way to measure and visualize place-based characteristics linked to critical life outcomes, such as educational attainment, earnings from employment, and economic mobility.² Opportunity Maps reflect scores in three different domains made up from a set of indicators shown in Table 5-1, as well as a composite score combining all three domains.

Table 5-1 Domains and List of Indicators for Opportunity Maps

Domain	Indicator
Economic	Poverty, Adult Education, employment, Job proximity, median home value
Environmental	CalEnviroScreen 3.0 pollution indicators and values
Education	Math proficiency, reading proficiency, high school graduation rates, student poverty rates

Source: California Fair Housing Task Force, Methodology for the 2020 TCAC/HCD Opportunity Maps, December 2020

5.2.5 HUD Comprehensive Housing Affordability Strategy (CHAS) Data

Each year, HUD receives custom tabulations of ACS data from the U.S. Census Bureau. These data, known as the "CHAS" data (Comprehensive Housing Affordability Strategy), demonstrate the extent of housing problems and housing needs, particularly for low-income households.⁸ CHAS data is estimated by the number of households that have certain housing problems and have income low enough to qualify for HUD's programs (primarily 30, 50, and 80 percent of median income). It is also important to consider the prevalence of housing problems among different types of households, such as seniors, persons with disabilities, racial and ethnic minorities, and different household types.

5.2.6 U.S. Census American Community Survey (ACS)

The ACS, conducted by the U.S. Census Bureau, is an ongoing survey that collects information on demographic, social, economic, and housing characteristics of the U.S. population.⁹ ACS uses independent monthly samples, each with a sample size of 250,000 addresses (consisting of housing units and group quarters), surveyed via internet, mail, telephone, and personal visit. ACS data uses one-year and five-year estimates. The one-year data is collected over a period of 12 months and is useful for showing year-to-year fluctuations in data for geographic areas with at least 65,000 people. The five-year estimates represent data collected over a period of 60 months (5 years) and are considered statistically more reliable than the one-year estimates, particularly for less populated areas and small population subgroups.

⁶ TCAC Opportunity Maps. <https://oehha.ca.gov/calenviroscreen>

⁷ Office of The State Treasurer (STO). 2021. <https://www.treasurer.ca.gov/ctcac/opportunity/2020-tcac-hcd-methodology.pdf>

⁸ HUD Comprehensive Housing Affordability Strategy. <https://www.huduser.gov/portal/datasets/cp.html>

⁹ U.S. Census American Community Survey. <https://www.census.gov/programs-surveys/acs>

5.2.7 AllTransit

AllTransit is an online database that examines factors related to transit access and produces a performance score that reveals the social and economic impact of transit, such as connectivity and access to jobs.¹⁰

5.3 Fair Housing Resources

5.3.1 Enforcement and Outreach Capacity

Fair housing enforcement and outreach capacity is the ability of a local jurisdiction and fair housing agencies to provide fair housing and tenants’ rights information to community members. Enforcement and outreach capacity also includes the ability to address compliance with fair housing laws, such as investigating complaints, resolving issues, and conducting fair housing testing.

There are multiple organizations throughout Tulare County that provide fair housing services to the region. Table 5-2 lists organizations that are HUD-certified fair housing providers in Tulare County.

Table 5-2 HUD Certified Fair Housing Providers Active in the Tulare County

Organization	URL	Phone Number
Community Services Employment Training (CSET)	https://www.cset.org/	(559) 732-4194 (855) 275-3246
Fair Housing Council of Central California (FHCCC)	https://fhc-cc.org/index.html	(559) 244-2950 (415) 928-5910
Self-Help Enterprises (SHE)	https://www.selfhelpenterprises.org/	(559) 651-1000
Source: Consumer Financial Protection Bureau. 2023. https://www.consumerfinance.gov/find-a-housing-counselor/?zipcode=93257#hud_search_container		

Community Services Employment Training (CSET), a non-profit organization, is a fair housing service provider that offers housing services to all residents in Tulare County. CSET distributes fair housing information and hosts educational workshops on fair housing throughout the county. In addition, CSET offers supportive housing services, such as foreclosure counseling, first time home buyer education, and water utility bill assistance.

5.4 Ability to Address Complaints

Initiated by the Department of Justice’s Civil Rights Division in 1991, fair housing testing is a technique used to uncover evidence of discrimination in rental housing. Fair housing testing involves one or more individuals who pose as prospective renters for the purpose of determining whether a landlord is complying with local, state, and federal fair housing laws. Enforcement actions may be taken when investigations yield evidence of a pattern or practice of illegal housing discrimination. Testing may be initiated following the filing of a specific housing discrimination complaint or, as is the case when testing for discrimination against a specific class, as part of an overall effort to determine whether the discrimination is happening in a consistent systemic pattern in a city or region. In Tulare County, fair housing testing is used to identify unlawful housing discrimination practices based on the real or perceived race, ethnicity, color, religion, gender identity or expression, national origin, disability, familial status, marital status, age, ancestry, sexual orientation, and source of income of prospective renters.

¹⁰ AllTransit. <https://alltransit.cnt.org/>

The Department of Fair Employment and Housing (DFEH) maintains a record of housing discrimination complaints filed in local jurisdictions. Between January 2006 and June 2020, a total of 92 cases were filed with the DFEH in Tulare County (Table 5-3). Disability-related discrimination comprised the largest proportion of cases (61 percent of cases), followed by race (29 percent of cases). Most of the race-based cases were filed by Black/African American residents (78 percent of race-based cases). Appendices A through G, in *Affirmatively Fair Housing Analysis*, detail how each jurisdiction addresses fair housing complaints.

Table 5-3 Tulare County Fair Housing Complaints (2006-2020)

Basis	Number
Disability	56
Race/Color	27
Familial Status	9
Sex	5
National Origin	3
Religion	2
Total	92

Source: Data.gov, Office of Fair Housing and Equal Opportunity Filed Cases, 2020

5.5 Segregation and Integration Patterns and Trends

To inform priorities, policies, and actions, the housing element must include an analysis of integration and segregation, including patterns and trends. Integration generally means a condition in which there is not a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a particular type of disability in a specific geographic area. Segregation generally means the opposite condition, in which there is a high concentration of the characteristics described above in a specific geographic area. To identify socio-economic and demographic spatial trends across these jurisdictions, this analysis utilizes HCD's AFFH Data Viewer, which provides an expansive collection of data from sources including the ACS, HCD, HUD, UDP, the Center for Disease Control and Prevention, and other regional and federal agencies.

In its AFFH guidance document published in April 2021, HCD describes the importance of segregation and integration analysis in relation to fair housing:

Residential segregation and exclusion, whether by race, ethnicity, disability, or income, is a result of numerous housing policies, practices, and procedures—both public and private—that have had enduring and pervasive negative impacts. Overt and covert housing discrimination through land use policy, shifting housing markets, and patterns of investment and disinvestment, have restricted meaningful fair housing choice and equitable access to opportunity, particularly for communities of color. Historic patterns of segregation persist in California despite the long-standing federal mandate, established by the Fair Housing Act of 1968 (FHA), that federal agencies and federal grantees affirmatively further the purposes of the FHA. Past and present discriminatory policies and practices, including long-term disinvestment, have resulted in neighborhoods with concentrated poverty and poor housing stock, limited access to opportunity, unsafe environmental conditions, underfunded schools, dilapidated infrastructure, and other disproportionately experienced problems. In addition, governmental policies have subsidized the development of segregated, high-resourced suburbs in metropolitan areas by constructing new highway systems—often through

lower-income communities of color— to ensure access to job opportunities in urban centers. This physical and policy infrastructure supports patterns of discrimination and high levels of segregation that continue to persist in California and across the country. All of these conditions persist despite the over 50-year-old obligation to prohibit discrimination and affirmatively further fair housing.¹¹

5.5.1 Race and Ethnicity

The ethnic and racial composition of a region relates to fair housing concerns such as household size, locational preferences, and economic opportunity. Historic exclusionary governmental policies, biased mortgage lending practices, and other tactics have caused racial and ethnic segregation and spatial inequities.

Approximately 73 percent of the population in Tulare County is non-white, greater than the percent of non-white residents in the tri-county area (58 percent). The western, urbanized area of Tulare County is the most diverse area of the county, containing populations with at least 40 percent non-white residents (Figure 5-1). This area contains the incorporated cities: Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake. Comparatively, the eastern area of the county, which is relatively less urbanized and less densely populated and consists of or is located near the Sequoia National Park and Sequoia National Forest, is less diverse and contains a higher percentage of white residents.

Hispanic/Latino residents comprise the largest racial/ethnic group in the county, equaling approximately two-thirds (66 percent) of the total population in 2020.¹² In the last decade, the percentage of non-white residents in Tulare County increased. The white population of the county comprised approximately one-third of the population in 2010 but decreased to approximately one-quarter in 2020.

The HCD AFFH Data Viewer identifies the predominant racial/ethnic composition for each census tract. Figure 5-2 shows which race or ethnicity is predominant and degree of predominance. Most of the western portion of the county is predominantly Hispanic/Latino, except for eastern parts of Visalia and northern parts of the cities of Tulare and Exeter which are predominantly white.

5.5.2 Persons with Disabilities

For persons with disabilities, fair housing choice and access to opportunity include access to accessible housing. It also includes housing in the most integrated setting appropriate to an individual's needs as required under federal civil rights law, including equitably provided disability-related services that an individual needs to live in such housing. For example, persons with disabilities who are unable to use stairs or need a zero-step shower may not have fair housing choice if there are insufficient housing units in their area with these accessibility features.¹³

High spatial segregation of persons with disabilities may indicate fair housing issues related to both physical needs and economic disparities. According to the *2020 Annual Report on People with Disabilities in America*, more than 25 percent of persons with disabilities (including physical, intellectual, and developmental; sensory; and other disability categories) live below the Census Bureau-designated poverty line, which is 14.5 percentage points higher than people without a disability.¹⁴ Persons with disabilities may be more reliant than persons without disabilities on fixed incomes or access to public transit.

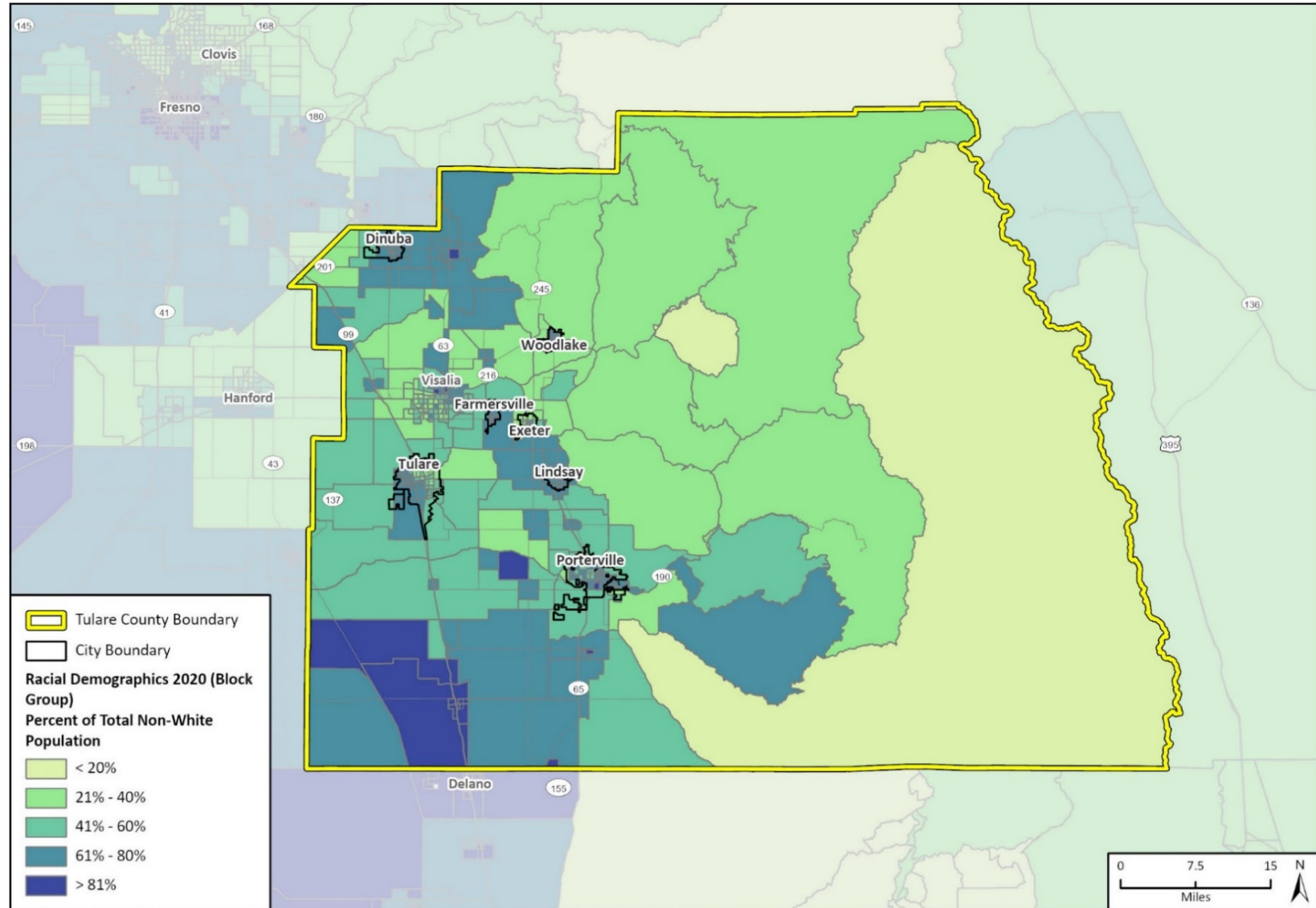
¹¹ HCD 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

¹² United States Census Bureau. 2020. Decennial Census. <https://data.census.gov/table?q=tulare+county&tid=DECENNIALPL2020.P1>

¹³ HCD, 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

¹⁴ Annual Disability Statistics Compendium, 2020. <https://disabilitycompendium.org/annualreport>

Figure 5-1 Percent of Total Non-White Population (Tulare County)

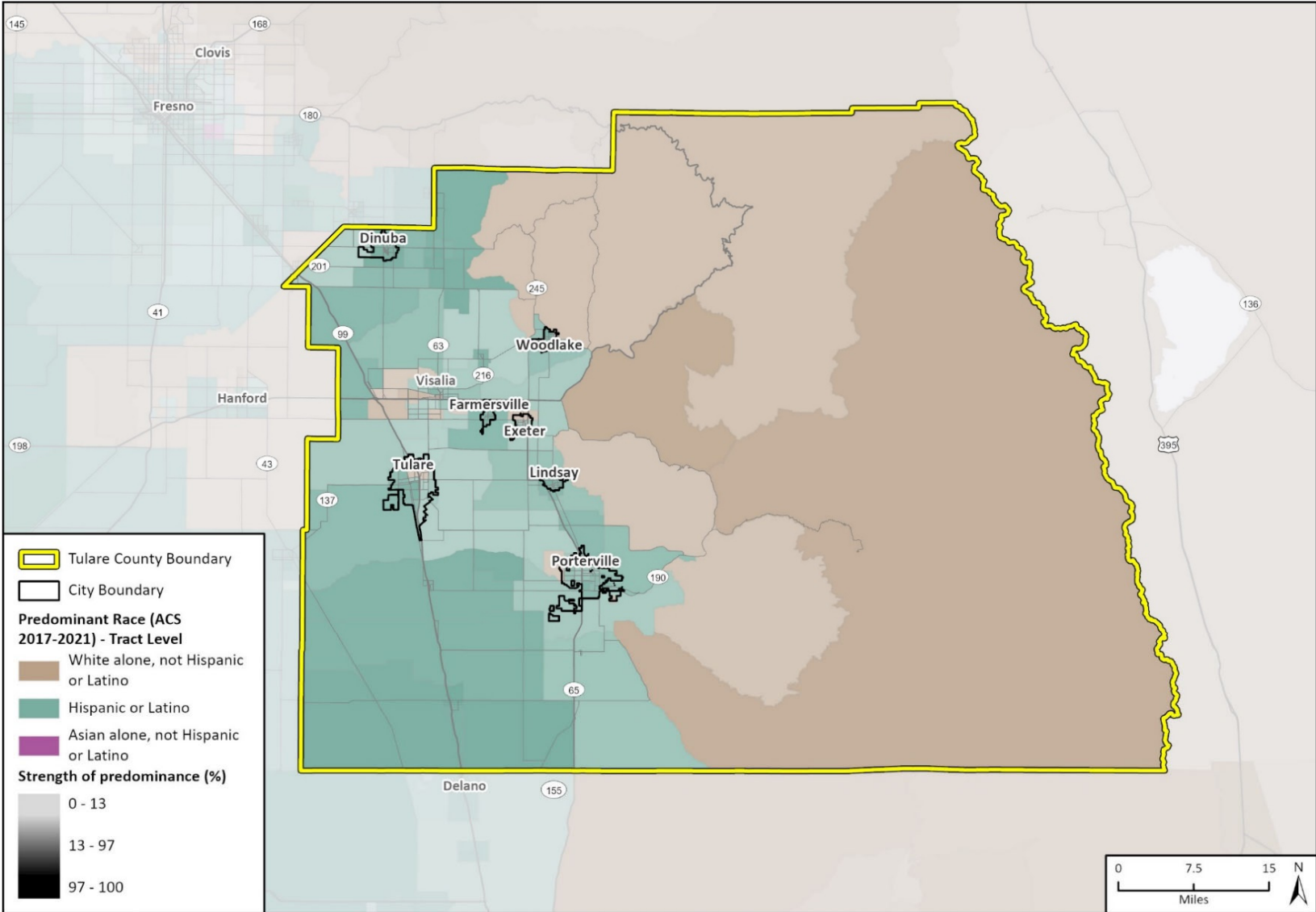


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13406_10E_AFFH
 AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023.

Figure 5-2 Predominant Populations (Tulare County)



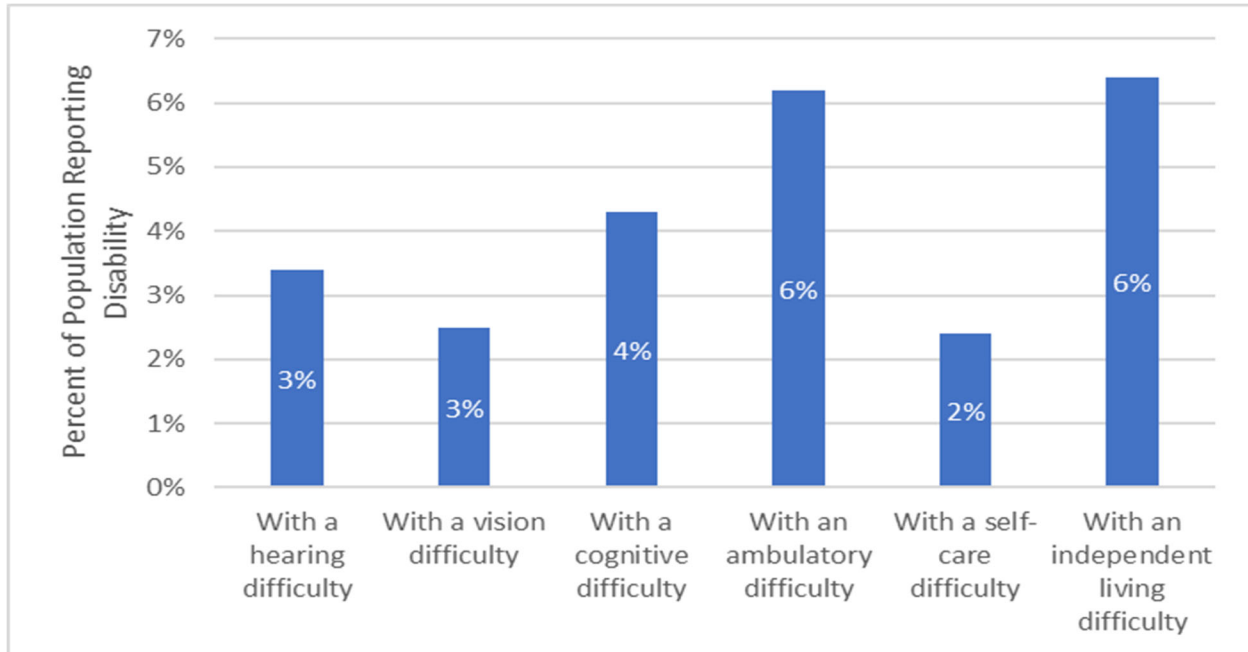
Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_1HE_AFFH
AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023.

Approximately 53,760 residents, equal to 12 percent of the total population in Tulare County, are living with one or more disabilities. Similarly, 12 percent of the population in the tri-county area is living with a disability. The most common disability in the county is independent living disability, followed by ambulatory difficulty (Figure 5-3). Disabilities are most prevalent among senior residents. Approximately 39 percent of residents aged 65 and over are living with a disability (2017-2021 ACS).

Figure 5-3 Disability by Type (Tulare County)



Notes: These disabilities are counted separately and are not mutually exclusive, as an individual may report more than one disability. These counts should not be summed.

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2017-2021), Table S1810.

Throughout most of the county, less than 20 percent of the population has a disability. Some of the rural areas in the western parts of the county have lower concentrations of persons living with a disability, with less than 10 percent of the population with a disability (Figure 5-4). In eastern parts of the county and several areas within and near the cities of Visalia, Lindsay, and Porterville, more than 20 percent of residents have a disability.

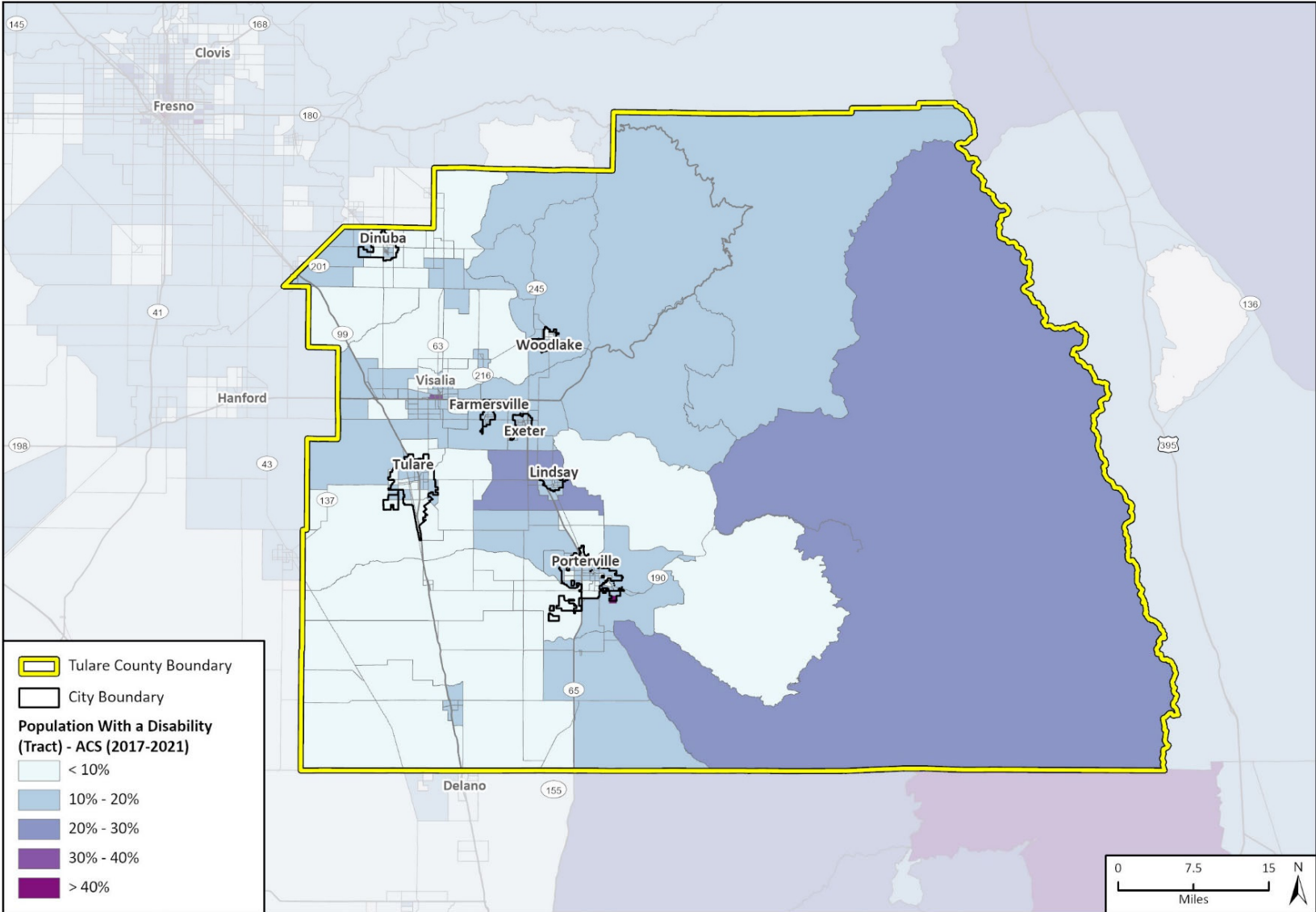
Approximately five percent of the total employed population in the county have one or more disabilities. Nine percent of the unemployed population have one or more disabilities (Table 5-4).

Table 5-4 Employment Status by Disability Status (Tulare County)

Disability Status	Employed 2017-2021 (Percent of Total Employed)	Unemployed 2017-2021 (Percent of Total Unemployed)
No Disability	168,751 95%	18,343 91%
With a Disability	9,424 5%	1,730 9%
Total	178,175	20,073

Source: U.S. Bureau of the Census, American Community Survey (ACS), Table C18120 Employment Status by Disability Status, 2017-2021 Estimates.

Figure 5-4 Percent of Population with a Disability (Tulare County)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HE_AFFH
AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

5.5.3 Familial Status

Familial status refers to the presence of children under the age of 18 and the marital status of the head of the household. Families with children may face housing discrimination by landlords who fear that children will cause property damage. Examples of differential treatment include limiting the number of children in an apartment complex or confining households with children to a specific location are potentially discriminatory. Single-parent households are protected by fair housing law. A 2016 HUD study on the effects of housing discrimination based on familial status found that landlords presented households with children fewer housing options, and the units shown were generally larger, and as a result, slightly more expensive to rent.¹⁵ Additionally, female-headed households with children require special consideration and assistance because of generally greater needs for affordable housing and accessible day care, health care, and other supportive services.

Tulare County had a total of 139,631 households in 2021. Households with children present comprised approximately 39 percent (54,445 households) of the total households in the county. Married-couple families with children comprised the largest share of households with children (62 percent). Most single-parent households are female single-parent households (70 percent). Single-parent, female-headed households are more likely to rent than own, comprising approximately 18 percent of renter-occupied households but only five percent of owner-occupied households (Table 5-5).

Table 5-5 Tenure by Household Type and Presence of Children (Tulare County)

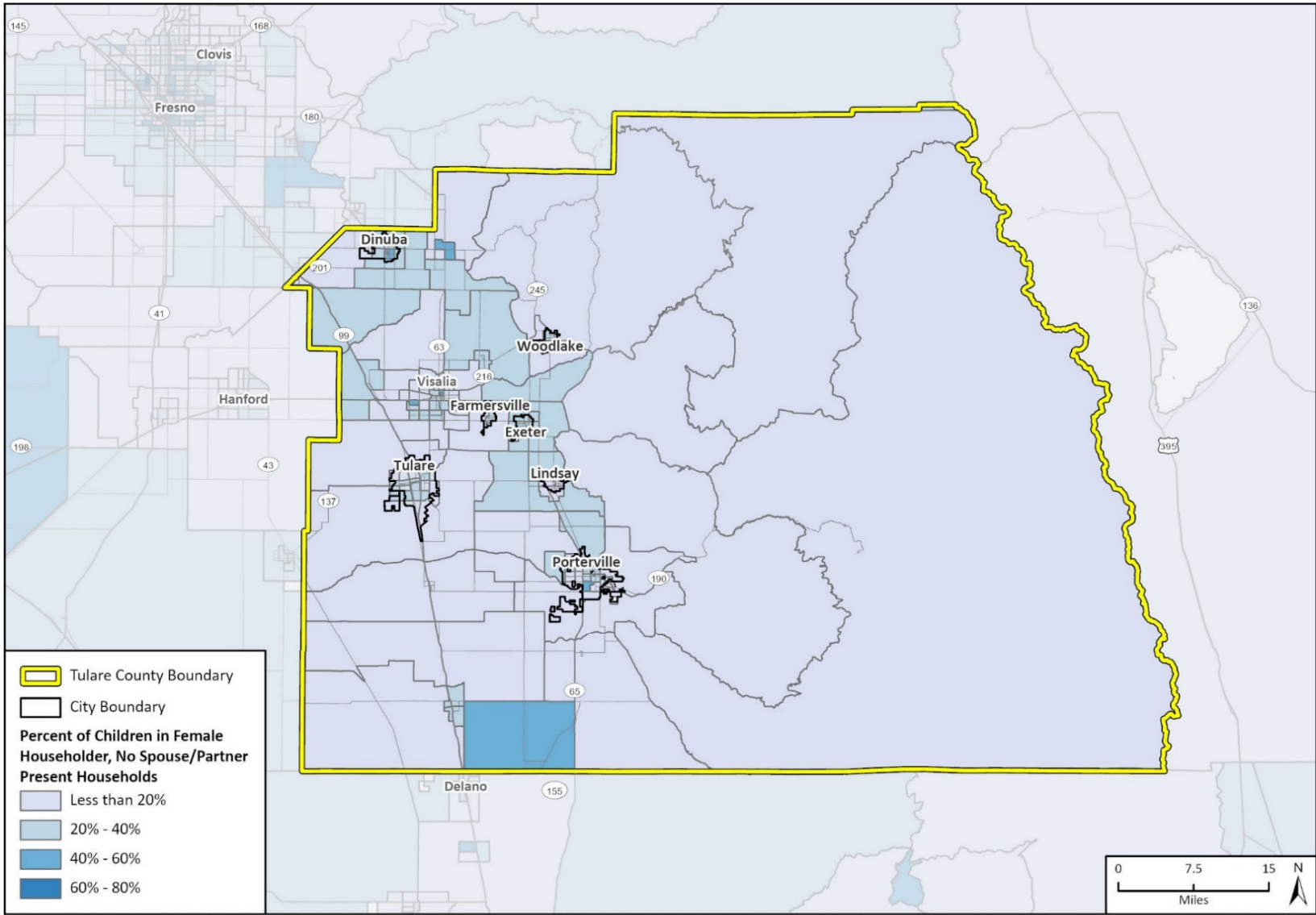
Household Type	Owner-Occupied	Percent of Total Owner-Occupied	Renter-Occupied	Percent of Total Renter-Occupied
Married Couple Family, with Children Present	19,967	24.9%	14,029	23.6%
Single-Parent, Male Householder, no Spouse Present	2,366	3.0%	3,711	6.2%
Single Parent, Female Householder, No Spouse Present	3,699	4.6%	10,673	17.9%
Total Households with Children Present	26,032	32.5%	28,413	47.7%
Total Households	80,125		59,506	

Source: U.S. Bureau of the Census, American Community Survey (ACS), Table B25115 Tenure by Household Type and Presence and Age of own Children, 2017-2021 Estimates.

Urban areas of the county have higher percentages of children residing in female-headed, single-parent households. Areas located in the western part of the county, such as the cities of Visalia, Dinuba, and Porterville, have higher percentages of children residing in female-headed, single-parent households, with between 40 and 60 percent of children in female-headed, single-parent households in some census tracts. In contrast, most rural parts of the county and all of eastern Tulare County has less than 20 percent of children residing in female-headed, single-parent households (Figure 5-5).

¹⁵ HUD. 2016. <https://www.huduser.gov/portal/sites/default/files/pdf/HDSFamiliesFinalReport.pdf>.

Figure 5-5 Female-Headed Households with Children Present, No Spouse/Partner Present (Tulare County)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_1HE_AFFH
AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

5.5.4 Household Income

Household income is directly connected to the ability to afford housing. Higher-income households are more likely to own rather than rent housing. As household income decreases, households tend to pay a disproportionate amount of their income for housing and the number of persons occupying unsound and overcrowded housing increases. To achieve fair housing objectives, people in low-income households must have an actual choice in housing opportunities—that is, when they are able to locate units that are affordable and well maintained in all parts of a jurisdiction and region.

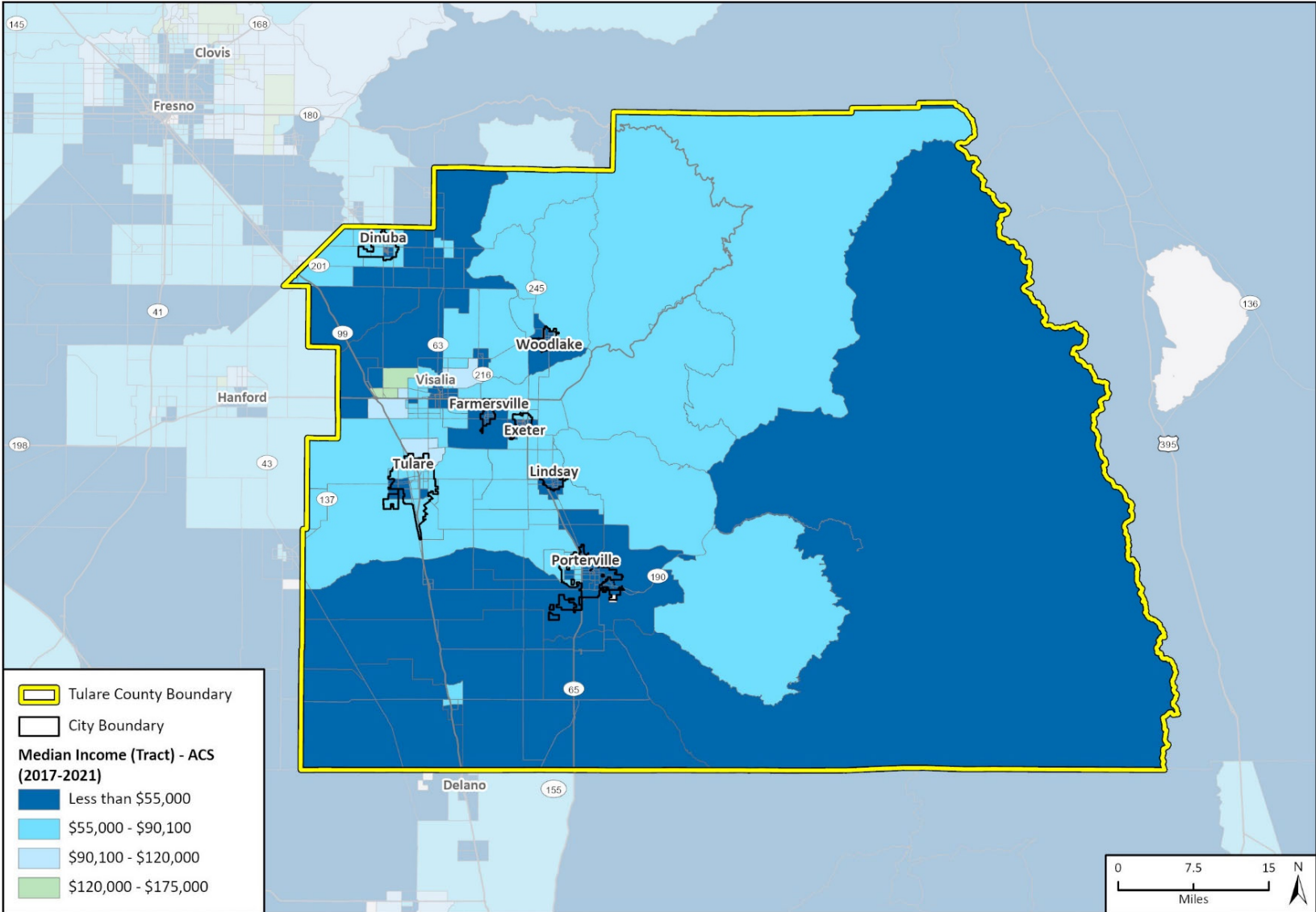
This section identifies household income disparities using data based on median household income and low- or moderate-income (LMI) geographies. HUD defines an LMI area as a census tract or block group where over 51 percent of the population is LMI. The definition of low- or moderate-income is based on HUD income definitions of up to 80 percent of the area median income (AMI). Data for this analysis are from the HUD Low- and Moderate-Income Summary Data based on the 2011-2015 American Community Survey (most recent available data).¹⁶

Tulare County has a median household income of \$57,394, less than the tri-county median household income of \$60,646. Both the county and the tri-county area have a much lower median household income than the state (\$90,100), 57 percent lower for the county and 49 percent lower for the tri-county area. Median household income in the county is highest in western and northeastern Visalia and northern Tulare, where median household income is greater than \$90,100 (the state median household income in 2021) (Figure 5-6). Throughout the rest of the county, median household income is lower than the 2021 state median income. Census tracts within urban areas of the county and rural areas of northwestern, southern, and eastern parts of the county have the lowest household median incomes in the county (less than \$55,000 per year). County lands surrounding the incorporated cities, and County lands in central Tulare County, generally have residents with higher median household incomes and a lower percentage of LMI populations.

LMI populations are prevalent throughout Tulare County, especially in western parts of the county (Figure 5-7). Census tracts in the western part of the county, including the cities of Dinuba, Visalia, Tulare, and Porterville, contain the highest percentage of LMI populations in the county. Central areas of the county and areas west and south of the city of Visalia have the lowest percentage of LMI populations. Geographically, LMI populations overlap with census tracts with greater racial diversity (Figure 5-1) and census tracts that are predominantly Hispanic/Latino (Figure 5-2).

¹⁶ HUD Exchange 2021: <https://www.hudexchange.info/programs/acs-low-mod-summary-data/>

Figure 5-6 Median Household Income (Tulare County)

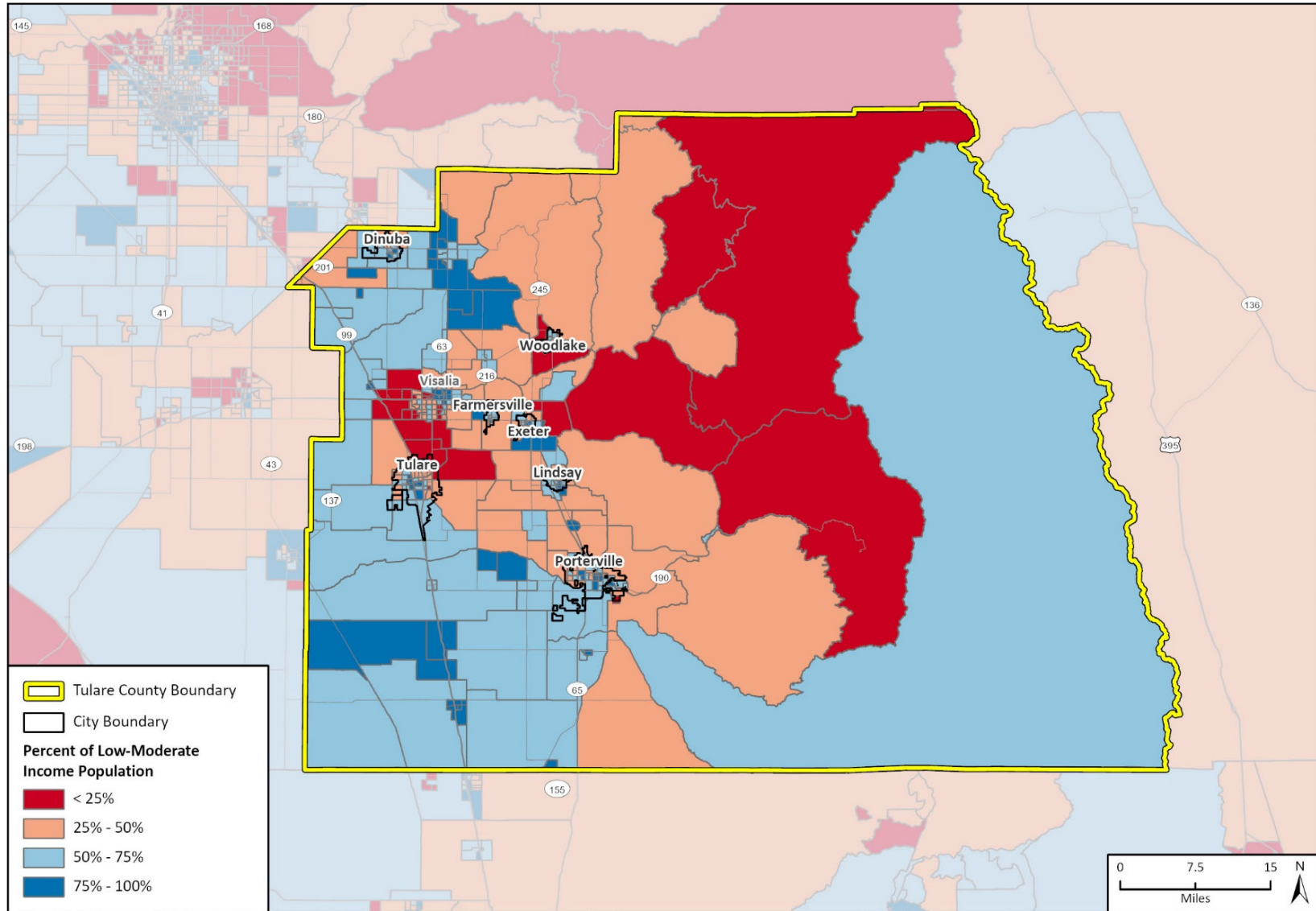


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_1E_AFFH
AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

Figure 5-7 Percent of Low- to Moderate-Income (LMI) Population (Tulare County)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2015-2019, HCD, PlaceWorks 2021, HUD Region 9 2021, American Community Survey, UC Berkley Urban Displacement Project, TCAC 2022, CalEnviroScreen 4.0, 2021

THE AFFH
 AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer, 2023

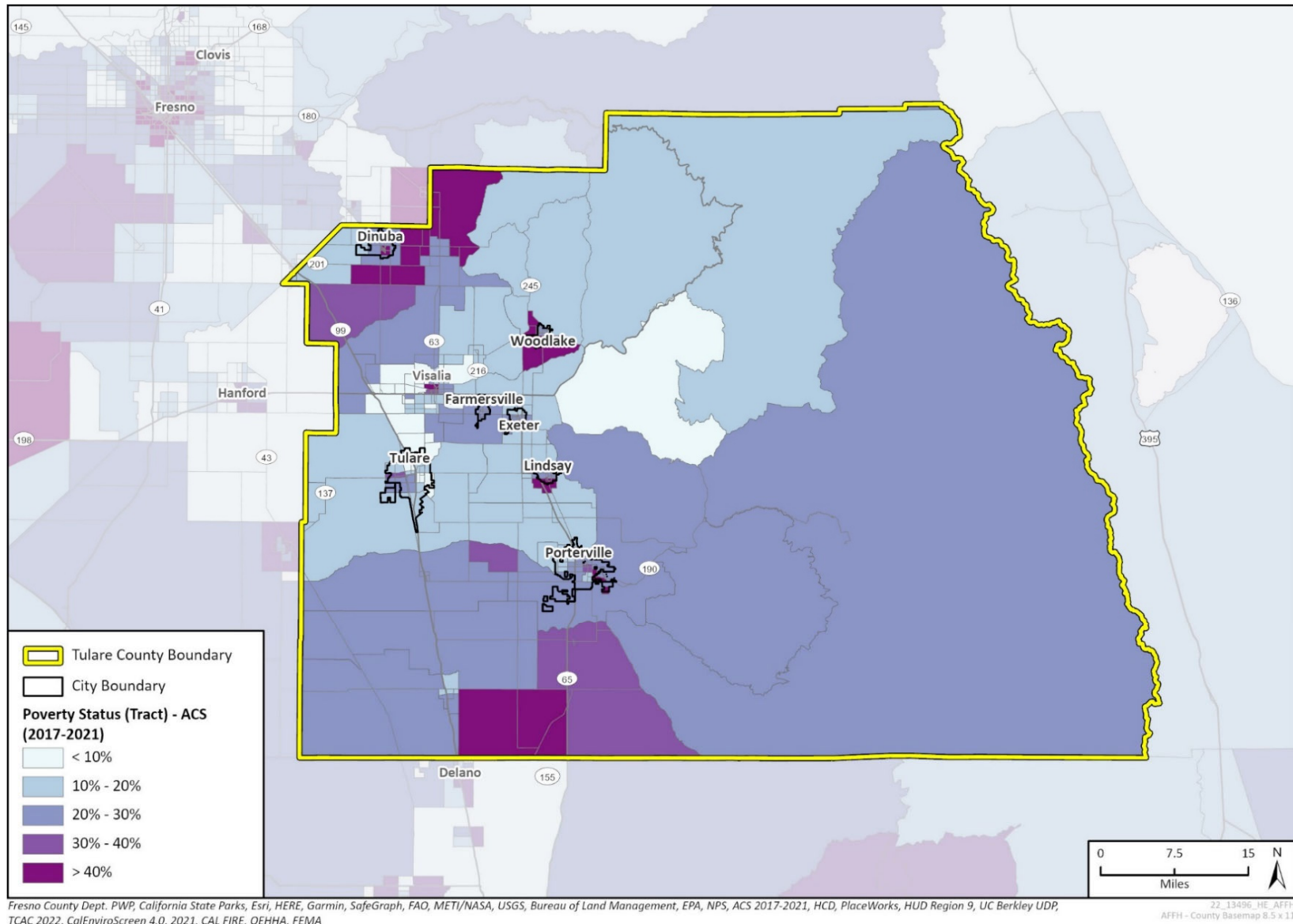
5.5.5 Poverty and Segregation

Poverty rates are high in both rural and more urban areas of Tulare County but are most prevalent in urban as well as rural areas in northwestern and southern parts of the county (Figure 5-8). More than 40 percent of the population in households with incomes below the poverty line in areas northeast and east of Dinuba; southeast of the unincorporated community of Earlimart; and within the cities of Dinuba, Visalia, Lindsay, Woodlake, and Porterville. Areas scattered throughout the western parts of the county have more than 30 percent of the population in households with incomes below the poverty line. Areas of the county with the lowest poverty rates are located within the cities of Visalia and Tulare, and east of the city of Exeter, with less than 10 percent of the population in households with incomes below the poverty line. Areas in the county with a high percentage of residents in households with incomes below the poverty line overlaps with areas that with a predominantly Hispanic/Latino population (Figure 5-2).

TCAC categorizes census tracts that have both a poverty rate of over 30 percent and that are designated as being racially segregated (overrepresentation of people of color relative to the county) as areas of high segregation and poverty. Areas of high segregation and poverty in Tulare County are concentrated in the western half of the county. This includes rural areas in the northwestern and southwestern part of the county as well as census tracts within the cities of Dinuba, Visalia, Woodlake, Farmersville, Lindsay, Tulare, and Porterville (Figure 5-9). These areas overlap with census tracts with a predominantly Hispanic/Latino population (Figure 5-2).

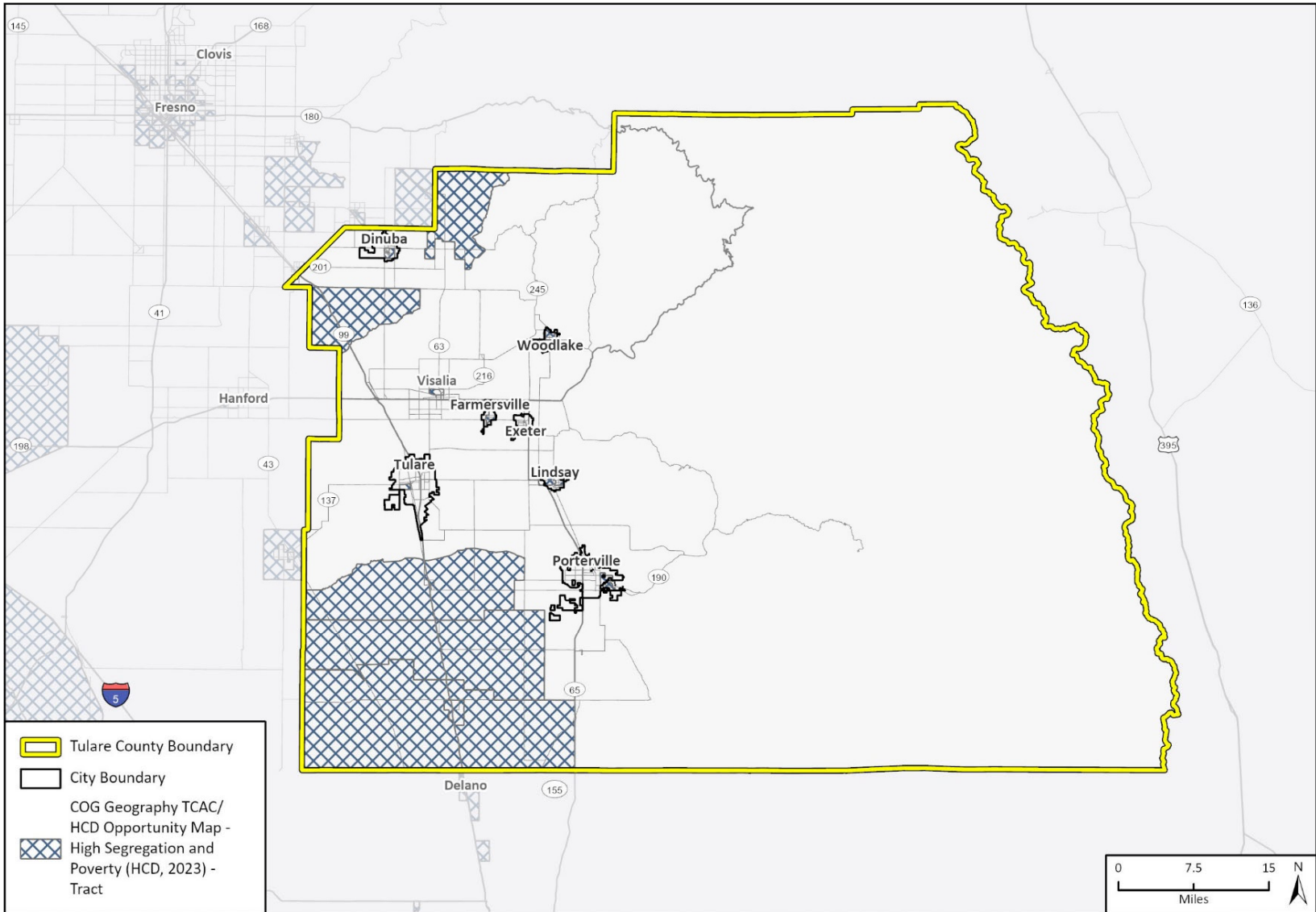
The Othering & Belonging Institute at the University of California, Berkeley works to identify and eliminate the barriers to an inclusive, just, and sustainable society. The Institute's Roots of Structural Racism Project studies the harmful effects of racial residential segregation across the United States, observing a consistent and strong correlation between the degree of racial residential segregation and key life outcomes, such as poverty rates, home values and rents, educational achievement, life expectancy, economic mobility, and more. The Roots of Structural Racism Project developed an interactive mapping tool that illustrates the level of residential segregation by census tract. According to the Othering & Belonging Institute, census tracts in Tulare County range from racially integrated to high levels of segregation (Figure 5-10). Compared to the rest of the tri-county area, Tulare County has fewer areas with a high level of segregation of non-white residents and fewer areas with a high level of segregation of white residents. Areas with high segregation of non-white residents are located in and near the city of Dinuba, while racially integrated areas are concentrated near Farmersville, Exeter, and in the cities of Tulare, Visalia, and Porterville. There is a small area with a high level of segregation of white residents in western Visalia.

Figure 5-8 Poverty Status (Tulare County)



Source: AFFH Viewer 2.0, 2023

Figure 5-9 Areas of High Segregation and Poverty (Tulare County)

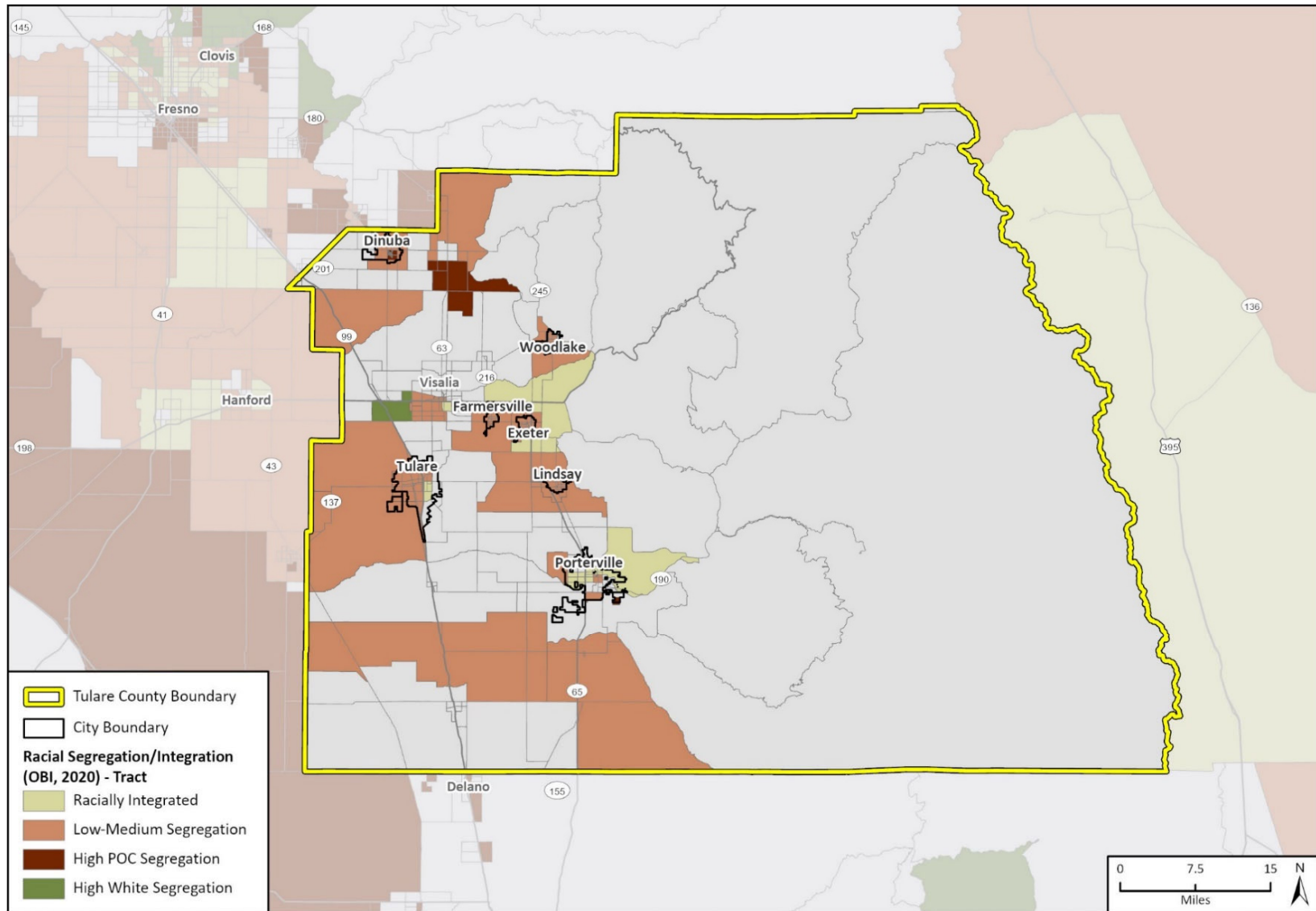


Fresno County Dept. PWP; California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_1HE_AFFH
AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

Figure 5-10 Racial Segregation and Integration (Tulare County)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_1HE_AFFH
 AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

5.5.6 Concentrated Areas of Affluence

Racially Concentrated Areas of Affluence (RCAs) are defined as affluent, white communities.¹⁷

According to a policy paper published by HUD, white residents are the most racially segregated group in the United States typically more affluent than majority non-white communities. In addition to having a higher median income, areas of affluence experience less overcrowding, less housing cost burden on renters, and are generally less susceptible to displacement compared to LMI areas.

HCD's AFFH Data Viewer identifies RCAs as census tracts that have a white population that is 1.25 times higher than the Council of Governments (COG) region and a household median income 1.5 times higher than the AMI. In the tri-county area, RCAs are primarily located near the outer edges of the cities of Fresno, Hanford, Visalia, and Tulare. In Tulare County, RCAs are located in the northern part of the county as well as areas within and outside the city of Visalia and east of the city of Tulare (Figure 5-11). The RCA located in northern Tulare County is sparsely populated, with a population density of less than 50 people per square mile. RCAs in Tulare County are predominantly white, except for the RCA east of the city of Tulare which is predominantly Hispanic/Latino (Figure 5-2) and households primarily have median incomes much greater than the county average of \$52,534 (Figure 5-6).

5.6 Disparities in Access to Opportunities

Land use policies and urban planning impact the ability of residents to access neighborhoods of opportunity, with high-performing schools, greater availability of jobs that afford entry to the middle class, and convenient access to transit and services. The limits on housing choice and access experienced by people within protected classes, such as race, sexual orientation, or disability, have far-reaching impacts on access to job opportunity, quality education, and mental and physical health.¹⁸ This section analyzes the following place-based characteristics linked to opportunity indicators: quality education, employment, transportation, and healthy environment. The primary objective is to understand the disparity between communities in terms of access to real and potential economic benefits and quality of life.

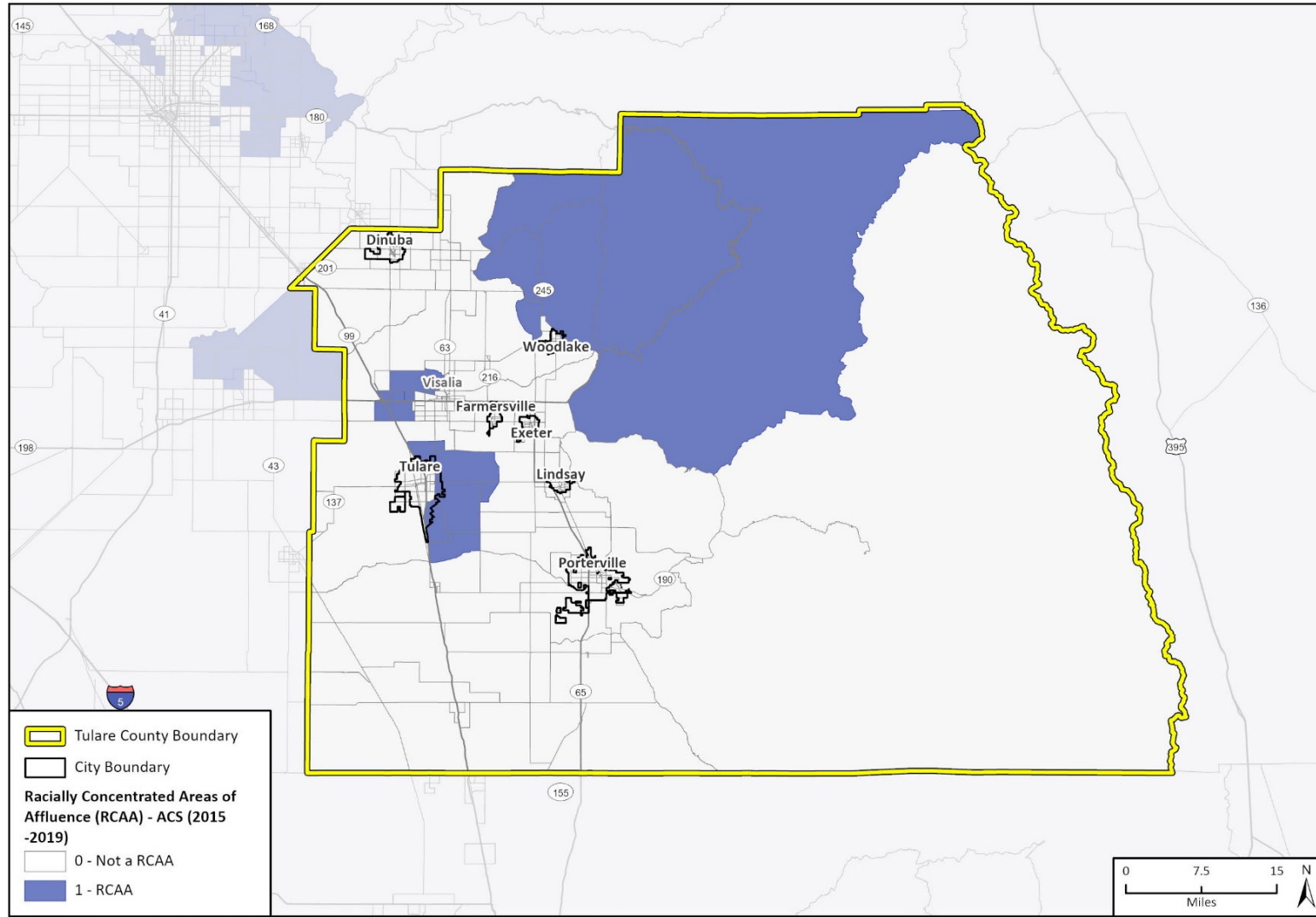
5.6.1 Transit Access and Walkability

Reliable public transit access and active transportation options such as walking, and biking are imperative for low-income residents and/or persons with disabilities to connect to employment opportunities. Lack of transportation options can impede fair housing choice and continue to reinforce barriers for low-income communities in accessing housing and employment opportunities.

¹⁷ Goatz, Damanio and Williams, 2019. <https://www.huduser.gov/portal/periodicals/cityscape/vol21num1/ch4.pdf>

¹⁸ HCD. 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

Figure 5-11 Racially Concentrated Areas of Affluence (Tulare County)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2015-2019, HCD, PlaceWorks 2021, HUD Region 9 2021, American Community Survey, UC Berkeley Urban Displacement Project, TCAC 2022, CalEnviroScreen 4.0, 2021

HE AFFH
 AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer, 2023

The following transit organizations operate throughout Tulare County:

- Tulare County Regional Transit Agency (TCRTA)
 - Tulare County Area Transit (TCaT) fixed route service and Dial-A-Ride
 - Tulare Intermodal Express (TIME)
 - Dinuba Area Regional Transit (DART)
 - City of Porterville Dial-A-COLT
 - Porterville Transit
 - City of Woodlake Dial-A-Ride
 - Microtransit Service
- Visalia Transit fixed route service and Dial-A-Ride
 - V-LINE
- Sequoia Shuttle between Visalia and Sequoia National Park (seasonal July through September)

There are two public transit providers in Tulare County: Tulare County Regional Transit Agency (TCRTA) which operates TCaT, and Visalia Transit managed by the City of Visalia. Both providers offer fixed route bus service and curb-to-curb Dial-a-Ride service for seniors and residents with disabilities. TCRTA was created in 2020 through a Joint Powers Agreement with eight member agencies: the County of Tulare and the cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, and Woodlake. Local transit providers providing fixed route bus services, such as Dinuba Area Regional Transit (DART), Tulare Intermodal Express (TIME), and Porterville Transit, currently operate under TCRTA. TCRTA also offers on-demand curb-to-curb microtransit services in select communities. Microtransit is a shuttle service that operates similar to Uber and Lyft and uses the Uber app. Communities in Tulare County with access to microtransit service consist of Porterville, Lindsay, Farmersville, Exeter, Tulare, Dinuba, Cutler, Oroshi, and Woodlake. Porterville will no longer be a partnership with TCRTA in the next fiscal year.

TRCTA provides Paratransit & Dial-A-Ride Services Paratransit service, a shared-ride, advanced-reservation, origin-to-destination service, is provided to locations within the cities of Dinuba, Porterville, and Tulare. Service is available within $\frac{3}{4}$ mile of each local fixed route. The service is available to ADA-eligible individuals, as well as seniors (age 65+) and Medicare card holders. ADA-eligible passengers must receive certification through an application process. Paratransit provides same-day service to non-ADA passengers (seniors and Medicare card holders only) on a space available basis. The cities of Exeter and Farmersville currently receive paratransit service from the City of Visalia (Visalia Transit). Paratransit services operate the same hours and days as TCRTA's local fixed route system; service is provided Monday through Saturday from 7:00 am to 7:00 pm, and Sunday from 8:00 am to 5:00 pm. Next day reservations are required and are taken seven days a week.

TCaT operates throughout every city in the county as well as many communities in unincorporated county areas. TCAG provides free and discounted transit fare for Tulare County residents, including members of the military, veterans, and students attending the College of the Sequoias. TCaT provides a fixed route bus service with nine lines between communities in western Tulare County, including the cities of Dinuba, Woodlake, Lindsay, Visalia, Exeter, Porterville, and Tulare. TCaT also offers Dial-A-Ride services to all areas within 0.75 miles of Routes C10 through C90, including to rural locations in Allensworth, Alpaugh, Cutler, Delft Colony, Dinuba, Earlimart, East Oroshi, Lindsay, London, Monson, North Patterson Tract, Oroshi, Pixley, Richgrove, Seville, Sultana, Teviston, Tipton, Tonyville, Tooleville, Traver, Waukena, and Yettem.

Visalia Transit operates 13 fixed bus routes with connections to the cities of Farmersville, Exeter, and Tulare and the community of Goshen and Dial-A-Ride services throughout Visalia. The V-LINE provides shuttle services between Visalia and Fresno six times per day, seven days a week. The Sequoia Shuttle provides round-trip shuttle service from Sequoia National Park and Visalia. Transit options in eastern and rural areas of the county are very limited.

Regional transit services are provided by DART with a fixed route service connecting Dinuba and Reedley in Fresno County, Kings Area Regional Transit, connecting Visalia and Hansford in Kings County, Greyhound, connecting Visalia and Tulare to Bakersfield in Kern County and Fresno in Fresno County.

TCAG is also a member of the California Vanpool Authority, a service that provides vanpooling vehicles for people who work in places that lack public transit. In Tulare County, there are 95 vans with a total capacity of 624 passengers, that primarily run out of Visalia. The primary employment destinations are correctional facilities in Corcoran and Delano, including California State Prison (Corcoran) and Kern Valley State Prison. Other employment destinations include state, medical, and agricultural employers.¹⁹

Commuting patterns within the county are characterized by substantial intercity and intercounty travel. Visalia contains a high percentage of the county's jobs and population, and therefore is a major destination and point of origin for commuters. There are more residents commuting outside of Tulare County for work than there are workers commuting into the county. Approximately 61,953 residents commute to outside the county and 55,122 workers commute into the county. The average commute time in Tulare County is 22.5 minutes, which is less than the state average of 29.5 minutes (2017-2021 ACS). According to TCAG's Long Range Transit Plan, travel time by transit between cities is more than double travel time by automobile. The average travel times between cities within Tulare County by automobile is 36 minutes while the average transit travel time is 107 minutes.²⁰

Tulare County received an average AllTransit performance score of 4.1 which equates to a low combination of trips per week and number of jobs accessible by transit.²¹ Less than one percent of commuters use transit. Tulare County has a higher AllTransit performance score than the tri-county area overall (score of 3.4.). Urban areas in the western part of the county have the greatest access to transit, particularly central areas within the cities of Visalia, Tulare, and Porterville. Smaller cities, such as Exeter, Lindsay, and Woodlake, have less access to transit compared to larger cities in the county. Although Dial-A-Ride services are provided in some rural areas of the county, these areas have the lowest access to transit and the fewest number of transit options.

TCAG also partners with neighboring King County and Fresno County to increase transit access and mobility to residents within the region. TCAG's Cross Valley Corridor (CVC) Plan, approved by the TCAG Board of Directors in 2018, provides a regional strategy to enhance transit connectivity throughout all three counties with a focus on disadvantaged communities that have historically lacked transit access. The CVC targets alternative modes of transportation and reducing reliance on personal vehicles through establishment of regional passenger rail service and expanding regional bus systems. The plan for the rail service is to convert an existing underutilized freight railroad to a passenger railroad between the cities of Porterville and Huron. The CVC Plan also includes actions to improve regional bus systems by creating new transit centers in the center of communities near the railroad. The CVC Plan connects transit in the county to the proposed Hanford station of the future California High Speed Rail system, establishing transit access to other areas of the state.

¹⁹ TCAG. 2017. Tulare County Long Range Transit Plan Final Report. <https://tularecog.org/tcag/planning/transit-planning/transit-plans/transit-development-plans-short-and-long-range-transit-plans/tulare-county-regional-long-range-transit-plan/>

²⁰ HCD 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

²¹ AllTransit.Org, 2021. <https://alltransit.cnt.org/>

TCAG's ongoing and planned transit infrastructure programs designed to improve vehicle and pedestrian safety include road stabilization projects, establishing sidewalks to provide safe routes to school, creating safer highway interchanges, and adding roundabouts to street intersections. TCAG also implements extensive community outreach efforts to educate the community on transportation safety. Through grant funded outreach, TCAG held 66 community events related to transportation safety throughout the county from October 2021 through the end of 2022.

The TCAG 2022 Regional Active Transportation Plan for the Tulare County Region facilitates the county's long-range plan for transportation and contains a list of projects and programs to update and expand the regional active transportation system. The Regional Active Transportation Plan identifies 92 projects to expand bicycle and pedestrian networks throughout the county, most of which are concentrated along state routes, including State Route (SR) 63 and SR 65. Projects include sidewalk installation projects, on-street bike lanes, off-street pedestrian and bicycle trails, street, creek, and railroad-crossings, and safe routes to school. One project consists of a countywide non-infrastructure program to promote local safe routes to school. The plan also includes 31 projects in unincorporated parts of the county, 11 projects in Dinuba, four projects in Exeter, eight projects in Farmersville, four projects in Lindsay, seven projects in Porterville, three projects in the city of Tulare, one project in the Tule River Tribe Reservation, 16 projects in Visalia, and six projects in Woodlake.²²

5.6.2 Access to Quality Education

Economics literature has consistently found about a 10 percent increase in wages/salary with each additional year of education.²³ Therefore, educational attainment is directly linked to income and therefore housing opportunities. To assess educational opportunities by geography, this analysis uses TCAC education domain scores, which incorporate a variety of indicators including math and reading proficiency scores, high school graduation rates, and student poverty rates at the census tract level.

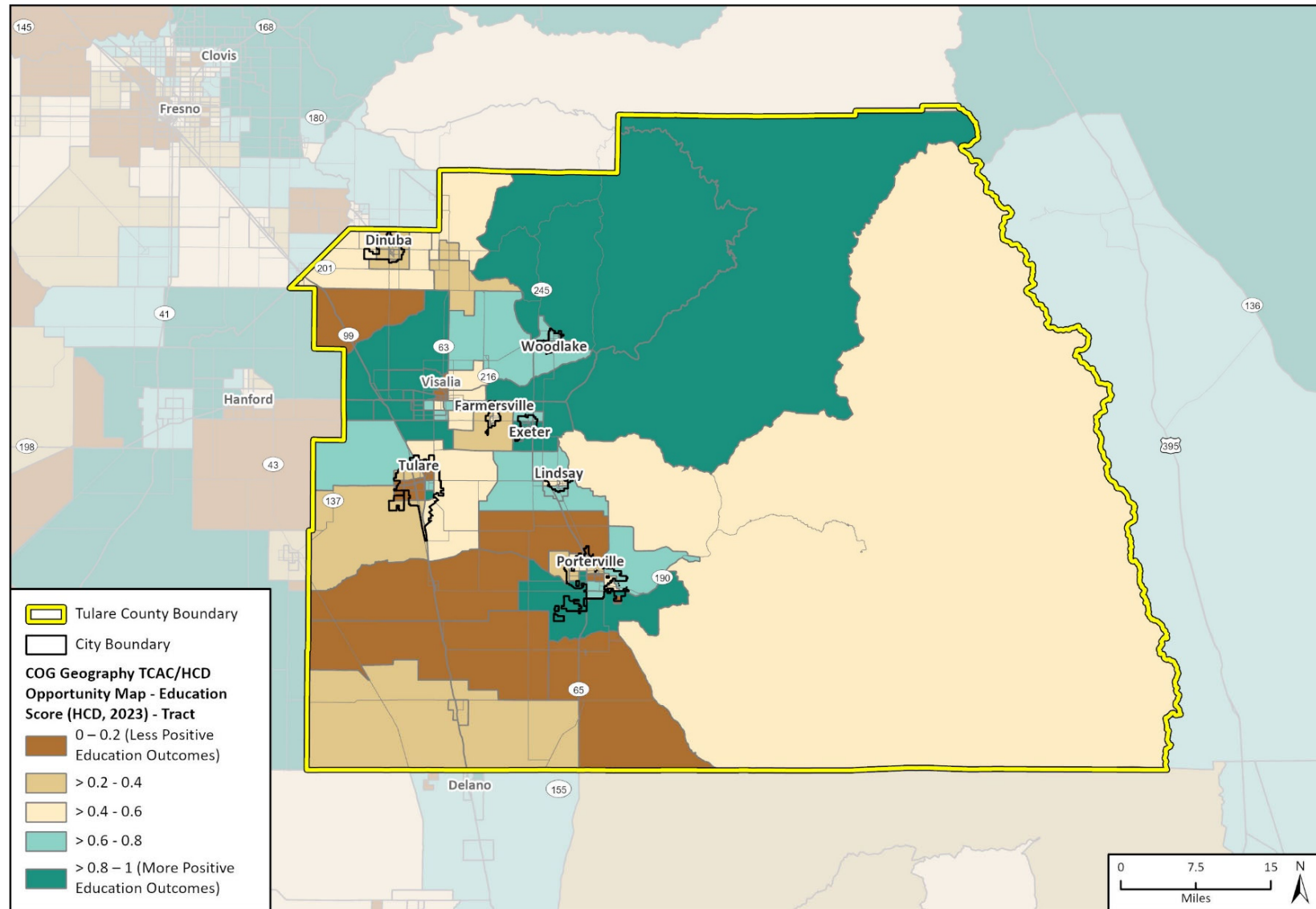
Educational outcomes vary across the tri-county area and Tulare County. Higher educational outcome scores are generally located in proximity to urban areas. Many of the rural parts of the tri-county area have lower educational outcomes. Areas in the northern and northwestern parts of Tulare County and areas east and south of the city of Porterville have more positive education outcomes compared to the rest of the county (Figure 5-12). Areas within the cities of Visalia, Tulare, and Porterville have the least positive education outcomes.

According to Kidsdata.org, a data compilation program of the Lucile Packard Foundation for Children's Health, Tulare County high school graduation rates are highest among Filipino students (100 percent), Asian American students (95 percent), Hispanic/Latino students (88 percent), and white students (88 percent). Comparatively, Black/African American students (82 percent) and American Indian/Alaska Native students (83 percent) have lower graduation rates.

²² TCAG. 2022. 2022 Regional Active Transportation Plan for the Tulare County Region. https://tularecog.org/sites/tcag/assets/File/TCAG%202022%20RATP_.pdf

²³ Annual Disability Statistics Compendium, 2020. <https://disabilitycompendium.org/annualreport>

Figure 5-12 TCAC Opportunity Areas – Education Outcomes (Tulare County)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HE_AFFH
 AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

5.6.3 Economic Outcomes

Housing opportunities are directly related to economic opportunities. Access to high quality employment close to desired and affordable housing results in more housing opportunities and shorter commute times. The analysis for economic opportunities uses TCAC opportunity maps, employment participation data from the ACS, and the HUD Jobs Proximity Index. The TCAC economic opportunity maps evaluate several indicators and score each census tract, a higher economic index score reflecting more positive economic outcomes. Scores are based on the following indicators:

- Poverty (the percent of the population with an income above 200 percent of the federal poverty line)
- Adult education (the percent of adults with a bachelor's degree or above)
- Employment (the percent of adults between age 20-64 who are employed in the civilian labor force or armed forces)
- Job proximity (the number of jobs filled with less than a bachelor's degree that fall within a determined radius)
- Median home values (the value of owner-occupied units)

The HUD Jobs Proximity Index measures the accessibility to job opportunities at the census block group level.

TCAC economic opportunities are measured by census tract and compared to other census tracts within the same COG. They consider poverty, adult education, employment, job proximity, and median home values. A higher economic index score reflects more positive economic outcomes.²⁴ The HUD Jobs Proximity Index assesses the accessibility to job opportunities at the census block group level.

Economic outcomes vary across Tulare County and the tri-county area. More positive economic outcomes in the tri-county area mostly located near urban areas, however less positive economic outcomes are located in both urban and rural areas. In Tulare County, areas with more positive economic outcome scores are located in the northern parts of northwestern areas of the county (Figure 5-13). In comparison, areas within southwestern and parts of northwestern Tulare County, including in the cities of Tulare, Lindsay, Dinuba, and Porterville have less positive economic outcome scores.

Tulare County has a labor force participation rate of 61 percent for persons 16 years and over, comparable to the tri-county area (60 percent). Estimates from the California Employment Development Department show that the average salary in Tulare County in 2021 was \$52,126. Occupations with the highest average salaries in Tulare County are management occupations, healthcare practitioners and technical occupations, and legal occupations, all with an average salary of over \$100,000 (Table 5-6). Occupations with the lowest salaries include healthcare support occupations, food preparation and serving related occupations, and farming, fishing, and forestry occupations, all with average salaries under \$36,000. A large portion of the workforce in the county are employed in industries with lower average salaries. Approximately 14 percent of the employed population work in farming, fishing, and forestry occupations, 11 percent work in transportation and material moving occupations, 10 percent work in office and administrative support occupations, 9 percent work in sales and related occupations, 7 percent work in food preparation and serving related occupations, and 6 percent work in healthcare

²⁴ MTC, 2021. <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>

support occupations. All of these occupations have salaries less than the average annual wage of \$52,126.

Table 5-6 Mean Salary by Occupation (Tulare County)

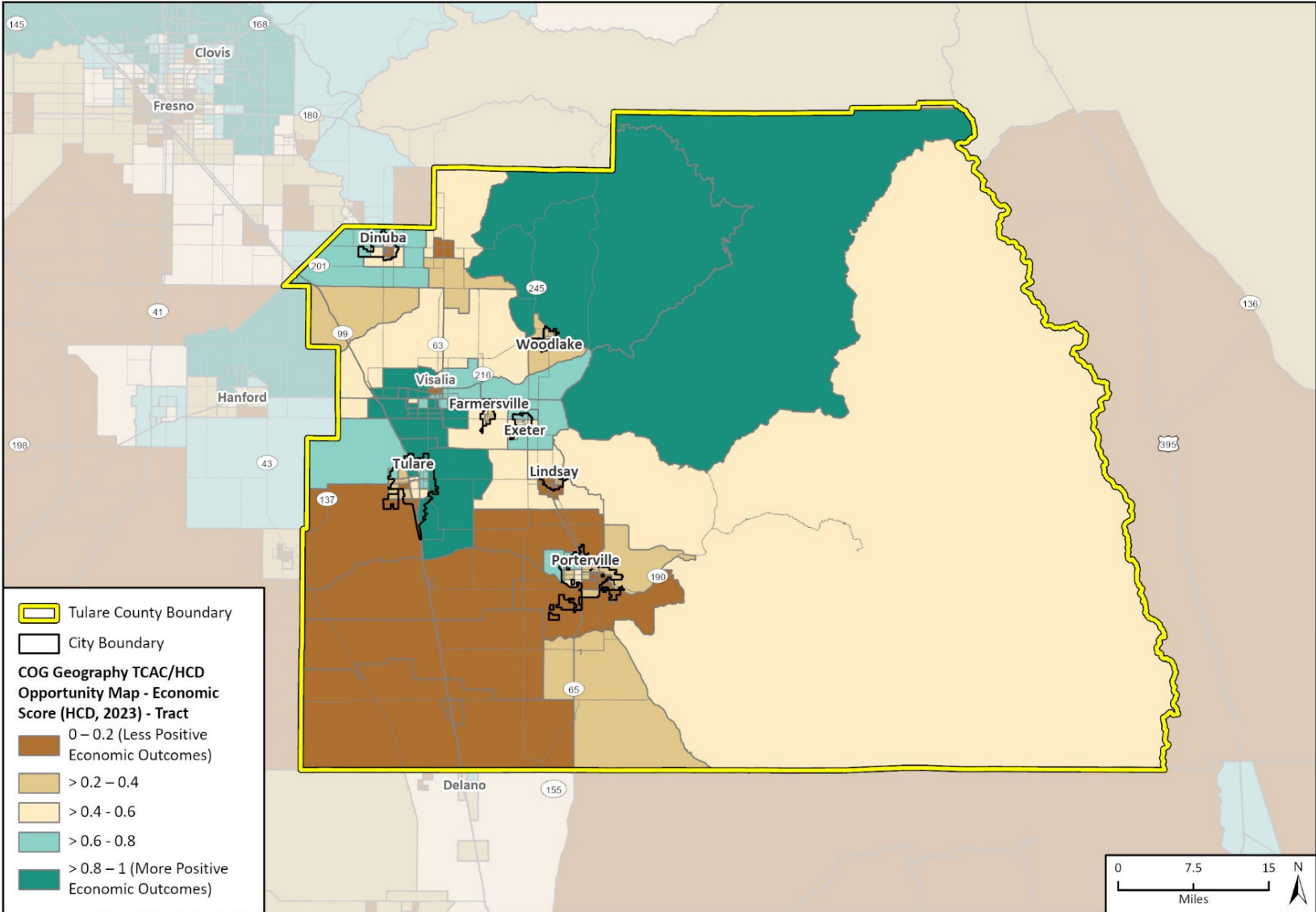
Occupation	Average Salary
Management Occupations	\$110,075
Healthcare Practitioners and Technical Occupations	\$102,687
Legal Occupations	\$100,698
Architecture and Engineering Occupations	\$87,583
Computer and Mathematical Occupations	\$84,174
Business and Financial Operations Occupations	\$74,485
Educational Instruction and Library Occupations	\$70,468
Life, Physical, and Social Science Occupations	\$70,251
Protective Service Occupations	\$64,358
Community and Social Service Occupations	\$58,927
Construction and Extraction Occupations	\$58,381
Installation, Maintenance, and Repair Occupations	\$55,920
Arts, Design, Entertainment, Sports, and Media Occupations	\$53,913
Office and Administrative Support Occupations	\$45,393
Production Occupations	\$43,019
Sales and Related Occupations	\$42,030
Transportation and Material Moving Occupations	\$41,182
Building and Grounds Cleaning and Maintenance Occupations	\$39,092
Personal Care and Service Occupations	\$37,824
Healthcare Support Occupations	\$35,947
Food Preparation and Serving Related Occupations	\$34,572
Farming, Fishing, and Forestry Occupations	\$32,451
All Occupations	\$52,126
Source: California Employment Development Department, Occupational Wage data, 2022	

Access to employment opportunities has a significant impact on the type and size of housing a household can afford. HUD's Jobs Proximity Index utilizes origin-destination employment statistics to examine the distance from a given neighborhood to all job locations in the region and assess the accessibility to job opportunities at the census block group level. Because the size of employment centers and the supply of labor differ across the region, the distance from any single job location is positively weighted by the size of employment (job opportunities) at that location and inversely weighted by the labor supply (competition) to that location.²⁵

Major employers in Tulare County include Kaweah Delta Health Care, Sierra View District Hospital, Walmart Distribution Center, and College of the Sequoias, which are all located in the cities of Visalia and Porterville.

²⁵HUD, 2020. <https://www.hud.gov/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0006-July-2020.pdf>

Figure 5-13 TCAC Opportunity Areas - Economic (Tulare County)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_1HE_AFFH
AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

5.6.4 Healthy and Safe Housing Environment

Healthy Environment in AFFH addresses disparities in access to environmentally healthy neighborhoods by protected class groups. An assessment of environmentally healthy neighborhoods can include air and water quality, safety, environmental hazards, social services, and cultural institutions. Recent California laws (Assembly Bill (AB) 1550, Senate Bill (SB) 535 and SB 1000) emphasize the importance of environmental justice as a fair housing issue. Environmental Justice, according to HUD, means ensuring that people have equal access to safe and healthy housing. HUD requires all entitlement jurisdictions to conduct reviews under the National Environmental Protection Act to determine if a proposed project creates adverse impacts due to environmental conditions. It furthers the requirement that human health deserves equal protection for all people regardless of race, color, national origin, or income. Under Executive Order 12898, Federally assisted projects may also target funding to communities that have disproportionately high and adverse human health impacts on minority and low-income populations due to environmental conditions.²⁶

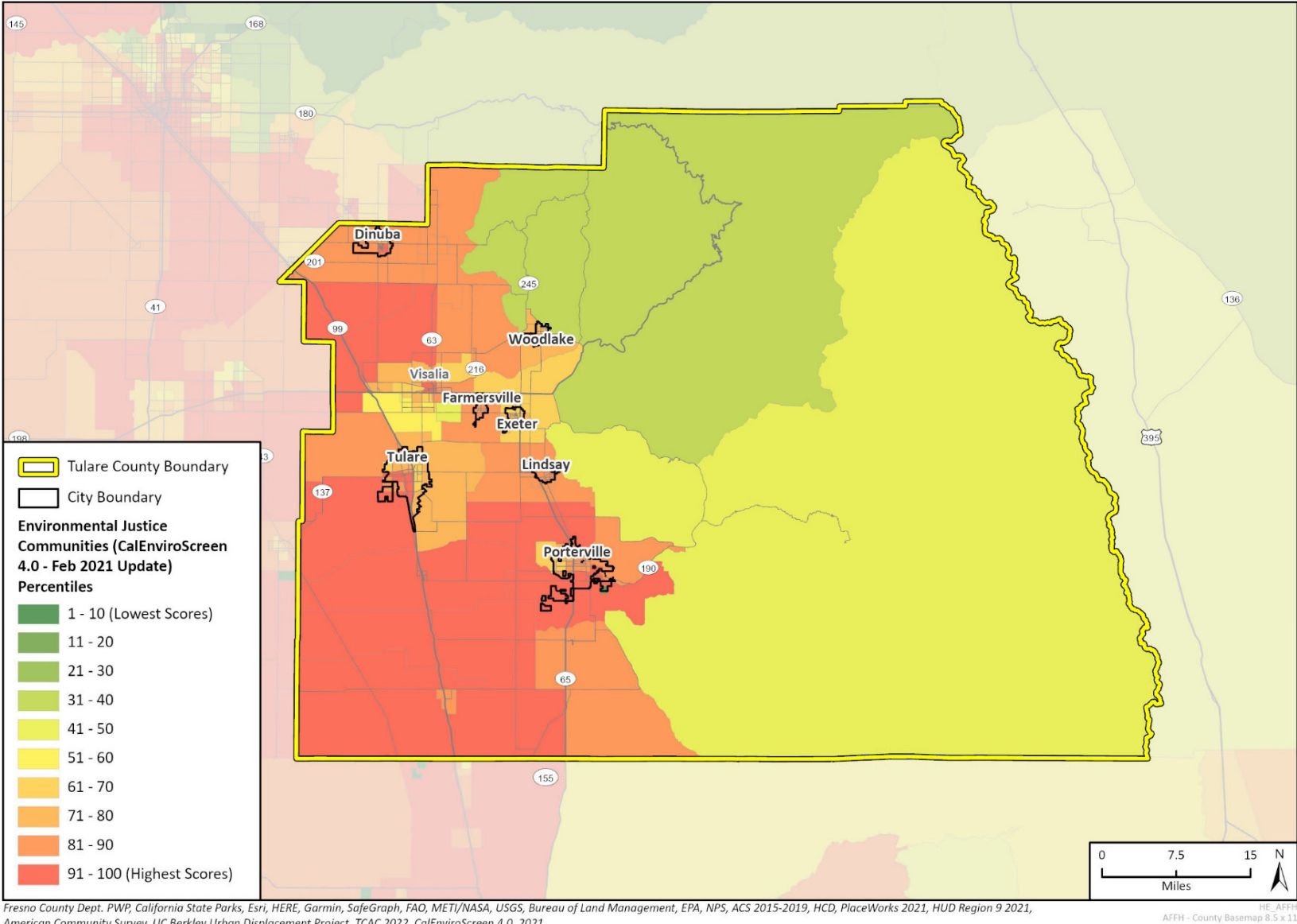
The California Office of Environmental Health Hazard Assessment developed CalEnviroScreen, a mapping tool that uses spatial data collected by various regulatory agencies (e.g., air quality indicators from the San Joaquin Valley Air Pollution Control District, monitored chemical releases into the air or water table from Environmental Protection Agency, HUD socio-economic indicators, etc.). The dataset uses a methodology to identify communities disproportionately burdened by exposures to pollution, environmental effects of existing pollutants in communities, among other indicators of sensitive populations or socioeconomic factors. Residents in census tracts with high CalEnviroScreen scores as compared to other California census tracts (shown as percentiles) are disproportionately burdened by pollution and are more vulnerable to related effects.

CalEnviroScreen identifies the degree to which communities are considered burdened by pollution. In the tri-county area, the eastern portion of Fresno County has a lesser pollution burden, while the western portion of Fresno and Tulare Counties and all of Kings County, including most urban areas, have greater pollution burden. CalEnviroScreen identified higher pollution burden in western Tulare County and lower pollution burden in northern and eastern Tulare County (Figure 5-14). Pollution burden in western Tulare County is high due to ozone, particulate matter smaller than 2.5 micrometers in diameter, pesticide use, and groundwater threats. Pollution burden caused by drinking water contaminants and solid waste sites is high throughout the county. Similar to the CalEnviroScreen map, the TCAC opportunity map indicates environmental outcomes in the western portion of the county are generally less positive and the environmental outcomes in the eastern portion of the county are the most positive (Figure 5-15).

Like the majority of the western part of the tri-county area, most of western Tulare County is considered a disadvantaged community under SB 535. Disadvantaged communities are low-income areas that are disproportionately affected by environmental pollution and other hazards (Figure 5-16). Disadvantaged communities include census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen. SB 535 disadvantaged communities in Tulare County include both rural and urban areas. All cities in western Tulare County contain SB 535 disadvantaged communities. There are no SB 535 disadvantaged communities in eastern Tulare County.

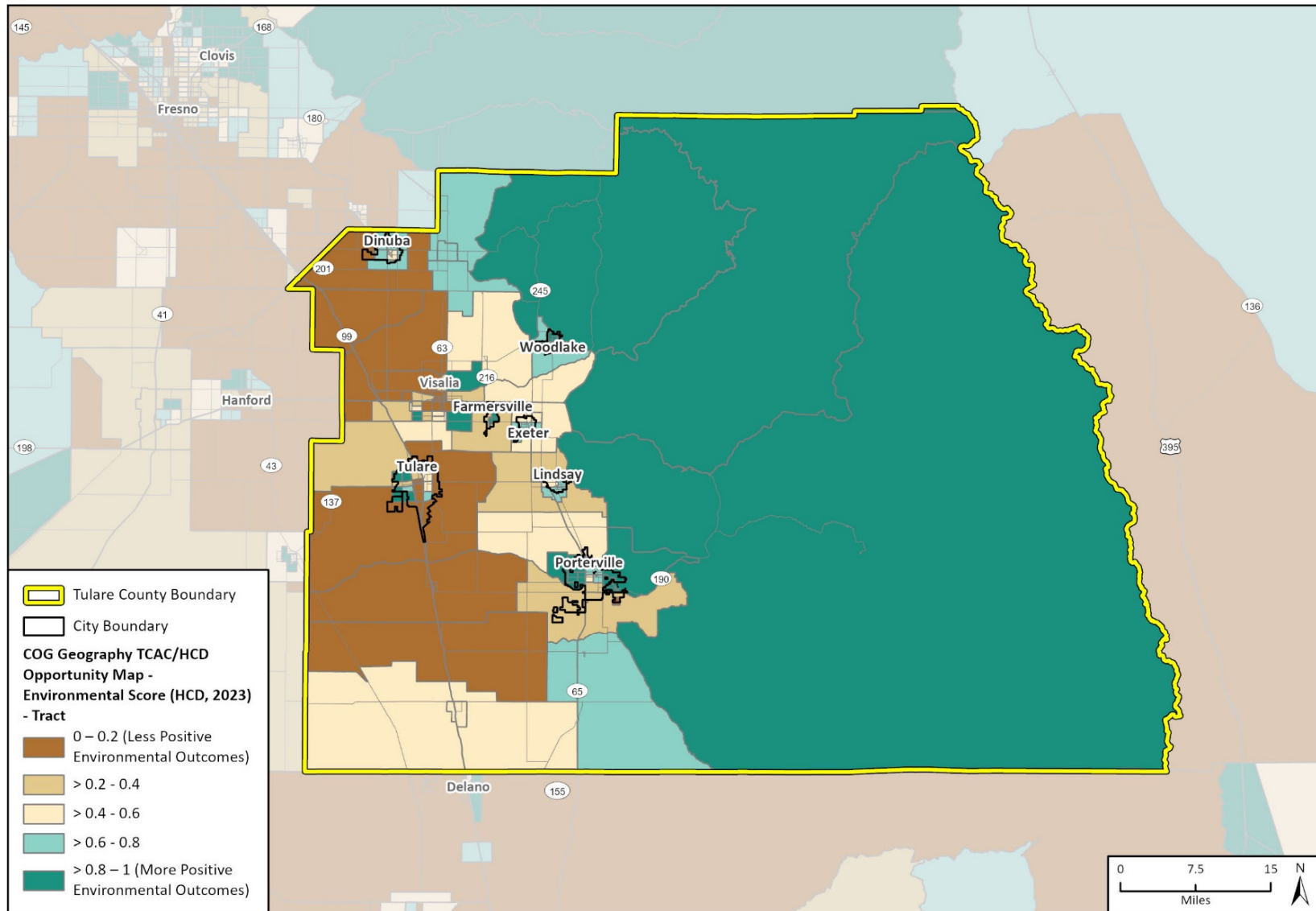
²⁶ HUD, 2021. <https://www.hudexchange.info/programs/environmental-review/environmental-justice/>

Figure 5-14 CalEnviroScreen 4.0 Percentile Scores (Tulare County)



Source: AFFH Viewer, 2023

Figure 5-15 TCAC Opportunity Areas - Environmental (Tulare County)

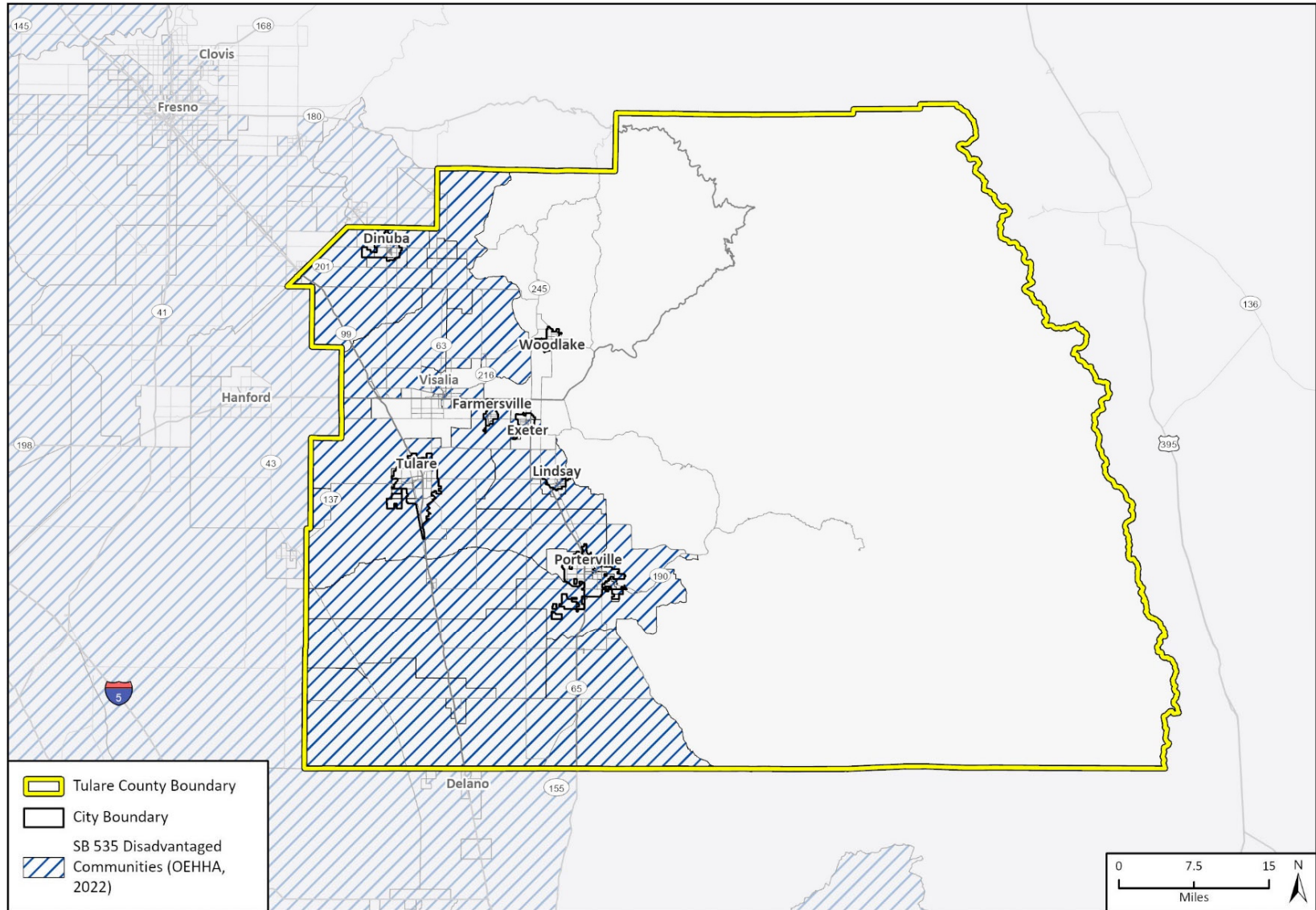


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_1E_AFFH
 AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

Figure 5-16 SB 535 Disadvantaged Communities (Tulare County)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHHA, FEMA

22_13496_1HE_AFFH
AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

5.7 Disproportionate Housing Needs

Disproportionate housing needs refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need, or the total population experiencing that category of housing need in the applicable geographic area. To analyze the extent of disproportionate housing needs, this section reviews data on housing cost burden and severe housing cost burden, overcrowding, homelessness, and substandard housing conditions. Information for this section relies on the HUD CHAS data.

5.7.1 Housing Cost Burden

Housing cost burden is defined as the proportion of a household's total gross income spent on housing costs. Households that spend at least 30 percent of their total gross income on housing costs (rent, mortgage, utilities, and other housing-related costs) are considered "cost burdened," and households spending over 50 percent on housing costs are considered "severely cost burdened." The higher the housing cost burden, the more likely residents are to live in overcrowded and substandard conditions and are less likely to afford to relocate. Low-income households and persons in protected classes disproportionately experience severe housing problems.

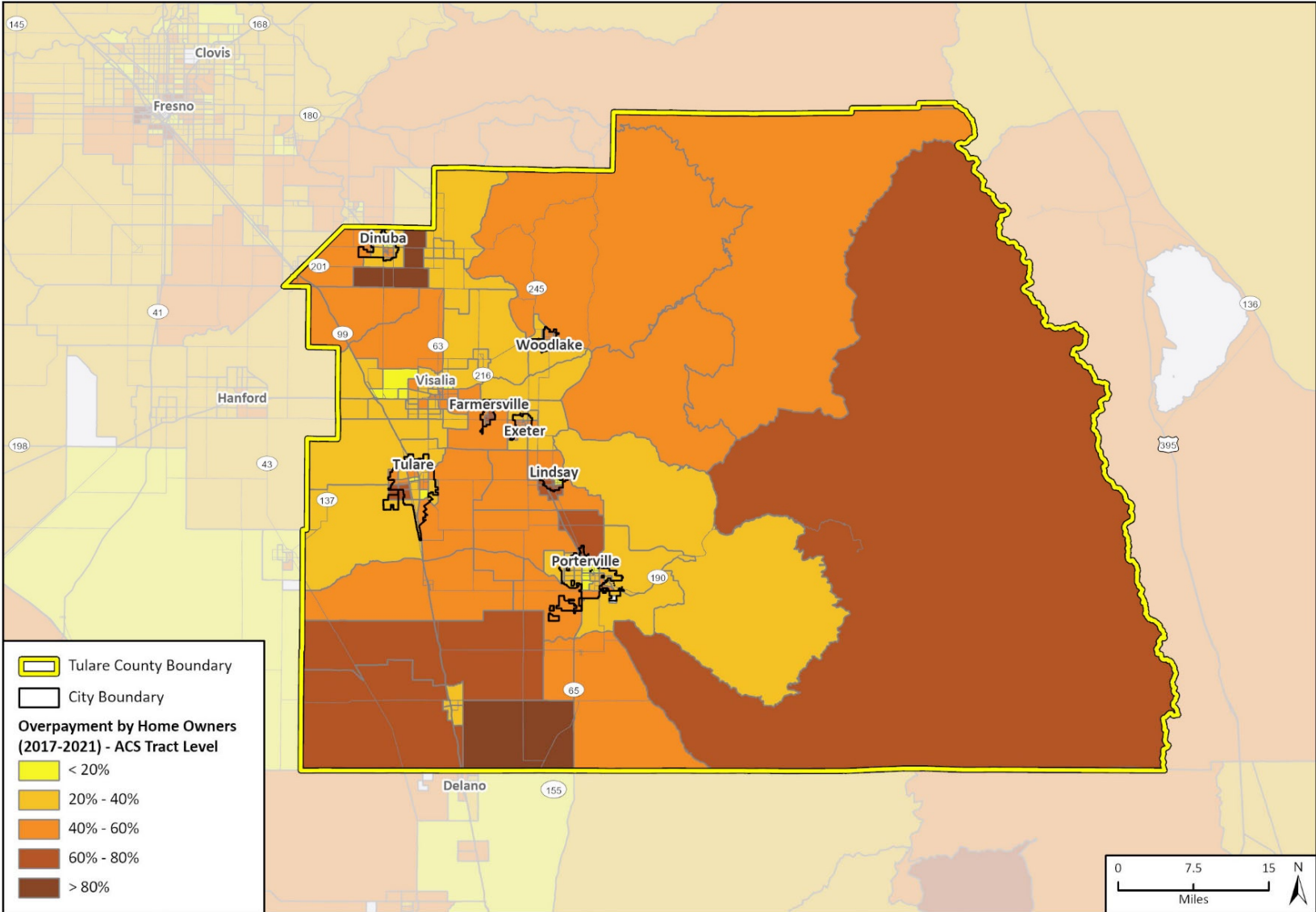
Cost burden (spending more than 30 percent of household income on housing costs) among homeowners and renters is a widespread issue across most of the tri-county area, especially throughout Tulare County, southwest Kings County, southeast Fresno County, and in and near the city of Fresno. Approximately 29 percent of owner households in Tulare County are cost burdened, and 50 percent of renter households are cost burdened (2015-2019 CHAS). Cost burden by homeowners in Tulare County is lowest in and surrounding the cities of Visalia, Porterville, Tulare, and Lindsay where less than 20 percent of homeowner households are cost burdened (Figure 5-17). Areas south of the cities of Dinuba and southeast of the community of Earlimart have the highest rates of cost burden among homeowners, greater than 80 percent. For renter households, between 40 and 60 percent of households are cost burdened throughout most of the county (Figure 5-18). Some of the highest rates of overpayment by renters occur in more urban areas, including the cities of Visalia, Porterville, and Tulare, where more than 80 percent of renters are cost burdened. In areas north and south of Porterville, in and west of Dinuba, in Lindsay, and south of the community of Terra Bella between 60 and 80 percent of renter households are cost burdened as well.

5.7.2 Overcrowding

Overcrowding is defined as housing units with more than one person per room (including dining and living rooms but excluding bathrooms and kitchen) while severe overcrowding refers to more than 1.5 persons per room. Overcrowding is a measure to understand the needs of large families where there are five or more people per household. Generally, large households have special housing needs due to lower per capita income and the need for housing with three or more bedrooms.

Some large households may not be able to accommodate high-cost burdens for housing and accept housing with too few rooms. Potential fair housing issues emerge if non-traditional households are discouraged or denied housing due to a perception of overcrowding. Household overcrowding reflects various living situations, including housing units that are inadequately sized to meet a household's needs; the necessity or desire to have extended family members reside in an existing household; or unrelated individuals or families that share a single housing unit.

Figure 5-17 Overpayment by Home Owners (Tulare County)

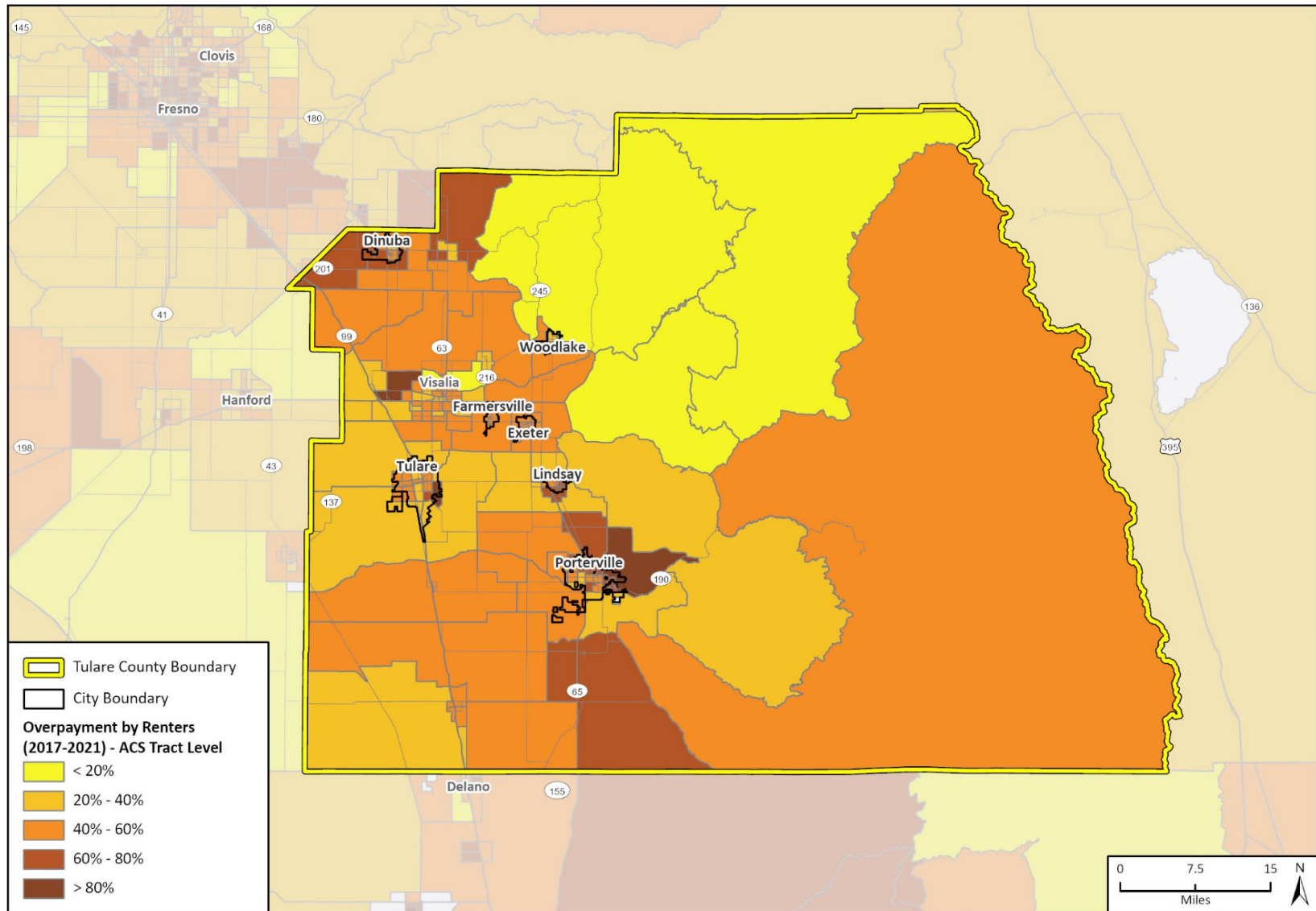


Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_HE_AFFH
AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer, 2023

Figure 5-18 Overpayment by Renters (Tulare County)



Fresno County Dept. PWR, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_1HE_AFFH
 AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

Not only is overcrowding a potential fair housing concern, but it can also potentially strain electrical systems in older housing that have not been updated or contribute to a perceived shortage of parking. As a result, some property owners/managers may be more hesitant to rent to large households, thus making access to adequately sized housing even more difficult. According to local fair housing service providers and property managers, addressing the issue of large households is complex as there are no set of guidelines for determining the maximum capacity for a unit. Fair housing issues may arise from policies aimed to limit overcrowding that have a disparate impact on specific racial or ethnic groups with different preferences for housing size and/or ability to pay according to the household size standards identified.

Tulare County has 30,158 large households (households with five or more people), approximately 22 percent of total households (2017-2021 ACS). A higher percentage of renter households (24 percent) were considered large households compared to owner households (20 percent). The percentage of large households is slightly higher in Tulare County than the tri-county area (19 percent).

Approximately 10 percent of the population in Tulare County and the tri-county area lives in overcrowded housing and 2 percent of the population lives in severely overcrowded housing in Tulare County and 4 percent in the tri-county area. Overcrowded housing is concentrated in the western half of Tulare County, closer to urban areas such as the cities of Visalia, Tulare, and Porterville and in northwestern and southwestern parts of the county (Figure 5-19). In the northwestern and southwestern parts of the county and parts of Visalia, Tulare, and Porterville over 20 percent of households were experiencing overcrowding. In the eastern half of the county, approximately one to two percent of households experienced overcrowding.

5.7.3 Housing Problems

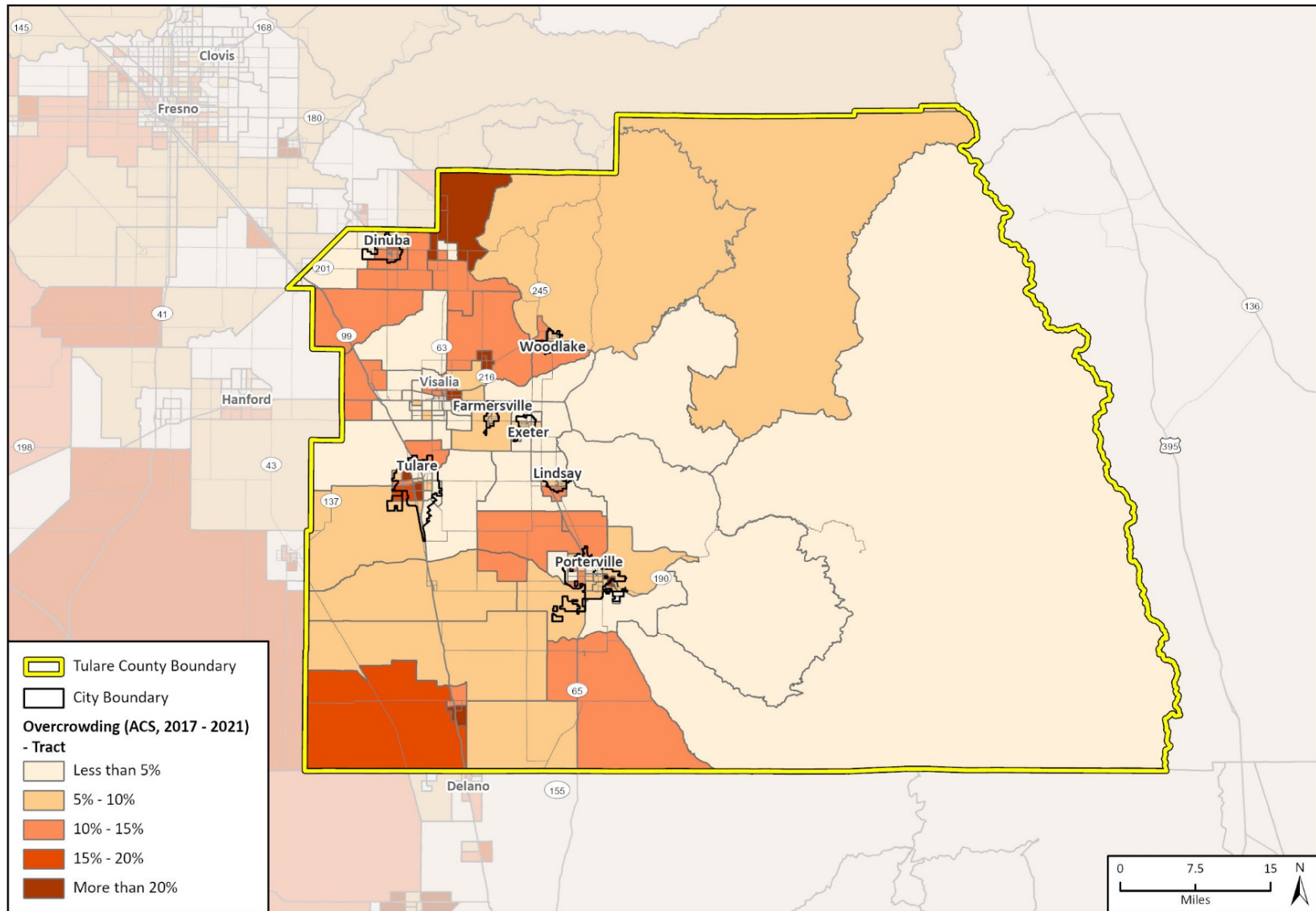
HUD considers housing units to be “standard units” if they are in compliance with local building codes. Many federal and State programs use the age of housing as a factor to determine a community’s housing rehabilitation needs. Housing age can be an important indicator of housing condition in a community. Like any other tangible asset, housing is subject to gradual physical or technological deterioration over time. If not properly and regularly maintained, housing can deteriorate and discourage reinvestment, depress neighboring property values, and eventually impact the quality of life in a neighborhood. Typically, housing over 30 years old is more likely to have rehabilitation needs that may include replacing plumbing, roof repairs, foundation work, and other repairs. Housing units built before 1978 may have health risks such as lead-based paint and asbestos. Housing issues prompted by disrepair such as mold may elevate health conditions such as asthma.

According to federal law, “housing problems” refers to any of four housing issues: cost burden and severe cost burden, overcrowding, and substandard housing conditions. Substandard housing is defined as a housing unit lacking complete plumbing or kitchen facilities.

Housing problems are prevalent among households in Tulare County and the tri-county area. In both the county and tri-county area, approximately 44 percent of total households are experiencing housing problems and 26 percent of households are experiencing severe housing problems. Tulare County has approximately 1,399 substandard housing units which comprise approximately 1 percent of the total occupied units in the county. Of the 1,399 substandard units, approximately 29 percent lack complete plumbing facilities and 71 percent lack complete kitchen facilities.

More than half of Tulare County’s housing stock (61 percent) was constructed prior to 1990 and is more than 30 years old. These units are potentially in need of repair and modernization improvements.

Figure 5-19 Overcrowded Households (Tulare County)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_1HE_AFFH
 AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

5.7.4 Persons Experiencing Homelessness

According to the Kings and Tulare County 2023 point-in-time (PIT) count, 1,470 persons experiencing homelessness were recorded in the two counties, representing a 16 percent increase since 2022.²⁷ In Tulare County alone, 1,053 persons experiencing homelessness were recorded in 2023, an increase from 922 persons recorded in 2022. Factors contributing to the increase in homelessness include new PIT methodology, potential increase in the number of persons experiencing homelessness who were living in their vehicles which is more difficult to count, and large efforts by some jurisdictions to disperse homeless encampments which makes accurate PIT count challenging.

State law (Section 65583(a)(7)) requires municipalities to address the special needs of persons experiencing homelessness within their boundaries. “Homelessness,” as defined by HUD, describes the condition of an individual, who is not imprisoned or otherwise detained, who:

- Lacks a fixed, regular, and adequate nighttime residence; and
- Has a primary nighttime residence that is:
 - A supervised publicly or privately operated shelter designed to provide temporary living accommodations (including welfare hotels, congregate shelters, and transitional housing for the mentally ill);
 - An institution that provides a temporary residence for individuals intended to be institutionalized; or
 - A public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings.

The majority of homeless individuals identified in Tulare County (74 percent of homeless individuals, 779 persons) were unsheltered. Approximately 41 percent of persons experiencing homelessness in Tulare County were located in the city of Visalia, 28 percent were located in the city of Porterville, and 27 percent were located in the city of Tulare. This is an overrepresentation of the percentage of homeless residents, as Visalia is home to 30 percent of the county’s population, Porterville has 13 percent, and Tulare has 15 percent.

The 2023 PIT found that 41 percent of the persons experiencing homelessness in Tulare County had a disability. In comparison, only 12 percent of the county’s total population are living with a disability. Most persons experiencing homelessness identified as white (70 percent), seven percent identified as Black/African American, and nine percent identified Native American/Alaskan Native. Approximately 49 percent of persons identified experiencing homelessness in Tulare County were Hispanic/Latino. Of the homeless residents surveyed in Tulare County, 42 percent identified mental disability as a barrier to housing, 40 percent identified substance use as a barrier to housing, and one percent identified HIV/AIDS as a barrier to housing.

The Tulare County Task Force on Homelessness advises and assists the Tulare County Health and Human Services Agency to address homelessness throughout the community. The Task Force coordinates existing local services and programs and is comprised of members of various cities and agencies throughout the region.

²⁷ Kings/Tulare Homeless Alliance. 2023. Point in Time.

https://static1.squarespace.com/static/579939fd197aea7457647213/t/64a857428433be7864d92c61/1688754006079/FINAL_2023+PIT+Report.pdf

The Task Force contracted Home Base to develop a plan to address homelessness in Tulare County, named “Pathway Home: Responding to Homelessness in Tulare County.” The plan was unveiled to the public in December of 2019. Pathway Home presents five overriding goals to address homelessness:

1. Increase access to permanent housing
2. Increase access to services to support exits from homelessness
3. Expand services for subpopulations with special needs
4. Preventing homelessness for those at risk
5. Strengthening public engagement and community partnerships

Pathway Home includes measurable metrics for each goal and outlines specific strategies to reach these metrics. Altogether, the strategies in the report work toward establishing 400 new permanent supportive housing opportunities, 115 new low-barrier shelter beds, reduce chronic homelessness by 10 percent, and reduce first time homelessness by 25 percent by 2025. Pathway Home works to centralize the countywide homelessness response strategy to avoid duplication of efforts and effectively utilize resources.

5.7.5 Farmworkers

As discussed in Chapter 2, *Regional Housing Needs Assessment*, more than half of the farmworker population resides in unincorporated Tulare County, with the remainder distributed throughout the cities. Farmworker wages tend to be low, approximately \$34,560 per year for full-time work. Farmworkers’ health and livelihood are susceptible to environmental conditions including floods, drought, pesticide exposure, and limited medical and housing services.²⁸

According to the 2017 USDA Census of Agriculture, 52 percent of farms in Tulare County hire farm labor, and 91 percent are family farms. Farmworkers tend to be male, be between 35 and 64 years of age, and work on farms that grow forage, corn, oranges, grapes, or almonds, or raise livestock.²⁹ Farm labor in Tulare County is divided between seasonal and permanent labor, due to the type of crops raised and the high percentage of dairy farming. It is likely that many farmworker households are comprised of both farmworkers and non-farmworkers who may be employed in other types of work. While no survey of farmworker housing is available for Tulare County, farmworker households are typically limited in housing options due to limited income, limited supply near job locations, overcrowding, and poor housing conditions. According to the National Agricultural Workers Survey (2019-20), 30 percent of farmworkers live in crowded dwellings, migrant workers live in crowded dwellings with greater frequency than settled workers, and unauthorized workers were nearly twice as likely as authorized workers to live in crowded dwellings.³⁰

The Housing Authority of Tulare County (HATC) offers a farm labor housing program that provides housing to very low, low, and moderate-income families with two to nine members who have current

²⁸ Visalia Times Delta. 2022. In rural California, farmworkers fend for themselves for health care: ‘We have a right to survive’. <https://www.visaliatimesdelta.com/story/news/local/california/2022/12/08/rural-california-san-joaquin-valley-central-valley-farmworkers-fend-for-themselves-health-care/69713358007/>

²⁹ USDA Census of Agriculture. 2017. Tulare County profile. https://www.nass.usda.gov/Publications/AgCensus/2017/Online_Resources/County_Profiles/California/cp06107.pdf

³⁰ National Agricultural Workers Survey. 2022. Findings from the National Agricultural Workers Survey (NAWS) 2019-2020: A Demographic and Employment Profile of United States Farmworkers. Research Report No. 16. January 2022. <https://www.dol.gov/sites/dolgov/files/ETA/naaws/pdfs/NAWS%20Research%20Report%202016.pdf>

farm labor income. Under this program, HATC rents over 400 units to non-migratory farm workers for very low amounts and offers rental assistance when needed.³¹

5.7.6 Displacement

Displacement, as defined by HCD, is used to describe any involuntary household move caused by landlord action or market changes. Shifts in neighborhood composition are often framed and perpetuated by established patterns of racial inequity and segregation. Movement of people, public policies, and investments, such as capital improvements and planned transit stops, and flows of private capital can lead to displacement. Displacement is fueled by a combination of rising housing costs, rising income inequality, stagnant wages, and insufficient market-rate housing production. Decades of disinvestment in low-income communities, coupled with investor speculation, can result in a rent gap or a disparity between current rental income of the land, and potentially achievable rental income if the property is converted to its most profitable use. These processes can disproportionately impact people of color, as well as lower income households, persons with disabilities, large households, and persons at-risk or experiencing homelessness.³²

One measure of displacement risk is whether a community is deemed “sensitive.” The UDP designates communities as sensitive if the share of very low-income residents is greater than 20 percent and have any of the two following characteristics: the share of renters is above 40 percent, the share of people of color is above 50 percent, the share of very low-income households that are severely rent burdened is above the county median, the percent change in rent is above the county median for rent increases.

The UDP has identified several census tracts in western Tulare County that are considered at risk of displacement, including in the cities of Dinuba, Visalia, Tulare, Lindsay, Farmersville, and Porterville (Figure 5-20). These census tracts are predominantly Hispanic/Latino (Figure 5-2) with a higher percentage of LMI residents (Figure 5-7). Two census tracts, one in the city of Visalia and the other in the town of Cutler, have an elevated risk of displacement for very low-income households.

5.8 Local Area Knowledge

5.8.1 Historic Patterns of Segregation

Patterns of racial segregation are the byproduct of local and federal policies, private housing discrimination, and community prejudice. To understand present challenges to fair housing, it is necessary to review the history of actions that have led to regional patterns of segregation.

The first inhabitants in the San Joaquin Valley and Tulare County were the Yokut-speaking tribes, composed of approximately 50 groups who spoke various dialects. Mexican ranches and American settlers gain prominence in the 1800s and raised animals. After the U.S. annexed California in 1848, the federal government sold vast tracts of land to the Southern Pacific Railroad Company as well as large-scale timber, ranching, and farming interests, ignoring and overriding the property rights of Mexican and indigenous landholders. Many Native American tribes were forced to give up their land and live on reservations.³³ When gold was discovered in 1848, thousands of prospectors came to the San Joaquin Valley and with them, they brought diseases that quickly decimated the Native American population.³⁴

³¹ Housing Authority of Tulare County, <https://www.hatc.net/farm-labor.php?nbl=RP> accessed June 2023.

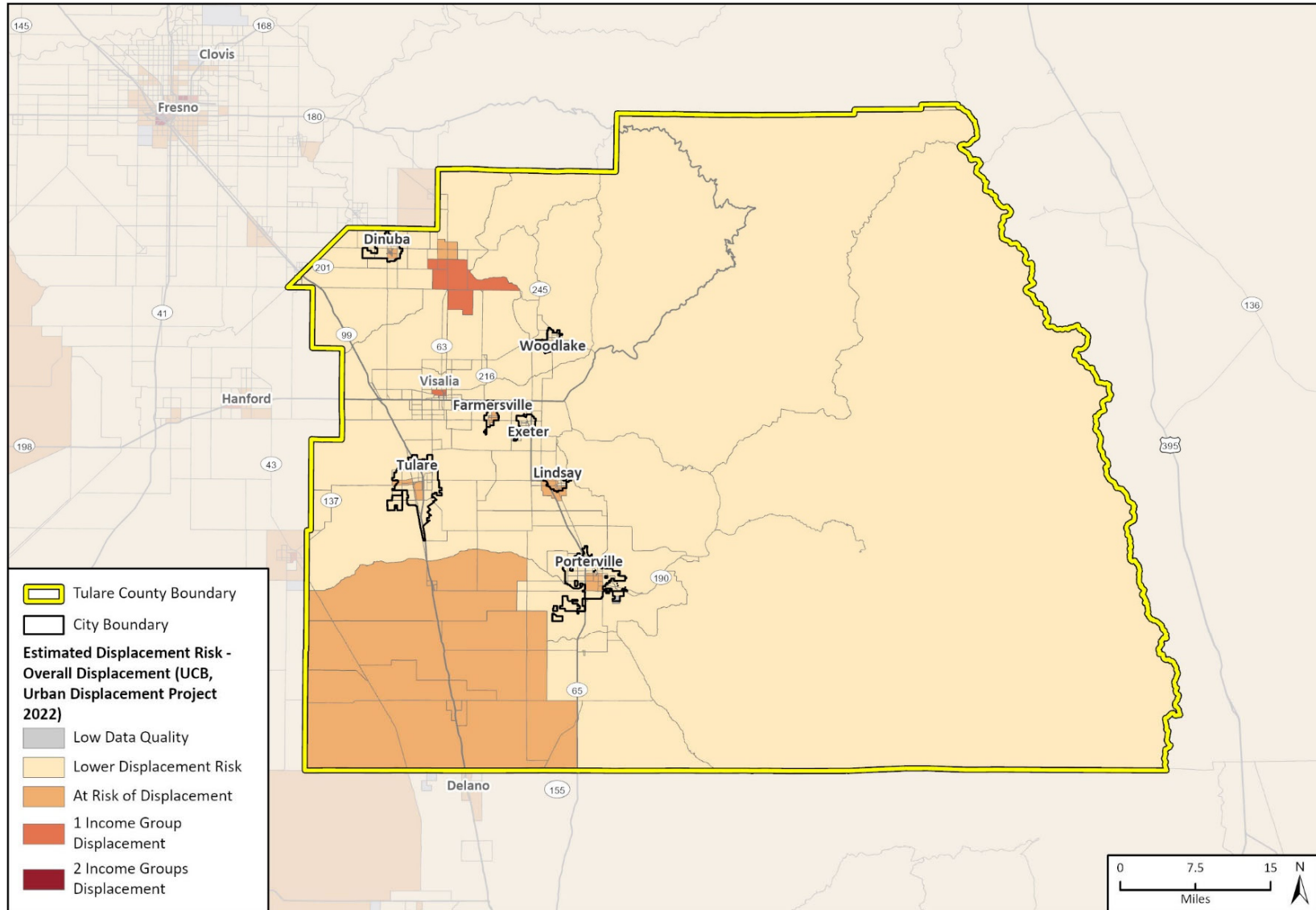
³² HCD. 2021. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf

³³ PolicyLink. Facing History, Uprooting Inequality: A Path to Housing Justice in California.

https://www.policylink.org/sites/default/files/pl_report_calif-housing_101420a.pdf

³⁴ Tule River Indian Tribe of California. 2018. Tule River History. <https://tulerivertribe-nsn.gov/history/>

Figure 5-20 Displacement Risk (Tulare County)



Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, ACS 2017-2021, HCD, PlaceWorks, HUD Region 9, UC Berkley UDP, TCAC 2022, CalEnviroScreen 4.0, 2021, CAL FIRE, OEHHA, FEMA

22_13496_1HE_AFFH
 AFFH - County Basemap 8.5 x 11

Source: AFFH Viewer 2.0, 2023

Chinese and Japanese immigrants, originally brought to California by the Gold Rush and later to work on the Southern Pacific Railroad, began to work as farm laborers throughout the San Joaquin Valley. However, resentment towards Chinese and Japanese immigrants, especially by jobless white residents, led to farms recruiting Black/African Americans from the southern U.S. to replace them as farm laborers. Many Black/African Americans began by working in the fields and vineyards and eventually transitioned from farm labor to living in the cities and towns.³⁵ Racist sentiment from white residents permeated all aspects of life in the region. In the mid-1920s, Tulare County was a major bastion of the racist organization known as the Ku Klux Klan, which terrorized and subverted the political and civic rights of non-white residents.³⁶

In the 1930s, nearly half a million people migrated to Southern California from across the United States during what was known as the “Dust Bowl.” Many of these people moved to California in hopes of working in the agricultural industry, but were forced to take temporary and transient work, leaving them with little choice but to form makeshift camps near roadsides and ditches, without access to housing, clean water, and sanitation. These conditions reinforced existing desires by the white population, generally, for economic and racial segregation, leaving migrant farmworkers without access to medical treatment and education. When World War II created a need for manufacturing labor, many of the white “Dust Bowl” workers relocated to other cities in California, such as San Francisco, Los Angeles, and San Diego, leaving a gap in farm labor.³⁷ Japanese, Punjabi, and Filipino people, as well as Black/African Americans from cotton regions, filled the void. Japanese residents, however, were forcibly relocated to internment camps from 1942 to 1946.³⁸

In 1942, the federal government initiated the Bracero program, which enabled growers to replenish their labor supply with workers imported from Mexico. While the Bracero program ended in 1964, growers continue to rely on Mexican nationals to work California’s lucrative “factories in the fields.” Migrants today confront multiple social, environmental, and access issues, including affordable, safe, and sanitary housing.³⁹

Increasingly after the first World War, to circumvent the US Supreme Court ban on outright racial zoning, local governments implemented other forms of exclusionary zoning that avoided direct mention of race but kept low-income people of color out by marshalling land use regulations against them. Through residential zoning that mandates larger parcel sizes for single-family homes, typically unaffordable to people of color, wealthier households established and maintained mostly white neighborhoods throughout California. The federal government subsidized white homeownership and wealth-building and excluded people of color.

Throughout the state, but particularly concentrated in inland areas, cities have used their annexation power to reinforce patterns of racial exclusion and segregation. Since the 1960s, as cities expanded and selectively annexed land, they deliberately bypassed and grew around communities of color in unincorporated neighborhoods, the very places people of color were relegated to by restrictive covenants. This selective annexation process has left hundreds of disadvantaged unincorporated places,

³⁵ Michael Eissinger. 2009. The Transplantation Of African Americans And Cotton Culture To California’s Rural San Joaquin Valley During The Nineteenth And Twentieth Centuries. https://meissinger.com/uploads/3/4/9/1/34919185/transplantation_of_african_americans_and_cotton_culture_to_californias_rural_san_joaquin_valley.pdf

³⁶ Newell G. Bringham. 2000. The Ku Klux Klan in a Central California Community: Tulare County During the 1920s and 1930s. *Southern California Quarterly* Vol. 82, No. 4 (Winter 2000), pp. 365-396 (32 pages)

³⁷ Christy Gavin, California State University, Bakersfield. California Odyssey: Dust bowl migration archives. https://www.csub.edu/library/_files/DB_files/OkieHealth.pdf

³⁸ History.com. Japanese Internment. <https://www.history.com/topics/world-war-ii/japanese-american-relocation>

³⁹ Christy Gavin, California State University, Bakersfield. California Odyssey: Dust bowl migration archives. https://www.csub.edu/library/_files/DB_files/OkieHealth.pdf

disproportionately of color, without the most basic elements of a healthy, safe community, such as utilities, sanitation, safe drinking water, and other critical community services. Restrictive covenants, exclusion, and racial violence pushed Black/African American and low-income people of color to settle outside of towns. In places throughout the San Joaquin Valley and on the edges of cities such as Fresno, Bakersfield, Stockton, Tulare, and Modesto, such communities of color were left unincorporated and without access to incorporated areas' tax revenues or infrastructure.⁴⁰ Exclusionary post-war development started moving further from city centers, and within time, these communities often created their own civic and utility districts, which redistributed investment away from cities, in a movement known as "White Flight."

Across the United States, redlined and marginalized communities faced a higher propensity for environmental hazards that affects current populations. Residents of historically redlined neighborhoods located in cities with oil and gas production have disproportionately high exposure to oil and gas wells, compared to higher graded neighborhoods. Exposure disparities have implications for community environmental health, as the presence of active and abandoned (i.e., postproduction) wells have been shown to contribute to ongoing air pollution.

State Route (SR) 99, which was constructed in phases in the 1920s and runs through the Central Valley, continues to provide the transportation route for residents between cities in the area as well as economic transportation linkages to other parts of the state. Large warehouse distribution centers have been built in the southern end of the valley and northern part of the valley because of quick access to SR 99 and Interstate 5 (I-5) and the availability of a large and relatively low-wage employment base. Truck and vehicle traffic has contributed to high rates of air pollution. Intensive agriculture and dairy farming in the region have also contributed to pollution due to pesticide use and fertilizer runoff.

The agricultural industry continues to play a large role in the economy and development patterns of Tulare County. Small, predominantly Hispanic/Latino communities were once home to thousands of Black/African American farm workers, and today remain isolated from other areas of the county. Areas such as these have high rates of poverty and experience disproportionately high pollution burden.⁴¹ Incorporation and annexation has continued to be a disparity issue in the county, where incorporated municipalities tend to have more control over land use, decision-making, infrastructure budgeting, and the ability to address environmental concerns.

5.8.2 Community and Stakeholder Input

A series of stakeholder interviews was conducted with service providers, community organizations, and affordable and market-rate housing developers held between May 21 and April 4, 2023. Information on community outreach is provided in Chapter 1, *Introduction and Community Engagement*. In these interviews, community organizations identified the need for housing near grocery stores, medical facilities, and public transportation. Additional housing needs include transitional and supportive housing, farmworker housing, and safe parking for homeless individuals living in their vehicle. Compared to larger cities in the region, less populated rural areas have vastly fewer amenities and housing resources.

According to market-rate housing developers, barriers to developing housing include high construction costs, parking requirements, state housing requirements, and the cost and time demanded by the environmental review process. Affordable housing developers described the need for more affordable

⁴⁰ PolicyLink. Facing History, Uprooting Inequality: A Path to Housing Justice in California. https://www.policylink.org/sites/default/files/pl_report_calif-housing_101420a.pdf

⁴¹ Jose Del Real. 2019. How Racism Ripples Through Rural California's Pipes. <https://www.nytimes.com/2019/11/29/us/water-racism-california.html>

housing and supportive housing for previously homeless residents and discrimination based on HCV use. It was noted that the regional PIT count likely underestimates the number of homeless individuals as it does not consider the many residents living on couches or in trailers. According to affordable housing developers, one way that cities can address housing needs is by fostering strong relationships with affordable housing providers and maintaining knowledgeable staff to pursue grant opportunities for affordable housing.

This page intentionally left blank.



City Council Staff Report

Department: PLANNING

October 14, 2025

To: Mayor and City Council

From: Schoettler Karl, City Planner

By:

Subject: Public hearing to amend the Dinuba Zoning Ordinance to incorporate action plans of the Dinuba Housing Element (KSch)

RECOMMENDATION:

City Council conduct a public hearing and vote to introduce Ordinance 2025-03, implementing action plans of the Dinuba Housing Element, and also implementing "cleanup" amendments to the Zoning Ordinance.

EXECUTIVE SUMMARY:

Ordinance 2025-03 amends several sections of the Dinuba Zoning Ordinance to implement action plans contained within the Dinuba Housing Element and also several "cleanup" amendments to the Zoning Ordinance.

OUTSTANDING ISSUES:

None.

DISCUSSION:

The newly-adopted Dinuba Housing Element contains numerous action plans the City needs to take in order to implement the goals of the Element and to ensure that Dinuba complies with State law when it comes to housing issues. A number of the action plans involve amendments to the Dinuba Zoning Ordinance. This report summarizes the proposed amendments (which are contained in the attached ordinance).

As noted above, there are also several "cleanup" amendments that staff is proposing in the wake of the adoption of the comprehensive Dinuba Zoning Ordinance that occurred last year. These are intended to correct various errors and omissions that staff has noted in the adopted ordinance.

Amendments Related to the Housing Element

There are eight chapters of the Zoning Ordinance that are proposed for amendments

related to action plans contained in the Housing Element. Major amendments are listed in Table 1(Attachment "B") and fully listed as attachments to Ordinance 2025-03).

None of the Zoning Ordinance amendments (related to the Housing Element) are considered significant; most are of a technical nature. "Cleanup" amendments to the Zoning Ordinance are listed in Table 2 (Attachment "C") and also listed in Ordinance 2025-03. These are primarily related to typographical errors and omissions in the ordinance.

Planning Commission Action

The Dinuba Planning Commission conducted a public hearing on October 7, 2025 to consider the aforementioned amendments to the Zoning Ordinance and voted unanimously to recommend approval. No members of the public spoke on the matter.

Staff recommends City Council conduct a public hearing and vote to introduce Ordinance 2025-03, implementing action plans of the Dinuba Housing Element, and also implementing "cleanup" amendments to the Zoning Ordinance.

FISCAL IMPACT:

None.

PUBLIC HEARING:

A public hearing notice was published in the Midvalley Times ten days before the City Council's meeting.

ATTACHMENTS:

1. A. CC Ord HE ZOA 10-14-25
2. B. Table 1
3. C. Table 2

ATTACHMENT “A”

**DINUBA CITY COUNCIL
ORDINANCE NO. 2025-03**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
DINUBA ADOPTING AMENDMENTS TO THE DINUBA ZONING
ORDINANCE (TITLE 17 OF THE DINUBA MUNICIPAL CODE)
RELATED TO THE HOUSING ELEMENT UPDATE, ALONG
WITH “CLEANUP” AMENDMENTS**

**THE CITY COUNCIL OF THE CITY OF DINUBA HEREBY DOES
ORDAIN:**

SECTION 1: FINDINGS,

- (a) The City of Dinuba administers a zoning ordinance that is intended to promote the harmonious development of various types of land uses in the City.
- (b) The City has also adopted a Housing Element of the Dinuba General Plan that contains a number of action plans, including several the direct the City to amend the Zoning Ordinance.
- (c) The City has recently adopted a comprehensive update of the Dinuba Zoning Ordinance and several cleanup amendments are needed to correct errors and omissions.
- (d) Consistent with the California Environmental Quality Act (CEQA) the City has determined the Zoning Ordinance Update is exempt from review for environmental impacts (as a Categorical Exemption No. 15061 (b) (3) “General Exemption”)

The City Council of the City of Dinuba does hereby ordain as follows:

SECTION 2. Subsection 17.19.040 (RM (Multi-Family Residential Zones (Site Plan Review)) of the Dinuba Municipal Code is amended as shown on page 19-2 of Exhibit “A”.

SECTION 3. Subsection 17.19.050 RM (Multi-Family Residential Zones (Design Guidelines)) of the Dinuba Municipal Code is amended as shown on page 19-2 of Exhibit “A”.

SECTION 4. Exhibit 19-1: RM (Multi-Family Residential Zones (Selected Development Standards in the RM Zones)) is amended as shown on page 19-5 of Exhibit “A”.

SECTION 5. Table 21-1: (Permitted Uses in Residential and Other Zones) is amended as shown on page 21-3 of Exhibit “B”.

SECTION 6. Table 33-1: (Permitted Uses in Commercial Zones) is amended as shown on page 33-8 of Exhibit “C”.

SECTION 7. Subsection 17.45.090 B.5. (Special Uses and Standards: Accessory Dwelling Units and Junior Accessory Dwelling Units (Development Standards (ADU Unit Size))) is amended as shown on page 45-20 and 45-21 of Exhibit “D”.

SECTION 8. Subsection 17.45.230 (Special Uses and Standards (Streamlined Ministerial Approval Process for Affordable Multi-Family Residential projects)) is added as shown on pages 45-58 through 45-61 of Exhibit “D”.

SECTION 9. Subsection 17.45.250 (Special Uses and Standards (Affordable Housing Density Bonus)) is added as shown on pages 45-61 to 45-76 of Exhibit “D”.

SECTION 10. Subsection 17.49.020 (Parking and Loading (General Requirements)) is amended as shown on page 49-2 of Exhibit “E”.

SECTION 11. Subsection 17.49.030 (Parking and Loading (Number of Parking Spaces Required)) is amended as shown on pages 49-3 and 49-4. of Exhibit “E”.

SECTION 12. 17.55.070 (Site Plan Review (Report and Findings)) is amended as shown on pages 55-5 and 55-6 of Exhibit “F”.

SECTION 13. 17.57.050 (Conditional Use Permits (Report and Findings)) is amended as shown on page 57-3 and 57-4 of Exhibit “G”.

SECTION 14. Subsection 17.67.030 (Definitions (Definitions)) is amended as shown on page 67-8 (Density Bonus), page 67-10 (Emergency Housing), page 67-11 (Employee Housing), page 67-12 (Farmworker Housing), page 67-22 (Replacement Housing), page 67-22 (Residential Care Home), page 67-28 (Supportive Housing) and page 67-29 (Use by right).

SECTION 15. SEVERABILITY.

Each of the provisions of these ordinances are severable from all other provisions. If any article, section, subsection, paragraph, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 16. The City Clerk is hereby directed to cause a summary of this Ordinance to be published by one insertion in a newspaper of general circulation in the community at least five (5) days prior to adoption and again fifteen (15) days after its adoption. If a summary of the ordinance is published, then the City Clerk shall cause a certified copy of the full text of the proposed ordinance to be posted in the office of the City Clerk at least five days prior to the Council meeting at which the ordinance is adopted and again after the meeting at which the ordinance is adopted. The summary shall be approved by the City Attorney.

This Ordinance shall take effect and be in full force thirty (30) days from and after its adoption.

SECTION 17. The foregoing Ordinance amendments were introduced at a regular meeting of the City Council of the City of Dinuba on the 14th day of October, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

**Rachel Nerio-Guerrero,
Mayor of the City of Dinuba**

ATTEST:

Maria Alaniz, City Clerk

CHAPTER 19



RM Zones (Multiple Family Residential)

Sections

17.19.010	Purpose
17.19.020	Subdistricts
17.19.030	Permitted and Conditional Uses
17.19.040	Site Plan Review
17.19.050	Design Guidelines
17.19.060	Development Standards
17.19.070	Fences, Walls and Hedges
17.19.080	Off-Street Parking and Loading Facilities
17.19.090	Landscaping and Irrigation
17.19.100	Open Space
17.19.110	Signs

17.19.010 Purpose

The purpose of the RM districts is to provide living areas within Dinuba where development is consistent with the Dinuba General Plan and is limited to medium and high density areas of multi-family dwellings, along with other uses suitable to the intent of the zone, and where regulations are designed to promote the following:

- (1) a suitable environment for family life, recognizing that a significant part of the multi-family population is adult, including senior citizens;
- (2) New multi-family development that integrates well into the surrounding neighborhood and that are designed to promote a welcoming, pedestrian-friendly environment;
- (3) space for community facilities, including parks, schools, churches and other facilities that will complement the residential environment;
- (4) attractive and unique development projects that encompasses well-designed buildings with ample landscape and off-street parking;
- (5) housing that is affordable to low- and moderate-income households and to households that have special housing needs.

17.19.020 Subdistricts

In order to adequately plan for multi-family development at various densities, the following sub-districts are established:

RM-1.5 (Medium-High Density Multi-Family Residential (one unit per 1,500 square feet of lot area);

RM-2 (Medium Density Multi-family residential (one unit per 2,000 square feet of lot area)

RM-3 (Low Density Multi-family Residential (one unit 3,000 square feet of lot area).

17.19.030 Permitted Uses

Permitted Uses and Conditionally-Permitted Uses in the RM zones are listed in Chapter 17.21 (Permitted Uses in Residential Zones)

17.19.040 Site Plan Review

No multi-family uses may be established on any lot or site in this district until a site plan has been submitted and approved consistent with Chapter 17.55 (Site Plan Review). **Qualified projects may utilize the "By-Right Approval" process detailed in Section 17.45.240 (Special Uses and Standards).**

17.19.050 Design Guidelines

The City has adopted Design Guidelines within a separate document (**the Dinuba Residential Design Guidelines**). Applicants are encouraged to review and implement recommendations of the Design Guidelines. Projects that are subject to processing under State law (SB 35 and SB 330) are subject to all Objective Development Standards contained in the City's application packet for those projects (see Section 17.19.070).

17.19.060 Development Standards (also illustrated in Exhibit 19-1).

The following establishes zoning standards for the development of uses in the RM zones, including:

- Density (the number of units allowed on a given site)
- Lot size, width and depth

Exhibit "A": Dinuba Zoning Ordinance
Chapter 19: RM Zones (Multi-Family Residential)

- Building Height
- Setbacks
- Distance between buildings
- Outdoor Recreational Areas
- Porches
- Fences
- Landscaping
- Parking
- Signs

a. Unit Density

The maximum unit densities for Dinuba's multi-family residential districts are as follows:

<u>District</u>	<u>Maximum Unit Density</u>
RM-1.5	One dwelling per 1,500 square feet of lot area. Residential development on parcels larger than $\frac{3}{4}$ acre shall have a minimum density of 20 units per acre to ensure affordability, consistent with State affordability standards, unless it can be demonstrated that affordability (to State of California standards) can be achieved with a lesser density.
RM-2	One dwelling per 2,000 square feet of lot area
RM-3	One dwelling per 3,000 square feet of lot area

i. Density Bonus

The purpose of a density bonus is to encourage the private sector to construct affordable housing for "target households" as defined by the Government Code. A density bonus can be approved by Farmersville if a private sector housing developer agrees to construct a certain percentage of units for target households and agrees to maintain their affordability for a specific time period, pursuant to State Density Bonus Law or Government Code Sections 65915 through 65917.5. All density bonus applications will be reviewed and processed pursuant to the applicable laws in place at the time the request is received.

b. Lot Frontage, Depth and Area

1. The minimum lot frontage for newly-established lots in all multi-family residential zones is as follows:

Exhibit "A": Dinuba Zoning Ordinance
Chapter 19: RM Zones (Multi-Family Residential)

50 feet, all zones

Lots on cul-de-sacs or curve-frontage lots must have a minimum width of 40 feet at the street right-of-way.

2. The minimum lot depth for newly-established lots in all multi-family residential zones is as follows:

100 feet.

3. The minimum area of all newly-created lots for all multi-family residential zones is as follows:

7,000 square feet, minimum

c. Building Height

The maximum height of all structures shall be 35 feet (~~three two~~ stories); the maximum height of accessory structures shall be 12 feet.

d. Lot Coverage

<u>District</u>	<u>Coverage</u>
RM-1.5	60 percent, maximum
RM-2	55 percent, maximum
RM-3	50 percent, maximum

**Exhibit "A": Dinuba Zoning Ordinance
Chapter 19: RM Zones (Multi-Family Residential)**

Exhibit 19-1: Selected Development Standards in the RM Zones

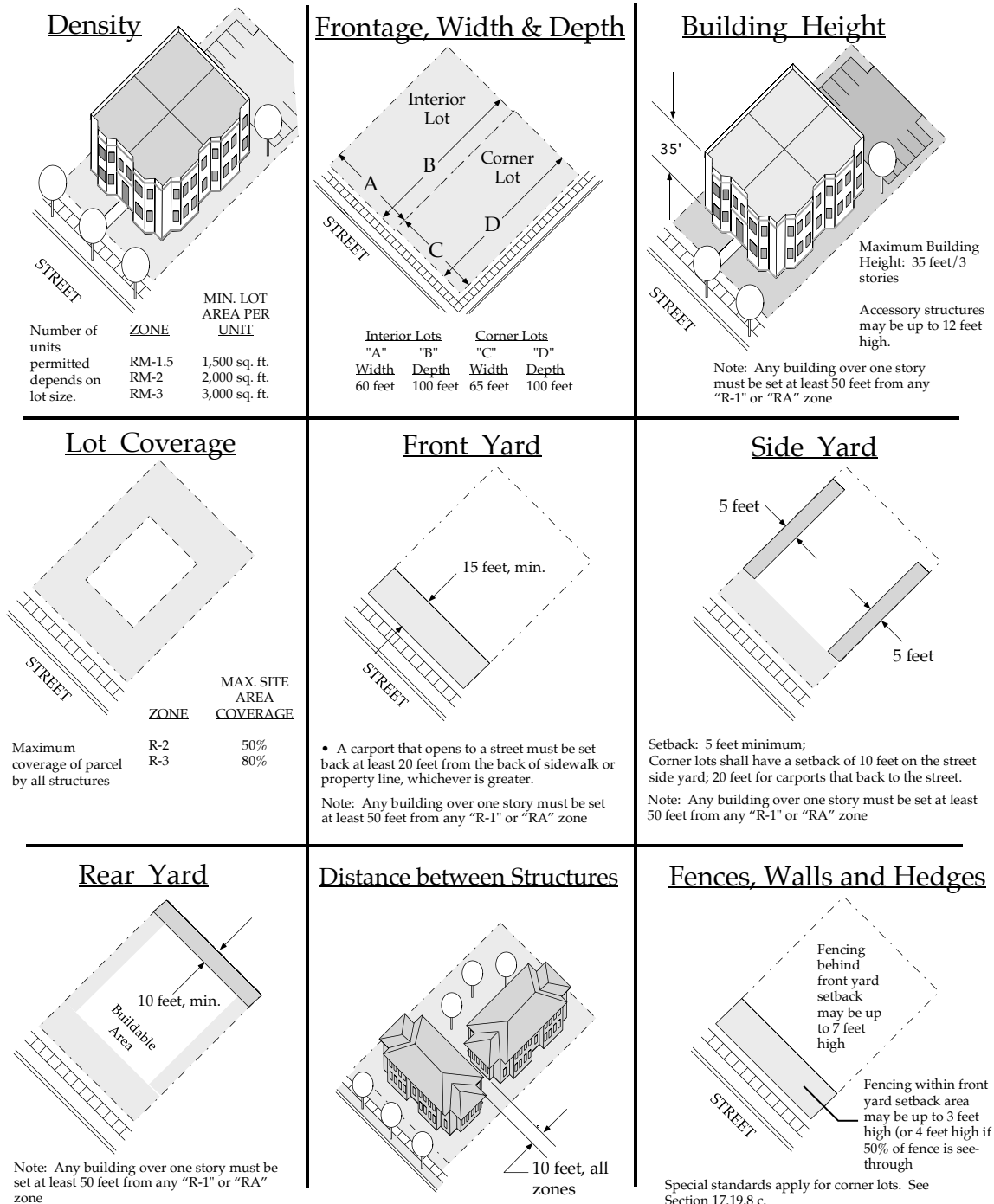


Exhibit “A”: Dinuba Zoning Ordinance
Chapter 19: RM Zones (Multi-Family Residential)

e. Yard Requirements (see Table 19-1)

Yard requirements (building setbacks) for structures in all multi-family residential zones shall be as follows:

Table 19-1: Setback Requirements

Front Yard:	15 feet, minimum, however a garage or carport with driveway opening directly to the street must be set back at least 20 feet behind the sidewalk. (1)
Side Yards:	
Interior side yard:	5 feet, minimum plus five feet for additional story (1)
Corner lot street side:	10 feet, minimum, except a garage or carport with driveway opening directly to the street must be set back at least 20 feet behind the sidewalk. (1)
Reverse corner lot, street side	15 feet, minimum, except a garage or carport with driveway opening directly to the street must be set back at least 20 feet behind the sidewalk. (1)
Rear Yard:	10 feet, minimum plus 10 feet per additional story (1)
Special Requirements:	
(1) Regardless of all other setback requirements, any building over one story must be set back at least 50 feet from any lot zoned “R-1” or “R-A”	
(2) Detached accessory structures no taller than 12 feet may have a zero rear or side yard setback if set back behind the front yard setback, and behind the side yard setback on the street side yard of a corner lot or reverse corner lot	
(3) A detached Accessory Dwelling Unit no higher than 12 feet may be set back a minimum of four feet from a rear or interior side property line, provided the structure is behind the front yard setback.	
(4) Architectural features, including eaves, sills, chimneys, cornices, and bay windows may extend up to 30 inches into a required side yard.	
(5) No building shall be located closer than 5 feet to an alley.	
(6) Portable carports are prohibited between a dwelling and any street abutting the lot	

f. Minimum Distance Between Buildings on the Same Lot:

The minimum distance between a structure used for human habitation and another structure (such as another dwelling, detached garage, carport, or storage shed, etc.) shall be ten feet.

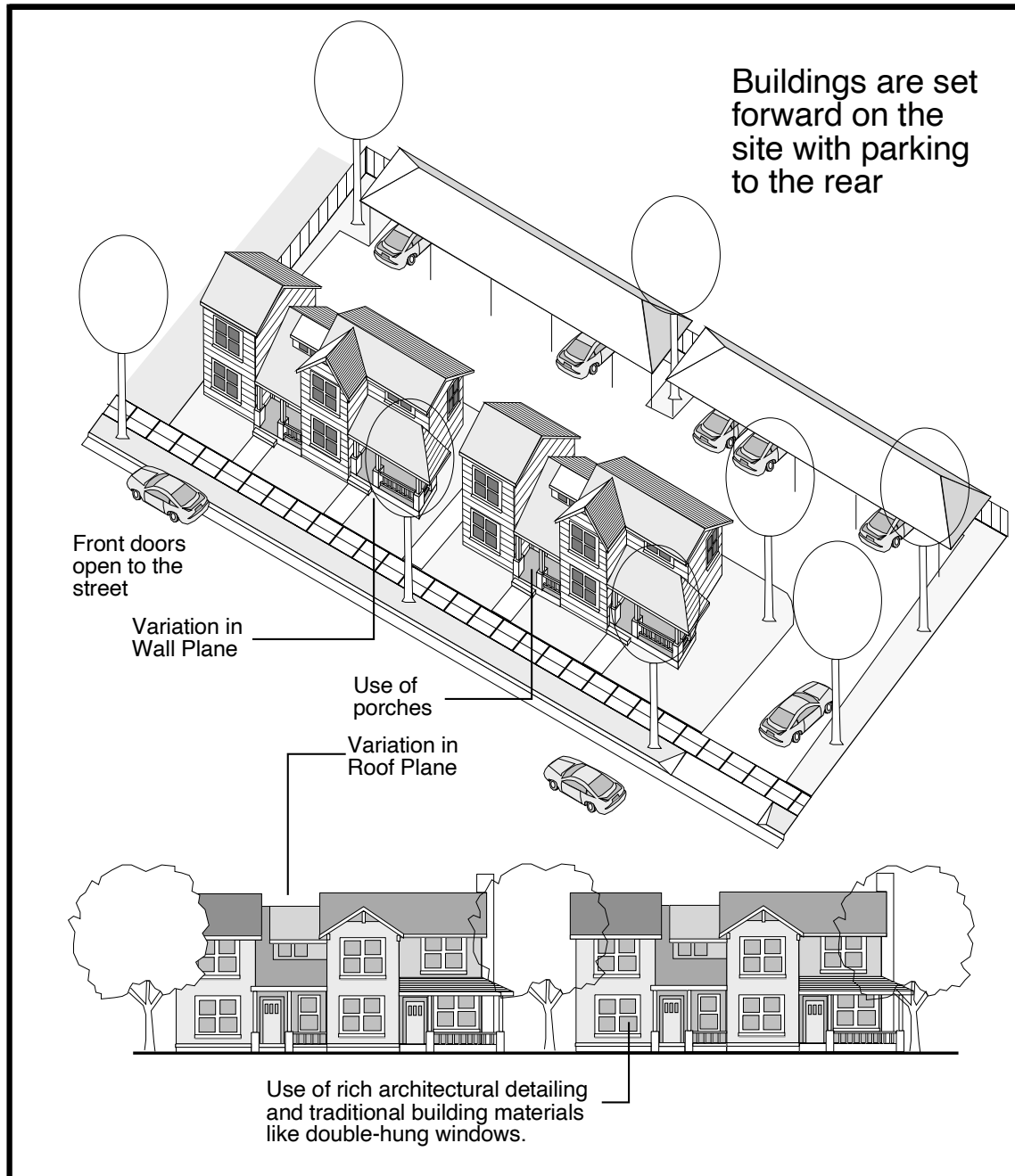
g. Building Orientation and Porch requirements (also see Exhibit 19-2)

For sites abutting roadways that are designated by the Circulation Element of the Dinuba General Plan as a “Local” or “Collector” street, the multi-family project shall be designed with dwellings abutting (and facing) the street, and parking to the rear. Further, at least

Exhibit "A": Dinuba Zoning Ordinance
Chapter 19: RM Zones (Multi-Family Residential)

50% of the ground floor units abutting the street shall feature a useable covered porch measuring at least eight feet wide and six feet deep.

Exhibit 19-2: *Front Orientation and Porch Requirement*



Ground floor units along streets shall be oriented to face the street with the front door opening onto a useable porch. Parking is to the rear.

17.19.070 Objective Design Standards

For multi-family development projects seeking approval through the SB35 and SB 333 procedures, objective design standards apply and these can be found in the application form for these types of projects.

17.19.080 Fences, Walls and Hedges (see Exhibit 19-3)

a. Front Yards:

Fences, walls and hedges in a required front yard setback area shall not exceed four feet in height, and the fence must be at least 50% open "see-through" (such as wrought-iron) from top to bottom.

b. Rear and Side Yards:

Fences, walls, and hedges in the area behind the required front yard setback shall not exceed seven feet in height, however fencing on corner lots within the street side yard are subject to the requirements in Subsection 17.19.8 c.

c. Fences on the Street Side Yards of Corner Lots and Reverse Corner Lots

Regular Corner Lots: Fences, walls and hedges within the required side yard setback area along the street side yard of a corner lot shall not exceed seven feet in height, provided the fence is set back at least five feet behind the sidewalk or property line, whichever distance is greater.

Reverse Corner Lots: Fences, walls and hedges within the required side yard setback area along the street side yard of a reverse corner lot shall not exceed four feet in height.

d. Corner Safety visibility triangle

Street Intersection

No fencing higher than 3 feet shall be placed in the corner area of a lot formed by a triangle with its right angle at corner of the lot adjacent to the street intersection and right angle sides measuring 30 feet long.

Driveway/Street Intersection

No fencing higher than 3 feet shall be placed in triangular areas situated where a driveway intersects a street. The affected area is defined as a triangle where the

Exhibit "A": Dinuba Zoning Ordinance
Chapter 19: RM Zones (Multi-Family Residential)

right angle corner is set at the point where the driveway intersects the property line, and the right angle sides measure ten feet long.

- e. Materials such as razor wire and barbed wire are prohibited in residential zones (except for temporary construction yards associated with a development project).
- f. For non-residential uses, the fencing standards of Chapter 17.25 (C-1 Zone) shall apply.
- f. For non-residential uses, the fencing standards of Chapter 17.25 (C-1 Zone) shall apply.

17.19.090 Off-Street Parking and Loading Facilities

- a. For multi-family dwellings, a minimum of 1.5 on-site parking stalls per dwelling shall be provided on-site, plus one guest space per five dwelling units. One stall per unit shall be covered with a carport or garage. All parking spaces, driveways and parking lots shall have a concrete or asphalt surface, consistent with the Dinuba Improvement Standards.

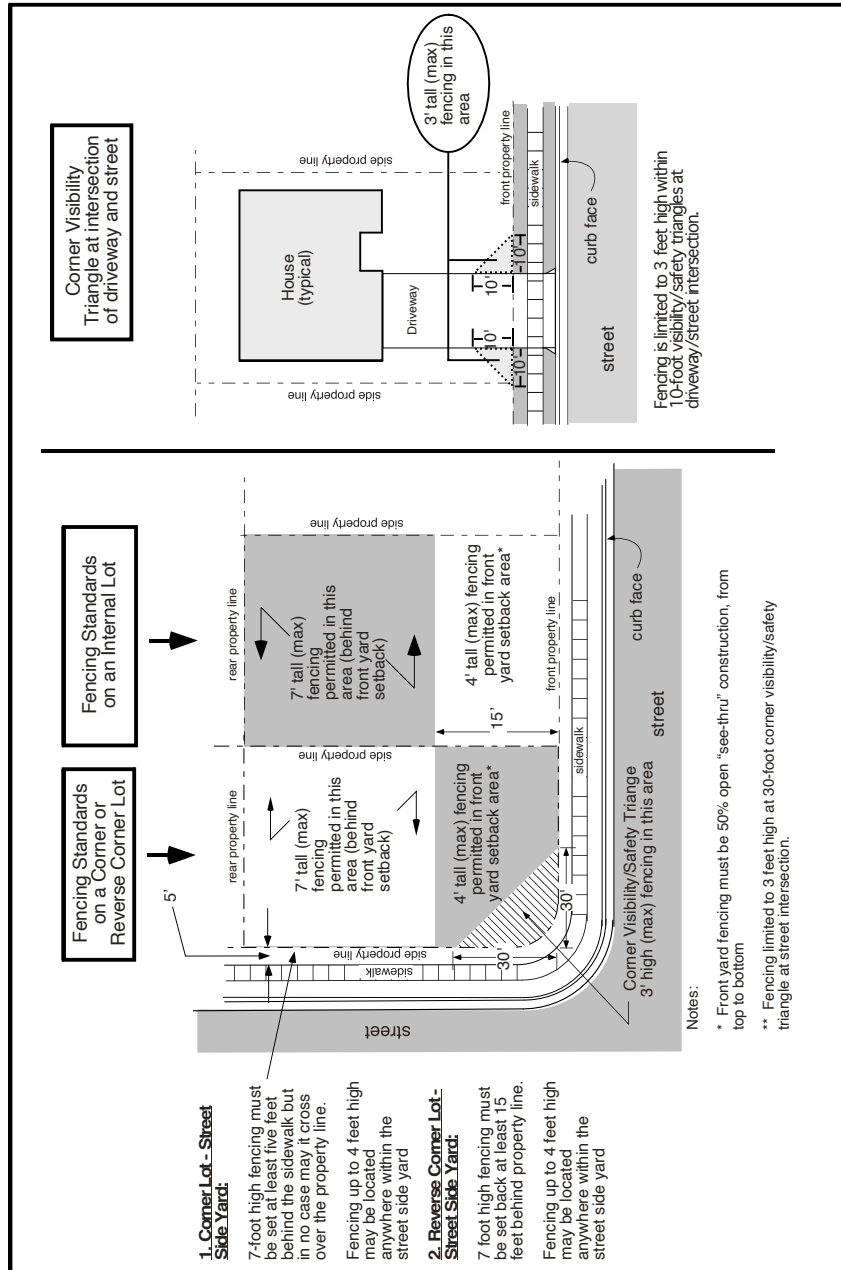
Parking lots shall be designed to preclude backing on vehicles onto public streets.

- b. Non-residential uses in this District shall provide off-street parking consistent with Chapter 17.49 (Parking and Loading).

17.19.100 Landscaping and Irrigation

Landscaping and irrigation improvements shall be installed in all setback and open space areas that are not otherwise occupied by improvements. All landscaping and irrigation shall be consistent with Chapter 17.47 (Landscaping and Irrigation) and the Dinuba Landscape Design Guidelines.

Exhibit 19-3: Fencing Standards Shown on Typical Lots



17.19.110 Open Space

At least five percent of the subject site shall be improved with landscaping and recreational facilities. Required setback areas adjacent to public streets shall not be counted toward the required five percent open space area, nor shall parking and vehicle

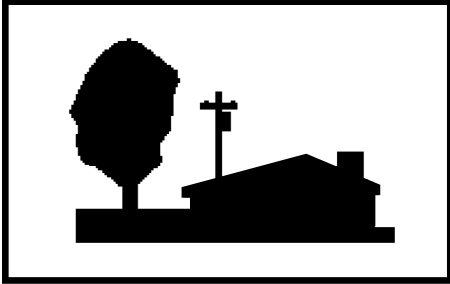
Exhibit "A": Dinuba Zoning Ordinance
Chapter 19: RM Zones (Multi-Family Residential)

maneuvering areas. Shared open space can include parks, playgrounds, sports courts, swimming pools, gardens, and covered patios or gazebos. The calculated space shall not include enclosed meeting or community rooms.

17.19.120 Signs

Signs shall be consistent with the requirements detailed in Chapter 17.51 (Signs).

CHAPTER 21



Permitted Uses in Residential and Public Zones

Sections

- 17.21.010 Purpose**
- 17.21.020 Permitted Uses Table**

17.21.010 Purpose.

This chapter establishes a list of uses that are permitted in residential zones and the public zone within the City of Dinuba. The intent is to ensure (to the degree practical) that residential and public uses function in a harmonious manner and that uses with similar operating characteristics are reasonably grouped and do not conflict with one another or surrounding areas and zones.

17.21.020 Permitted Uses Table

Table 21-1 lists uses that are permitted in Dinuba's residential and public zones. Permitted uses are listed in the left column and the residential and public zones are listed across the top. To determine whether a particular use is permitted (and whether it is subject to any special requirements) each box is marked with one of the following:

- "P" Permitted
- "C" Permitted by Conditional Use Permit
- "-(S)" Where the use is listed as permitted (or Conditionally Permitted) along with the letter "(S)", the use is permitted subject to special standards contained in Chapter 17.45 (Special Uses).
- A box in the table with no letter indicates that the use is not permitted in this zone.

Any use that is judged by the City Planner to be reasonably similar in nature to other permitted uses may be considered a permitted use. Further, any use judged by the City Planner to be reasonably similar in nature to a Conditionally Permitted use may be considered as such (permitted by Conditional Use Permit).

Exhibit “B”: Dinuba Zoning Ordinance
Chapter 21: Permitted Uses in Residential Zones

For ease of use, the uses in Table 21-1 are grouped into similar categories, as follows:

- A. Residential Uses
- B. Accessory Uses
- C. Agricultural Uses
- D. Public and Quasi-Public Uses
- E. Other Uses

Table 21-1: Permitted Uses in Residential and Other Zones

 <i>Residential Uses, including:</i>	<u>Zones</u>				
	R	RM	RA	AN	RCO
Accessory Dwelling Units (ADU's)	P(S)	P(S)	P(S)	P(S)	
Bed and breakfast inns	C	C	C	C	
Duplex	P	P	P		
Emergency shelter		P			
Employee housing (seven or more employees)	C	C	C	C	
Employee housing (six or fewer employees)	P	P	P	P	
Farm employee housing (seven or more employees) up to thirty-six beds in a group quarters or up to twelve units or spaces designed for use by a single family or household	C	C	P	P	
Farm employee housing (six or fewer employees)	C	C	P	P	
Farm employee housing over thirty-six beds in a group quarters or over twelve units or spaces designed for use by a single family or household			P	P	

21-2

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “B”: Dinuba Zoning Ordinance
Chapter 21: Permitted Uses in Residential Zones

 <i>Residential Uses, including:</i>	<u>Zones</u>				
	R	RM	RA	AN	RCO
Licensed family day care centers for 15 or more children as an accessory use	C	C	C		
Licensed family day care centers for up to 14 children as an accessory use	P	P	P		
Low Barrier Navigation Centers (LBNC)		P			
Mobile home parks	C(S)	C(S)	C(S)		
Multi-Family Dwellings		P			
Planned unit development subject to provisions of Chapter 17.41	C	C			
Residential care facilities (six or fewer patients)	P	P	P	P	
Residential care facilities (seven or more patients)	P	P	P	P	
Single Family Dwelling	P	P	P	P	
Single Room Occupancy units		P			
Swimming pool	P(S)	P(S)	P(S)	P(S)	P
Supportive Housing		P			
Transitional housing		P			

21-3

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “B”: Dinuba Zoning Ordinance
Chapter 21: Permitted Uses in Residential Zones

 <i>Accessory Uses, including:</i>	<u>Zones</u>				
	R	RM	RA	AN	RCO
Accessory structures and uses located on the same site as a conditional use	C	C	C	C	C
Accessory structures and uses located on the same site as a permitted use	P	P	P	P	P
Flower and vegetable gardens, agricultural crops, orchards and vineyards, horticultural collections, nursery stock (but excluding the following: any sign or structure for the purpose of sale of any product, commercial greenhouses and commercial farming buildings)			P	P	
Home occupations	P(S)	P(S)	P(S)	P(S)	P(S)
Marijuana cultivation (medical and nonmedical) in accordance with Section 5.86.040	P	P	P		
Swimming pools provided, that no swimming pool shall be located in a required front or side yard; and further provided, that all fencing comply with the Uniform Building Code or city standards	P	P	P	P	P
Temporary construction materials storage yards required in connection with a development project	P	P	P	P	P
Tennis courts, including related fencing over seven feet in height located on the same site as a permitted or conditional use	P	P	P	P	P

21-4

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit "B": Dinuba Zoning Ordinance
Chapter 21: Permitted Uses in Residential Zones

 <i>Agricultural Uses, including:</i>	<u>Zones</u>				
	R	RM	RA	AN	RCO
Agricultural crops raised for commercial purposes			P	P	
Agricultural products processing produced on the premises (except commercial animal slaughter)				P	
Farm equipment service and repair establishments				C	
Fertilizer plants and yards				C	
Fruit and nut trees raising, vegetables and horticultural specialties	P	P	P	P	P
Grain elevators				C	
Livestock raising (no slaughtering)			P	P	
Stand ("fruit stand") for the sale of agricultural produce grown on the site				C	

21-5

Key to Matrix: "P" = Permitted; "C" = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “B”: Dinuba Zoning Ordinance
Chapter 21: Permitted Uses in Residential Zones

 <i>Public and Quasi-Public Uses, including:</i>	<u>Zones</u>				
	R	RM	RA	AN	RCO
Cemeteries, crematories and columbariums				C	
Churches, parsonages, and other religious institutions	C	C	C		
Communication and wireless facilities, with stealthing					C
Communication and wireless facilities, without stealthing					
Communications equipment buildings			C		C
Electric transmission lines, transmission substations and distribution substations			C	C	
Flood control channels, water pumping stations and reservoirs, irrigation ditches and canals, settling and water conservation recharge basins, drainage ponds and streets and roads necessary for access to permitted uses					P
Gas and electric transmission lines, electrical transmission and distribution substations, gas regulator stations, communications equipment buildings, public service pumping stations and elevated pressure tanks	P	P	P	P	P
Gas and oil wells				C	
Health care facilities, including hospitals and sanitariums					C
Public uses of an administrative, recreational, public service or cultural type including city, county, state or federal administrative centers and courts, libraries, museums,					C

21-6

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “B”: Dinuba Zoning Ordinance
Chapter 21: Permitted Uses in Residential Zones

 <i>Public and Quasi-Public Uses, including:</i>	<u>Zones</u>				
	R	RM	RA	AN	RCO
art galleries, police and fire stations and other public buildings, structures and facilities, public playgrounds, parks and community centers					
Pumping stations (public service)			C	C	
Recreation areas, parks, playgrounds and such buildings, structures and facilities as are appropriately related thereto	P	P	P	P	P
Recreational facilities (operated for profit or otherwise), including golf courses, golf driving ranges, swimming pools, riding academies, drive-in theaters, playgrounds, parks, community centers and stadiums.				C	C
Schools, colleges, and similar educational facilities.	C	C	C	C	C
Stormwater ponding basins			C	C	C

etc. <i>Miscellaneous Uses, including:</i>	<u>Zones</u>				
	R	RM	RA	AN	RCO
Kennels and animal hospitals				C	
Medical buildings, professional medical buildings, including dentists, physicians, podiatrists, ophthalmologists, and similar practitioners					C

21-7

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “B”: Dinuba Zoning Ordinance
Chapter 21: Permitted Uses in Residential Zones

etc. <i>Miscellaneous Uses, including:</i>	<u>Zones</u>				
	R	RM	RA	AN	RCO
Planned unit development subject to provisions of Chapter 17.41	C	C			
Solar electricity generating plant					C
Solar energy system	P	P	P	P	P
Veterinarians’ offices		C			
Other uses determined to be reasonably similar in nature and intensity to those that are permitted in that particular zone, as determined by the City Planner.	P	P	P	P	P
Other uses determined to be reasonably similar in nature and intensity to those that are conditionally permitted in that particular zone, as determined by the City Planner.	C	C	C	C	C

21-8

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

CHAPTER 33**Permitted Uses in Commercial Zones****Sections**

- 17.33.010 Purpose**
17.33.020 Permitted Uses Table

17.33.010 Purpose.

This chapter establishes Table 48-1 which contains the list of uses that are permitted in each commercial zone within the City of Dinuba. The intent is to ensure (to the degree practical) that commercial neighborhoods function in a harmonious manner and that uses with similar operating characteristics are reasonably grouped and do not conflict with one another or surrounding areas and zones.

17.33.020 Permitted Uses Table

Table 33-1 lists uses that are permitted in Dinuba's commercial zones. Permitted uses are listed in the left column and the City's commercial zones are listed across the top. To determine whether a particular use is permitted (and whether it is subject to any special requirements) each box is marked with one of the following:

- "P" Permitted
- "C" Permitted by Conditional Use Permit
- "(S)" Where the use is listed as permitted (or Conditionally Permitted) along with the letter "(S)", the use is permitted subject to special standards contained in Chapter 17.45
- A box in the table with no letter indicates that the use is not permitted in this zone.

Note: For projects involving new construction, Site Plan Review is required consistent with procedures in Chapter 17.51 (Site Plan Review).

Any use that is judged by the City Planner to be reasonably similar in nature to other permitted uses may be considered a permitted use. Further, any use judged by the City Planner to be

Exhibit "C": Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

reasonably similar in nature to a Conditionally Permitted use may be considered as such (permitted by Conditional Use Permit).

For ease of use, the uses in Table 33-1 are grouped into similar categories, as follows:

- A. Educational facilities and schools
- B. Automotive and vehicular uses
- C. Entertainment and Recreational facilities and uses
- D. Restaurants, cafes, eating and drinking establishments and related facilities
- E. Offices and related uses
- F. Personal Services
- G. Public and Semi-Public Uses
- H. Residential Uses
- I. Retail Stores and related uses
- J. Service Commercial, minor manufacturing, processing and related uses
- K. Utilities and related activities
- L. Other Uses

Table 33-1: Permitted Uses in Commercial Zones

 <i>Educational facilities and schools, including:</i>	<u>Zones</u>				
	C-1	C-2	C-3	C-4	PO
Art and craft schools and colleges		P		P	
Beauty colleges		P	P	P	
Business, professional, and trade schools and colleges		P		P	
Day care centers (adults, up to 12 attendees)	P	P	P	P	P
Day care centers (adults, more than 12 attendees)	C	C	C	C	C
Day care centers (children, up to 14 attendees)	P	P	P	P	P
Day care centers (children, more than 14 attendees)	C	C	C	C	C
Music and dance studios		P		P	

Key to Matrix: "P" = Permitted; "C" = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “C”: Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 <i>Automotive and vehicular uses including vehicle sales, servicing repair and parts, etc., including:</i>	Zones				
	C-1	C-2	C-3	C-4	PO
Automobile parts stores	P	P	P	P	
Automobile audio and security installations within an enclosed structure		P(S)		P(S)	
Automobile detailing, hand car wash within an enclosed building		P(S)		P(S)	
Automobile oil and lube shop		P	P	P	
Automobile repair, body and fender repair		P(S)		P(S)	
Automobile sales, new, including service and repair within an enclosed building		P	P	P	
Automobile sales, used, including service and repair within an enclosed building		P	P	P	
Automobile upholstery and top shops		P(S)		P(S)	
Boat sales and service				P(S)	
Car wash (self-service)				P	
Car wash, including use of mechanical conveyors, blowers and steam cleaning			P	P	
Equipment rental yards				P	
Farm equipment sales and service				P	
Gasoline service stations, including dispensing of diesel and liquid petroleum gas fuels and complete truck service				P(S)	
Mobile home, recreational vehicle and trailer sales and servicing				P	
Motorcycle sales and service		P(S)		P(S)	
Muffler shop		P(S)		P(S)	
Rental equipment, including trailers, trucks and cars				P	
Service stations, gasoline sales including convenience store		C(S)	C(S)	C(S)	

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit "C": Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 Automotive and vehicular uses including vehicle sales, servicing repair and parts, etc., including:	Zones				
	C-1	C-2	C-3	C-4	PO
with sales of alcoholic beverages					
Tire shops, including rebuilding, recapping and retreading		P(S)		P(S)	

 Entertainment and Recreational Facilities and Uses, including:	Zones				
	C-1	C-2	C-3	C-4	PO
Adult bookstores and adult movie theaters as provided for in Title 17				C	
Arcades	P	P	P	P	
Bowling alleys		P	P	P	
Card rooms		C			
Dance halls		C		C	
Health clubs		P	P	P	
Pool and billiards, including in conjunction with a restaurant				C	
Shooting range, indoor				C	
Theaters and auditoriums		P	P	P	

Key to Matrix: "P" = Permitted; "C" = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “C”: Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 Restaurants, cafes, eating and drinking establishments and related facilities where products are typically consumed onsite, or prepared for offsite consumption, including:	Zones				
	C-1	C-2	C-3	C-4	PO
Bakeries, retail and wholesale	P	P	P	P	
Bars and cocktail lounges		C	C	C	
Breweries, micro		C		C	
Candy store	P	P	P	P	
Delicatessens	P	P	P	P	
Drive-thru restaurants			P	P	
Mobile food vehicles parked on private property (permitted subject to standards contained in Dinuba Municipal Code section 7.28.		P		P	
Restaurants , including those serving alcoholic beverages	P	P	P	P	
Restaurants, including restaurant with bar/lounge		C	C	C	

NOTE: New businesses featuring drive-thru lanes are not permitted in the downtown (C-2 zone) in an effort to strengthen the pedestrian-oriented shopping character of the downtown

 Offices and related uses, including:	Zones				
	C-1	C-2	C-3	C-4	PO
Banks, including drive-in banks and other savings and lending agencies		P	P	P	
Blueprint and photocopy shops	P	P	P	P	P

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “C”: Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 Offices and related uses, including:	Zones				
	C-1	C-2	C-3	C-4	PO
Clinics (medical)	P	P	P	P	P
Employment agencies	P	P	P	P	P
Medical and dental laboratories and clinics including out-patient facilities and prescription pharmacies in conjunction therewith, or with a hospital	P	P	P	P	P
Medical buildings, professional medical buildings, including dentists, physicians, podiatrists, ophthalmologists, and similar practitioners	P	P	P	P	P
Offices, general	P	P	P	P	P

 Personal Services, including	Zones				
	C-1	C-2	C-3	C-4	PO
Banks, including drive-in banks and other savings and lending agencies		P	P	P	
Barber shops and beauty shops	P	P	P	P	P
Body piercing shops		C	C	C	
Cleaning, pressing and dyeing shops (retail only, dry cleaning, cleaning clothes in enclosed machines, nonflammable cleaning compounds)		P	P	P	
Copy and blueprint shops	P	P	P	P	P
Dry cleaning service		P	P	P	
Laundries and laundromats	P	P	P	P	
Locksmiths		P	P	P	
Massage therapy		C	C	C	

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit "C": Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 Personal Services, including	Zones				
	C-1	C-2	C-3	C-4	PO
Pet grooming business, no overnight stay for pets	P	P	P	P	P
Pet grooming business, with overnight stay for pets for a maximum of five nights		C	C	C	C
Photography studios	P	P	P	P	P
Tattoo shops		P	P	P	
Tattoo shops that also provide body piercing services		C	C	C	
Taxidermists				P	

 Public and Semi-Public Uses, including:	Zones				
	C-1	C-2	C-3	C-4	PO
Ambulance service				P	
Churches and other religious institutions	C	C	C	C	C
City, county, state and federal administrative offices, libraries and police and fire stations		P		P	
Mortuaries, crematoriums and columbariums		P		P	C
Public parking lots or structures	P	P	P	P	P
Public parks, playgrounds and other public recreation facilities					P
Public uses of a cultural type, including museums and art galleries		P			P
Public utility service yards, electrical and gas transmission stations					P
Wedding chapels		P		P	

Key to Matrix: "P" = Permitted; "C" = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit "C": Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 Residential Uses, including:	Zones				
	C-1	C-2	C-3	C-4	PO
Dwellings for a caretaker or watchman and his immediate family, necessary and incidental to a use located in such zone				C	
Emergency shelter, up to six persons		P			
Hotel and motels		P	P	P	
<u>Low Barrier Navigation Center</u>		<u>P</u>		<u>P</u>	
Mixed land use in conformance with Chapter 17.45.3		P(S)		C(S)	
Residential drug treatment recovery homes					C
Single-family residential structures used as dwelling units constructed prior to January 1, 2010.					P
Single family dwelling that is being converted from an office or commercial use to a residence.					C
<u>Single Room Occupancy Units</u>		<u>P</u>	<u>P</u>	<u>P</u>	
Supportive housing		C			
Transitional housing		C			

 Retail Stores and related uses, including:	Zones				
	C-1	C-2	C-3	C-4	PO
Apparel stores	P	P	P	P	
Appliance sales		P	P	P	
Antique stores	P	P	P	P	P

Key to Matrix: "P" = Permitted; "C" = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “C”: Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 Retail Stores and related uses, including:	Zones				
	C-1	C-2	C-3	C-4	PO
Art galleries	P	P	P	P	P
Book stores	P	P	P	P	
Carpet stores		P	P	P	
Cell phone stores	P	P	P	P	
Convenience stores, including the sale of alcoholic beverages		C	C	C	
Department stores		P	P	P	
Drug stores		P	P	P	
Feed and seed stores				P	
Florists	P	P	P	P	P
Furniture stores		P	P	P	
Garden supplies		P	P	P	P
Gift, novelty or souvenir shops	P	P	P	P	
Gunsmith shops		P		P	
Hardware and home improvement stores		P	P	P	
Health food stores		P	P	P	
Hobby supply stores		P	P	P	
Hydroponic stores		C	C	C	
Jewelry stores, including clock and watch repairing		P	P	P	
Liquor stores		C	C	C	
Machinery sales and rentals				P	
Manufacturing and repair activities incidental to a permitted or conditionally-permitted retail use, where the manufacturing function occupies no more than 25% of the building or site.		P	P	P	
Medical and orthopedic appliance stores		P	P	P	

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “C”: Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 Retail Stores and related uses, including:	Zones				
	C-1	C-2	C-3	C-4	PO
Music stores		P	P	P	
Paint and wallpaper stores		P	P	P	
Pawn shops		P		P	
Pet shops		P	P	P	
Shoe stores	P	P	P	P	
Sporting goods stores		P	P	P	
Supermarkets (including sales of alcoholic beverages)		P	P	P	
Thrift shops and secondhand stores		P		P	
Tobacco stores and smokeshops			C	C	
Toy stores		P	P	P	
Variety stores		P	P	P	
Wholesale establishments		P		P	

 Service Commercial, minor manufacturing, processing and related uses, including:	Zones				
	C-1	C-2	C-3	C-4	P-O
Animal hospitals and kennels and veterinarians				C	
Building materials, sales and storage				P	
Cabinet shops				P	
Catering		P		P	
Ceramics and pottery studios		P		P	
Contractor’s storage yards				C	

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit "C": Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 <i>Service Commercial, minor manufacturing, processing and related uses, including:</i>	Zones				
	C-1	C-2	C-3	C-4	P-O
Diaper supply services				P	
Electrical appliance and incidental repair shops		P		P	
Electrical shops				P	
Electroplating shops				C	
Exterminators				P	
Food lockers (no slaughtering, handling of dressed meats only)		P		P	
Glass shops				P	
Heating and ventilating or air conditioning shops, including incidental sheet metal				P	
Laboratories, experimental and testing				C	
Lumber yards, not including planing mills or saw mills				P	
Machine shops				C	
Petroleum products storage; provided, that gasoline, kerosene and similar highly inflammable products shall be stored underground				C	
Plumbing and sheet metal shops				P	
Recycling collection centers	P(S)	P(S)	P(S)	P(S)	
Rug and carpet cleaning and dyeing				P	
Stone monument works				C	
Upholstery shops				P	
Veterinarian offices and small animal hospitals or clinics including short-term boarding of animals and incidental care such as bathing and trimming;		C		C	

Key to Matrix: "P" = Permitted; "C" = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit "C": Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 <i>Service Commercial, minor manufacturing, processing and related uses, including:</i>	Zones				
	C-1	C-2	C-3	C-4	P-O
provided, that all operations are conducted entirely within a completely enclosed structure which complies with specifications of soundproof construction prescribed by the Uniform Building Code					

 <i>Utilities and related activities, including:</i>	Zones				
	C-1	C-2	C-3	C-4	P-O
Communication and wireless facilities, with stealthing				P	
Communication and wireless facilities, without stealthing				C	
Communications equipment buildings		P		P	
Electrical distribution substations, communication equipment buildings, gas regulator stations and utility pumping stations and elevated pressure tanks		P	P	P	
Gas and electric transmission lines, electrical transmission and distribution substations, gas regulator stations, communications equipment buildings, public service pumping stations and elevated pressure tanks		P	P	P	
Microwave relay stations				C	
Solar energy system	P	P	P	P	P

Key to Matrix: "P" = Permitted; "C" = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “C”: Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

 Utilities and related activities, including:	Zones				
	C-1	C-2	C-3	C-4	P-O
Water pump stations		P	P	P	

etc. Other Uses, including:	Zones				
	C-1	C-2	C-3	C-4	PO
Auction rooms		P		P	
Hookah bar		C		C	
Ice dispensers (coin-operated)	P	P	P	P	
Kennels located not closer than five hundred feet to any residential or PO district				P	
Meeting or social halls		P		P	
Meeting or social halls with fewer than four thousand square feet of floor space that do not operate after twelve a.m.		P		P	
Mini-storage facilities				P	
Parking lots improved in conformity with the standards prescribed for required off-street parking facilities in Chapter 17.49	P	P	P	P	P
Planned unit development subject to provisions of Chapter 17.41	C	C	C	C	C
Private clubs and lodges		P		P	
Storage buildings incidental to a permitted use (including the use of cargo containers)	P(S)	P(S)	P(S)	P(S)	P(S)
Swap meets				P	

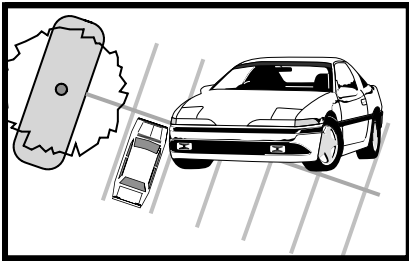
Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

Exhibit “C”: Dinuba Zoning Ordinance
Chapter 33: Permitted Uses in Commercial Zones

etc. <i>Other Uses, including:</i>	Zones				
	C-1	C-2	C-3	C-4	PO
Temporary uses	P(S)	P(S)	P(S)	P(S)	P(S)
Other uses determined by the City Planner to be reasonably similar in nature and operational characteristics to a permitted use in the zone	P	P	P	P	P
Other uses determined by the City Planner to be reasonably similar in nature and operational characteristics to a Conditionally-permitted use in the zone	C	C	C	C	C

Key to Matrix: “P” = Permitted; “C” = Conditional Use Permit required; (S) = Subject to requirements for Special Uses (see Chapter 17.45).

CHAPTER 49



Auto and Bicycle Parking and Loading

Sections

17.49.010	Purpose
17.49.020	General Requirements
17.49.030	Number of Parking Spaces Required by Use
17.49.040	Parking Lot Design Standards and Location Criteria

17.49.010 Purpose

The purpose of this chapter is to provide parking, bicycle and loading regulations for new and expanded development and land uses in Dinuba. This chapter will also serve to:

1. Provide accessible, attractive, secure, and well-maintained parking (auto and bicycle) and off-street loading facilities;
2. Provide parking and loading facilities that are designed to reduce traffic congestion;
3. Minimize the impact of new development on parking and loading facilities on surrounding properties;
4. Ensure the maneuverability of emergency vehicles in parking facilities and provide for loading and delivery services in proportion to the needs generated by the proposed land use which are clearly compatible with adjacent parcels and the surrounding neighborhood.

17.49.020 General Requirements

- a. No building shall be constructed, or use established unless off-street auto and bicycle parking and loading spaces are provided in accordance with the provisions of this chapter unless otherwise exempted by this chapter.
- b. When an existing use or building is enlarged and requires additional parking and loading under the provisions of this chapter, said improvements shall be provided on the subject site or the developer shall provide an in-lieu parking fee consistent with the provisions in this chapter.
- c. For every ten auto parking spaces provided for commercial and industrial uses the project shall provide one bicycle parking space.
- c. For uses not listed in this chapter, the Planning Director shall determine a parking and loading standard for the use based on the operational, size and locational characteristics of the use and the standards that similar cities apply to said use.
- d. Fractional space requirements shall be rounded up when the fractional number is 0.5 or more and shall be rounded down when the fractional number is less than 0.5.
- e. In any residential district, all inoperable motor vehicles shall be stored in a garage, carport or outside of the front yard setback area and shall be screened from view from the public right-of-way by solid fencing a minimum of six feet in height.
- f. For purposes of calculating the number of spaces required, "floor space" or "floor area" shall mean that area used for service the public, including areas occupied by fixtures and equipment used for the display or sale of merchandise. It shall not include areas used principally for non-public use, including storage, or administrative offices incidental to a commercial use.
- g. In addition to the requirements of this chapter, parking and loading facilities shall also adhere to the Dinuba Commercial and Industrial Design Guidelines, the Residential Design Guidelines and Landscape Design Guidelines, as applicable.
- h. Up to 30% of required parking spaces may be designed as compact stalls, measuring 8 feet wide by 16 feet long.**

17.49.030 Number of Parking Spaces Required

The minimum number of parking spaces (or stalls) required for new uses or buildings or the expansion of existing buildings or uses are detailed below, except that the number of on-site parking spaces required for uses in the “C-2” (Downtown Commercial) may be reduced by up to 50% of the parking requirement for the particular use, as shown in this chapter (or an applicant unable to meet on-site parking requirements may pay the City’s in-lieu parking fee.

 1. <u>Residential Uses</u>		
<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
a.	Single Family Residence	2 covered parking spaces. Spaces shall be situated side by side (tandem parking is not permitted)
b.	Accessory Dwelling Unit	One space
c.	Junior Accessory Dwelling Unit	No requirement
d.	Multi-family units	• <u>Studio</u> (no bedroom): 1.0 space • <u>One bedroom</u> unit: 1.0 space • <u>Affordable units</u>: 1.0 space • <u>Two or more bedroom</u>: 2.0 spaces • <u>Guest parking</u> shall be provided at a rate of one space per 5 units • <u>Senior housing: One space per employee on the maximum shift except that no parking is required for senior housing that is within one half mile of a transit stop</u>
e.	Emergency Shelter	One space per 10 beds
f.	Group care housing	two stalls for every two clients; tandem parking is permitted. <u>One space per employee on the maximum shift, except that no parking is required where the site is within one-half mile of a public transit stop.</u>

 1. <u>Residential Uses</u>		
<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
<u>g.</u>	<u>Supportive housing</u>	<u>One stall per bedroom plus one stall per employee, except that no parking is required where the site is within one-half mile of a public transit stop.</u>
<u>h.</u>	Transitional housing	one stall per bedroom plus one stall per employee. <u>One space per employee on the maximum shift, except that no parking is required where the site is within one-half mile of a public transit stop.</u>
<u>i.</u>	Single Room Occupancy (SRO) units:	one stall per bedroom <u>except that no parking is required where the site is within one-half mile of a public transit stop.</u> plus one stall per employee
<u>j.</u>	Labor camps:	one stall per living unit
<u>k.</u>	Nursing homes:	one stall <u>per employee on the maximum shift except that no parking is required where the site is within one-half mile of a public transit stop.</u> for every three beds
<u>l.</u>	Convalescent home:	one stall <u>per employee on the maximum shift except that no parking is required where the site is within one-half mile of a public transit stop.</u> for every three beds
<u>m.</u>	Family and group day care homes:	one stall for every three beds
<u>n.</u>	Senior housing:	one covered stall per unit
<u>o.</u>	Mobile home parks:	two covered stall per unit; tandem parking permitted, plus one guest space per five mobile homes
<u>p.</u>	Trailer parks:	one stall per trailer pad

 1. <u>Residential Uses</u>		
<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
<u>a.</u>	Motels and hotels:	one stall per room

 2. <u>Offices</u>		
<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
<u>a.</u>	Medical and dental offices:	one stall per 250 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
<u>b.</u>	Professional offices, including insurance, specialized consultants, law, travel, real estate, accountants, financial advisors and architects:	one stall per 250 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.

 3. <u>Personal Services</u>		
<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
<u>a.</u>	Banks, savings and loan, check cashing, credit unions, and similar offices:	one stall per 200 sq. ft. of building area, plus one bicycle space per ten vehicle spaces:
<u>b.</u>	Self-service laundry:	one stall for every three machines, plus one bicycle space per ten vehicle spaces



3. Personal Services

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
c.	Barber/beauty shops, day spas, massage therapists, hair stylists, tattoo/piercing shops:	two stalls per station, plus one bicycle space per ten vehicle spaces.
d.	Funeral home, mortuaries:	one stall for every 50 sq. ft. of building area



4. General Commercial Uses

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
a.	Retail stores including clothing, shoes, stationary, sporting goods, kitchen wares, gift shops, book stores and beauty supplies:	one stall per 350 sq.ft. of building area, plus one bicycle space per ten vehicle spaces.
b.	Convenience stores:	one stall per 200 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
c.	Furniture, hardware and appliance stores:	one stall per 600 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
d.	Grocery stores:	one stall per 300 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
e.	Antique and second-hand shops:	one stall per 350 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
f.	Auto parts stores:	one stall per 500 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.



5. Eating and Drinking Establishments

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
a.	Coffee and tea establishments, candy shops and bakeries:	one stall per 100 square feet of building area, plus one bicycle space per ten vehicle spaces.
b.	Restaurants (other than fast food):	one stall per four seats, plus one bicycle space per ten vehicle spaces.
c.	Fast food restaurants	one stall per 100 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
d.	Donut shops	one stall per 100 square feet of building area, plus one bicycle space per ten vehicle spaces.
e.	Sandwich shops and delicatessens	one stall per 100 square feet of building area, plus one bicycle space per ten vehicle spaces.
f.	Sports bars	One stall per three seats, plus one bicycle space per ten vehicle spaces.



6. Automotive Uses

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
a.	Tire, brake, radiator, and auto repair shops:	one stall per 200 square feet of building area.
b.	Multi-tenant auto-related shops:	one stall per 200 square feet of building area.
c.	Full-service car washes:	one stall per 200 sq. ft. of building area.
d.	Self-service car washes:	one parking stall per bay



6. Automotive Uses

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
e.	New/Used-car sales:	one parking space for each two employees during the time of maximum employment, plus one parking space for each two thousand (2,000) square feet of lot and building area used for the display or storage of automobiles.
f.	Oil change shops:	one stall per bay.
g.	Service stations:	one stall per 300 sq. ft. of building area.
h.	Auto glass, upholstery and stereo shops:	one stall per 200 sq. ft. of building area.
i.	Paint and body shops:	one stall per 200 square feet of building area.
j.	Wholesale establishments:	one stall per 600 sq. ft. of building area.



7. Recreational Uses

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
a.	Health clubs:	one stall per 100 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
b.	Bowling alleys:	one stall per 100 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
c.	Dance and martial arts studios:	one stall per 100 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.



7. Recreational Uses

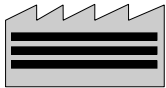
<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
d.	Golf courses	1.5 stalls per tee plus one stall for every four seats, plus one bicycle space per ten vehicle spaces.
e.	Stadiums, arenas, and other outdoor facilities:	one stall for every five seats, plus one bicycle space per ten vehicle spaces.
f.	Video arcades:	one stall per 100 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
g.	Rodeo and equestrian facilities:	one stall for every five seats, plus one bicycle space per ten vehicle spaces.
h.	Miniature golf course:	1.5 stalls per tee, plus one bicycle space per ten vehicle spaces.

8. Miscellaneous Commercial Uses

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
a.	Shopping centers (three or more retail uses)	One stall per 250 square feet
b.	Retail nursery/garden shops:	one stall for every 1,000 sq. ft. of outdoor display area, plus one bicycle space per ten vehicle spaces.

8. Miscellaneous Commercial Uses

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
c.	Agricultural Chemicals/Sales:	one stall per 500 sq. ft. of building area.
d.	Agricultural Services, including topping, farming operations, trucking, farm maintenance, spraying, agricultural contractors, and contract farming:	one stall per 500 sq. ft. of building area.
e.	Farm machinery, sales and service:	one stall per 500 sq. ft. of building area.



9. Industrial Uses

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
a.	Manufacturing:	one stall per 500 sq. ft. of building area, plus one bicycle space per ten vehicle spaces
b.	Mini-storage:	two stalls plus one stall for every 250 sq. ft. of building area in the office
c.	Warehousing:	one stall per 1,000 sq. ft. of building area, plus one bicycle space per ten vehicle spaces
d.	Packing house:	one stall per 750 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.



10. Institutional Uses

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
a.	Churches:	one stall per four seats, plus one bicycle space per ten vehicle spaces.
b.	Nursery and pre-schools:	one stall per classroom plus one stall for every 250 sq. ft. of nonclassroom building area, plus one bicycle space per four students.
c.	Elementary and middle schools:	one stall per two classrooms plus one stall per staff member, plus one bicycle space per four students.
d.	High schools:	three stalls for every two staff members, plus one bicycle space per four students.
e.	Colleges:	one parking space for each employee plus ten parking spaces for each classroom, plus one bicycle space per four students.
f.	Libraries, museums and art galleries:	one stall per 500 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
g.	Hospitals:	one stall per bed, plus one bicycle space per ten vehicle spaces



11. Governmental Uses

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
a.	Governmental offices:	one stall per 400 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
b.	Courthouses:	one stall per 400 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.



11. Governmental Uses

<u>Number</u>	<u>Use</u>	<u>Number of Spaces Required</u>
c.	Public safety buildings:	one stall per 400 sq. ft. of building area, plus one bicycle space per ten vehicle spaces.
d.	Corporation, transportation and fuel yards:	one stall per employee on the maximum shift plus visitor stalls
e.	Water treatment facilities and wastewater treatment facilities:	one stall per 400 sq. ft of building area

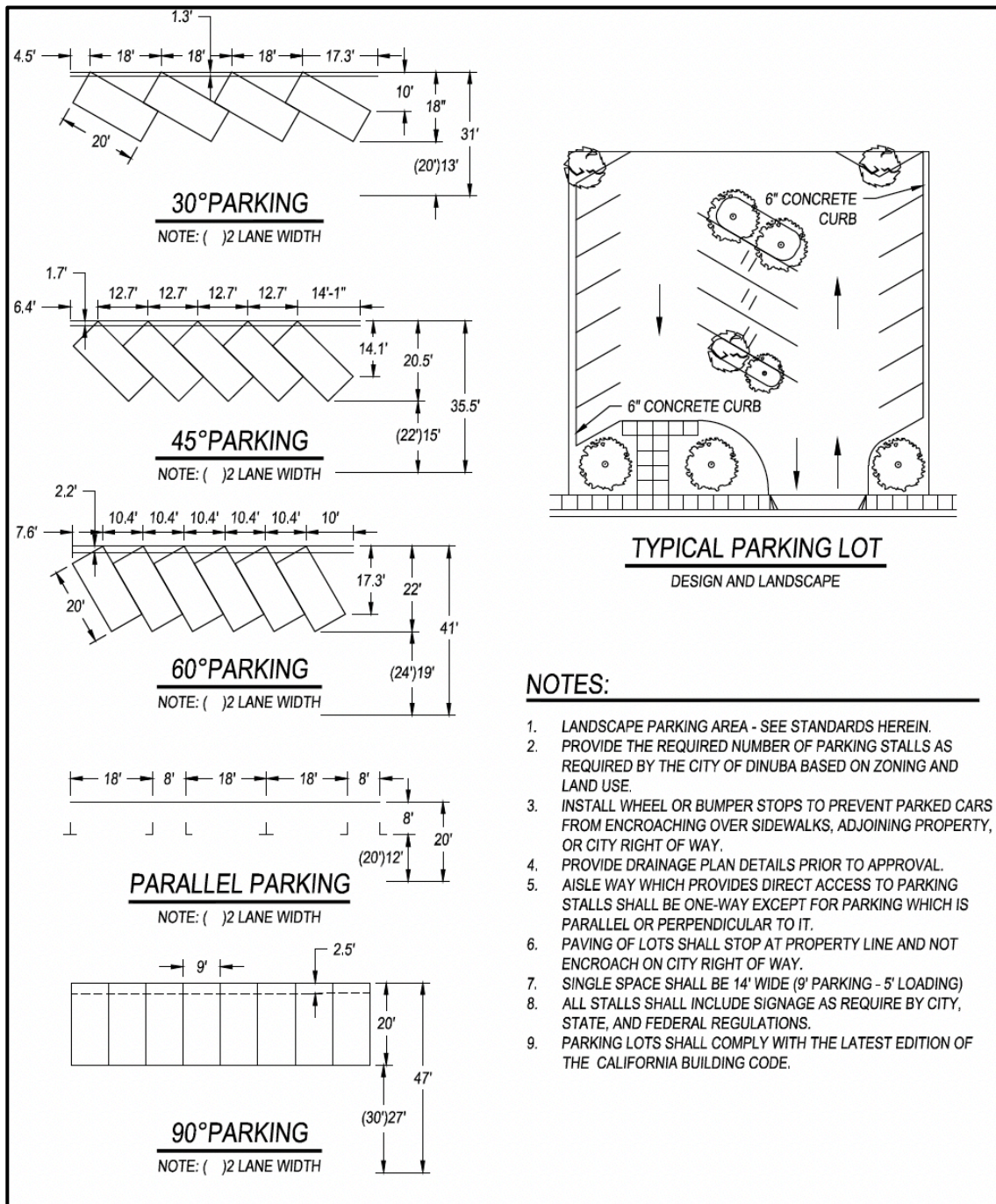
17.49.040 Parking Lot Design Standards and Location Criteria

a. Design Dimensions

Parking lots shall be designed to be consistent with the standards, dimensions and requirements of the details contained in Exhibit 49-1. The construction of parking lots shall also be consistent with the standards contained in Dinuba's Improvements Manual.

Exhibit 49-1: Parking Design

Exhibit "E": Dinuba Zoning Ordinance
Chapter 49: Parking and Loading



b. Circulation

Parking lots shall be designed so that backing into a public street from a parking stall shall be minimized in order to maintain effective traffic flow along the public street. Single family dwellings will be exempt from this requirement. The use of alleys to access parking lots is encouraged.

Commercial parking lots shall be designed to allow for cross parcel access (to the extent practical) to preclude vehicles from having to travel onto the street to access adjacent parcels.

c. Paving, Slope and Drainage

All parking lots shall be constructed with a 4-inch aggregate base and a 2-inch asphalt or concrete overlay, described in the Dinuba Improvements Manual. Parking lots shall be sloped so that storm water runoff flows towards public streets or alleys, into on-site landscape planters or bioswales or into pervious hardscape features.

d. Curbing and Wheel Stops

Concrete curbing shall be provided around all parking lots and landscape planters consistent with the Dinuba Improvements Manual. Wheel stops may be provided in parking stalls to ensure that the overhang of a vehicle does not interfere with pedestrian movements along a sidewalk, or damage landscaping adjacent to the parking lot.

e. Striping and Symbols

Parking lot stalls and travel lanes shall be clearly marked with painted strips. Parking stalls for handicapped persons shall be striped and provided with the appropriate symbols and signage that are consistent with the American Disabilities Act.

f. Lighting

All parking lots shall have pole lighting that property illuminates the parking lot but does not cause a nuisance for adjoining properties.

g. Driveways

Driveways from a public street or alley shall have locations and dimensions consistent with the Dinuba Improvements Manual. For one-way driveways the width of the driveway shall be at least 15 feet; two-way driveways shall have a minimum width of 25 feet.

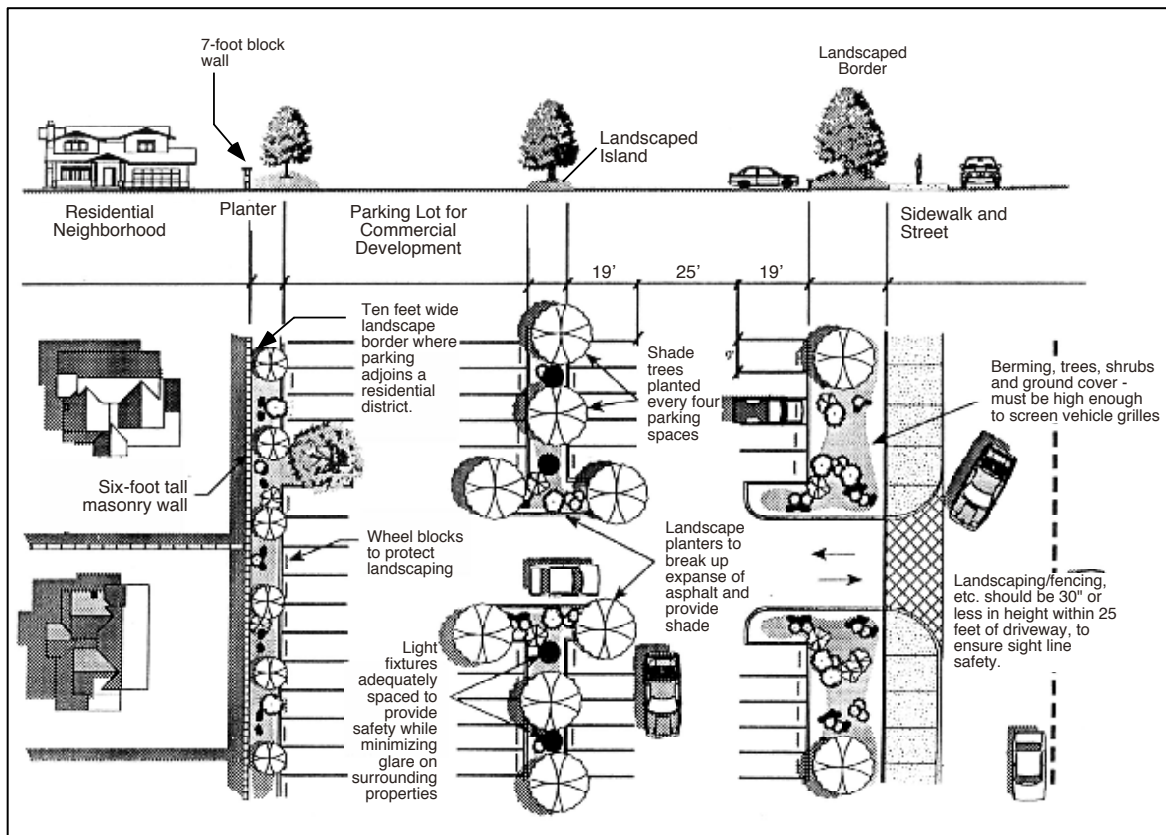
h. Landscaping (see also Exhibit 49-2)

All parking lots shall be landscaped in accordance with the requirements in Chapter 17.47 (Landscaping and Irrigation) and the Dinuba Landscape Design Guidelines. Trees shall be planted within all parking lots. Tree species shall be selected that will not cause damage to the parking lot or adjacent sidewalks, driveways or curbing, and will shade more than 50 percent of the parking lot within ten years. Landscape planters between the parking lots and public streets shall be planted with low hedges. As an alternative, a low wall (three feet) may be constructed and shrubs, turf or ground cover shall be planted between the wall and the street.

i. Fencing

Where any parking lot or loading facility directly abuts property in any residential zone, it shall be separated from such property by a solid masonry wall at least 7 feet high, provided that said wall be reduced to four feet adjacent to the front yard setback requirement on the residential parcel.

Exhibit 49-2: Typical Parking Lot Landscaping Scheme



i. Location Criteria

Parking lots shall be located on the same property as the building they serve, except that parking for buildings in the Downtown Commercial (C-2) district may be located within 300 feet of the subject property. In the C-2 district, new parking lots shall be located at the rear or side of the subject building. Parking lots shall not be located on the corner where two streets intersect.

j. Shared Parking

Where two or more non-residential uses share a single parking lot, the number of required parking spaces may be reduced by a maximum of 20 percent, as long as the total number of spaces is not less than the required for the use requiring the largest number of spaces.

Where non-residential uses share a single parking lot and it can be demonstrated that the uses operate at different times of the day (an evening use versus a day-time use), the required number of parking spaces may be reduced by up to 50 percent of the combined parking requirements of the two uses. Further, the City may consider the provision for up to one half of the required number of parking spaces in an off-site location up to 300 feet away.

k. Parking in Lieu Fee

For development in the downtown (generally defined as parcels that are zoned "C-2" (Downtown Commercial)) the City may establish an in-lieu parking fee, whereby uses that cannot provide required parking on site can pay the City a fee for the City to use to purchase and develop public parking facilities within the area. The fee shall be established based on a study performed by the City Engineer, and adjusted annually.

l. Bicycle Parking

Commercial, industrial and public uses are subject to the following bicycle parking standards:

1. Short-term bicycle parking. If the project will generate frequent visitor traffic (such as fast food restaurants, banks, convenience stores, supermarkets and similar uses) the project shall provide a permanently anchored bicycle rack within 50 feet of the visitors' entrance.
2. Acceptable bicycle parking facilities shall be convenient from the street and may include:
 - (a) Bicycle parking space size (eight feet long, three feet wide)
 - (b) Bike rack type (should be U-lock compatible).

- (c) Bicycle parking shall be safe, visible, and convenient.
- (d) For every ten bicycle spaces provided, one parking space may be eliminated, up to twenty percent of the required number of parking spaces.

m. Parking Standard Modifications

Parking space requirements may be modified through Dinuba's minor deviation process. A reduction of up to 20 percent in a project's required parking spaces may be approved by the Planning Director if the following findings can be made:

- 1. That the granting of the minor deviation will not create a safety hazard or lead to a condition where the loading of public vehicles onto public streets will interfere with the free flow of traffic on these streets.
- 2. That the granting of the minor deviation will not create a safety hazard of any other condition inconsistent with the objectives of the Zoning Ordinance.

n. Handicapped Parking Spaces

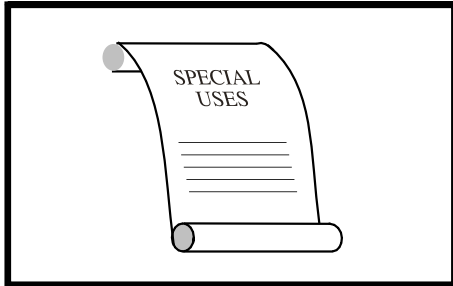
Handicapped parking stalls shall be provided per the Uniform Building Code. Handicapped parking stalls shall be designed consistent with the illustrations shown in the Dinuba Improvements Manual.

o. Loading Facilities

- 1. Commercial, industrial, office, institutional, and public uses exceeding 10,000 square feet in size shall be required to install an off-street loading facility unless the Planning Director finds that due to the operational nature of the use, none or more than one off-street loading space should be required.
- 2. To the extent possible, loading facilities should be located at the rear or side of the building that they are to serve.
- 3. As practical, streets and alleys shall not be used as loading or unloading areas, nor should trucks use streets and alleys for maneuvering trailers into a loading or parking space.
- 4. Loading facilities, at a minimum, shall have a length of 25 feet, a width of 12 feet, and an overhead clearance of 14 feet. All loading surfaces shall be paved consistent with Dinuba's Improvements Manual.

5. Where a loading facility is near or adjacent to a residential district or other noise-sensitive land uses, noise attenuating design measures will be incorporated into the project. These design measures may include increased setback distances, the construction of a 7-foot solid block wall, landscaping or locating the loading facilities away from noise-sensitive land uses.
 5. All loading facilities shall be lighted to provide adequate illumination of the loading area for safety and security reasons. Where a loading area is near or adjacent to a residential district or other light-sensitive uses, the lighting shall be directed away from these uses.
- p. Drive-Thru Facilities
- Drive-through facilities require special consideration as their design can significantly impact vehicular circulation on a site. The following requirements apply to any use with drive-through facilities:
1. Each drive-through lane shall be separated from the circulation routes necessary for ingress or egress from the property, or access to any parking space.
 2. Each drive-through lane shall be striped, marked or otherwise distinctly delineated.
 3. The vehicle stacking capacity of the drive-through facility and the design and location of the ordering and pick-up facilities will be determined by the director and city engineer based on appropriate traffic engineering and planning data. The applicant shall submit to the city a traffic study addressing the following issues:
 - i. Nature of the product or service being offered;
 - ii. Method by which the order is processed;
 - iii. Time required to serve a typical customer;
 - iv. Arrival rate of customers;
 - v. Peak demand hours;
 - vi. Anticipated vehicular traffic.

CHAPTER 45



Special Uses and Standards

Sections

17.45.010	Purpose
17.45.020	Home Occupations
17.45.030	Mixed Uses
17.45.040	Service Stations
17.45.050	Temporary Uses
17.45.060	Caretaker Facilities
17.45.070	Modular Structures/Storage Containers
17.45.080	Recycling/Buyback Centers
17.45.090	Accessory Dwelling Units
17.45.110	Sexually Oriented Businesses
17.45.120	Outdoor Storage Yards
17.45.130	Building height.
17.45.140	Swimming Pools in Residential Zones
17.45.150	Garage conversions
17.45.160	Bed and Breakfast Facilities.
17.45.170	Sight Distance
17.45.180	Regulation of Adult Material
17.45.190	Businesses Selling Alcoholic Beverages
17.45.200	Wireless Communication Facilities
17.45.210	Manufactured housing.
17.45.220	Garage Sales
17.45.230	Mobile Home Parks
17.45.240	<u>By Right Approval</u>
17.45.250	<u>Affordable Housing Density Bonus</u>

17.45.010 Purpose

The purpose of this chapter is to establish procedures, development standards, and location criteria for special uses within the City of Dinuba. Special uses are those uses that are listed in specific zones which have unusual characteristics and may have the potential for pronounced impacts on their surroundings, and where the City has established standards for the design and operation of such uses. These standards are intended to ensure that these uses do not have an adverse impact on the public health, safety, or welfare. Special uses and specific development standards for each are listed as follows.

17.45.020 Home Occupations

Persons wishing to conduct a home occupation shall apply for a business license/home occupation permit through the Finance Department. Home occupations must be clearly incidental and secondary to the use of a building as a residential dwelling. Home occupations shall comply with the following regulations:

- A. Home occupations may include:
1. Consultive professional occupations, whose function is one of rendering a service and does not involve the dispensing of goods or products.
 2. Secondary business offices associated with the resident, where said business has its principal office, staff and equipment located elsewhere.
 3. The giving of music lessons, swimming lessons and similar occupations.
 4. The home office of a salesperson, where all sales are done by written order with no commodities or displays on the premises.
 5. Drafting, designing and the like, using only normal equipment associated with the activity.
 6. Homemade Foods Businesses subject to standards of the California Homemade Foods Act (as codified in Government Code section 51035), and the following City standards:
 - a. There shall be no employment of help outside the residents of the dwelling, except for one full time employee.

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

- b. All food preparation in conjunction with a homemade food business must take place in the residence's existing kitchen.
 - c. Prior to granting of a city business license the applicant shall obtain a permit from the Tulare County Environmental Health Department. The City business license shall not be effective until that permit or approval is obtained, and shall automatically expire if the other required permit or approval expires, is disapproved or is revoked.
 - d. A copy of the Tulare County Environmental Health Department permit to operate shall be provided to the city planning department within ten working days of the issuance of that permit or approval.
- B. Notwithstanding standards for Homemade Food Businesses, the following criteria shall apply for the evaluation of a home occupation:
 - 1. A home occupation shall be clearly incidental to the use of a structure as a dwelling.
 - 2. A home occupation shall not be conducted in an accessory structure. There shall be no storage or display of equipment, supplies or products in an accessory structure or outside the dwelling.
 - 3. There shall be no sign of whatever nature identifying the home occupation.
 - 4. No person, other than the resident of the dwelling, shall be employed or subcontracted on the premises in the conduct of a home occupation, except that cottage food operations, as defined and allowed by Health and Safety Code Section [113758\(a\)](#), may have one full-time equivalent cottage food employee, not including a family member or household member of the cottage food operator, within the registered or permitted area of a private home where the cottage food operator resides.
 - 5. No commercial vehicles in excess of one ton capacity shall be used to deliver materials to or remove materials from the premises.
 - 6. Not more than one vehicle of not more than one-ton capacity used in connection with the home occupation shall be kept on the site. Any trailer, wheeled equipment or any vehicle displaying or advertising the home occupation shall not be visible from off the premises.
 - 7. The home occupation shall not involve the use of power equipment on the premises using motors exceeding one horsepower combined capacity.

8. There shall be no external alteration of appearances of the dwelling in which the home occupation is conducted which would reflect the existence of said home occupation.
9. No equipment or process shall be used which creates noise, vibration, glare, fumes, odor or electrical interference detectable to the normal senses off the lot if the occupation is conducted in a single-family detached residence, or outside the dwelling unit if conducted in other than a single-family detached residence. No equipment or process shall be used which creates visual or audible electrical interference in any radio or television receiver off the premises, or causes fluctuations in line voltage off the premises.
10. The home occupation shall not involve the storage or use of pesticides.
11. The home occupation shall not require additional off-street parking space. Required covered or uncovered parking shall not be used for conducting home occupations.
12. No home occupation shall be conducted between the hours of eleven p.m. and eight a.m.
13. Sales of goods on the premises shall be limited to the products of the home occupation, and no other merchandise or goods shall be sold, kept or displayed for the purpose of sale on the premises.
14. The patronage of a home occupation shall not exceed eight patrons or customers for any calendar day.
15. Additional requirements or conditions may be added as deemed necessary by the director.

A home occupation permit shall be revoked by the director upon violation of any condition or regulation, or any limitation of any permit issued, unless such violation is corrected within ten days of notice of such violation. Any permit may be revoked for repeated violations.

17.45.030 Mixed Use Developments

Mixed Use Developments are permitted in Dinuba's commercial zones subject to the following standards:

A. Development Standards

Mixed use developments are subject to Site Plan Review (consistent with the requirements of Chapter 17.55 and shall comply with the development standards of the underlying zone (concerning lot size and dimensions, setbacks, building height and coverage, etc.) except that residential development shall comply with density standards of the RM-1.5 zone (which allow a density up to one dwelling per 1,500 square feet of lot area) and also that projects may request a reduction of up to 50% in the number of parking spaces that are required for each distinct use on the site, as shown in Chapter 17.49 (Parking). Said request for a parking reduction shall be incorporated into the Site Plan Review application and is not subject to a Variance.

17.45.40 Service Stations

- A. Locational criteria. All new service stations must have frontage on a road classified in the Dinuba Circulation Element as a collector or arterial road.
- B. Site Design Criteria:
 - 1. Pump islands shall be at least 18 feet from any street right-of-way. In addition, a landscape planter at least ten feet wide shall be located between a pump island and the street right-of-way.
 - 2. Access driveways shall be a minimum width of 30 feet, and shall be no closer than 50 feet from the nearest curb line of any intersecting street.
 - 3. All vehicle repair activities shall be entirely within a building or enclosed area.
 - 4. A site plan for a service station shall include information to demonstrate proper maneuverability of fuel delivery vehicles onto and off of the site.

17.45.050 Temporary uses.

- A. Purpose. The purpose of this section is to regulate temporary land use activities which may adversely affect the public health, safety and welfare.
- B. Authority. The director is authorized to approve, approve with conditions, or to deny such request. The director may establish conditions including, but not limited to, hours of operation, parking, signage and lighting, traffic circulation and access, temporary or permanent site improvements, and other measures necessary to minimize detrimental effects on surrounding properties. The director also may require a cash deposit or cash bond to defray the costs of cleanup of a site by the city in the event the applicant fails to leave the property in a satisfactory condition, or to guarantee removal and/or reconversion of any temporary use to a permanent use allowed in the subject district.

C. Temporary Uses in All Districts. Notwithstanding underlying zoning, temporary use permits may be granted for fruit and vegetable stands on properties primarily within undeveloped agricultural areas. All fruits and vegetables sold at such stands shall be grown by the owner/operator or purchased by said party directly from a grower/farmer.

D. Temporary Uses in Residential Zoning Districts. The following temporary uses may be allowed in any residential zoning district:

1. Enclosed temporary construction materials storage yards in any residential district, required in connection with the development of subdivisions.
2. Model Home and Subdivision Sales Offices. Model homes may be used as offices solely for the first sale of homes within a recorded tract subject to the following conditions:
 - a. The sales office may be located in a garage, trailer or dwelling;
 - b. Approval shall be for a two-year period, at which time the sales office use shall be terminated and the structure restored back to its original condition. Extensions may be granted by the director in one-year increments up to a maximum of four years or until ninety percent of the development is sold, whichever is less;
 - c. A cash deposit, letter of credit or any security determined satisfactory to the city shall be submitted to ensure the restoration or removal of the structure;
 - d. The sales office is to be used only for transactions involving the sale, rent or lease of lots and/or structures within the tract in which the sales office is located, or contiguous tracts;
 - e. Failure to terminate the sales office and restore the structure or failure to apply for an extension on or before the expiration date will result in forfeiture of the cash deposit, a halt in further construction or inspection activity on the project site and enforcement action to ensure restoration of the structure;
 - f. Street improvements and temporary off-street parking at a rate of two spaces per model shall be provided prior to commencement of sales activities or the display of model homes;
 - g. Signage for residential development projects shall be consistent with Chapter 17.51 (Signs and Advertising).
 - h. Trailer coaches or mobile homes (for office purposes) on active construction sites pursuant to subsection (G) of this section.

E. Temporary Uses in Commercial and Industrial Zoning Districts. The following temporary land use activities may be allowed in the PO, C-1, C-2, C-3, C-4, M-1, and M-2 zoning districts, unless otherwise stated below:

1. Parking lot and sidewalk sales for businesses located within a commercial district;
2. Outdoor art and craft shows and exhibits subject to not more than fifteen days of operation or exhibition in any ninety-day period;
3. Seasonal retail sale of agricultural products raised on the premises, limited to periods of ninety days in a calendar year and when parking and access is provided to the satisfaction of the director;
4. Religious, patriotic, historic, or similar displays or exhibits within yards, parking areas or landscaped areas, subject to not more than fifteen days of display in any ninety-day period for each exhibit;
5. Christmas tree or pumpkin sales lots subject to the following:
 - a. All such uses shall be limited to thirty days of operation per calendar year,
 - b. All lighting shall be directed away from and shielded from adjacent residential areas;
6. Circuses, carnivals, rodeos, pony riding or similar traveling amusement enterprises subject to the following:
 - a. All such uses shall be limited to not more than fifteen days, or more than three weekends, of operation in any one-hundred-eighty-day period. To exceed this time limitation shall require the review and approval of a conditional use permit,
 - b. All such activities shall have a minimum setback of one hundred feet from any residential area. This may be waived by the director if no adverse impacts would result,
 - c. Adequate provisions for traffic circulation, off-street parking and pedestrian safety shall be provided to the satisfaction of the director,
 - c. Restrooms shall be provided,
7. Security personnel shall be provided (at a rate determined by the Police Chief),

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

8. Special, designated parking accommodations for amusement enterprise workers and support vehicles shall be provided.
- d. Noise attenuation for generators and carnival rides shall be provided to the satisfaction of the director;
- e. Mobile homes to provide temporary living or office quarters for circus or carnival personnel;
9. Temporary sidewalk sales and use of the public right-of-way for the display and sale of merchandise not associated with businesses in the C districts, including distribution of free or reduced price cell phones, shall require approval by the director. The use for such purposes shall be limited to two weeks. Permanent use for such purposes is strictly prohibited;
10. Temporary revival church services shall be permitted in the C-2 (downtown commercial) and C-4 (general commercial) districts.
11. Trailer Coaches or Mobile Homes on Active Construction Sites. Trailer coaches or mobile homes may be permitted on active construction sites for use as a temporary living quarters for security personnel, or temporary residence of the subject property owner, subject to the following restrictions:
 - a. The director may approve a temporary trailer for the duration of the construction project or for a specified period, but in no event for more than two years. If exceptional circumstances exist, a one-year extension may be granted; provided, that the building permit for the first permanent dwelling or structure on the same site has also been extended;
 - b. Installation of trailer coaches may occur only after a valid building permit has been issued;
 - c. A recreational vehicle being defined as a motor home, travel trailer, truck camper or camping trailer, with or without motive power, shall not be permitted pursuant to this section;
 - d. Any permit issued pursuant to this section in conjunction with a construction project shall become invalid upon cancellation or completion of the building permit for which this use has been approved, or the expiration of the time for which the approval has been granted.

17.45.060 Caretaker facilities for Commercial and Industrial uses

Where listed as a permitted use in a particular commercial or industrial zone, one permanent dwelling is allowed for purposes of housing a caretaker, subject to the following standards

- A. Supplementary Statement. The application shall include a statement with explanation of the need for caretaker quarters and the responsibilities of the caretaker/resident.
- B. Status of Caretaker. The resident of the dwelling shall be the owner or lessor, or an employee of the owner or lessor of the site.
- C. Type of Use Requiring a Caretaker. The principal use of the site must clearly require a caretaker for security purposes, or for care of people, plants, animals, equipment, or other conditions on the site.
- D. Type of Dwelling Unit Allowed. Caretaker residences shall be a standard site-built home, a modular home, or an apartment-type unit if the caretaker residence is to be integral with a principal structure.
- E. Parking Requirement. None, provided sufficient usable area is available to accommodate all resident vehicles on-site.

17.45.070 Modular Structures and Storage Containers

The purpose of this section is to control the approval and location of all modular structures within the City of Dinuba and to ensure that the uses of said structures, which shall meet the use requirements, zoning standards and design guidelines of the district in which the property is located, will not have a detrimental effect on the appearance of Dinuba nor on surrounding properties. Regulation of modular structures is therefore deemed necessary to promote the public health, safety, and welfare of residents of the City of Dinuba.

A modular structure shall mean any designed, manufactured, remanufactured, used, or converted to a transportable building for use for commercial, office, or industrial purposes.

- A. A permanent modular structure shall be subject to applicable zoning standards and design guidelines for that particular zone, and shall comply with the following special development standards:
 - 1. A permanent modular structure shall be place on a permanent foundation.
 - 2. In addition to design guidelines that apply to the particular zone, a permanent modular structure shall be of an architectural style that is

Exhibit “D”: Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

consistent with buildings in the surrounding neighborhood. The modular structure shall require skirting around the base of the structure.

3. Permanent parking spaces and unloading zones shall be required consistent with Chapter 17.49 (Parking and Loading).
 4. Landscaping and irrigation shall be required consistent with Chapter 17.47 (Landscaping and Irrigation).
 5. The business or use conducted within the structure shall secure a business license from the City of Dinuba prior to being open to the public.
- B. A temporary modular structure shall be reviewed and may be approved by the Planning Director and shall comply with the development standards below. Construction management offices and model home offices shall be exempt from the time limitation standard.
1. A temporary modular structure shall be removed from the subject property within 30 days, unless a longer period of time is requested and approved.
 2. A temporary modular structure shall require aesthetic skirting around the base of the structure.
 3. The business or use conducted within the structure shall secure a business license from the City of Dinuba prior to being open to the public.

17.45.080 Recycling/Buyback Centers

Recycling facilities may be permitted as set forth in Table 17.33 (Permitted Uses in Commercial Zones) and Table 17.39 (Permitted Uses in Industrial Zones).

A. Zones Permitted

Recycling facilities are classified into four categories, and permitted by zone district as follows:

<u>Type of Facility</u>	<u>Zone(s) Permitted</u>
Reverse vending machines	All commercial and industrial zones
Small collection facilities	“C-4” zone and all industrial zones
Large collection facilities	“C-4” zone and all industrial zones
Small processing facilities	“C-4” zone and all industrial zones
Large processing facilities	All industrial zones

B. Criteria and standards.

1. All types of recycling facilities are subject to the following operating standards, in addition to those standards listed for the specific type, below.
 - a. The use shall employ containers that are constructed and maintained with durable waterproof and rustproof material, covered when site is not attended, secured from unauthorized entry or removal of material, and shall be of a capacity sufficient to accommodate materials collected and collection schedule;
 - b. Recycling containers shall be clearly marked to identify the type of material to be deposited, operating instructions, and the identity and phone number of the operator or responsible person to call if the machine is inoperative;
 - c. The site shall be maintained free of litter and any other undesirable materials, and mobile facilities, at which truck or containers are removed at the end of each collection day, shall be swept at the end of each collection day;
 - d. The business operation not exceed noise levels of sixty decibels as measured at the property line of residentially zoned or occupied property, otherwise shall not exceed seventy decibels;
 - e. Containers for the twenty-four-hour donation of materials shall be at least thirty feet from any property zoned or occupied for residential use unless there is a recognized service corridor and acoustical shielding between the containers and the residential use;
 - f. Setbacks and landscaping shall be those required for the zoning district in which the facility is located.
 - g. On-site parking shall be provided for the use as listed in Chapter 17.49 (Parking and Loading).
 - h. Signage shall be provided consistent with standards contained in Chapter 17.51 (Signs and Advertising)

C. Types of Facilities and Specific Requirements

The ordinance establishes requirements for the following types of recycling facilities:

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

1. Reverse vending machines
2. Small Collection Facilities
3. Large Collection Facilities
4. Processing Facilities

D. The criteria and standards for specific recycling facilities are as follows:

1. **Reverse Vending Machine(s)** are an automated mechanical device which accepts at least one or more types of empty beverage containers including, but not limited to, aluminum cans, glass and plastic bottles, and issues a cash refund or a redeemable credit slip with a value not less than the container's redemption value as determined by the state. In addition to standards listed above under 17.45.080 B., Reverse vending machines are subject to the following requirements:
 - a. Reverse vending machines must be established in conjunction with a commercial use or community service facility which is in compliance with the zoning, building and fire codes of the city;
 - b. Reverse vending machines must be located within thirty feet of the entrance to the commercial structure and shall not obstruct pedestrian or vehicular circulation;
 - c. Reverse vending machines shall not occupy parking spaces required by the primary use;
 - d. Reverse vending machines must shall occupy no more than fifty square feet of floor space per installation, including any protective enclosure, and shall be no more than eight feet in height;
 - e. Operating hours shall be at least the operating hours of the host use;
 - f. Reverse vending machines shall be illuminated to ensure comfortable and safe operation if operating hours are between dusk and dawn.
2. **Small Collection Facilities** may occupy an area of not more than five hundred square feet, and may include: 1. a mobile unit; 2. a Bulk reverse vending machines or a grouping of reverse vending machines occupying more than fifty square feet; 3. a Kiosk-type unit which may include permanent structures, or 4. unattended containers placed for the donation of recyclable materials. Small collection facilities are subject to the following standards and requirements:

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

Small collection facilities may be sited in commercial and industrial zones with an administrative permit provided they comply with the following conditions:

- a. Small collection facilities shall be established in conjunction with an existing commercial use or community service facility which is in compliance with the zoning, building and fire codes of the city;
 - b. Small collection facilities shall be no larger than five hundred square feet and occupy no more than five parking spaces not including space that will be periodically needed for removal of materials or exchange of containers;
 - c. Small collection facilities shall be set back at least ten feet from any street line and shall not obstruct pedestrian or vehicular circulation;
 - d. Small collection facilities shall accept only glass, metals, plastic containers, papers and reusable items. Used motor oil may be accepted with permission of the Tulare County Environmental Health Department;
 - e. Small collection facilities shall use no power-driven processing equipment except for reverse vending machines;
 - f. Small collection facilities shall store all recyclable material in containers or in the mobile unit vehicle, and shall not leave materials outside of containers when attendant is not present;
 - g. Attended facilities located within one hundred feet of a property zoned or occupied for residential use shall operate only during the hours between nine a.m. and seven p.m.;
 - h. Containers shall be clearly marked to identify the type of material which may be deposited; the facility shall be clearly marked to identify the name and telephone number of the facility operator and the hours of operation, and display a notice stating that no material shall be left outside the recycling enclosure or containers;
3. **Large Collection Facilities** are defined as a facility that is larger than five hundred square feet, or is on a separate property not appurtenant to a host use, and which may have a permanent building. A large collection facility is permitted in service commercial and industrial zones with a site plan development permit, provided the facility meets the following standards:

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

- a. The facility shall be screened from the public right-of-way by operating in an enclosed building or:
- b. The facility shall be within an area enclosed by a solid fence at least six feet in height with landscaping;
- c. The facility shall be at least one hundred fifty feet from property zoned or planned for residential use; and
- d. All exterior storage of material shall be in sturdy containers which are covered, secured, and maintained in good condition. Storage containers for flammable material shall be constructed of nonflammable material. Oil storage must be in containers approved by the fire department and/or Tulare County Health Department. No storage, excluding truck trailers and overseas containers, will be visible above the height of the fencing.
- e. The site shall be maintained free of litter and any other undesirable materials, and will be cleaned of loose debris on a daily basis.
- f. If the facility is located within five hundred feet of property zoned, planned or occupied for residential use, it shall not be in operation between seven p.m. and seven a.m.
- g. Facility will be clearly marked with the name and phone number of the facility operator and the hours of operation. Identification and informational signs will meet the standards of the zone, and directional signs, bearing no advertising message, may be installed with the approval of the zoning administrator, if necessary, to facilitate traffic circulation, or if the facility is not visible from the public right-of-way.
- h. Power-driven processing, including aluminum foil and can compacting, baling, plastic shredding, or other light processing activities necessary for efficient temporary storage and shipment of material, may be approved through a use permit process if noise and other conditions are met.

4. Processing Facilities.

All processors are permitted only in industrial zones with a conditional use permit. A processor is a building or enclosed space used for the collection and processing of recyclable materials. "Processing" means the preparation of material for efficient shipment, or to an end-user's specifications, by such means as baling, briquetting, compacting, flattening, grinding, crushing, mechanical sorting,

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

shredding, cleaning, and remanufacturing. Further, "Processing facilities" include the following:

- a. A Light Processing Facility occupies an area of under forty-five thousand square feet of gross collection, processing and storage area and has up to an average of two outbound truck shipments per day. Light processing facilities are limited to baling, briquetting, crushing, compacting, grinding, shredding and sorting of source-separated recyclable materials and repairing of reusable materials sufficient to qualify as a certified processing facility. A light processing facility shall not shred, compact, or bale ferrous metals other than food and beverage containers.
- b. A heavy processing facility is any processing facility other than a light processing facility.
- c. All processing facilities are subject to the following conditions:
 - i. In the industrial zone, processors will operate in a wholly enclosed building except for incidental storage, or:
 - ii. The facility shall be located within an area enclosed on all sides by a solid fence or wall not less than eight feet in height and landscaped on all street frontages;
 - iii. The facility shall be located no less than one hundred fifty feet from property zoned or planned for residential use.
 - iv. Power-driven processing shall be permitted, provided all noise level requirements are met. Light processing facilities are limited to baling, briquetting, crushing, compacting, grinding, shredding and sorting of source-separated recyclable materials and repairing of reusable materials.
 - v. A light processing facility shall be no larger than forty-five thousand square feet and shall have no more than an average of two outbound truck shipments of material per day and may not shred, compact or bale ferrous metals other than food and beverage containers.
 - vi. A processing facility may accept used motor oil for recycling from the generator in accordance with Section 25250.11 of the California Health and Safety Code.

- vii. If the facility is located within five hundred feet of property zoned or planned for residential use, it shall not be in operation between seven p.m. and seven a.m. The facility will be administered by on-site personnel during the hours the facility is open.

5. Definitions

- a. "Recyclable Material" means reusable material including but not limited to metals, glass, plastic and paper, which are intended for reuse, remanufacture, or reconstitution for the purpose of using the altered form. Recyclable material does not include refuse or hazardous materials. Recyclable material may include used motor oil collected and transported in accordance with Section 25250.11 and 25143.2(b) (4) of the California Health and Safety Code.
- b. "Recycling Collection Facility" shall mean a center for the acceptance by donation, redemption, or purchase, of recyclable materials from the public. Such facility shall not complete any processing except limited bailing, batching and the sorting of recyclable material and shall be classified as either a "small collection" or "large collection" facility.
- c. "Recycling Facility" shall mean a center for the collection and/or processing of recyclable materials. A certified recycling facility or certified processor means a recycling facility certified by the Department of Conservation as meeting the requirements of the California Beverage Container Recycling and Litter Reduction Act of 1986. A recycling facility does not include storage containers or processing activity located on the premises of a residential, commercial or manufacturing use and used solely for the recycling of material generated by that residential property, business or manufacturer. Recycling facilities are either collection facilities or processing facilities.
- d. "Recycling Large Collection Facility" shall mean a collection facility which occupies an area of more than 200 square feet and may include a mobile unit, bulk reverse vending machine or a grouping of reverse vending machines, a kiosk type unit which may include a permanent structure, or an unattended container placed for the donation of recyclable materials.
- e. "Recycling Processing Facility" shall mean a building or enclosed space used for the collection and processing of recyclable materials. Processing means the preparation of material for

efficient shipment, or to an end-user’s specifications, by such means as baling, briquetting, impacting, flattening, grinding, crushing, mechanical sorting, shredding, cleaning and remanufacturing.

- f. “Recycling Small Collection Facility” shall mean a collection facility which occupies an area of not more than 200 square feet, and may include a mobile unit, bulk reverse vending machine or a grouping of reverse vending machines, a kiosk type unit which may include a permanent structure, or an unattended container placed for the donation of recyclable materials.

17.45.090 Accessory Dwelling Units and Junior Accessory Dwelling Units

A. Purpose and Intent. This section is intended to meet the requirements of State law in providing for accessory dwelling units (“ADUs”) and junior accessory dwelling units (“JADUs”).

1. This Section is intended to comply with California Government Code sections 65852.2 and 65852.22, as either may be amended from time to time. The standards established by this Section shall be interpreted and applied consistent with the language set forth in Government Code sections 65852.2 and 65852.22. Further, to the extent that this Ordinance does not specifically address various requirements of the Government Code, the requirements of the Government Code shall apply.
2. An ADU or JADU that complies with this Section shall be considered an accessory use or an accessory building that does not exceed the allowable density for the lot upon which it is located.
3. An ADU or JADU that complies with this Section shall be considered a residential use that is consistent with the existing General Plan and zoning for the lot.
4. An ADU or JADU that complies with this Section shall not be considered in the application of any other local ordinance, policy, or program to limit residential growth.
5. ADUs and JADUs shall be counted for purposes of identifying adequate sites for housing in the City’s Housing Element.

B. Applications. ADUs and JADUs shall conform to the following submittal requirements.

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

1. Ministerial Review. An ADU application that complies with the provisions of this Chapter shall be granted ministerial review and acted on within 60 days from the date a complete application is received unless either of the following occurs:
 - a. The applicant requests a delay or withdraws the ADU application; or
 - b. The ADU is being processed concurrently with the construction of a primary dwelling, in which case the City shall not approve the ADU prior to issuing occupancy for the primary dwelling.
 2. A scaled plot plan of the subject parcel on which the ADU or JADU will be located shall be provided. The plot plan shall indicate the location and separation distances between all existing and proposed structures, as well as setbacks from property lines. To the extent not included above, the plot plan shall also provide dimensions of all easements, right-of-way(s), building envelopes, fencing, parking, and paved areas.
 3. Complete floor plans of both existing and proposed conditions shall be provided. Each room shall be dimensioned and resulting floor area calculation included. The use of each room shall be labeled. The size and location of all doors, closets, walls, and cooking facilities shall be clearly depicted.
 4. Provide elevations that show all proposed and existing exterior structure dimensions, all architectural projections, and all openings for both the existing residence and the proposed secondary dwelling unit. The secondary dwelling unit shall meet the following design standards:
 - a. A secondary dwelling unit shall have a roof pitch and roof overhang equal to the roof pitch and roof overhang of the primary residence.
 - b. The address and mailbox for the second dwelling unit shall be located near the public right-of-way.
- C. Designated Areas.** ADUs and JADUs may be permitted on a lot with an existing or proposed single-family use or multi-family use located in the R-1, RM, and in the Planned Development zone districts, unless the City makes express findings supported by substantial evidence that ADUs and JADUs cannot be permitted due to the inadequacy of water and/or sewer services, and/or the impact of ADUs and JADUs on traffic flow and/or public safety and designate specific areas based on these findings. ADUs and JADUs are subject to the normal requirements of the district. ADUs and JADUs are not permitted in nonresidential zoning districts where residential uses are not

allowed. Non-habitable accessory structures shall be permitted in addition to ADUs and JADUs.

D. Development Standards. Fire and Building Code requirements are not considered "Development Standards" under this Ordinance. ADUs and JADUs may be permitted on any single-family lot or any multi-family lot. The requirements and standards of the Zoning Ordinance that apply to the primary dwelling on the lot shall apply to any ADU and/or JADU, including lot coverage, height floor area ratio, open space, landscape, and architectural review. If different or conflicting requirements or standards exist, the more restrictive requirements or standards shall apply, but only to the extent such requirements or standards do not conflict with the requirements and standards provided in this Section and Government Code sections 65852.2 and 65852.22.

1. Number of ADUs permitted per parcel.
 - a. Single-family dwelling. Parcels with an existing or proposed single-family dwelling may have up to one (1) ADU (attached, detached, or conversion), and one (1) JADU in compliance with the provisions of this chapter.
 - b. Multi-family dwelling. Parcels with an existing or proposed multi-family dwelling may develop ADUs in accordance with the following:
 - i. Conversions. Up to 25% of the number of units in non-livable space (e.g., storage rooms, boiler rooms, passageways, attics, basements, or garages) for a proposed or existing multi-family dwelling is permitted.
 - ii. Detached ADUs. One detached ADU is permitted for each proposed or existing multi-family dwelling on the site, not to exceed eight (8) ADUs.
 - iii. Attached ADUs are not permitted for proposed or existing multi-family dwellings and the provisions of ADU conversion shall apply.
2. Relation to Primary Dwelling. The ADU must be either: (1) attached to, or located within, the existing primary dwelling, including attached garages, storage areas, or similar uses within the primary dwelling structure; or (2) detached from the existing primary dwelling and located on the same lot as the existing primary dwelling. Except as provided in Government Code Section 65852.2(e), a JADU must be contained entirely within the walls of the existing single-family residence.

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

3. ADUs and JADUs are not subject to the density limitations for the premises.
4. Setbacks and Separation Distances.
 - a. Setbacks shall be defined as the distances between a structure and a property line or easement.
 - b. Separation Distances shall be defined as the distance between structures, and/or other improvements.
 - c. No setback or separation distance is required for an ADU constructed or installed within (1) an existing living area or permitted accessory structure, or (2) a structure constructed in the same location and to the same dimensions as an existing permitted accessory structure that is converted to an ADU or to a portion of an ADU.
 - d. A minimum setback of four (4) feet from the side and rear lot lines is required for an ADU that is not (1) converted from an existing permitted accessory structure, or (2) a new structure constructed in the same location and to the same dimensions as an existing permitted accessory structure. However, if a proposed ADU is less than 800 square feet, a front setback requirement in other areas of this Code cannot prevent the ADU front being built.
 - e. State Law does not address the distance between and ADU and other structures on a lot. In the event that an ADU is not consistent with (c)(1) or (c)(2) above, ADU or JADU proposals with Separation Distances of less than ten feet shall comply with building codes regarding safe fire separation distances.
5. ADU Unit Size.
 - a. ~~If there is an existing primary dwelling,~~ The total floor area of an attached ADU may not exceed 50 percent of the floor area of the existing primary dwelling or 850 square feet, whichever is less.
 - b. The total floor area for a detached ADU may not exceed 1,200 square feet, subject to the following limitations
 - i. ~~An attached or~~ detached one-bedroom ADU may not be more than 800 square feet of living area.

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

- ii. An ~~attached or~~ detached ADU that provides more than one (1) bedroom may not be more than 1,000 square feet of living area.
 - iii. An ADU may be an efficiency unit, as defined. A proposed ADU that does not meet the minimum requirements of an efficiency unit is not permitted.
- 6. JADU Size.
 - a. A JADU may not be more than 500 square feet in size.
- 7. Exceptions.
 - a. Notwithstanding any other minimum or maximum size for an ADU, size based upon a percentage of the proposed or existing primary dwelling, or limits on lot coverage, floor area ratio, open space, or minimum lot size, an attached or detached ADU will be permitted if the ADU is:
 - i. Not more than 800 square feet of total floor area;
 - ii. Not more than 16 feet in height (any circumstance);
 - iii. Not more than 25 feet in height if the ADU is attached to the primary dwelling, or it can be the same height as the primary dwelling, whichever is lower;
 - iv. Has at least 4-foot side and rear yard setbacks; and
 - v. Is constructed in compliance with all Fire and Building Code requirements and standards of the Zoning Code (including consideration of separation distances).
- 8. ADU Building Development and Design Standards.
 - a. The ADU height requirements are as follows:
 - i. 16 feet- allowed under any circumstance.
 - ii. 18 feet- allowed if the proposed ADU is within ½ a mile of public transit or the property already has a multi-family dwelling two stories high.
 - iii. 25 feet- allowed if the ADU is attached to the primary dwelling; attached ADUs shall not exceed the height of the

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

existing or proposed primary dwelling or 25-feet,
whichever is less.

- b. The development of the ADU shall be subject to the property development standards for the zoning district in which the ADU is located.
- c. Both attached and detached ADUs must be architecturally compatible, having similar materials and style of construction, with the primary dwelling and consistent with the established character of the adjoining residential neighborhood. The design and size of the building, health, and other codes adopted by the City.
- d. Attached ADU's shall be compatible with and made structurally a part of the primary dwelling (e.g., share a common wall with the primary dwelling, rely partially on the primary dwelling for structural support, or be attached to the primary dwelling).
- e. Detached ADUs shall comply with building and fire code separation standards and be compatible with the materials and colors of the primary dwelling.
- f. No passageway is required in conjunction with the construction of an ADU.
- g. A new utility connection directly between the ADU and the existing single-family home is not required.
- h. Finish Materials and Roof Form. The ADU or JADU entrance shall have the same exterior finish materials as the primary dwelling on the parcel and shall be of the same construction typical of other dwelling units in the zone. The ADU or JADU shall have the same roof form as the primary dwelling and shall not have a flat roof.

9. JADU Building Standards.

- a. A JADU must include a separate entrance from the main entrance to the existing single-family residence.
- b. A JADU must include at least an efficiency kitchen, which includes a cooking facility with appliances and a food preparation counter and storage cabinets that are of reasonable size in relation to the size of the JADU. Permanent ovens or cooktops are not allowed in a JADU.

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

- c. A JADU may include separate sanitation facilities or may share sanitation facilities with the existing structure.
- d. A JADU shall not be considered a separate or new dwelling unit for purposes of any fire or life protection ordinance or regulation, or for purposes of providing water, sewer, or power, including a connection fee.
- e. Deed Restriction. A JADU shall not be permitted unless a deed restriction, which shall run with the land, is recorded for the applicable lot, and filed with the City along with the permit application, and must do both of the following:
 - i. Prohibit the sale of the JADU separate from the sale of the single-family residence.
 - ii. Prohibit the occupancy of the JADU unless the primary dwelling or newly created JADU is occupied by the property owner.

E. Connection, Impact, and other Fees. Except as provided below. ADUs and JADUs are subject to all fees and assessments required by the Dinuba Municipal Code for new residential construction.

- 1. ADUs and JADUs are not considered to be a new residential use for purposes of calculating connection fees or capacity charges for utilities, including water and sewer service, unless the ADU or JADU is constructed with a new single-family home or a new detached structure.
- 2. Any impact fees charged for an ADU or JADU of 750 square feet or more shall be charged proportionately in relation to the square footage of the primary dwelling unit.
- 3. An inspection fee shall be assessed for any inspection to determine if an ADU or JADU complies with applicable building standards.
- 4. The separate utility connection for an ADU constructed with a new single-family home or new detached structure is subject to a connection fee or capacity charge proportionate to the burden of the proposed ADU, based upon either its square feet or the number of its drainage fixture unit (DFU) values upon the water or sewer system, that reflects the reasonable cost of providing this service.

5. Fire Sprinklers. Fire sprinklers are not required to be provided with an ADU if they were not required for the single-family dwelling.
6. Passageways. No exterior passageway shall be required in conjunction with the construction of an accessory dwelling unit. However, accessory dwelling units attached to single-family dwellings shall have independent, exterior access and side and rear setbacks sufficient for fire and safety

F. Occupancy and Ownership. ADUs and JADUs must comply with the following standards.

1. A certificate of occupancy must be issued for the primary dwelling unit before a certificate of occupancy can be issued for an ADU or JADU on the lot.
2. An ADU or JADU may be rented separate from the primary residence, but may not be sold or otherwise conveyed separate from the primary residence.
3. Beginning January 1, 2025, owner occupancy shall be required for all ADU and/or JADU permits. For an ADU permit, the owner may occupy either the primary or accessory unit. For a JADU permit, the owner may reside in either the remaining portion of the primary unit, or the newly created JADU. For single-family residences in which an ADU and a JADU will be permitted, the preceding Section G.4. applies. Owner occupancy shall not be required if the owner is another governmental agency, land trust, or housing organization.

G. Parking Standards. One (1) parking space per ADU is required. All required parking spaces must be provided on-site, but may be provided as tandem parking on a driveway. ADUs that meet any of the following criteria are exempt from parking requirements:

- a. ADUs located within one-half mile walking distance of public transit.
- b. ADUs located within an architecturally and historically significant historic district.
- c. ADUs that are part of the proposed or existing primary residence or an accessory structure.
- d. When on-street parking permits are required but not offered to the occupant of the ADU.
- e. When there is a car share vehicle stationed within one block of the ADU.

- H. Permit Approval.** A permit must be obtained for the construction or installation of an ADU or JADU. The ADU or JADU must conform to the standards required by the Zoning Ordinance and the California Fire and Building Codes. A permit application for an ADU or a JADU shall be considered and approved ministerially without discretionary review or a hearing. The City shall approve or deny the application to create an ADU or a JADU within 60 days from the date the City receives a completed application if there is an existing single-family or multi-family dwelling on the lot.
- I. ADUs and Regional Housing Needs Assessment.** Subdivisions and multi-family housing developments developed or zoned at densities of ten (10) or more dwelling units per acre, with the ability of each lot or dwelling to construct an ADU, shall be counted in the City’s Housing Element as adequate sites for affordable housing, as provided in Government Code section 65583.1(a).
- J. Demolition Permits.** A demolition permit for a detached garage that is to be replaced with an accessory dwelling unit be reviewed with the application for the accessory dwelling unit and issued at the same time. An applicant shall not be otherwise required, to provide written notice or post a placard for the demolition of a detached garage that is to be replaced with an accessory dwelling unit, unless the property is located within an architecturally and historically significant historic district.
- K. Other.** Nothing in this section shall be construed to prohibit the City from adopting an ordinance or regulation, related to parking or a service or a connection fee for water, sewer, or power, that applies to a single-family residence that contains an ADU or JADU, so long as that ordinance or regulation applies uniformly to all single-family residences, regardless of whether the single-family residence includes an ADU or JADU.
- L. Definitions**
1. “Accessory dwelling unit” or “ADU” means an attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. An ADU must include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel that the single-family or multi-family dwelling is situated. An ADU may be an efficiency unit or a manufactured home. An ADU approved under this Chapter may take any of the following forms:
 - a. Attached. An attached ADU is a habitable space that meets the defining criteria of an ADU which is attached to the existing or proposed primary dwelling.

Exhibit “D”: Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

- b. Detached. A detached ADU is a habitable space that meets the defining criteria of an ADU which does not share a wall or is otherwise attached to the existing or proposed dwelling, but is on the same parcel as an existing or proposed dwelling.
 - c. Conversion. An ADU may be located within existing structure and converted to habitable space in compliance with the California Building Code and may include the following:
 - i. An area within an existing dwelling, such as an attached garage.
 - ii. An existing accessory structure, such as a pool house or detached garage.
 - iii. A portion of habitable space in a multi-family dwelling including storage rooms, boiler rooms, passageways, attics, basements, or garages
2. “Efficiency unit” has the same meaning as defined in the California Building Code, California Code of Regulations, Title 24, Section 1207.4, which meets the following standards:
- a. The unit has a single living room of not less than 220 square feet of floor area for two (2) or fewer occupants and an additional 100 square feet of floor area for each additional occupant of the unit.
 - b. The unit has a separate closet.
 - c. The unit has a kitchen sink, cooking appliance and refrigeration facilities, each having a clear working space of not less than 30 inches in front, and lighting and ventilation conforming to the California Building Standards Code.
 - d. The unit has a separate bathroom containing a water closet, lavatory, and bathtub, or shower.
3. “Floor area” or “total floor area” means the entire ground-level square footage of the structure, including the living area, as defined, and any non-habitable area within the structure, such as a garage or storage space.
4. “Impact fee” has the same meaning as the term “fee” as defined in Government Code Section 66000(b), except that it also includes fees specified in Government Code Section 66477. “Impact fee” does not include any connection fee or capacity charge.

Exhibit “D”: Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

5. “Junior accessory dwelling unit” or “JADU” means a dwelling unit that is no more than 500 square feet in size and contained entirely within the walls of an existing single-family residence, or other approved structure as specified in Government Code Section 65852.2(e). A JADU must include the following features:
 - a. Exterior access separate from the main entrance to the proposed or existing primary dwelling or other structure.
 - b. An efficiency kitchen, which includes a cooking facility with a sink and a food preparation counter and storage cabinets that are of reasonable size in relation to the size of the JADU.
 - c. JADU may include separate sanitation facilities or may share sanitation facilities with the existing structure.
6. “Living area” means the interior habitable area of a dwelling unit, including basements and attics, but does not include a garage or any accessory structure.
7. “Multi-generational dwelling unit” means a dwelling unit, that does not include a kitchen, contained entirely within the walls of an existing single-family residence where access is not restricted between areas of the residence.
8. “Nonconforming zoning condition” means a physical improvement on a property that does not conform with current zoning standards but was a lawful improvement that did conform to the zoning standards in place at the time of the improvement.
9. “Passageway” means a pathway that is unobstructed clear to the sky and extends from a street to one entrance of the accessory dwelling unit.
10. “Permanent provisions for cooking” has the same meaning as “kitchen”.
11. “Permanent provisions for sanitation” and “sanitation facilities” means a separate bathroom containing a water closet, lavatory, and bathtub or shower.
12. “Proposed dwelling” means a dwelling that is the subject of a permit application and that meets the requirements for permitting.
13. “Public transit” means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and

other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

14. "Tandem parking" means that two (2) or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another.

17.45.100 Adult-Oriented Businesses

A. Purpose and Intent

1. It is the purpose and intent of this Ordinance to regulate sexually oriented businesses to promote the health, safety, morals, and general welfare of the citizens of Dinuba and to establish reasonable and uniform regulations to prevent any deleterious location and concentration of sexually oriented businesses within the City, thereby reducing or eliminating the adverse secondary effects from such sexually oriented businesses. The provisions of this ordinance have neither the purpose nor effect of imposing a limitation or restriction on the content of any communicative materials, including sexually oriented materials. Similarly, it is not the intent nor effect of this ordinance to restrict or deny access by adults to sexually oriented materials protected by the First Amendment, or to deny access by the distributors and exhibitors of sexually oriented entertainment to their intended market. Neither is it the intent nor effect of the ordinance to condone or legitimize the distribution of obscene material.
2. One of the important purposes of the regulations set forth in this Chapter is to discourage and to minimize the opportunity for criminal conduct. As such, nothing in this Chapter shall permit or be interpreted to permit any use, conduct, and/or activity which is specifically prohibited under the following California Penal Code sections:
 - a. Receipt of money for placement of persons for purposes of cohabitation (Penal Code 266d);
 - b. Purchase of persons for purposes of prostitution or placement of persons for immoral purposes (Penal Code 266e);
 - c. Sale of persons for immoral purposes (Penal Code 266f);
 - d. Pimping (Penal Code 266h);
 - e. Pandering (Penal Code 266i);
 - f. Lewd or obscene conduct (Penal Code 314);

- g. Houses of ill-fame (Penal Code 315);
 - h. Disorderly houses which disturb the immediate neighborhood (Penal Code 316);
 - i. Places of prostitution (Penal Code 317);
 - j. Place of prostitution; place of lewdness; place used as bathhouse permitting conduct capable of transmitting AIDS (Penal Code 11225).
3. "Nothing in this Chapter shall be interpreted to permit or permit any use, conduct, and/or activity which violates any federal, state or local law of regulation."

B. Establishment and Classification of Businesses Regulated

The establishment of any sexually oriented business shall be permitted only in the zone district permitted, and shall be subject to the following restrictions: No person shall cause or permit the establishment of any sexually oriented businesses, as defined above, within 1000 feet of any sensitive land use, as defined above. These limitations apply to sexually oriented businesses classified as follows:

- 1. Adult arcade
- 2. Adult bookstore, adult novelty store, or adult video store
- 3. Adult cabaret
- 4. Adult motel
- 5. Adult motion picture theater
- 6. Adult theater
- 7. Nude model studio.

C. Measurement of Distance

The distance between any sexually oriented business and any sensitive land use shall be measured in a straight line, without regard to intervening structures or objects from property line to property line.

D. Location of Sexually Oriented Business

The City of Dinuba's Zoning Ordinance requires that sexually oriented businesses shall be allowed only in a zone where such uses are specifically permitted -- the "M-1" (Light Industrial) zone, at the time of adoption of this ordinance. Permits for sexually oriented businesses shall be required and governed by the procedures and policies specified in the City of Dinuba Municipal Code. In addition, any sexually oriented business shall be subject to the following restrictions:

1. A person commits a misdemeanor, if he operates or causes to be operated, a sexually oriented business outside of the permitted zone.
2. A person commits a misdemeanor if he operates or causes to be operated a sexually oriented business within 1,000 feet of any sensitive land use, as defined above.

E. Non-Conforming Uses

1. Any sexually oriented businesses operating on (effective date of this Ordinance) that is in violation of this subsection shall be deemed a non-conforming use. A non-conforming use will be permitted to continue for a two (2) year period with possible extensions for extenuating circumstances to be granted by the City Council only upon a convincing showing of extreme financial hardship. Such extensions shall not exceed a total of three (3) years in addition to the initial amortization period. Any such non-conforming business loses its right to operate as a non-conforming use, if, for any reason, it voluntarily discontinues its business operation for a period of thirty (30) days or more or if its license to operate is revoked, and such revocation is not overturned by a court of competent jurisdiction. Such non-conforming uses, while non-conforming, shall not be increased, enlarged, extended or altered except that the use may be changed to a conforming use.
2. A sexually oriented business lawfully operating as a conforming use is not rendered a non-conforming use by the location, subsequent to the grant or renewal of the sexually oriented business permit and/or license, within 1,000 feet, of a sensitive land use. This provision applies only to the renewal of a valid permit and/or license, but this provision does not apply when an application for a permit and/or license is submitted after a permit and/or license has expired or has been revoked.
3. Abandonment. Notwithstanding the above, any discontinuance or abandonment of the use of any lot or structure as an Adult-Oriented Business shall result in a loss of legal nonconforming status of such use.

4. Amortization -- annexed property. Any Adult-Oriented Business which was a legal use at the time of annexation of the property and which is located in the City, but which does not conform to the provisions of this chapter shall be terminated within two (2) years of the date of annexation unless an extension of time has been approved by the City Council upon request by the business owner.

F. Injunction

A person who operates or causes to be operated a sexually oriented business without having a valid permit due to location restrictions is subject to a suit for injunction as well as prosecution for the misdemeanor punishable by a fine of \$1,000.00 and/or one hundred eighty (180) days imprisonment, or by both such fine and imprisonment. If an injunction is sought and granted, the sexually oriented business shall be obligated to pay the City, attorneys' fees and costs of the City, at the discretion of the Court.

G. Exception for Certain Nude Modeling

It is a defense to prosecution under this ordinance if a person appearing in a state of nudity did so in a modeling class operated:

1. By a proprietary school, licensed by the State of California; a college, junior college, or university supported entirely or partly by taxation;
2. By a private college or university which maintains and operates educational programs in which credits are transferable to a college, junior college, or university supported entirely or partly by taxation; or
3. In a structure:
 - a. Which has no sign visible from the exterior of the structure and no other advertising that indicates a nude person is available for viewing; and
 - b. Where, in order to participate in a class a student must enroll at least three (3) days in advance of the class; and
 - c. Where no more than one nude model is on the premises at any one time.

H. Definitions

1. "Employee" means a person who works or performs in and/or for a sexually oriented business, regardless of whether or not said person is paid a salary, wage

- or other compensation by the operation of said business. This definition pertains to "Sexually Oriented Businesses".
2. "Establishment" means and includes any of the following: (this definition pertains to "Sexually Oriented Businesses":
 - a. The opening or commencement of any such business as a new business;
 - b. The conversion of an existing business, whether or not a sexually oriented business, to any of the sexually oriented businesses defined in this chapter;
 - c. The addition of a any of the sexually oriented businesses defined in this chapter to any other existing sexually oriented business; or
 - d. The relocation of any such sexually oriented business; or
 - e. The substantial enlargement of any such sexually oriented business.
 3. "Nudity or State of Nudity" means: (a) the appearance or display of human bare buttock, anus, male genitals, female genitals, or the areola or nipple of the female breast; or (b) a state of dress which fails to opaquely and fully cover a human buttock, anus, male or female genitals, pubic region or areola or nipple of the female breast.
 4. "Operator" means and includes the owner, permit holder, custodian manager, operator or person in charge of any permitted or licensed premises. This definition pertains to "Sexually Oriented Businesses".
 5. "Permitted or "Unlicensed Premises" means any premises that requires a license and/or permit that is classified as a sexually oriented business.
 6. "Permittee and/or Licensee" means a person in whose name a permit and/or license to operate a sexually oriented business has been issued, as well as the individual listed as an applicant on the application for a permit and/or license.
 7. "Person" shall mean any individual, firm, co-partnership, corporation, company, association, joint stock association, city, county, or district, and includes any trustee, receiver, assignee, or other similar representative thereof.

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

8. "Public Building Regularly Frequented By Children" means any building owned, leased or held by the United States, the state, the county, the city, any special district, school district, or any other agency or political subdivision of the state or the United States, which building is used as a library, community center, children's center, or any other use having special attraction to children, or which building is often visited by children for social activities unaccompanied by their parents or other adult custodian.
9. "Public Park" or "Recreation Area" means public land which has been designated for park or recreational activities including, but not limited to a park, playground, nature trails, swimming pool, reservoir, athletic field, basketball or tennis courts, open space wilderness areas, or similar public land within the city which is under the control, operation, or management of the city park and recreation authorities.
10. "Religious Institution" means any church, synagogue, mosque, temple or building which is primarily for religious worship and related religious activities.
11. "Adult arcade" means an establishment where, for any form of consideration, one or more still or motion picture projectors, slide projectors, or similar machines, or other image producing machines, for viewing by five or fewer persons each, are regularly available or used to show films, motion pictures, video cassettes, slides, or other photographic reproductions which are characterized by the depiction or description of "specified sexual activities" or "specified anatomical areas."
12. "Adult Bookstore", "Adult Novelty Store" or "Adult Video Store" means a commercial establishment which (1) has as a significant or substantial portion of its stock-in-trade or (2) derives a significant or substantial portion of its revenues or (3) devotes a significant or substantial portion of its interior floor or display space or (4) devotes a significant or substantial portion of its business activities or employees' time, or advertising, to the sale, rental or viewing for any for any form of consideration, of any one or more of the following:
 - i. Books, magazines, periodicals or other printed matter, or photographs, films, motion pictures, video cassettes, slides, or other visual representations which are characterized by the depiction or description of "specified sexual activities" or "specified anatomical areas";
 - ii. Instruments, devices, or paraphernalia which are designed for use in connection with "specified sexual activities."

- iii. An establishment may have other significant or substantial business purposes that do not involve the offering for sale, rental or viewing of materials, depicting or describing "specified sexual activities" or "specified anatomical areas", and still be categorized as adult bookstore, adult novelty store, or adult video store. Such other business purposes will not serve to exempt such establishments from being categorized as an adult bookstore, adult novelty store or adult video store so long as one of its significant or substantial business purposes is offering for sale or rental, for some form of consideration, the specified materials which depict or describe "specified anatomical areas" or "specified sexual activities."
13. "Adult cabaret" means a nightclub, bar, restaurant, "bottle club", or similar commercial establishment, whether or not alcoholic beverages are served, which regularly features: (a) persons who appear nude or in a state of nudity or semi-nude; (b) live performances which are characterized by the exposure of "specified anatomical areas", or by "specified sexual activities", or (c) films, motion pictures, video cassettes, slides, or other photographic reproductions which are characterized by the depiction or description of "specified sexual activities" or "specified anatomical areas."
14. "Adult motel" means a motel, hotel or similar commercial establishment which: (a) offers public accommodations, for any form of consideration, and which regularly provides or makes available to patrons with closed-circuit television transmissions, films, motion pictures, video cassettes, slides or other photographic reproductions which are characterized by the depiction or description of "specified sexual activities" or "specified anatomical areas" and which advertises the availability of this sexually oriented type of material by means of a sign visible from the public right-of-way, or by means of any off-premises advertising including, but not limited to, newspapers, magazines, pamphlets or leaflets, radio or television, or (b) offers a sleeping room for rent for a period of time less than ten (10) hours; or (c) allows a tenant or occupant to rent or sub-rent the sleeping room for a time period of less than ten (10) hours.
15. "Adult motion picture theater" means a commercial establishment where films, motion pictures, video cassettes, slides or similar photographic reproductions depicting or describing "specified sexual activities" or "specified anatomical areas" are regularly shown for any form of consideration.
16. "Adult theater" means a theater, concert hall, auditorium, or similar commercial establishment which, for any form or consideration, regularly features persons

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

who appear in a state of nudity or live performances which are characterized by exposure of "specified anatomical areas" or by "specified sexual activities."

17. "Nude Model Studio" means any place where a person, who appears in a state of nudity or displays "specified anatomical areas" is provided for money or any form of consideration to be observed, sketched, drawn, painted, sculptured, photographed, or similarly depicted by other persons. This term does not include a modeling class operated by a proprietary school, licensed by the State of California; a college, junior college, or university supported entirely or partly by taxation; by a private college or university which maintains and operates educational programs in which credits are transferable to a college, junior college, or university supported entirely or partly by taxation; or in a structure which has no sign visible from the exterior of the structure and no other advertising that indicates a nude person is available for viewing, where in order to participate in a class a student must enroll at least three (3) days in advance of the class, and where no more than one nude model is on the premises at any one time.
18. "Regularly Features or Regularly Shown" with respect to an adult cabaret, adult theater, or adult motion picture theater means at least three (3) times within any thirty (30) day period; or carried on as part of the business's routine scheduling of events or activities and not so infrequently as to constitute a single, rare or unusual event or occurrence.
19. Sensitive Land Use includes public and private schools (including pre-schools), public parks, playgrounds, libraries, facilities with youth programs, and religious institutions (e.g. churches).
20. "Significant or Substantial Portion" means such a percentage of its activities, space allocation, revenues, advertising targeting, stock in trade, floor or display space, business receipts, revenues, or other business undertakings as to indicate to a reasonable person that a sexually oriented portion of the business is one of its important activities, though not necessarily its only or even primary activity; for this purpose, evidence that 25% or more of its revenues are derived from such sexually oriented activities or materials, or that 25% or more of its interior floor space or display space is devoted to such sexually oriented activities or materials, or that 25% or more of its actual stock in trade regularly displayed and immediately available for use, rental, purchase, viewing or perusal is comprised of such sexually oriented materials, all as defined in Section 17.65.02 of this Chapter, Definitions, shall be evidence that a "significant or substantial portion" of the business is devoted to such uses.
21. "Specified Anatomical Areas" as used in this Chapter means and includes any of the following:

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

- i. Less than completely and opaquely covered human genitals, pubic region, buttocks, anus, or female breasts below a point immediately above the top of the areolae; or
- ii. Human male genitals in a discernibly turgid state, even if completely and opaquely covered.

22. "Specified Sexual Activities" as used in this Chapter, means and includes any of the following

- i. The fondling or other intentional touching of buttocks for purpose of sexual arousal, or fondling or other intentional touching of human genitals, pubic region, anus, or female breasts.
- ii. Sex acts, normal or perverted, actual or simulated, including intercourse, oral copulation, or sodomy;
- iii. Masturbation, actual or simulated;
- iv. Human genitals in a state of sexual stimulation, arousal or tumescence;
- v. Excretory functions as part of or in connection with any of the activities set forth in sub-sections a through d of this subsection.

23. "Substantial Enlargement of a Sexually Oriented Business" means an increase in the floor areas occupied by the business as the floor areas existed on the affected date of this ordinance.

24. "Transfer of Ownership or Control of a Sexually Oriented Business" means and includes any of the following:

- i. The sale, lease or sublease of the business; or
- ii. The transfer of securities which constitute a controlling interest in the business, whether by sale, exchange or similar means.

17.45.110 Outdoor Storage Yards

Outdoor storage yards, excluding the storage of vehicles in a day use parking lot or garage, are subject to the provisions of this section. The storage of vehicles in a public or commercial parking lot or garage is subject to Section 17.49 (Parking and Loading).

A. Site Design Standards.

2. Access. There shall be only one (1) access point to a storage yard for each three hundred (300) feet of street frontage. Such access point is to be a maximum width of twenty (20) feet and shall be provided with a solid gate or door.
3. Screening. A storage yard, except a temporary offsite construction yard, is to be screened from public view on all sides by solid wood, painted metal or masonry fencing, or chain link fencing with vinyl slats or other screening mechanism, with a minimum height of six (6) feet. All required screening shall be continuously maintained in good condition to assure that its intended purpose is accomplished.
25. Parking Requirement. None, provided that sufficient usable area is available to accommodate all employee and user parking needs entirely on-site.
26. Site Surfacing. A storage yard shall be surfaced with concrete, asphalt paving, crushed rock, or oiled earth, and be maintained in a dust-free condition.
27. Office Facilities. When no buildings exist or are proposed on a storage yard site, one (1) commercial coach may be utilized for an office, provided that such vehicle is equipped with skirting, and installed pursuant to the permit requirements of the Uniform Building Code.
28. Operation. Except for vehicles or freestanding equipment, materials within a storage yard are not to be stacked or stored higher than six (6) feet, unless a higher wall or fence is constructed at the required setback line under an approved building permit.

The provisions of this title shall not be construed to limit installation or maintenance of public utility pole lines, pipes, conduits and mains, and domestic water wells or require any use permit therefor.

17.45.120 Building height.

1. Height of a building shall be measured along the vertical distance from the average level of the highest and lowest point of that portion of the lot covered by the building to the highest point of the roof.
2. Roof structures for housing elevators, stairways, tanks, ventilating fans or similar equipment, and fire or parapet walls, skylights, towers, flagpoles, chimneys, antennas or similar structures may be erected above the height limit but shall not be allowed for the purpose of providing additional floor space.

17.45.130.1 Swimming Pools in Residential Zones

- A. Setback requirements for swimming pools on lots zoned for residential use are subject to the following requirements.
 3. Front Yard: Swimming pools are not permitted within any required front yard setback area
 3. Side Yards:
 - a. Interior Property Line: 3 foot setback required.
 - b. Street side Property Line on Corner and Reverse Corner Lots: 5 foot setback required
 - i. Rear Yard: 5 foot minimum setback required.
 - ii. Fencing for swimming pools shall comply with standards of the Uniform Building Code.

17.45.140 Garage conversions.

A. Purpose.

The purpose of this section is to allow, in limited cases, the conversion of garages and carports for living space. Such conversion is deemed acceptable subject to review of available off-street parking and compatibility with surrounding development.

B. Applicability.

Provisions of this section shall only apply in cases as follows:

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

1. The site is being used as a single-family detached residence;
2. That a replacement covered parking area of a minimum of four hundred square feet, with a minimum width of twenty feet, be provided without encroaching on required front or side yard setbacks;
3. That the area converted shall be used as part of the main dwelling or for a Junior Accessory Dwelling Unit, consistent with the standards contained in Section 17.45.090;
4. That the area to be converted shall be subject to all applicable building code requirements.

C. Process.

All applications for garage or carport conversions shall be subject to a building permit.

D. Conversion Criteria.

Garage or carport conversions are subject to the following criteria:

1. The garage door shall be removed from the structure, except when the applicant is retaining one parking stall to a standard width and length which would also be perpendicular with the garage door. The exterior elevation of the conversion shall be compatible in design with the existing dwelling;
2. Provision for buffering, such as a planter, shall be provided between the converted carport or garage and the remaining parking area;
3. The remaining parking area shall have a minimum depth of twenty feet from property line with access to be approved by the director.

17.45.150 Bed and Breakfast Facilities.

A. Purpose.

The purpose of this section is to provide for the following:

1. To allow, in limited cases, the operation of bed and breakfast facilities;
and
2. To regulate such operations for the protection of the general health, safety and welfare.

2. Process.

Applications for bed and breakfast inns shall be subject to approval of a conditional use permit pursuant to Chapter 17.57. Bed and breakfast inns shall be subject to any such condition as deemed appropriate by the planning commission.

3. Development Criteria.

Bed and breakfast facilities are permitted, pursuant to a conditional use permit, in R, RM and C-2 zoned areas. In order for a conditional use permit to be approved, the following development criteria shall be met:

1. All standards of the underlying zoning district including, but not limited to, height, lot and yard requirements and lot coverage shall apply.
2. One additional off-street parking space shall be provided for each room available for lodging purposes. Tandem parking shall not be deemed as meeting this requirement.
3. The owner of the facility shall reside on site.
4. Bed and breakfast facilities shall be subject to all applicable building, fire, health and safety codes.
5. No person who is paying rent in exchange for lodging shall occupy a guest room on the premises for more than fourteen consecutive nights.
6. The scale and appearance of the bed and breakfast facility shall remain primarily residential in character; all buildings and site improvements shall be similar to and compatible in design with the surrounding neighborhood and adjacent residences. The planning commission shall have authority to grant or deny applications for bed and breakfast facilities based upon design and aesthetic criteria, as well as the other provisions of this section.
7. One externally lighted sign shall be allowed on the premises. The sign may be either wall-mounted or freestanding and shall not exceed six square feet in area. Freestanding signs shall not exceed five feet in height.
29. Bed and breakfast facilities shall be operated by the permanent occupants of the premises. No more than two persons not residing on the premises shall be employed in the operation of the facility. One additional parking space shall be provided for each two employees.

17.45.160 Sight Distance.

The following regulations shall apply to all intersections of streets, alleys and private driveways in order to provide adequate visibility for vehicular traffic. There shall be no visual obstructions within the cutoff areas established.

- A. There shall be a corner cutoff area at all intersecting and intercepting streets or highways. The cutoff line shall be in a horizontal plane, making an angle of forty-five degrees with the side, front or rear property line, as the case may be. It shall pass through the points located on both the side and front (or rear) property lines at a distance of thirty feet from the intersection of such lines at the corner of a street, alley or highway.
- B. There shall be a corner cutoff area on each side of any private driveway intersecting a street or alley. The cutoff lines shall be in a horizontal plane, making an angle of forty-five degrees with the side, front or rear property line, as the case may be. They shall pass through a point of not less than ten feet from the edges of the driveway where it intersects the street or alley right-of-way.
- C. There shall be a corner cutoff area on each side of any alley intersecting a street or alley. The cutoff lines shall be in a horizontal plane, making an angle of forty-five degrees with the side, front or rear property line, as the case may be. They shall pass through a point not less than ten feet from the edges of the alley where it intersects the street or alley right-of-way.
- D. Where, due to an irregular lot shape, a line at a forty-five degree angle does not provide for intersection visibility, such corner cutoff shall be defined by a line drawn from a point on the front (or rear) property line that is not less than thirty feet from the intersection of the side and front (or rear) property lines and through a point on the side and front (or rear) property lines.

17.45.170 Regulation of adult material.

- A. Purpose.

The adult uses and material subject to the provisions of this section are recognized as having serious objectionable characteristics which are incompatible with, and may have deleterious effects upon, adjacent areas and community values.

- B. Limitations Upon Display of Certain Materials.

It shall be unlawful for any person, partnership, corporation or other legal entity to display harmful matter in a public or private place, other than a public or private place from which minors are excluded, without placing a device commonly known as a blinder rack in front of such matter, so that the lower two-thirds of the material is not exposed to view.

17.45.180 Businesses Selling Alcoholic Beverages

A. Purpose.

The purpose of this section is to set forth the development and operational standards for the issuance of a conditional use permit for alcoholic beverage sales. Such standards are adopted to protect the public welfare and health from the potential problems associated with the sale of alcoholic beverages.

4. A Conditional Use Permit (consistent with the standards and procedures established in Chapter 17.57) (Conditional Use Permits) shall be required for the following commercial uses where alcoholic beverages are sold, served or given away for on-site or off-site consumption:

- Bars and lounges
- Liquor stores
- Convenience stores where at least 10% of the shelf space is occupied by alcoholic products
- Gas stations with sales of alcoholic beverages
- Micro breweries
- Restaurants, cafes and eating places with a bar
- Night clubs with the sale of alcoholic beverages
- Bowling alleys and other recreational facilities where alcoholic beverages are sold
- Theatres with sales of alcoholic beverages

A Conditional Use Permit shall not required for the following uses that offer alcoholic beverages:

- Grocery stores and supermarkets
 - Restaurants, cafes and eating places that offer alcoholic beverages as a side product
 - Wine bars
5. In considering an application for a conditional use permit or revocation of an existing conditional use permit for alcoholic beverage sales under this section, the Planning Commission (or the city council in the event of an

appeal), shall consider whether the proposed use will adversely affect the health, safety or welfare of the residents of the area or will result in an undue concentration of such establishments in one area. In considering the potential for negative impacts on surrounding parcels, the Planning Commission shall take into consideration the location and proximity of the following uses:

- a. Residential buildings and neighborhoods;
 - b. Churches, schools, hospitals, parks, public playgrounds and other similar uses; and
 - c. Other establishments offering alcoholic beverages, including beer and wine.
3. In all determinations pursuant to this section, the applicant for the Conditional Use Permit for alcoholic beverage sales shall have the burden of proving by substantial evidence that the proposed use will not adversely affect the health, safety or welfare of the public, nor result in undue concentration of alcoholic beverage outlets in that part of the city, or detrimentally affect nearby uses within the city.
 4. The director is specifically authorized to refuse the issuance of any retail license for alcoholic beverage premises located within six hundred feet of churches, hospitals, schools, public playgrounds, and nonprofit youth facilities. This distance shall be measured pursuant to rules of the department, which is a straight-line distance from the nearest property line of the alcoholic beverage establishment's to the nearest property line of the sensitive facility.

17.45.190 Wireless Communication Facilities

A. Purpose.

The purpose of this chapter is to ensure greater compatibility between communication facilities and adjacent land uses, to protect the general public, and to provide for the communication needs of the region by establishing design and operating standards.

B. Definitions.

For the purpose of this chapter, certain terms and words as used herein are defined as follows:

"Above ground level" means a measurement of height from the natural grade of a site to the highest point of a structure.

Exhibit “D”: Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

“Antenna” means the surface from which wireless radio signals are sent and received by a personal wireless facility.

“Camouflaged” means a communication tower or facility that is disguised, hidden, part of an existing or proposed structure or placed within an existing or proposed structure.

“Carrier” means a company that provides communications services.

“Collocation” means the use of single mount on the ground by more than one carrier (vertical collocation) and/or several mounts on an existing building or structure by more than one carrier.

“Elevation” means the measurement of height above sea level.

“Equipment shelter” means an enclosed structure, cabinet, shed or box at the base of the mount within which are housed batteries and electrical equipment.

“Fall zone” means the area within which there is a potential hazard from falling debris or collapsing material.

“Guyed tower” means a monopole or lattice tower that is tied to the ground or other surface by diagonal cables.

“Lattice tower” means a type of mount that is self-supporting with multiple legs and cross bracing of structural steel.

“Licensed carrier” means a company authorized by the Federal Communications Commission (FCC) to construct and operate a commercial mobile radio services system.

“Monopole” means the type of mount that is self-supporting with a single shaft of wood, steel or concrete and a platform or racks for panel antennas arrayed at the top.

“Omnidirectional (whip) antenna” means a thin rod that beams and receives a signal in all directions.

“Panel antenna” means a flat surface antenna usually developed in multiples.

“Personal wireless service facility” means a facility for the provision of personal wireless services, as defined by the Telecommunications Act.

“Security barrier” means a locked, impenetrable wall, fence, or berm that completely seals an area from unauthorized entry or trespass.

“Separation” means the distance between one carrier’s array of antennas and another carrier’s array.

"Stealththing" means designing a communications tower and facilities to be architecturally incorporated into the surrounding community's environs while minimizing aesthetic impacts. Examples of stealththing include, but are not limited to, steeples, windmills, water towers, flag poles or chimneys.

C. Process.

1. Applications for communications towers and facilities shall be allowed in the zones identified by use matrices in Chapters 17.26, 17.48, and 17.54. Communication towers and facilities shall be subject to any such condition as deemed appropriate by administrative approval or the planning commission.
2. Telecommunications facilities to be located on city-owned buildings or infrastructure, located on rights-of-way or city-owned property, pursuant to a master telecommunications siting agreement, meeting the requirements of city policy, are exempt from the provisions of this chapter.

D. Development criteria.

In order for a conditional use permit to be approved, the following development criteria shall be met:

1. The applicant shall submit documentation of the legal right to install and use the proposed site or facility at the time of application submittal.
2. All standards of the underlying zoning district or specific plan including, but not limited to, height, lot and yard requirements, and lot coverage shall apply.
3. Buildings shall be subject to the setback requirements of the zone or ten feet, whichever results in the greater setback.
4. A minimum of ten feet of the front, side, and rear yards shall be landscaped pursuant to Section 17.71.130.
5. All equipment proposed for a communication facility shall be authorized per the FCC.
6. A balloon or crane test at the proposed site to illustrate the height of the proposed facility, the date, time and location of such test shall be advertised in a newspaper of general circulation in the city at least fourteen days prior to the test.

7. The applicant shall provide written indemnification to the city of Dinuba to indemnify the city from liability associated with any damage to the property or adjacent properties caused by the communication and wireless facilities. (Ord. 2014-04 § 2 (part), 2014: Ord. 2008-05 § 1 (part), 2008: Ord. 99-3 § 1 (part), 1999)
- E. Design standards.
1. Equipment shelters for communication facilities shall be designed with one of the following standards:
 - a. Equipment shelters shall be located in underground vaults; or
 - b. Equipment shelters shall be designed to be consistent with the surrounding architectural styles and materials; or
 - c. Equipment shelters shall be camouflaged behind an effective year-round landscape buffer, equal to the height of the proposed building(s), and/or opaque fence.
 2. Fencing shall be placed behind the landscaped areas and wood slats shall be woven into the fence if the fence is made of chain-link material. The use of barbed wire or similar material shall be located to the inside of the lot. Electrified fence or razor wire is prohibited unless required by any law enforcement agency or regulation of the state of California or any agency thereof.
- F. Lighting and signage.
1. Facilities shall be lighted only if required by the Federal Aviation Administration (FAA). Lighting of equipment structures and any other facilities on the site shall be shielded from abutting properties. There shall be total cutoff of all light at the property lines of the parcel to be developed and foot-candle measurements at the property line shall be 0.0 initial foot-candles when measured at grade.
 2. Signs shall be limited to those needed to identify the property and the owner and warn of any danger. All signs shall comply with the requirements of the city's sign regulations.
 3. All ground-mounted facilities shall be surrounded by a security barrier.
- G. Environmental standards.
1. No hazardous waste shall be discharged on the site of any communication facility. If any hazardous materials are to be used on the site, there shall be provisions for

full containment of such materials. An enclosed containment area shall be provided with a sealed floor, designed to contain one hundred ten percent of the volume of the hazardous materials stored or used on the site.

2. Communication facilities shall not generate noise in excess of fifty dB at the property line.

H. Collocation.

2. Licensed carriers shall share facilities and sites where feasible and appropriate, thereby reducing the number of facilities that are stand-alone. All applicants shall demonstrate a good faith effort to collocate with other carriers. Such good faith efforts include:
 - a. A survey of all existing structures that may be feasible sites for collocation;
 - b. Contact with other carriers;
 - c. Sharing information necessary to determine if collocation is feasible.
3. In the event collocation is not feasible a written statement of the reasons for the unfeasibility shall be submitted to the city. The city may retain a radio frequency engineer to verify if collocation at the site is not feasible. The cost for such an engineer will be at the expense of the applicant. The city may deny a permit to an applicant that has not demonstrated a good faith effort to provide for collocation.

I. Modifications.

1. A modification of a facility may be considered equivalent to an application for a new facility and will require a new conditional use permit or administrative use permit when the following apply:
 - a. The applicant wants to alter the terms of the conditional use permit by changing the facility in one or more of the following ways:
 - i. Increase the approved maximum height.
 - ii. Increase the approved maximum extension of equipment out from the center of the tower on towers without stealthing.
 - iii. Increase in the footprint of the facility on the ground.

- iv. Removal of stealthing.
2. A modification of the facility does not require a new or modified conditional use permit when collocation, addition or replacement of equipment that does not result in an increase in height beyond the approved maximum height, an increase in the approved maximum extension of equipment out from the center of the tower on towers, increase in the footprint of the facility on the ground, or removal of stealthing.
- A. Abandonment or discontinuation of use.
- 1. At such time a licensed carrier plans to abandon or discontinue operation of a facility, such carrier will notify the city or the proposed date of abandonment or discontinuation of operations. Such notice shall be given no less than thirty days prior to abandonment or discontinuation of operations. In the event that a licensed carrier fails to give such notice, the facility shall be considered abandoned upon such discontinuation of operation.
 - 2. Upon abandonment or discontinuation of use, the carrier shall physically remove the facility within ninety days from the date of abandonment or discontinuation of use. "Physically remove" shall include, but not be limited to:
 - a. Removal of antennas, mount, equipment shelters and security barrier from subject property;
 - b. Proper disposal of the waste materials from the site in accordance with the city standards;
 - c. Restoring the location of the facility to its natural condition, except that any landscaping and grading shall remain.
 - 3. If a carrier fails to remove a facility in accordance with this chapter, the city shall have the authority to enter the subject property and physically remove the facility. The city may require the applicant to post a bond at the time of construction to cover for the removal of the facility in the event the city must remove the facility.

17.45.200 Manufactured housing.

A. Purpose.

It is the purpose of this article to, where approved, allow manufactured homes to be placed on individual residential lots in the RA, R and RM districts. The manufactured home provisions shall not change the provisions of the existing district, but will provide for permanent manufactured homes under development standards to assure compatibility within the block in the district.

It is further the intention of this article to provide another type of affordable housing, as outlined in the goals and policies in the Dinuba general plan.

A. Requirements.

1. Date of Manufacture. No manufactured home shall be installed that was manufactured more than ten years from the date of application for a building permit for installation.

B. Development standards and conditions.

1. Finish Floor Elevation. All manufactured homes shall be installed on a foundation at the same finish floor elevation compatible to existing standards established within the block in the existing district, and excavated to comply to all standards of the Uniform Building Code, approved by the building official.
2. Foundations. All manufactured homes shall be installed on a permanent foundation in accordance with city building codes; Section 18551 of the State Health and Safety Code; State of California Housing and Community Development regulations; or a foundation designated by an engineer, licensed within the state of California. The approved method of securing the manufactured home to a permanent foundation shall be detailed when submitting plans for plan check and permit.
3. Roof Pitch. All manufactured homes shall have a roof pitch of not less than three-inch vertical rise for each twelve inches of horizontal run, or not less than what is consistent to be compatible within the block in the existing district.
4. Roofing Material. All manufactured homes and their accessory garages or carports shall have a roof consisting of asphalt composition, clay, tile, concrete or metal tile or panels, slate, built-up asphaltic-gravel materials or

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

other material customarily used for conventional dwellings, compatible with all roofs within the block in the existing district.

5. **Roof Overhang.** All manufactured homes and their garages or carports shall have a pitched roof with a minimum sixteen-inch roof overhang on each of the perimeter walls such that the overhang is architecturally integrated into the design of the dwelling unit.
6. **Exterior Material.** All manufactured homes shall be covered with wood, masonry, concrete, stucco, metal lap, or an exterior material customarily used on conventional dwellings, compatible within the block in the existing district. The exterior covering material shall extend to the ground, except that when a solid concrete or masonry perimeter foundation is used, the exterior covering material need not extend below the top of the foundation.
7. **Minimum Width of Manufactured Home.** All manufactured homes shall have a minimum width of twenty feet, or be compatible with existing conventional dwellings within the block in the district.
8. **Alterations.** The manufactured home shall not have been, or shall not be, altered in violation of applicable codes; any manufactured home altered shall not be allowed to be located into the existing district unless certified by the Department of Housing and Community Development prior to the issuance of a permit by the building official.
9. **Certification.** All manufactured homes shall be certified under the National Mobile Home Construction and Safety Standards Act of 1974 (42 USC Section 5401 et seq.).
10. **Residential Use.** All manufactured homes shall be occupied only as a single-family residential unit.
11. **Utility Connections.** All manufactured home utility connections pertaining to electrical, gas, water, mechanical and sewer shall be installed in a permanent manner applicable to a permanent single-family residential structure in the existing district. Location of water meters and gas meters shall conform to adopted standards of the city.
12. **Accessory Building.** All manufactured home accessory buildings such as detached garages, carports, patios or accessory buildings shall conform to all requirements of the Uniform Building Code or Department of Housing and Community Development requirements; all materials used for roofing and exterior shall be compatible with material customarily used on conventional accessory structures within the block in the existing district.

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

13. Wheels and Axles. All manufactured home tow bars, wheels and axles shall be removed when the manufactured home is installed on a residential lot, so as to be compatible with structures within the existing district.
14. Fees. All manufactured homes shall be subject to all fees required for new single-family dwellings as adopted by the city.
15. Modifications. No modifications shall be granted to a manufactured home unless approved by the Department of Housing and Community Development and the building official for the city.
16. Permits. Prior to the installation of a manufactured home on a permanent foundation, the owners of the manufactured home or a licensed contractor shall obtain a building permit.
17. Surrender of Registration. Subsequent to applying for the required building permits, and prior to the occupancy of a manufactured home on a permanent foundation, a certification of occupancy is to be issued by the building official pursuant to Section 18551 of the California Health and Safety Code. Thereafter, any vehicle license plate, certificate of ownership and certification of registration issued by a state agency is to be surrendered to the appropriate state agencies. Any manufactured home which is permanently attached with foundation must bear a California insignia or federal label, pursuant to Section 18550(b) of the Health and Safety Code.
18. Appeals. Any decision made by city officials on the compatibility of a manufactured home within a block in any district pursuant to this chapter may be appealed by the applicant or an aggrieved party to the planning commission.
19. Deviations. The community development department may approve deviations from one or more of the standards of this section on the basis of a finding that the architectural style proposed provides compensating design features and that the proposed dwelling will be compatible and harmonious with existing structures in the vicinity.

17.45.210 Garage sales.

A. Permit required.

It is unlawful for any person, co-partnership, club or association to conduct a sale without having secured a permit for such sale.

B. Posting of permit.

The permit shall be posted in a conspicuous place on the premises, outdoors or at the front entrance to the garage, patio or yard. The permit shall be posted in a place which is readily visible from the permitted address street frontage, unless the sale is taking place in a location in which the address frontage is an alley way, in which case the permit shall be posted in a place which is calculated most reasonably to give notice to anyone driving by of the content of the permit.

C. Permit fee.

The permit fee schedule shall be as follows:

1. First time during calendar year, permit required (no fee);
2. Second time during calendar year, permit fee as set by the city council;
3. More than two, permit fee as set by council plus the conditional use permit fee.

D. Location allowed.

Sales shall only be located on property that is used for residential purposes. Church rummage sales shall be located on the church property. No sales shall be permitted on properties which are adjacent to school entrances and exits where students are dropped off or picked up other than on days in which there is no school in session such as weekends and holidays.

E. Number of sales allowed.

There shall not be more than two sales allowed per calendar year at any one address, unless a conditional use permit is filed and approved by the planning commission.

F. Signs.

Signs advertising a sale shall be located on the property only. Individual signs shall not exceed three square feet; total signs shall not exceed nine square feet in the aggregate, and shall not be placed so as to block vehicular or pedestrian view from adjoining properties. Posting of signs shall be only during time of sale and in conformance with Chapter 17.51 (Signs and Advertising).

G. Length of time of sale and hours permitted.

No sale shall last more than three days. No sale shall start before six a.m. or continue after eight p.m.

H. Violation.

The conducting of any garage, patio or yard sale without a valid permit shall be considered an infraction. Each day of such sale without a valid permit constitutes a separate offense.

17.45.220 Mobile Home Parks

A. Purpose

The purpose of this section is to establish standards for the development of mobile home parks in Dinuba. Dinuba's housing element acknowledges that these developments serve as a valuable source of housing for the elderly and households in the lower- to moderate-income categories. Further, the higher densities of mobile home parks can help to conserve valuable farmland.

B. Permitted Uses

Permitted uses within mobilehome parks are those listed as permitted (or permitted subject to a Conditional Use Permit in the underlying zone district in which the park is situated.

C. Development Standards (see also Exhibit 45-1)

1. Density

No more than 8 mobile homes per gross acre shall be permitted.

2. Lot Size

- a. The minimum parcel size for a mobile home park shall be 5 acres.
- b. For a "single-wide" mobile home, the minimum size for an individual mobile home space is 2,800 square feet (25 feet wide and 50 feet long). For a "double-wide" mobile home the minimum size for an individual mobile home space is 3,200 square feet (35 feet wide and 50 feet long)

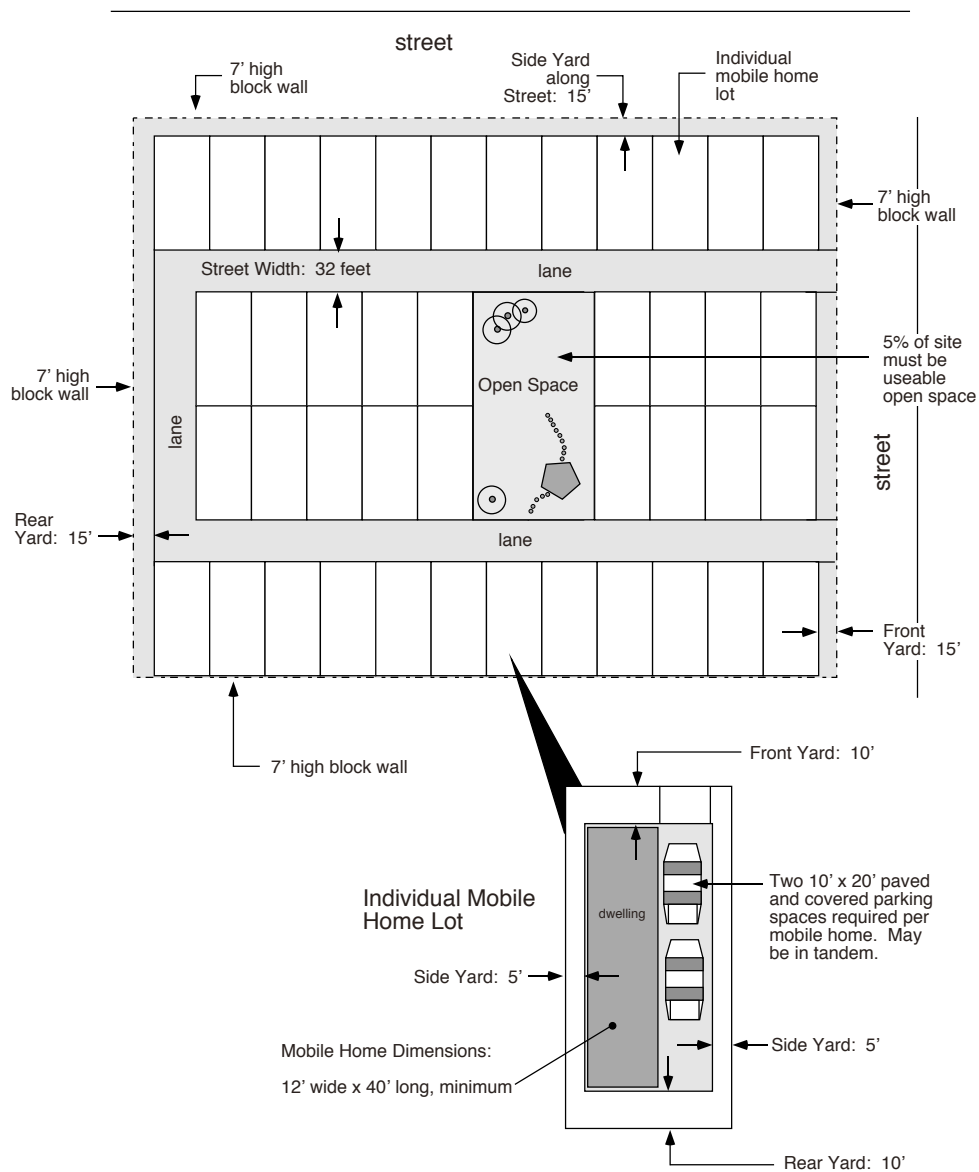
3. Coverage

No more than 75 percent of an individual space shall be covered with structures, including the mobile home, carport, patio, and storage buildings.

4. Unit size

All mobile homes shall have a minimum width of 12 feet and a minimum length of 40 feet.

Exhibit 45-1: *Selected Mobile Home Park Standards*



5. Setbacks

- a. Setbacks for the entire mobile home park shall be as follows:
 - a. Front yard: 20 feet.
 - b. Side yards: 10 feet.
 - c. Rear yard: 20 feet.
- b. Setbacks for mobile homes on an individual mobile home space shall be as follows:
 - (i) Front yard: 10 feet.
 - (ii) Side yard: 5 feet.
 - (iii) Rear yard: 10 feet.

6. Patios

Each mobile home site shall have a hard-surfaced patio area of not less than 200 square feet. A permanent porch greater than 20 square feet in area may be counted toward the required patio area.

7. Access and Streets

- a. A mobile home park shall have no fewer than two entrances for vehicles from a public street.
- b. Interior streets within the mobile home park shall have a minimum paved width of 25 feet. Said streets shall be constructed consistent with Dinuba's Improvements Manual.

8. Open Space

- a. Five percent of the gross area of any mobile home park shall be devoted to useable open space. Space for streets and required setback areas shall not be counted toward this open space requirement.
- b. Pedestrian ways shall be provided throughout the mobile home park, connecting all mobile home sites with one another and with common recreation areas.

9. Landscaping

- a. All setback areas that front onto a public street shall be provided with landscaping and an automated irrigation system.
- c. All landscaping shall reflect concepts of the Dinuba Landscape Design Guidelines and comply with landscape standards of Chapter 17.47 (Landscaping and Irrigation).
- d. The front yard of each individual mobile home lot shall be landscaped.

10. Building Height

Residential structures shall not exceed 25 feet/two stories in height; Accessory structures shall not exceed 12 feet in height.

11. Fencing, Walls and Hedges

A 7-foot high solid block wall shall be constructed along all property lines that surround the mobile home park, however the fence shall be reduced to 3 feet within the required front yard area.

12. Off-Street Parking

a. Resident Parking

Each mobile home space shall provide two off-street parking stalls. Said stalls may be designed as tandem stalls. Each stall shall have a minimum width of 10 feet and a minimum depth of 20 feet. All stalls shall be paved consistent with Dinuba's Improvements Manual.

b. Guest Parking

There shall be one guest parking space provided within the mobile home park for every two mobile homes. The location of guest parking shall be approved as part of the Conditional Use Permit for the mobile home park.

c. Office Parking

Exhibit "D": Dinuba Zoning Ordinance
Chapter 45: Special Uses and Standards

Parking shall be provided for central recreation buildings, park offices and other similar buildings at a ratio of one parking space per 400 square feet of gross floor space

d. Recreational Vehicle Storage Space

Centralized storage areas shall be provided for recreational vehicles and boats, at a minimum of one space per five mobile home spaces. Individual storage spaces shall measure not less than ten feet by thirty feet, and shall have direct access to a driveway with minimum width of twenty feet.

- e. Storage areas shall be paved and drained in order to be usable year round and shall be completely screened from exterior view by a combination of landscaping, masonry walls, fences or other comparable screening devices six feet in height.

13. Utility Installation

- a. Utility lines, including, but not limited to, electric, communications, street lighting and cable television, shall be placed underground.
- b. Each mobile home space and all interior roads shall be lighted for the safety and convenience of persons using the premises.
- c. All connections for each mobile home shall be placed at the rear of the mobile home space.

14. Special Requirements

- a. The mobile home park shall be provided with a laundry building for clothes washing and drying.
- b. Each mobile home pad shall consist of a base material adequate to support a mobile home.
- c. All tongues and tow bars shall be removed once a mobile home is fixed to the lot.
- d. All mobile homes shall be fitted with skirting, extending from the floor level of the mobile home to the ground.
- e. An on-site manager shall be required for all mobile home parks containing 16 or more mobile home units.

- f. Trash enclosures shall be provided, consistent with City specifications.

15. Signs

All signage at mobile home parks shall be consistent with the requirements established in Chapter 17.51 (Signs and Advertising).

17.45.230 Streamlined Ministerial Approval Process for Affordable Multi-Family Residential projects

A. Purpose

Senate Bill (SB) 35 and SB 330 provide streamlined (i.e. ministerial) approval processes for qualifying multifamily housing projects and mixed-use developments that have at least two-thirds of the square footage dedicated to residential use. Projects approved in accordance with SB 35 are exempt from the California Environmental Quality Act (CEQA). Local jurisdictions must approve or deny qualifying projects within 60 days of application completion for projects with 150 or fewer units, or within 90 days of application completion for projects with more than 150 units.

B. Qualifying Factors

In order to qualify for the Streamlined Ministerial Approval Process, a project must satisfy all of the following requirements:

- 1. At least 75 percent of the project site perimeter must adjoin parcels developed with urban uses.**
- 2. The project site must have a General Plan designation and zoning that allows residential or mixed-use development.**
- 3. At least 50 percent of the proposed units must be affordable to households earning below 80 percent of the Area Median Income (AMI).**
- 4. Affordable units must be subject to a recorded affordability covenant for a minimum of 55 years for rental units and 45 years for ownership units.**

C. Application

Project proponent shall submit a completed Housing and Community Development (HCD) SB 330 Preliminary Application Form to serve as Notice of Intent to submit an application for Streamlined Ministerial Approval Process.

D. Tribal Consultation

After the HCD SB 330 Preliminary Application Form is submitted, but prior to submitting the application for Streamlined Ministerial Approval Process, Native American tribal notification and consultation shall be satisfied in accordance with Government Code Section 65913.4(b).

17.45.240 By-Right Approval

A. Purpose of this article.

This chapter specifies the process for reviewing uses entitled to review as a "use by right" as defined in Government Code Section 65583.2. In enacting this chapter, it is the intent of the City to implement State law as well as the goals, objectives, and policies of the City's Housing Element of the General Plan.

B. Interpretation.

If any portion of this chapter conflicts with any applicable State law, State law shall supersede this chapter. Any ambiguities in this chapter shall be interpreted to be consistent with State law. Statutory references in this chapter include successor provisions.

C. Eligibility for by-right approval.

The following uses are eligible for by-right approval:

1. Projects that satisfy the criteria outlined in subsections (i) and (ii) below:

a. Are located on sites listed as lower-income sites in the adopted housing element site inventory pursuant to Government Code Section 65583.2 subdivision (c) that are shown to have been either:

i. Vacant and listed in two prior housing element site inventories; or

ii. Non-vacant and listed in a previous housing element site inventory; and the sites identified in the adopted housing element.

b. Twenty percent of the total number of housing units in the project are proposed to be available to lower-income households at affordable rent or affordable housing cost, as applicable.

2. Permanent supportive housing as defined in Government Code Section 65660 that meets all of the requirements of Government Code Sections 65660 et seq.
3. Low barrier navigation centers as defined in Government Code Section 65660 that meets all of the requirements of Government Code Sections 65660 et seq.
4. One hundred percent affordable projects located on land that was owned by an independent institution of higher education or religious institution as described in Government Code Section 65913.16.
5. Emergency shelters in the RM Zones pursuant to the objective standards established by Chapter 17.19 and other applicable standards established by the respective zone.
6. Single-room occupancy projects in the RM zones whereas 20 percent of the total number of units in the project are proposed to be available to lower-income households at affordable rent or affordable housing cost, as applicable.

D. Permit requirements.

An applicant for a project eligible for by-right zoning approval shall submit an application for administrative review for approval of the design. No discretionary permit or approval is required.

E. Review of application.

1. For administrative review applications listed in this section, the Community Development Director or his/her designee, without notice or hearing, shall consider the application ministerially without discretionary review. When the application is in compliance with the relevant standards, the permit shall be issued. Should the Community Development Director or his/her designee find that the application is not in compliance with the relevant standards, the Community Development Director or his/her designee shall issue a written notice to the applicant identifying which standards have not been met. The decision may be appealed to Planning Commission only by the applicant or the owner of the subject property.
2. The application for the administrative review shall be reviewed for conformance with objective standards established by the Zoning Code.

3. As provided by Government Code Section 65583.2(i), an eligible project is exempt from the California Environmental Quality Act.
4. Permanent supportive housing shall be reviewed consistent with the provisions of Government Code Sections 65650 et seq.
5. Low barrier navigation centers shall be reviewed consistent with the provisions of Government Code Sections 65650 et seq.

F. Required findings.

In granting administrative approval, the Community Development Director or his/her designee, shall issue a letter of approval and shall make the following findings:

1. That the project is eligible for by-right approval under State law.
2. That the project complies with all applicable objective zoning and other adopted standards.
3. That the project is granted subject to such applicable conditions as required to meet the standards of the use and zone in which it is located and to comply with applicable design standards.

17.45.250 Affordable Housing Density Bonus

A. Purpose

The purposes of the affordable housing regulations are to:

1. Lessen the shortage of housing affordable to moderate, low, and very low-income households in the city as partial compliance with California Government Code Section 65583(c);
2. Allow for density bonuses and additional incentives, consistent with California Government Code Section 65915, for housing affordable to moderate, low, and very low-income households, for seniors and disabled persons, and for development that includes a childcare facility;
3. Implement the policies of the Housing Element to expand the provision of housing for lower and moderate-income households, elderly residents and others with special housing needs;

4. Establish requirements for resale and rental controls to ensure that units remain affordable for at least 30 years or such other term as required by the City, consistent with State law; and
5. Nothing in this Article shall be construed as a provision for inclusionary zoning where an applicant is required to provide housing affordable to moderate, low, and very low-income households as a condition of approval for a residential development.

B. Other Regulations and Adopted Plans

1. State Law Governs. The provisions of this section shall be governed by the requirements of California Government Code Section 65915. Where conflict may occur between the provisions of this section and State law, the State law shall govern.
2. Effect of Granting a Density Bonus. The granting of a density bonus shall not, in and of itself, require a General Plan amendment, zoning change, or other discretionary approval.
3. Land Use Compatibility. When located within the Airport Influence Area (AIA) of any of the operative airport plans, applications for a density bonus project and/or an incentive as authorized by this section shall be subject to the provisions of the adopted land use compatibility policies for residential development established by each plan for noise, airspace protection, safety, and nuisance.

C. Applicability

The bonuses under this article are applicable to the following projects:

1. General residential projects of five or more units.
2. Senior housing projects of more than 35 units.

D. Density Bonuses

Pursuant to California Government Code Section 65915, the City shall grant a density bonus over the otherwise allowable maximum residential density permitted by this Ordinance, the General Plan, or operative plans, and one or more additional concessions or incentives, consistent with California Government Code Section 65915 and this section, if the applicant applies for and proposes to construct any one of the following:

1. Very Low Income Units.

- a. A density bonus of 20 percent if five percent of the total units of a housing development are affordable to very low-income households, as defined in California Health and Safety Code Section 50105.**
- b. For each additional one percent increase above five percent in the proportion of units affordable to very low-income households, the density bonus shall be increased by 2.5 percent, not to exceed the maximum density bonus as put forth in Section 17.45.250.D.8.**

2. Lower Income Units.

- a. A density bonus of 20 percent if 10 percent of the total units of a housing development are affordable to lower income households, as defined in California Health and Safety Code Section 50079.5.**
- b. For each additional one percent increase above 10 percent units affordable to lower income households, the density bonus shall be increased by 1.5 percent, not to exceed the maximum density bonus as put forth in Section 17.45.250.D.8.**

3. Senior Citizen Housing Development. A density bonus of 20 percent if a housing development qualifies as a Senior Citizen Housing Development, as defined in California Civil Code Section 51.3.

4. Moderate Income Units in Condominium and Planned Use Developments.

- a. A density bonus of five percent if 10 percent of the total dwelling units in a condominium project, as defined in Subdivision (f), or in a Planned Development as defined in Subdivision (k) of Section 1351 of the California Civil Code, are affordable to persons and families of moderate income, as defined in Section 50093 of the California Health and Safety Code.**
- b. For each additional one percent increase above 10 percent units affordable to moderate income households, the density bonus shall be increased by one percent, not to exceed the maximum density bonus as put forth in Section 17.45.250.D.8.**

5. Conversion of Apartments to Condominiums.

- a. A density bonus of 25 percent if at least 33 percent of the total units of the proposed condominium project are affordable to persons of low or moderate income as defined in California Health and Safety Code Section 50093, or if 15 percent of the total units of the condominium project are affordable to lower income households as defined by California Health and Safety Code Section 50079.5.**
- b. Apartments that have already been granted a density bonus are ineligible for a density bonus under this section.**

6. State Childcare Facility Density Bonus. When an applicant proposes to construct a housing development that conforms to the requirements of the State Density Bonus Law and includes a childcare facility other than a family day care home that will be located on the premises of, as part of, or adjacent to, the project, the City shall grant one of the following:

- a. Additional Density Bonus. A density bonus of additional residential units equal in gross square footage to the amount of square footage of the childcare facility.**
- b. Additional Concession or Incentive. An additional concession or incentive that contributes significantly to the economic feasibility of the construction of the childcare facility.**
- c. Length of Operation. The childcare facility remains in operation for a period of time that is as long as, or longer than the length of time during which the affordable housing units must remain affordable.**

7. Land Donation.

- a. Basic Requirements. When an applicant for a residential development such as a subdivision map or special permit donates land to the City in accordance with this section, a density bonus of 15 percent shall be granted if at least 10 percent of the units are for very low-income households. For each additional one percent increase above 10 percent units affordable to very low-income households, the density bonus shall be increased by one percent, up to a maximum of 35 percent of the maximum allowable residential density for the site.**

- i. This density bonus shall be in addition to any increase in density allowed by this section, the combination of which shall not exceed 35 percent, unless approved with good cause by the Director pursuant to this section.
- b. Additional Requirements. The density bonus for donation of land may be granted if all of the following conditions are met:

 - i. The applicant donates and transfers the land to the City or to a housing developer approved by the City. The transfer shall be complete (deed recorded) prior to the recordation of a subdivision map or approval of a Special Permit.
 - ii. The transferred land is at least one acre in size or of sufficient size to permit the development of at least 40 dwelling units.
 - iii. The land has the appropriate General Plan designation and zoning for the development at the density described in paragraph (3) of subdivision (c) of California Government Code Section 65583.2.
 - iv. Is or will be served by adequate public facilities and infrastructure; and has all permits and approvals, other than building permits, necessary for the development of the very low income housing units on the transferred land, not later than the date of approval of the final subdivision map, parcel map or Special Permit, except that the local government may subject the proposed development to subsequent design review if its design is not reviewed by the City prior to the time of transfer.
 - v. The transferred land and the affordable units shall be subject to a deed restriction ensuring continued affordability of the units consistent with this section recorded at time of transfer.
 - vi. The transferred land shall be within the boundary of the proposed development or within one-quarter mile of the subject site, if acceptable to the Director.

8. Maximum Density Bonus.

- a. Mixed-Use Districts. No maximum.**
- b. Other Districts. A density bonus over 35 percent may be approved at the discretion of the Review Authority.**

9. Calculation of Density Bonus Units. When calculating the number of permitted density bonus units, all fractional units shall be rounded to the next higher whole number. The applicant who requests a density bonus for a project that meets two or more of the eligibility requirements shall specify whether the bonus shall be awarded on the basis of Sections 17.45.250.A through F. The density bonus shall not be included when determining the number of target units to be provided in a development project.

10. Optional Density Bonus. The City may grant a proportionally lower density bonus and/or provide concessions and/or incentives set forth in Section 17.45.250.E, Affordable Housing Concessions and Incentives, if an applicant agrees to construct a development containing less than the percentage of housing for lower or very low income households than provided in this section.

E. Affordable Housing Concessions and Incentives

1. Number of Incentives or Concessions. Pursuant to California Government Code Section 65915, an applicant is entitled to receive incentives and/or concessions as follows. The applicant who requests incentives or concessions for a mixed-income project shall specify whether the incentives or concessions shall be awarded on the basis of one or more of the points below.

- a. One incentive or concession for projects that include:**
 - i. At least 10 percent of the total units for lower income households.**
 - ii. At least five percent for very low-income households; or**
 - iii. At least 10 percent for persons and families of moderate income in a condominium or planned development.**
- b. One incentive or concession for senior citizen housing developments; or**

- c. Two incentives or concessions for projects that include:
 - i. At least 20 percent of the total units for lower income households.
 - ii. At least 10 percent for very low income households; or
 - iii. At least 20 percent for persons and families of moderate income in a condominium or planned development; or
- d. Three incentives or concessions for projects that include:
 - i. At least 30 percent of the total units for lower income households;
 - ii. At least 15 percent for very low-income households; or
 - iii. At least 30 percent for persons and families of moderate income in a condominium or planned development.

2. Proposal of Incentives and Findings. An applicant may propose specific incentives or concessions pursuant to this section and State law. In addition to any increase in density to which an applicant is entitled, the City shall grant one or more incentives and/or concessions that an applicant requests, up to the maximum number of incentives and concessions required pursuant to Section 17.45.250.E.1 unless the City makes a written finding that either:

- a. The concession or incentive is not necessary in order to provide the proposed targeted units, or
- b. The concession or incentive would have a specific adverse impact that cannot be feasibly mitigated on public health and safety or the physical environment or any property that is listed in the California Register of Historical Resources.

The applicant may propose, and the City may approve additional incentives and concessions for an eligible project that provides targeted units that meet two or more of the eligibility requirements based on a written finding that the additional incentives or concessions are necessary in order to make the project economically feasible.

- 3. Types of Affordable Housing Incentives. Affordable housing incentives may consist of any combination of the items listed below:**
- a. Modification of Development Standards. Up to 20 percent in modification of site development standards or zoning code requirements, including, but not limited to:**
- i. Reduced minimum lot sizes and/or dimensions.**
- ii. Reduced minimum building setbacks and building separation requirements, excluding back up treatment for off-street parking spaces.**
- iii. Reduced minimum outdoor and/or private usable open space requirements.**
- iv. Increased maximum lot coverage.**
- v. Increased maximum building height.**
- b. Reduced Parking. Upon the applicant's request, the following maximum parking standards, inclusive of handicapped and guest parking, shall apply to the entire project. Further reductions in required parking may be requested as one of the incentives allowed under Section 17.45.250.E.1.**
- i. Standard Reduction.**
- (1) 0.5 on-site space for studio units.**
- (2) 0.75 on-site space for one- or two-bedroom units.**
- (3) One on-site space for three or more bedrooms; and**
- (4) Guest parking shall be provided per the underlying district.**
- ii. Transit-Serviced Developments. When a development is located within one-half mile of a major transit stop and there is unobstructed access to the stop, the following maximum parking ratios apply. For Senior and Special Needs Housing, the development shall have either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at**

least eight times per day. For purposes of this section, "unobstructed access" means that a resident is able to access the stop without encountering natural or constructed impediments.

- (1) Mixed Income Developments. If the project dedicates 20 percent of the total units for lower income households and 11 percent of the total units for very low-income households, then the maximum required parking ratio shall be 0.5 spaces per bedroom.
- (2) One-Hundred Percent Affordable Developments. For projects that consist solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families, the maximum parking ratios shall be as follows:

 - (a) Senior Housing. If the development is a for-rent housing development for individuals who are 62 years of age or older that complies with Sections 51.2 and 51.3 of the California Civil Code, the ratio shall not exceed 0.5 spaces per unit.
 - (b) Special Needs Housing. If the development is a special needs housing development, as defined in Section 51312 of the California Health and Safety Code, the ratio shall not exceed 0.3 spaces per unit.
 - (c) All Other Housing. 0.5 spaces per unit.
- c. Mixed-Use Zoning. Approval of mixed-use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will reduce the cost of the housing development and such uses are compatible with the housing project and the surrounding area.
- d. Other Incentives. Other regulatory incentives or concessions proposed by the developer or the City that result in identifiable cost reductions or avoidance.

F. Application Requirements

An application shall be submitted by an applicant and shall contain the information as outlined by the Director.

G. Affordable Housing Standards

- 1. Duration of Affordability. All affordable housing units shall be kept affordable for a minimum period of 30 years or a longer period as required by the financing assistance or subsidy program or the City, consistent with State law.**
- 2. Timing of Availability. Affordable housing units shall be constructed concurrently with and made available for qualified occupants at the same time as the market-rate housing units within the same project unless both the City and the developer agree to an alternative schedule for development.**
- 3. Design. The mix and type of affordable units shall be proportionate to those of the project as a whole (with the exception that premium units—e.g., penthouses, top floor view units—shall not be required to be affordable units), and shall be comparable with the design of the base level market rate units prior to purchaser-funded upgrades in terms of appearance, materials, and finished quality.**
- 4. Parking. Parking designated for affordable units shall be provided in an equitable manner as that provided for the market rate units.**
- 5. Location. Wherever feasible, affordable units shall be dispersed throughout the development.**

H. Regulatory Agreement

The City shall enter into a recorded agreement in the form of a covenant with property owner, and take other appropriate steps necessary to assure that the required moderate, low and/or very low-income ownership units are provided and that the units remain affordable to moderate, low, or very low income households for the required period. This agreement shall include, but is not limited to, the following:

- 1. Number of Units. The total number of units approved for the projects, including the number of affordable housing units.**
- 2. Target Units. The location, unit sizes (in square feet) and number of bedrooms of the affordable housing units.**

3. Household Income Group. A description of the household income groups to be accommodated by the project and a calculation of the Affordable Sales Price.
4. Certification Procedures. The party responsible for certifying sales prices or annual rental rates, and the process that will be used for certification.
5. Schedule. A schedule for the completion and occupancy of the affordable housing units.
6. Required Term of Affordability. Duration of affordability of the housing units. Provisions should also cover resale control and deed restrictions on targeted housing units that are binding on property upon sale or transfer.
7. Expiration of Agreement. Provisions covering the expiration of the agreement, including notice prior to conversion to market-rate units and right of first refusal option for the City and/or the distribution of accrued equity for for-sale units.
8. Remedies for Breach. A description of the remedies for breach of the Agreement by either party.
9. Other Provisions. Other provisions to ensure implementation and compliance with this article.
10. Condominium and Planned Developments. In the case of condominium and planned developments, the Regulatory Agreement shall provide for the following conditions governing the initial resale and use of affordable housing units:
 - a. Target units shall, upon initial sale, be sold to eligible Very Low, Lower, or Moderate-Income Households at an Affordable Sales Price and Housing Cost, or to Qualified Residents as defined by this Ordinance.
 - b. Target units shall be initially owner-occupied by eligible Very Low- or Lower-Income Households.
 - c. Upon resale, the seller of a target unit shall retain the value of any improvements, the down payment, and the seller's proportionate share of appreciation. The City shall recapture its proportionate share of appreciation, which shall be used to

promote home ownership opportunities as provided for in California Health and Safety Code Section 33334.2. The City's proportionate share shall be equal to the percentage by which the initial sale price to the targeted household was less than the fair market value of the dwelling unit at the time of initial sale.

- 11. Rental Housing Developments.** In the case of rental housing developments, the Regulatory Agreement shall provide for the following conditions governing the use of Target Units during the use restriction period:

 - a. The rules and procedures for qualifying tenants, establishing affordable rent rates, filling vacancies, and maintaining Target Units for qualified tenants.**
 - b. Provisions requiring owners to verify tenant incomes and maintain books and records to demonstrate compliance with this article.**
 - c. Provisions requiring owners to submit an annual report to the City, which includes the name, address, and income of each person occupying Target Units, and which identifies the bedroom size and monthly rent or cost of each Target Unit.**
- 12. Recordation of Agreement.** The agreement shall be recorded with the Tulare County Recorder's Office and shall run with the property. The agreement shall conform to the provisions of California Government Code Sections 65864 to 65869.

I. Enforcement

- 1. The provisions of this article shall apply to all agents, successors, and assignees of an applicant for development of the site. No building permit or occupancy permit shall be issued, nor any development approval granted, which does not meet the requirements of this article.**
- 2. In addition to, or in lieu of, the provisions of Section 17.45.250.H, the City shall institute injunction, mandamus, or any other appropriate legal actions or proceedings for the enforcement of this article.**
- 3. Any person, firm, or corporation, whether as principal, agent, employee or otherwise, violating or causing the violation of any of the provisions of this article, shall be guilty of a misdemeanor, and upon conviction thereof shall be punishable for each offense by a fine of not**

more than \$500.00, or by imprisonment in the County Jail for a term not exceeding six months, or by both fine and imprisonment. Such person, firm, or corporation shall be deemed to be guilty of a separate offense for each and every day during any portion of which any violation of this article is commenced, continued, or permitted by such person, firm, or corporation, and shall be punishable as provided herein.

J. Definitions

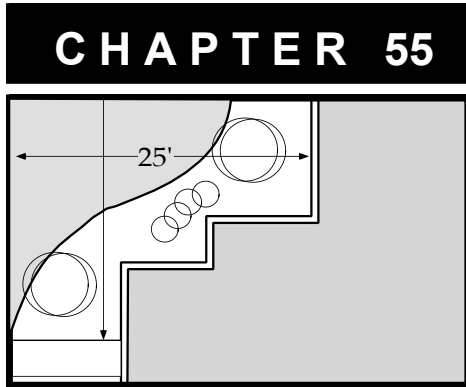
Whenever the following terms are used in this article, they shall have the meaning established by this section:

1. “Additional Incentive(s)”. Regulatory concessions as specified in California Government Code Section 65915(k) to include, but not be limited to, the reduction of site development standards or Zoning Ordinance requirements, approval of mixed-use zoning in conjunction with the housing project, or any other regulatory incentive which would result in identifiable cost reductions that are offered in addition to a density bonus.
2. “Affordable Housing”. Housing units that are affordable to families with very low, low, or moderate incomes.
3. “Affordable Housing Agreement”. A legally binding agreement between a developer and the City to ensure that the requirements of this section are satisfied. The agreement establishes, among other things, the number of required inclusionary or affordable housing units, the unit sizes, location, affordability tenure, terms, and conditions of affordability and unit production schedule.
4. “Affordable Unit, For Rent”. A unit for which the total monthly rent plus utilities does not exceed the following:
 - a. “Moderate Income Households”. 30 percent of 110 percent of the Tulare County median income.
 - b. “Lower Income Households”. 30 percent of 60 percent of the Tulare County median income.
 - c. “Very Low Income Households”. 30 percent of 50 percent of the Tulare County median income.

5. "Affordable Unit, For Sale". A unit for which the total monthly payment including interest, taxes, insurance, and utilities does not exceed the following:
 - a. "Moderate Income Households". 35 percent of 110 percent of the Tulare County median income.
 - b. "Lower Income Households". 30 percent of 70 percent of the Tulare County median income.
 - c. "Very Low Income Households". 30 percent of 50 percent of the Tulare County median income.
6. "Conversion". The change of status of a dwelling unit from a purchased unit to a rental unit or vice versa.
7. "Density Bonus". A minimum increase in the number of dwelling units authorized for a particular parcel of land over the otherwise maximum residential density.
8. "Density Bonus Dwelling Units". Those residential units granted pursuant to the provisions of this article which are above the maximum allowable residential density of the project site.
9. "Financial Assistance". Assistance to include, but not be limited to, the subsidization of fees, infrastructure, land costs, or construction costs, the use of redevelopment set-aside funds, community development block grant (CDBG) funds, or the provision of other direct financial aid in the form of cash transfer payments or other monetary compensation, by the City of Dinuba.
10. "Housing Costs". Defined in accordance with Section 50052.5 of the California Health and Safety Code and shall generally mean the monthly mortgage principal and interest, property taxes and assessments, homeowners insurance, homeowner association fees where applicable, an allowance for utilities and property maintenance and repairs, for ownership dwelling units; and the monthly rent, and allowance for utilities, fees, or service charges charged to all tenants, for rental dwelling units.
11. "Income Eligibility". The gross annual household income, considering the household size and number of dependents, income of all wage earners, elderly or disabled family members and all other sources of household income. For self-employed households, net annual household income shall be used in determining income eligibility.

12. "In-Lieu Incentives". Incentives offered by the City, which are of equivalent financial value based upon the land cost per dwelling unit(s), that are offered in-lieu of density bonus and additional incentives.
13. "Income". Any monetary benefits that qualify as income in accordance with the criteria and procedures used by the City of Dinuba.
14. "Income Levels". For purposes of determining income levels of households under this article, the City shall use the Tulare County income limits in Title 25, Section 6932 of the California Code of Regulations or other income limits adopted by the City Council if the State Department of Housing and Community Development fails to provide timely updates of the income limits in the California Code of Regulations.
15. "Lower Income Household". Low-income household whose gross income does not exceed 80 percent of the area median income for Tulare County as determined annually by the U.S. Department of Housing and Urban Development.
16. "Major Transit Stop". A site containing an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This definition shall additionally include all major transit stops designated in the applicable regional transportation plan. (California Public Resources Code § 21155 and § 21064.3).
17. "Market-Rate Unit". A dwelling unit where the rental rate or sales price is not restricted either by this article or by requirements imposed through other local, State, or federal affordable housing programs.
18. "Maximum Allowable Residential Density". The maximum residential density allowed under this Ordinance and the General Plan, or if a range of density is permitted, the maximum allowable density for the specific zoning range and General Plan applicable to the project.
19. "Median Income". The median income earned by a household or family, adjusted by size, as published by U.S. Department of Housing and Urban Development.

- 20. "Moderate Income Household". A household whose gross income is more than 80 percent but does not exceed 120 percent of the median income for Tulare County as determined annually by the U.S. Department of Housing and Urban Development.**
- 21. "Offsets". Concessions or assistance to include, but not be limited to, direct financial assistance, density increases, standards modifications or any other financial, land use, or regulatory concession which would result in an identifiable cost reduction enabling the provision of affordable housing.**
- 22. "Operating Agent". A nonprofit organization, for-profit corporation, County or City agency chosen by the City to carry out some or all of the administrative provisions of this article.**
- 23. "Project". A housing development at one location including all dwelling units for which permits have been applied for or approved within a 12 month period.**
- 24. "Qualifying Resident". Persons 62 years of age or older, or 55 years of age or older in a residential development developed, substantially rehabilitated, or substantially renovated for senior citizens that has at least 35 dwelling units, and as defined in Section 51.3 of the California Civil Code.**
- 25. "Senior Citizen Housing Development". A residential development consisting of at least 35 dwelling units which is developed for or substantially rehabilitated or renovated for persons 55 year of age or older.**
- 26. "Target Dwelling Unit". A dwelling unit that will be offered for rent or sale exclusively to and which shall be affordable to the designated income group or qualified resident, as required by this article.**
- 27. "Very Low-Income Household". A household whose gross income does not exceed 50 percent of the area median income for Tulare County as determined annually by the U.S. Department of Housing and Urban Development.**



Site Plan Review

17.55.010	Purpose
17.55.020	Applicability
17.55.030	Exemptions
17.55.040	Relationship to Design Guidelines
17.55.050	Application and Fee
17.55.060	Action of the Community Development Director
17.55.070	Report and Findings
17.55.080	Street Dedication and Improvements
17.55.090	Building Permit
17.55.100	Lapse of Site Plan
17.55.110	Revocation
17.55.120	Site Plan to Run With the Land

17.55.010 Purpose

The purpose of the site plan/design review process is to enable the City of Dinuba to make a finding that a proposed development project is in conformity with the intent and provisions of this Ordinance and to guide the building department in the issuance of building permits.

The site plan/design review process is intended to ensure that development constructed in Dinuba meets good urban design standards, does not have an adverse impact on neighboring properties, does not negatively impact the public health, safety and welfare, and produces a development that will enhance the image and marketability of Dinuba.

17.55.020 Applicability

The following project types shall be subject to obtaining a Site Plan Review permit prior to a building permit and construction:

1. All new multiple-family residences;

2. All additions to existing multiple-family residences;
3. All renovations to multiple-family residences which involve facade or exterior work;
4. All new commercial construction and also exterior renovations to commercial buildings;
5. All new industrial construction and also exterior renovations to industrial buildings.

17.55.030 Exemptions

The following uses shall be exempt from Dinuba's site plan/design review process:

- a. Single family dwellings.
- b. Open space uses that do not require a building permit.
- c. The establishment of a new use on a previously-developed site where no new construction is proposed (however such uses may be subject to a Conditional Use Permit).
- c. Incidental and accessory structures.
- d. Various public and private utility and infrastructure improvements.
- f. Existing uses that were originally permitted through the Site Plan Review process whose building area (or active use area) is being increased by less than 25 percent
- g. Other uses that the Planning Director determines not to require site plan/design review because it would not further the objectives of this chapter, including temporary use permits, minor building and site improvements and in home care facilities that cater to the elderly or disabled.

17.55.040 Relationship to Design Guidelines

In addition to the requirements for Site Plan Review outlined in this chapter, all development projects shall also be subject to conformance with the City of Dinuba's Design Guidelines as applicable for commercial, industrial, multi-family residential and neighborhood design.

17.55.050 Application and Fee

An application for a site plan/design review permit shall be made to the Planning Department on a form prescribed by the Department. The application shall be accompanied by a fee set by resolution of the City Council. Uses that require a conditional use permit shall not be required to pay for a site plan/design review permit because the fee would be covered by the fee for a conditional use permit. The information requirements listed below will be required of applicants, and the application shall include the following information:

- a. Name and address of applicant.
- b. Statement that the applicant is the owner of the property or is the authorized agent of the owner.
- c. An accurate scale drawing of the site and the surrounding area for a distance of at least 100 feet from each boundary of the site showing the existing locations of streets and property lines.
- d. Preliminary floor plans and front, side and rear architectural elevations of the proposed structures, along with renderings showing proposed colors and materials of the structures and improvements.
- e. A site plan , drawn to scale, which shall show the following:
 1. Lot and building dimensions.
 2. All buildings and structures: location, size, height, and proposed use.
 3. Yards and space between buildings.
 4. Walls and fences: location, height and materials.
 5. Off-street parking and loading: location, number of spaces, dimensions of spaces, and internal circulation pattern.
 6. Access: pedestrian, vehicular and service: points of ingress and egress.
 7. Signs: location, size, height, and type of illumination.
 8. Lighting: location and general nature.
 9. Trash enclosures.

10. Street dedication and improvements.
11. Grading and drainage plan.
12. Landscaping and irrigation: location and type.

17.55.060 Action of the Community Development Director

1. Within thirty days after submission, the director, on behalf of the city, shall review the site plan to determine compliance with this title. If it is determined that the site plan cannot be approved without granting a variance or use permit, or amending this title, the applicant shall be notified in writing and no action on the site plan shall take place until proper application for a variance, use permit or amendment has been filed and acted upon as prescribed by this title.
2. The director may require the submittal of additional information or revised plans. Within thirty days from the receipt of an application the applicant shall be notified in writing of any revisions or additional information required and shall submit such information. Failure to submit required information may be cause for site plan disapproval.
3. Once the application is determined to be complete, the director shall refer the application to the Design Review Committee (DRC (composed of appropriate department heads and service providers, including but not limited to the city engineer, public works director, building official, fire chief, police chief, solid waste provider, school district and other individuals or representatives who may be affected or otherwise have an interest in the project)). These individuals and agencies shall submit comments and questions to the director, who, based on these comments, may request revisions to the site plan or additional information as appropriate.
4. Within thirty days after the acceptance of the completed site plan, the director shall approve, approve with conditions or disapprove the site plan.
5. In making their determination, the director shall consider and, when appropriate, make findings consistent with Section 17.55.070. In making these findings, the director shall determine that approvals will be consistent with established legislative policies relating to traffic safety, street dedications and street improvements, environmental quality, and to zoning, fire, police, building and health codes.
6. In reaching a determination with regard to a site plan review, the director shall state those conditions which he has determined are necessary to protect the public health, safety and general welfare of the community and those conditions as may

Exhibit "F": Dinuba Zoning Ordinance
Chapter 55: Site Plan and Design Review

be required by the city municipal code or any federal, state or other local law, rule, regulation or court decision in accordance with this section.

7. All conditions of site plan approval shall be fully complied with prior to the issuance of any certificate of occupancy. It is unlawful for any person to construct, occupy or maintain any building, facility or site without fully complying with all of the conditions of site plan approval or any other applicable requirement of this chapter.
8. The director's decision shall be final unless appealed to the planning commission. Appeals shall be processed in accordance with Chapter 17.63 (Appeals).
9. When, in the opinion of the director, the site plan submitted is of such consequence, magnitude or involves potential public controversy, the director may refer such to the planning commission for public hearing. The referral shall be placed on the agenda of the next available planning commission meeting following the director's decision.
10. The approved site plan, with any conditions shown thereon or attached thereto, shall be dated and signed by the director, with one copy mailed to the applicant and one copy filed with the building official.
11. Revisions by the applicant to an approved site plan shall be resubmitted in the manner required for drawings first submitted. Minor modifications, as determined by the director, shall be approved as a change to the site plan. Any other change shall be processed as an original filing.

17.55.070 Report and Findings

In making their decision, the director shall prepare a report on the site plan/design review permit application based on their analysis of the project and also recommendations of the Design Review Committee. This report shall be forwarded to the applicant and their agent. The findings shall include the following:

- a. That the location of the proposed use is in accordance with the purpose and objectives of this Ordinance and the purposes of the district in which the subject site is located.
- b. That the design of buildings and other improvements complies with applicable Design Guidelines for the zone in which the project is located.
- e. ~~That the location of the proposed use and the conditions under which it would be operated or maintained will not be detrimental to the public interest, health,~~

- ~~safety, convenience or welfare, or be materially injurious to properties or improvements in the vicinity.~~
- d. ~~That the proposed use will not have a significant impact on the environment, or that any significant impacts have been acknowledged.~~
- e. That the proposed use will comply with applicable provisions contained in this Ordinance.
- f. That the proposed use is consistent with the Dinuba General Plan.
- g. That the site for the proposed use is adequate in size, shape and location to accommodate the use for which it is proposed.
- h. That the use will not have a significant impact on the environment. Satisfaction of this finding shall be solely predicated upon adopted CEQA thresholds of significance.**

17.55.080 Street Dedication and Improvements

In addition to the conditions detailed in the Director's resolution, changes in the neighborhood that would result from traffic generated by the development undergoing site plan/design review may require land dedication and/or street improvements. Should the Director find that approval of the proposed development combined with existing traffic in and near the subject property warrant road improvements along the subject property, the Commission may require conditions as follows:

- a. The applicant shall dedicate necessary right-of-way along the subject property adequate to facilitate the installation of roadway improvements consistent with Dinuba's Circulation Element and Improvements Manual.
- b. The applicant shall install roadway improvements, including curbs, gutters, sidewalks and street paveout, along the subject property that are consistent with Dinuba's Circulation Element and Improvements Manual. These improvements may extend off site for purposes of ensuring safe traffic circulation, effective storm drainage, or pedestrian safety.
- c. The applicant shall install non-roadway improvements within the roadway right-of-way, including street signs, street lights, street trees and bus stops.

All improvements shall be constructed and installed to city standards and shall be installed at the time of development. Where it is determined by the Director that it is impractical to install certain or all improvements at the time of development, an agreement to make such improvements may be accepted in lieu thereof. In the event of

such an arrangement, the applicant shall enter into an agreement with Dinuba for the installment of improvements before a building permit is issued. The applicant shall deposit money with the City of Dinuba or post a bond with the City in the amount determined by the City Engineer to guarantee the installation of said improvements.

17.55.090 Building Permit

Before a building permit shall be issued for any building or structure proposed as part of a site plan/design review, the Chief Building Official shall find that the proposed building location and size, facilities and improvements are in conformance with the site plan/design review and conditions approved by the Community Development Director.

17.55.100 Lapse of Site Plan

Site plan/design review approval shall lapse and shall become void one year following the date on which it was approved unless, prior to expiration of one year, a building permit has been issued by the Chief Building Official and construction has commenced. Alternatively, the applicant may request a one-year extension of the Site Plan by submitting a letter to the Community Development Director that justifies the extension. Extensions may be requested up to three times.

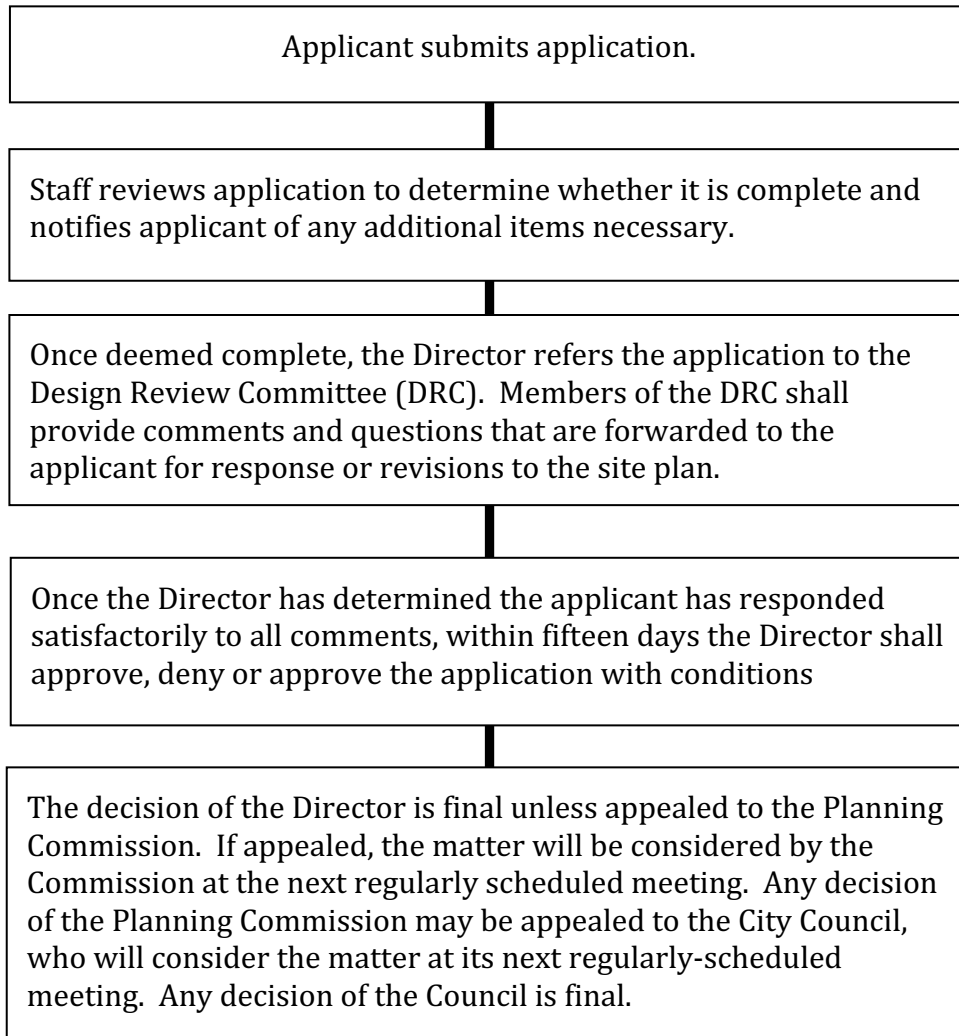
17.55.110 Revocation

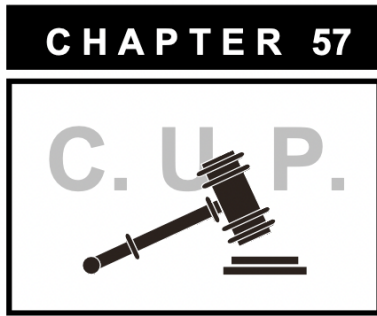
Upon violation of any conditions of an approved site plan, said site plan may be revoked and building permits associated with an approved site plan shall be suspended. Within 30 days of the revocation and suspension, the City Council shall consider the matter. If not satisfied that the regulation, general provision, condition or conditions are being complied with, the City Council may revoke the site plan and/or building permit and take action as may be necessary to ensure compliance.

17.55.120 Site Plan to Run With the Land

A site plan shall run with the land and shall continue to be valid upon change of ownership of the property or building which was the subject of a site plan application.

Exhibit 55-1: *Site Plan Review Process*





Conditional Use Permits

Sections

17.57.010	Purpose
17.57.020	Application and Fee
17.57.030	Hearings and Notice
17.57.040	Review and Public Hearing Notice
17.57.050	Report and Findings
17.57.060	Action of the Planning Commission
17.57.070	Conditions
17.57.080	Lapse of Conditional Use Permit
17.57.090	Extension of Conditional Use Permit
17.57.100	Revocation
17.57.110	New Application
17.57.120	Use Permit to Run with the Land
17.57.130	Preexisting Conditional Use Permits
17.57.140	Temporary Conditional Use Permits

17.57.010 Purpose

The purpose of this chapter is to establish procedures for processing Conditional Use Permits and temporary use permits. Certain uses listed in districts in this Ordinance are permitted subject to receiving a Conditional Use Permit. Because of their unusual characteristics, or unique area in which they are proposed, these uses require special consideration so that they may be located properly with respect to the purpose and objectives of this Ordinance and with respect to their effects on surrounding properties.

17.57.020 Application and Fee

An application for a Conditional Use Permit shall be made to the Planning Department on a form prescribed by the Department. The application shall be accompanied by a fee set by resolution of the City Council.

17.57.030 Hearings and Notice

Upon receipt of a Conditional Use Permit application and making a determination that the application is complete and meets City standards, the Planning Department shall prepare a notice for a public hearing consistent with the requirements contained in Section 17.5 (Public Hearings). The application shall include the following information:

- a. Name and address of applicant.
- b. Statement that the applicant is the owner of the property, or is the authorized agent of the owner.
- c. A site plan, drawn to scale, which shall show the following:
 1. Lot and building dimensions.
 2. All buildings and structures: location, size, height, and proposed use.
 3. Yards and space between buildings.
 4. Walls and fences; location, height and materials.
 5. Off-street parking and loading: Location, number of spaces, dimensions of spaces, and internal circulation pattern, consistent with standards contained in Section 17.49 (Parking and Loading).
 6. Access: pedestrian, vehicular and service. Points of ingress and egress.
 7. Signs: location, size, height, and type of illumination, consistent with standards contained in Section 17.51 (Signs and Advertising).
 8. Lighting: location and general nature.
 9. Street dedication and improvements.
 10. Landscaping and irrigation: location and type, consistent with standards contained in Section 17.47 (Landscaping and Irrigation).
- d. Where new construction or significant remodeling is proposed, preliminary floor plans and front, side and rear elevations of the proposed structures.

17.57.040 Review and Public Hearing Notice

Upon receipt the Planning Director shall review the application and determine whether it is complete, and shall notify the applicant of any discrepancies or additional information required to properly analyze the request. The Planning Director shall also make a determination regarding any review of potential environmental impacts associated with the project, as required by the California Environmental Quality Act.

The Planning Director shall then make an investigation of the application and shall prepare a report thereon which shall be submitted to the Planning Commission, including a recommendation as to the action to be taken by the Planning Commission and a statement supporting such recommendations.

17.57.050 Report and Findings

The Planning Department shall prepare a report on the Conditional Use Permit application that provides a recommendation based on the following findings.

- a. That the use is compatible with the zone district in which it is proposed.
 - b. That the use is compatible with the general plan adopted for the subject site.
 - c. That the development and operation of the use will comply with applicable zoning ordinance regulations
 - d. That the use will not have a significant impact on the environment. Satisfaction of this finding shall be solely predicated up adopted CEQA thresholds of significance.
 - e. That the site for the proposed site is adequate in size, shape and location to accommodate the use the district for which it is proposed.
-
- a. ~~That the location of the proposed use is in accordance with the purpose and objectives of this Ordinance and the purpose of district in which the subject site is located.~~
 - b. ~~That the location of the proposed use and the conditions under which it would be operated or maintained will not be detrimental to the public interest, health, safety, convenience or welfare, or materially injurious to properties or improvements in the vicinity.~~
 - c. ~~That the proposed use will not have a significant impact on the environment, or that any significant impacts will be mitigated or acknowledged.~~
 - d. ~~That the proposed use will comply with applicable provisions contained in this Ordinance.~~

e. ~~That the proposed use is consistent with the Dinuba General Plan.~~

17.57.060 Action of the Planning Commission

The Planning Commission shall conduct a public hearing for the proposed Conditional Use Permit, consistent with the procedure established in Chapter 17.5 (Public Hearings). Following the public hearing, the Planning Commission shall take action on the Conditional Use Permit. The Commission can approve, approve with conditions or deny the Conditional Use Permit based on the finding listed above. The Commission's decision is final unless appealed to the City Council, consistent with the procedure established in Chapter 17.63 (Appeals).

Within 10 days of adopting a resolution on the Conditional Use Permit, the Commission shall transmit a copy of its resolution to the applicant.

17.57.070 Conditions

The Planning Commission can approve a Conditional Use Permit subject to conditions. Conditions may involve the operation of the use, maintenance of the property or specific aspects associated with the development, including storage and display of goods, grading, surface and drainage improvements; vehicular ingress and egress; parking and loading; landscaping and irrigation and maintenance thereof; regulation of light, vibration, odors, and noise; appearance of buildings, grounds, signs, and other structures; street dedication and improvements; and hours of operation. In cases where certain improvements may be phased over time, Dinuba may request a bond or monetary deposit to ensure faithful performance on the part of the applicant. The value of the bond or deposit shall be determined by the City Engineer.

Conditions set forth for a Conditional Use Permit can only be required in order to achieve the purpose and objectives of this Ordinance. Conditions which require dedication of land for a purpose not reasonably related to the use of the property shall be prohibited.

17.57.080 Lapse of Conditional Use Permit

A Conditional Use Permit shall lapse and become void one year from the date it became effective, unless by conditions of the use permit a greater time is allowed, or unless a building permit is issued by the Chief Building Official and construction on the use has commenced.

17.57.090 Extension of Conditional Use Permit

A Conditional Use Permit for which no building permit or business license has been issued may be renewed in increments of one year, not to exceed three one-year extensions; provided, that prior to the one-year expiration, an application for renewal is filed with the Planning Department. The Planning Commission by resolution may approve, approve with conditions or deny the renewal application.

17.57.100 Revocation

Where the City finds that a use operating under a Conditional Use Permit is not complying with the conditions of that use permit, the operation of the use shall be suspended. Within 60 days of the suspension, the Planning Commission shall hold a public hearing on the Conditional Use Permit. Based on a report from the Planning Department, findings contained in Section 17.57.050 of this Chapter, and testimony from the public, the Commission may revoke the Conditional Use Permit with conditions that may be necessary to assure compliance with the purpose and objectives of this Ordinance. The Commission's decision shall be final unless appealed to the City Council consistent with the requirements contained in Chapter 17.63 (Appeals).

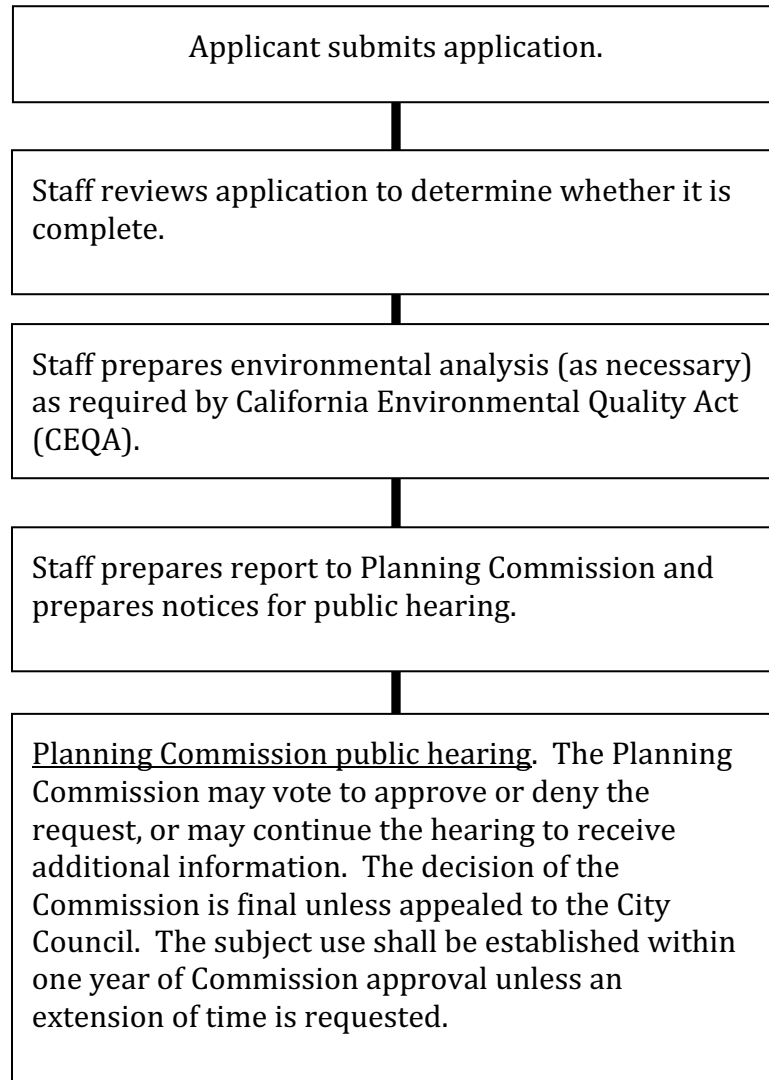
17.57.110 New Application

Following the denial or revocation of a Conditional Use Permit, no application for the same or substantially the same Conditional Use Permit shall be filed within one year of the date of denial or revocation.

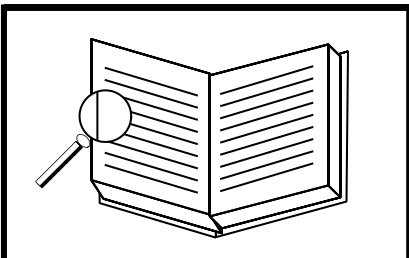
17.57.120 Use Permit to Run with the Land

A Conditional Use Permit shall run with the land and shall continue to be valid upon change of ownership of the property or structure that was the subject of the use permit application.

Exhibit 57-1: Conditional Use Permit Process



CHAPTER 67



Definitions

Sections

17.67.010	Purpose
17.67.020	Objectives
17.67.030	Definitions

17.67.010 Purpose

Unless the text of this ordinance states otherwise, the following definitions shall be used in the interpretation and construction of this Ordinance. Words and phrases used in this ordinance shall be defined in Section 25-67.3 of this chapter.

17.67.020 Objectives

The objectives of this chapter are as follows:

- A. Provide coherent and consistent explanation of the terms used in the Ordinance.
- B. Avoid misinterpretation of the regulations, procedures, and standards as put forth in the Ordinance.
- C. Introduce a common vocabulary to facilitate communication regarding the Ordinance.

17.67.030 Definitions

It is noted that individual chapters within this Zoning Ordinance may have definitions within the chapter that pertain to that particular subject matter. Individual chapters with definitions include the following

- Accessory Dwelling Units
- Adult Entertainment
- Landscaping and Irrigation
- Recycling/Buyback Centers
- Signs and Advertising
- Wireless Telecommunication Equipment

“Abutting” shall mean two or more parcels sharing a common boundary of at least one point.

“Abandoned” shall mean to cease or suspend from developing or maintaining a building or use for a stated period of time.

“Access” shall mean safe, adequate, and usable ingress or egress to a property or use.

“Accessory Dwelling Unit” – see Section 17.45.090 for definitions pertaining to Accessory Dwelling Units and Junior Accessory Dwelling Units.

“Accessory Structure” shall mean a structure containing no kitchen or bathroom and located upon the same lot or parcel as the principal use or structure to which it is an accessory. The structure is customary, incidental, and subordinate to the use of the principal building, or the principal use of the land. All accessory structures shall be constructed with, or subsequent to, the construction of the principal structure or activation of the principal use.

“Adult Day Program” shall mean any community-based facility or program that provides care to persons 18 years of age or older in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of these individuals on less than a 24-hour basis.

Adult Entertainment (see Section 17.45.110 for definitions pertaining to adult entertainment).

“Agricultural Accessory Structures” means those uses and structures customarily incidental and subordinate to the agricultural use of the land, including: barns, storage sheds, corrals, pens, fences, windmills, watering and feed troughs; the storage and use of farm implements, irrigation, and crop-protection equipment; the storage and use of fuels for heating buildings and operating farm equipment or appliances; water and waste water

treatment facilities and systems for private uses and structures which are determined by the Planning Director to be necessary, customary, and incidental to the agricultural use of the lot or parcel. Agricultural accessory uses shall not include construction equipment storage yards.

"Agricultural Operations" means the cultivation and tillage of soil, dairying, the production, irrigation frost protection, cultivation, growing, harvesting, and processing of any agricultural commodity, including timber, viticulture, agriculture, horticulture, the raising of livestock, fur-bearing animals, fish, or poultry, and any commercial practices incidental to, or in conjunction with, such agricultural operations, including preparation for market, delivery to storage or to market, or to carriers for transportation to market.

"Alley" shall mean a public way permanently reserved as a secondary means of vehicular access to abutting property.

"Amendment" shall mean a change in the working, context, or substance of this chapter, an addition or deletion or a change in the district boundaries or classifications upon the zoning map.

"Ancillary Use" shall mean a use incidental to and customarily associated with a specific principal use, located on the same lot or parcel.

"Animal Hospital" shall mean a facility where animals or pets are given medical or surgical treatment and are cared for during the time of such treatment; the ancillary use of the premises as a kennel or a place where animals or pets are boarded for remuneration.

"Annexation" shall mean the incorporation of a land area into an existing incorporated community with a resulting change in the boundaries of that community.

"Antenna" shall mean any system of wires, poles, rods, reflecting discs, or similar devices used for the transmission or receiving of electromagnetic radio frequency waves, including antennas or towers used for transmitting or receiving television, radio, citizen's band or cellular phone communication. An antenna can be affixed to or supported by a roof or exterior wall of a building or other structure or an antenna can be ground mounted, which is supported by a platform, framework, pole, or other structural system that is affixed to or placed directly on or in the ground. This definition also means associated equipment including, but not limited to cabling, generators, fans, air conditioning units, electrical panels, equipment shelters, equipment cabinets, equipment buildings, pedestals, meters, vaults, splice boxes, and surface location markers.

"Applicant" shall mean a person who is required to file an application for a permit under this section.

"Arcade" shall mean a place of business having four (4) more amusement machines.

"Area of Shallow Flooding" shall mean an area designated AO or VO AH Zone on the Flood Insurance Rate Map (FIRM). The base flood depths range from one foot to three feet; a clearly defined channel does not exist; the path of flooding is unpredictable and indeterminate; and, velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

"Assessor" shall mean the county assessor of the County of Tulare.

"Automated Teller Machine" (ATM) shall mean a computerized, self-service machine used by banking customers for financial transactions, including deposits, withdrawals and fund transfers, without face-to-face contact with financial institution personnel. These machines may be located at or within banks, or in other locations.

"Awning" shall mean a roof-like cover that is temporary in nature and that projects from the wall of a building for the purpose of shielding a door or window from the elements.

"Bar/Tavern" shall mean a business where alcoholic beverages are sold for on-site consumption, which is not part of a larger restaurant. Includes bars, taverns, pubs, and similar establishments where any food service is subordinate to the sale of alcoholic beverages. May also include beer brewing as part of a microbrewery, and other beverage tasting facilities. Does not include adult entertainment businesses.

"Base Flood" shall mean a flood having a one percent chance of being equaled or exceeded in any given year (also called the "100-Year Flood"). Base flood is the term used throughout this ordinance.

"Basement" shall mean any area of the building having its floor subgraded - i.e., below ground level on all sides.

"Bed And Breakfast Inn" (B&B) means a single-family dwelling which is predominantly residential in character, containing three to six guest rooms offering overnight accommodations for rent, wherein a breakfast meal is customarily included in the lodging rate.

"Block" shall mean the properties abutting on one side of a street and lying between the two nearest intersecting or intercepting streets, or nearest intersecting or intercepting street and railroad right-of-way, unsubdivided land or water course.

"Boarding, rooming, lodging house" means a building where lodging and/or meals are provided for compensation for between seven and fifteen persons (not including residential care homes).

"Body piercing shop" means an establishment providing body piercing services, which means any method of puncturing the skin of a person by an aid of needles or other instrument designed or used to puncture the skin for the purpose of inserting jewelry or

other objects in or through the human body. Body piercing services shall not include: (A) ear piercing services where said services are not the primary source of business; and/or (B) the use of needles for legally authorized medical procedures by a licensed acupuncturist, a certified doctor, and/or a registered nurse.

"Breezeway" shall mean a roofed passageway, open on at least two (2) sides, where the roof is structurally integrated with the main building. A fence or wall not exceeding six (6) feet in height may be permitted on one side of said breezeway.

"Buildable Area" shall mean the area of a lot remaining after the minimum yard and open space requirements of the zone district have been met.

"Building" shall mean any structure having a roof supported by columns or walls, for the housing or enclosure of persons, animals or chattels or property of any kind.

"Building Face" shall mean the exterior surface of any building, regardless of frontage.

"Building, height of" shall mean the vertical distance measured from the adjoining curb level to the highest point of the structure, exclusive of chimneys and ventilators; provided, however, that where buildings are set back from the street line, the height shall be measured from the average elevation of the finished grade at the front of the building.

"Building Permit" shall mean the written permission from the City of Dinuba for the construction, repair, alteration, or addition to a structure.

"Bulletin Board" shall mean a permanently constructed sign containing a surface area that may have interchangeable letters, words, or numerals displaying the name of the institution, events conducted upon and/or services offered upon such premises.

"Caretakers residence" shall mean a single-family residence on the same property with, or on abutting property owned by the owner of, an open space, commercial or manufacturing use, which residence is occupied by one (1) or more persons charged with the care or protection of facilities used in such open space, commercial or manufacturing use, and which residence is provided to the occupant as compensation for such services and for which he does not pay money or other things of value other than his services.

"Carport" shall mean a permanent roofed structure with not more than two (2) enclosed sides used or intended to be used for automobile shelter and storage. See also "Carport, Portable".

"Carport, Portable" shall mean a portable attached or detached accessory structure used as a roof covering to protect vehicles or shelter goods and which may or may not be fixed to the ground and which is not designed or intended to be permanently affixed on a lot. Such accessory structures may be erected by the use of poles, ropes, stakes, or a

combination of these items. Roof coverings may be constructed of various materials such as canvas, vinyl, metal sheeting or similar materials.

"Cell Tower" – see Section 17.45.200 for terms related to cell towers and wireless communication.

"Cemetery" shall mean land used or intended to be used for the burial of the dead and dedicated for such purposes, including columbariums, crematoriums, mausoleums and mortuaries when operated in conjunction with and within the boundaries of such premises.

"Child care facility" means a facility, other than a home, which provides regular care, protection and supervision to children for a period of less than twenty-four hours a day, while the parents or guardians are away.

"Child care home" means a home in which the occupant provides regular care, protection and supervision to twelve or fewer children, inclusive, including children who reside at the home, if any, for a period of less than twenty-four hours a day, while the parents or guardians are away.

"Church" shall mean a building, together with its accessory buildings and uses, where persons regularly assemble for worship and which building, together with its accessory buildings, and uses, is maintained and controlled by a religious body organized to sustain public worship.

"City" shall mean the City of Dinuba.

"City manager" shall mean the city manager of the City of Dinuba.

"Club, Lodge, Or Private Meeting Hall" shall mean a permanent, headquarters-type and meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, including facilities for business associations; civic, social and fraternal organizations; labor unions and similar organizations; political organizations; professional membership organizations; and other membership organizations.

"Combining Districts" (Overlay Districts) means zones or geographical areas in Dinuba that may require special regulations or treatment due to unique features, resources or hazards. These districts may be combined with any district identified in this Ordinance.

"Commercial Accessory Structures" means uses and structures incidental and subordinate to the commercial use of the land including: equipment storage areas, trash storage areas and bins; vending machines; required loading and unloading facilities; outdoor tables, benches, umbrellas, fountains, ponds, statues, sculptures, paintings, and other works of art; radio and television antennas, private satellite dish antennas; the

storage and use of fuels for fleet vehicles, heating buildings or for the operation of appliances or equipment used within a building; sales offices, showrooms and administrative offices; permitted signs; the storage and use of commercial fleet vehicles as part of the principal use; and other accessory uses and structures which are determined by the Planning and Building Director to be necessary, customary and incidental to the commercial use of the land.

"Commercial Recreation Facility – Outdoor" Means facilities for various outdoor recreational activities, where a fee is charged for use. Examples include: amusement and theme parks; fairgrounds; go-cart tracks; golf driving ranges; miniature golf courses; roller skating, hockey, skateboarding; and water slides. May also include commercial facilities customarily associated with the above outdoor commercial recreational uses, including bars and restaurants, video game arcades, etc.

"Commission" and "planning commission" shall mean the planning commission of the City of Dinuba.

"Communications Equipment Building" shall mean a building housing electrical and mechanical equipment necessary for the conduct of a public communication business with or without personnel.

"Conditional Use" shall mean a use permitted in a particular zoning district only upon showing that such use in a specified location will comply with all the conditions and standards for the location or operation of such use as specified in the Ordinance and authorized by the Planning Commission.

"Convalescent Hospital Or Nursing Home" shall mean any place, structure, or institution providing for skilled nursing and allied professional health care, or for chronic or convalescent care for one or more persons, exclusive of relatives, in which nursing, dietary or other personal services are rendered to convalescents, invalids, or aged persons, who, by reason of advanced age, chronic illness, or physical infirmity are unable to properly care for themselves, but not including persons suffering from contagious or mental diseases, alcoholism, or drug addiction, and in which surgery is not performed and primary treatment, such as customarily is given in hospitals or sanitariums, is not provided.

"Convenience Store" shall mean a retail establishment with not more than four thousand five hundred square feet of gross floor area, offering for sale prepackaged food products, household items, newspapers and magazines, and sandwiches and other freshly prepared foods, such as salads, usually for off-site consumption.

"Council" and "city council" shall mean the city council of the City of Dinuba.

"Corner cut-off" shall mean the provision for and maintenance of adequate and safe visibility for vehicular and pedestrian traffic at all intersections of streets, alleys, or private driveways.

"County" shall mean the County of Tulare.

"County recorder" shall mean the county recorder of the County of Tulare.

"Day" shall mean calendar day.

"Day Care" means facilities that provide nonmedical care and supervision of adults or minor children for periods of less than twenty-four hours. These facilities include the following, all of which are required to be licensed by the California State Department of Social Services:

1. "Child day care center" means a commercial or nonprofit child day care facility designed and approved to accommodate fifteen or more children. Includes infant centers, preschools, sick-child centers, and school-age day care facilities. These may be operated in conjunction with a school or church facility, or as an independent land use.
2. "Large family day care home" means as provided by Health and Safety Code Section 1596.78, a home that regularly provides care, protection, and supervision for seven to fourteen children, inclusive, including children under the age of ten years who reside in the home, for periods of less than twenty-four hours per day, while the parents or guardians are away.
3. "Small family day care home" means as provided by Health and Safety Code Section 1596.78, a home that provides family day care for eight or fewer children, including children under the age of ten years who reside in the home.
4. "Adult day care facility" means a day care facility providing care and supervision for adult clients.

"Dedication" shall mean the setting aside of land for a particular purpose, including roadway, park, or bikepath improvements; utility easements; or access routes for the public.

"Density" shall mean the number of families, individuals, dwelling units, or housing structures per unit of land.

"Density Bonus" means the California Density Bonus Law codified in Government Code Sections 65915 through 65918, which allows a density increase over the otherwise maximum allowable residential density under the applicable zoning

ordinance and the land use element of the general plan as of the date of application. Density bonus percentages may range from five to thirty-five percent depending upon the percentage of low-income, very low-income, moderate-income housing units or large family housing units proposed for construction by a housing developer.

~~"Density Bonus" shall mean an increase in units of up to 35 percent over the otherwise maximum allowable residential density under the Ordinance or Dinuba's Land Use Element of the General Plan (see Government Code Section 65915).~~

~~"Developer Incentives" means:~~

- ~~1. — Reduce or eliminate standards contained in the Subdivision Ordinance or the City of Dinuba Standards and Specifications Manual~~
- ~~2. — Reduce or eliminate Ordinance requirements, including open space, lot size, setback, or parking standards.~~
- ~~3. — Reduce or eliminate any design requirements exceeding Uniform Building Code specifications.~~

"Development" shall mean any man-made changes to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials.

"Development Agreement" shall mean a contract duly executed and legally binding between the City of Dinuba and a developer that delineates the terms and conditions agreed upon by the two parties.

"Disabled Person" means a person who has a medical, physical, or mental condition that limits a major life activity, as those terms are defined in California Government Code section 12926, anyone who is regarded as having such a condition or anyone who has a record of having such a condition. It includes a person or persons, or an authorized representative of a disabled person. The term disabled person does not include a person who is currently using illegal substances, unless he or she has a separate disability.

"Disability" shall mean an individual with a disability is someone who has a physical or mental impairment that limits one or more major life activities; anyone who is regarded as having such impairment; or anyone with a record of such impairment.

"Drive-in restaurant" shall mean any building or structure in which food and drink are prepared for service to customers within such structure or occupying vehicles outside of such structures and including self-service restaurants for take-out food.

"Drive-Through Facility" shall mean a commercial facility where vehicles line up for service at definite spots and where customers are served from a window or similar feature without leaving their vehicles.

"Driveway" shall mean any vehicular access to an off-street parking or loading facility.

"Duplex" shall mean a structure on a single lot containing two dwelling units, each of which is totally separated from the other by a common wall that extends from ground to roof.

"Dwelling" shall mean a structure or portion thereof designed for or occupied for residential purposes whether for one family, several families, roomers or boarders, but for purposes of this definition specifically not to include automobile trailers, hotels, motels, labor camps, tents, railroad cars, converted, transit vehicles, mobile homes or any type of temporary structure.

"Dwelling, Multiple-Family" shall mean a structure containing more than one dwelling unit, designed for occupancy or occupied by more than one family.

"Dwelling, Single-Family" shall mean a building containing one dwelling unit. "Single-family dwelling" shall not include trailers, mobile homes or residential manufactured housing.

"Easement" shall mean a space on a lot or parcel of land reserved for or used for public uses.

"Electric Distribution Substation" shall mean an assembly of equipment which is part of a system for the distribution of electric power where electric energy is received at a subtransmission voltage and transformed to a lower voltage for distribution for general consumer use.

"Electric Transmission Substation" shall mean an assembly of equipment which is part of a system for the transmission of electric power where electric energy is received at very high voltage from its source of generation by means of a network of high voltage lines, and where, by a means of transformers, said high voltage is transformed to a lower subtransmission voltage for purposes of supplying electric power to large individual consumers, interchange connections with other power producing agencies or electric distribution substations for transformation to still lower voltages for distribution to smaller individual users.

"Emergency Housing" (i.e. "Emergency Shelter") means housing with minimal supportive services for homeless persons, and other interventions including: Navigation Centers, Bridge Housing, and respite or recuperative care. No individual or household may be denied emergency shelter because of an inability to pay.

~~"Emergency Shelter" means housing with minimal supportive services for homeless persons that is limited to occupancy of 180 days or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay. Emergency shelter may include various related uses including but not limited to, navigation centers, bridge housing, and respite or recuperative care.~~

"Employee housing" shall mean housing as described, defined, and regulated by the Employee Housing Act, Sections 17000 et seq. of the California Health and Safety Code. Employee housing providing accommodations for six or fewer employees shall be deemed a single-family structure and a residential use of the property by a single household per the requirements of California Health and Safety Code Section 17021.5. Employee housing for up to six persons per dwelling is permitted in the R-1 (Single Family Residential) zones and the RM (Multiple Family Residential) zones, subject to the same standards applicable to single-family homes in the same zones. In the RA (Residential Acreage) zone, and AN (Agriculture) zone, employee housing is permitted for up to twelve (12) units or thirty-six (36) beds, subject to the same standards applicable to single-family homes in the same zone. Employee housing is permitted subject to the issuance of a permit by the State of California Department of Housing and Community Development as provided in California Health and Safety Code Sections 17021.5 and 17030. The permit shall be prominently displayed in the housing unit and shall be provided to any peace officer, City inspector or State inspector, upon demand.

~~"Employee housing" shall mean housing as described, defined, and regulated by the Employee Housing Act, Section 17021.5. of the California Health and Safety Code. Employee housing for up to six unrelated persons per dwelling is permitted in the R-1 (Single Family Residential) zone, and in the RM (Multiple Family Residential) zones, subject to density standards of the particular zone. In the UR (Urban Reserve) zone, employee housing is permitted for up to twelve (12) units or thirty-six (36) beds. Employee housing is permitted subject to the issuance of a permit by the State of California Department of Housing and Community Development as provided in California Health and Safety Code Sections 17021.5 and 17030. The permit shall be prominently displayed in the housing unit and shall be provided to any peace officer, City inspector or State inspector, upon demand. Employee housing provided by an employer for up to six employees is considered a residential use, subject to the same standards as single-family residences.~~

"Essential service" shall mean the erection, construction, alteration, or maintenance by public utilities or municipal departments or commissions of underground or overhead gas, electrical, steam or water transmission or distribution systems, collection, communication, supplying, or disposal systems including poles, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm boxes, police call boxes, traffic signals, hydrants, and other similar equipment and accessories in connection therewith, but not including buildings reasonably necessary for the furnishing of adequate service by such

public utilities or municipal departments or commissions, or for the public health or safety or general welfare.

"Exceptional Structure" shall mean any structure or building having pre-eminent historical/cultural, architectural, archaeological, or aesthetic significance. Exceptional structures should be considered for nomination to the National Register of Historic Places.

"Extremely Low Income Household" means those units targeted for this category of household that shall be affordable at a rent that does not exceed 30 percent of 60 percent of the Tulare County median income.

"Façade" shall mean the exterior wall of a building exposed to public view or that wall viewed by persons not within the building.

"Fair Housing Laws" means (1) the federal Fair Housing Act (42 U.S.C. section 3601 and following) and (2) the California Fair Employment and Housing Act (Government Code section 12955 and following), including amendments to them.

"Family" means one person or two or more individuals living together sharing household responsibilities and activities, which may include, sharing expenses, chores, eating evening meals together and participating in recreational activities and having close social, economic and psychological commitments to each other.

"Farmworker Housing" means employee housing that contains a maximum of 36 beds if the housing consists of group living quarters and is occupied by employees and their households or contains a maximum of 12 residential units occupied by employees and their households. Farmworker housing is considered an agricultural land use and shall be permitted in any zone district which permits agricultural land uses. Permitted occupancy in farmworker housing may include agricultural employees who do not work on the property where the farmworker housing is located.

~~"Farmworker Housing" (Employee Housing Act, Section 17021.6): Means housing consisting of no more than 36 beds in a group quarters or 12 units or spaces designed for use by a single family or household shall be deemed an agricultural land use for the purposes of this title. Farmworker housing shall not be deemed a use that implies that the farmworker housing is an activity that differs in any other way from an agricultural use. No conditional use permit, zoning variance, or other zoning clearance shall be required of farmworker housing that is not required of any other agricultural activity in the same zone. The permitted occupancy in farmworker housing in a zone allowing agricultural uses shall include agricultural employees who do not work on the property where the farmworker housing is located.~~

"Farming" see Agricultural Operations

"Federal" shall mean the Government of the United States of America.

"Fence" shall mean any structural device forming a physical barrier which is so constructed that not less than fifty (50) percent of the vertical surface is open to permit the transmission of light, air, and vision through said surface in a horizontal plane. (For board or other solid barriers, see "Wall.").

"Flooding" shall mean a general and temporary condition or partial or complete inundation of normally dry land areas from the overflow of inland or tidal waters; the unusual and rapid accumulation or runoff of surface waters from any source.

"Flood Boundary And Floodway Map" shall mean the official map on which the Federal Emergency Management Agency (FEMA) or Federal Insurance Administrative has delineated both the areas of special flood hazards and the floodway.

"Flood Hazard Boundary Map" shall mean the official map on which the Federal Emergency Management Agency (FEMA) or Federal Insurance Administrative has delineated the areas of flood hazards.

"Flood Insurance Rates Map" shall mean the official map on which the Federal Emergency Management Agency (FEMA) or Federal Insurance Administrative has delineated both the areas of special flood hazards and the risk of premium zones applicable to the community.

"Floodplain" or "Flood-Prone Area" shall mean any land area susceptible to being inundated by water from any source.

"Floodway" shall mean the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

"Floor Area, Gross" shall mean a sum of the gross horizontal areas, in square feet, of the floors of a building, including interior balconies and mezzanines, but not including the horizontal area occupied by any wall, inner court or shaft enclosure.

"Foster Family Home" shall mean any residential facility providing 24-hour care for six or fewer foster children that is owned, leased, or rented and is the residence of the foster parent or parents, including their family, in whose care the foster children have been placed. The placement may be by a public or private child placement agency or by a court order, or by voluntary placement by a parent, parents, or guardian.

"Garage, Private" shall mean an accessory structure or a portion of a main structure used only for the storage of self-propelled passenger vehicles or trailers by families residing upon the premises.

"Garage, Repair" shall mean a commercial structure or part thereof other than a private garage where motor vehicles are repaired or painted.

"Garage sale" is defined as a sale, offer to sell, or holding for the purpose of selling, conducted by any person or persons, of household furnishings, goods or other tangible personal property, conducted in a noncommercial garage, yard, patio, driveway or on any portion of the premises in a residential property.

"Garage, Storage" shall mean a structure or part thereof used for the storage, parking or servicing of motor vehicles, but not for the repair thereof.

"Grade" shall mean the gradient, the rate of incline or decline expressed as a percent. For example, a rise of twenty five (25) feet in a horizontal distance of one hundred (100) feet would be expressed as a grade of twenty five (25) percent. (See also "Slope")

"Grading" shall mean any stripping, cutting, filling or stockpiling of soil.

"Hazardous waste" means waste, or a combination of wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may either:

- A. Cause or significantly contribute to an increase in mortality or an increase in serious irreversible or incapacitating reversible illness.
- B. Pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of or otherwise managed.

"Hedge" shall mean a plant or series of plants, shrubs, or other landscaped material, so arranged as to form a physical barrier or enclosure.

"Historic Preservation" shall mean the protection, rehabilitation, and restoration of districts, sites, structures, buildings and artifacts significant in American history, architecture, archaeology or culture.

"Historical Structure" shall mean any structure or building having pre-eminent historical/cultural, architectural, archaeological, or aesthetic significance.

"Hookah bar" means any facility or location whose business operation, whether as its primary use or as an accessory use, is denoted by smoking specially made tobacco through one or more pipes (commonly known as hookah, shisha, or narghile) designed with a tube passing through an urn of water that cools the smoke.

"Home Occupation" shall mean any use conducted entirely within a dwelling and carried on by the inhabitants thereof, which use is clearly incidental and secondary to the use of the dwelling for dwelling purposes and does not change the character thereof or adversely

affect the uses permitted in the residential district of which it is a part; which creates no additional vehicular or pedestrian traffic, requires no additional parking space, generates no noises audible beyond the site, causes no radio or television interference; where no persons are employed other than domestic help, and no mechanical equipment is used other than that necessary for domestic purposes; no materials, equipment and/or supplies are stored outdoors other than such storage normally associated with the residential use of the property. For purposes of this definition, the storage of a vehicle of not more than one (1) ton capacity shall be deemed as normally associated with residential use the property.

"Homemade foods business" shall mean a business conducted out of a residence where the occupants of the dwelling prepare and package certain types of food, operated in compliance with California Homemade Foods Act (as codified in Government Code section 51035), and the following City standards:

- (a) There shall be no employment of help outside the residents of the dwelling, except for one full time employee.
- (b) All food preparation in conjunction with a homemade food business must take place in the residence's existing kitchen.
- (c) Prior to granting of a city business license the applicant shall obtain a permit from the Tulare County Environmental Health Department. The City business license shall not be effective until that permit or approval is obtained, and shall automatically expire if the other required permit or approval expires, is disapproved or is revoked.
- (d) A copy of the Tulare County Environmental Health Department permit to operate shall be provided to the city planning department within ten working days of the issuance of that permit or approval.

"Homeless Shelter" shall mean a church, public building, or quasi-public facility that provides emergency or temporary shelter to homeless individuals and/or groups. These accommodations may include temporary lodging, meals, laundry facilities, bathing, counseling, and other basic support services. Also referred to as emergency housing.

"Hospital" shall mean any building or portion thereof used for the accommodation and medical care of sick, injured, or infirm persons and including sanitariums, alcoholic sanitariums, institutions for the cure of chronic drug addicts and mental patients.

"Hotel" shall mean a structure or portion thereof in which there are individual guest rooms or suites, usually occupied on a transient basis, where lodging with or without meals is provided for compensation.

"Household pets" shall mean animals, birds, or fowl ordinarily permitted in a dwelling and kept only for the company or pleasure provided to the occupants. Household pets shall not include horses, cows, goats, sheep, other equine, bovine, ovine, or ruminant animals, pigs, predatory wild animals, chickens, ducks, geese, turkeys, game birds and fowl which normally constitute an agricultural use (except pigeons, which shall be deemed household pets). The keeping of household pets or other animals is lawful only in those districts where the use is listed as a permitted use or when any household pets are kept as an accessory use to lawfully maintained residences in other districts. The keeping of any animal not herein described as a household pet shall not be deemed an accessory residential use.

"Immediate Family" Immediate family shall include spouse, parent or step-parent, brother or step-brother or half-brother, sister or step-sister or half-sister, child or step-child, or grandparents.

"Industrial Accessory Structures" means those uses and structures incidental and subordinate to the industrial use of the land including: loading and unloading facilities and equipment, parking areas and shipping terminals; water and waste water treatment facilities and systems; incidental services such as cafeterias; storage facilities and garages, sales office, showrooms, and administrative offices; radio and television antennas, private satellite dish antennas; the storage and use of fuels for fleet vehicles, heating buildings or for the operation of appliances or equipment used within a building; the storage of fully operative fleet vehicles, heavy equipment or trucks as part of the principal use; permitted signs; and other accessory uses and structures which are determined by the Planning and Building Director to be necessary, customary and incidental to the industrial use of the land.

"Institution" shall mean all governmental, religious, and charitable organizations.

"Junk Yard" shall mean a site or portion of a site which waste, discarded or salvaged materials are bought, sold, exchanged, stored, baled, cleaned, packed, disassembled or handled, including used furniture and household equipment yards, house wrecking yards, used lumber yards and the like; excepting a site where such uses are conducted with a completely enclosed structure and excepting a motor vehicle wrecking yard as defined in this section. An establishment for the sale, purchase or storage of used cars or salvaged machinery in operable condition and the processing of used or salvage materials as part of a manufacturing operation shall not be deemed a junk yard.

"Labor Camp". See "Farm Labor Housing".

"Landscaping". See Chapter 17.47 for terms related to landscaping and irrigation.

"Liquor store" means a retail establishment designed and operated for the primary purpose of selling alcohol. Food stores and convenience markets for which sales of food

comprise the majority of gross sales, but also sell alcohol, shall not be considered as a liquor store.

"Loading space" shall mean an off-street space or berth on the temporary parking of commercial vehicles while loading or unloading, and which abuts a street, alley or other appropriate means of ingress and egress.

"Lodge Or Club" means an association of persons, whether incorporated or unincorporated, for some common purpose, but not including groups organized to render a service carried on as a business.

"Lot, Corner" (see Exhibit 67-1 for illustration of lot types) shall mean a site bounded by two (2) or more adjacent street lines which have an angle of intersection of not more than one hundred thirty five degrees (135°).

"Lot, Coverage" shall mean the portion of the lot covered by buildings and structures.

"Lot, Interior" (see Exhibit 67-1 for illustration of lot types) shall mean a lot other than a corner lot.

"Lot, Through" (see Exhibit 67-1 for illustration of lot types) shall mean a lot that fronts onto two parallel streets.

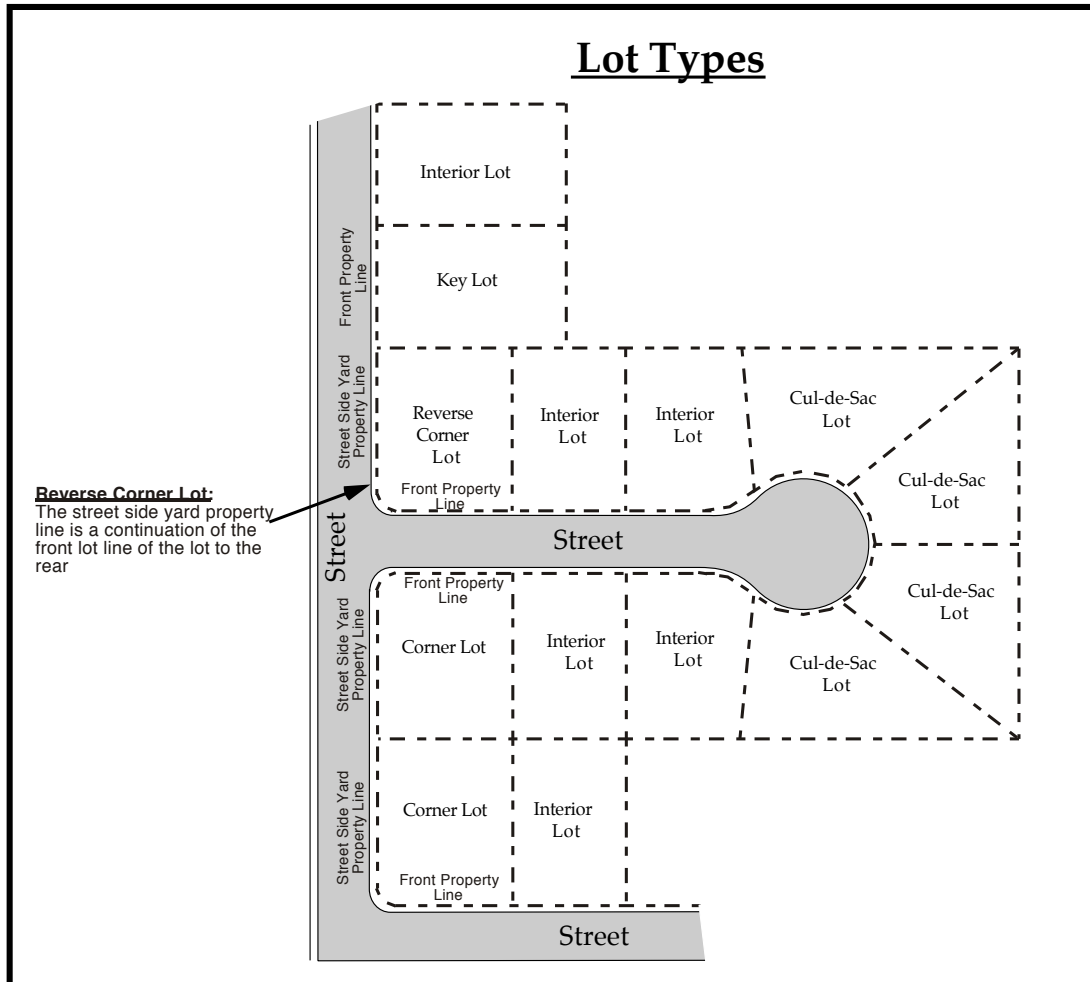
"Lot, Key" (see Exhibit 67-1 for illustration of lot types) shall mean the first lot to the rear of a reversed corner lot whether or not separated by an alley.

"Lot, Flag" shall mean a lot that typically does not front onto a public street but whose access to a public street is provided by a narrow strip of land upon which an easement for vehicular movement is provided.

"Lot, Reversed Corner" (see Exhibit 67-1 for illustration of lot types) shall mean a corner lot whose side street line is substantially a continuation of the front lot line of the first lot to its rear.

"Lot Line, Front" shall mean the property line dividing a lot from a street. On a corner lot the shorter street frontage shall be considered the front lot line.

Exhibit 67-1: Typical Lot Types



“Lot Line, Rear” shall mean the property line opposite the front lot line.

“Lot Line, Side” shall mean any lot lines other than front lot lines or rear lot lines.

“Low Barrier Navigation Centers (LBNC) shall mean a Housing First, low barrier, temporary, service-enriched shelter focused on helping homeless individuals and families to quickly obtain permanent housing.

“Manufactured home” means:

1. A structure, transportable in one or more sections, which is eight body feet or more in width, and is at least forty body feet or more in length, in traveling mode, or, when

erected on site, is three hundred twenty or more square feet, and is designed to be used as a single-family dwelling when connected to the required utilities;

2. A living unit built to the specifications of the National Manufactured Housing Construction and Safety Standards Act of 1974, constructed after June 15, 1976.

“Manufacturing” shall mean a process that involves and/or produces basic metals, building materials, chemicals, fabricated metals, paper products, machinery, textiles, and/or transportation equipment, where the intensity and/or scale of operations may cause impacts on surrounding land uses or the community. Also manufacturing processes involving and/or producing: apparel; food and beverage products; electronic, optical, and instrumentation products; ice; jewelry; and musical instruments. Light manufacturing also includes other establishments engaged in the assembly, fabrication, and conversion of already processed raw materials into products, where the operational characteristics of the manufacturing processes and the materials used are unlikely to cause significant impacts on surrounding land uses or the community.

“Massage Establishments” means any establishments wherein massage is given engaged in or carried on or permitted to be given, where the body is rubbed or there is any manipulation of the body or similar procedure given by a certified massage therapist.

“Mean Sea Level” means, for purposes of the National Flood Insurance Program, the National Geodetic Vertical Datum (NGVD) of 1929 or other datum, to which base flood elevations shown on a community’s Flood Insurance Rate Map are referenced.

“Medical Buildings” means clinics or offices for doctors, dentists, oculists, chiropractors, osteopaths, chiropodists, or similar practitioners of the healing arts; including accessory laboratories and a prescription pharmacy but not including offices for veterinarians.

“Minor Deviation” shall mean a reduction of a zoning standard by up to 20% that can be processed administratively.

“Mixed Use Project” shall mean a project that combines both commercial and residential uses, where the residential component is typically located above or behind the commercial.

“Mobile Home” shall mean a structure, transportable in one or more sections that is built on a permanent chassis and is designed to be used as a single-family dwelling unit with or without a foundation. Mobile Home does not include a recreational vehicle, travel trailer, commercial coach, or factory-built home.

“Mobilehome Park” shall mean a, area or parcel of land where three or more mobilehomes or mobilehome sites are rented or leased or held out for rent or lease for human habitation. Mobilehome parks may contain accessory facilities: including recreation facilities; meeting rooms; parking lots for boats, recreational vehicles, and

other vehicles; administrative offices and other accessory structures associated with mobilehome parks.

"Motel" shall mean a structure or portion thereof or a group of attached or detached structures containing individual guest rooms, suites or dwelling units, usually occupied on a transient basis and usually with garage attached or parking space located in proximity to each unit, where lodging is provided for compensation.

"Motor Vehicle Wrecking Yard" shall mean a site or portion of a site on which the dismantling or wrecking of vehicles, whether self-propelled or not, or the storage, sale or dumping of dismantled or wrecked vehicles or their parts is conducted. The presence on a site of two (2) or more motor vehicles which have not been capable of operating under their own power for thirty days or more or, in the case of vehicles not self-propelled, which have not been towable or from which parts have been removed for reuse or sale, shall constitute prima facie evidence of a motor vehicle wrecking yard.

"Noise" means any undesired audible sound.

"Non-Conforming, Use" shall mean a non-conforming use is a use of a structure or land that was lawfully established and maintained prior to the adoption of the Dinuba Zoning Ordinance but which, does not conform with the current use regulations for the district in which it is located.

"Non-Conforming, Structure" shall mean a non-conforming structure is a structure that was lawfully erected prior to the adoption of the Dinuba Zoning Ordinance but which does not conform with the standards of coverage, setbacks, height or distance between structures prescribed in the regulations for the district in which the structure is located.

"Nuisance" shall mean an interference with the enjoyment and use of property.

"Nursery School" shall mean the use of a site or portion of a site for an organized program devoted to the education or day care of five (5) or more pre-elementary school age children other than those residing of the site.

"Nursing Home" shall mean a structure operated as a lodging house in which nursing, dietary and other personal services are rendered to convalescent, invalids, or aged persons not including persons suffering from contagious or mental diseases, alcoholism or drug addiction and in which surgery is not performed and primary treatment, such as customarily is given in hospitals and sanitariums, is not provided. A convalescent home or a rest home shall be deemed a nursing home.

"Occupancy use permit" means a permit issued to verify the proposed use complies with the provisions of the zoning ordinance.

"Off-sale liquor establishment" means any establishment which has obtained or is required to obtain an Alcoholic Beverage Control board license Type 20 (off-sale beer and wine) or Type 21 (off-sale general) and/or is selling alcoholic beverages in an open or a closed container for consumption off the premises. Typical off-sale liquor establishments may include but are not limited to the following: food markets, supermarkets, drugstores, liquor stores, bars and convenience markets.

"Open Space" means any parcel or area of land or water essentially unimproved and set aside, dedicated, designed or reserved for public or private use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

"Overlay Zone" shall mean a zone applied in combination with other zone districts in order to impose additional restrictions or to allow greater variety than is possible with the underlying zone.

"Parcel Map" shall mean the division of a lot, tract or parcel of land into four or fewer lots or parcels of land for sale, lease or financing. Commercial and industrial parcel maps may contain more than four lots.

"Permitted Use" shall mean any use or activity allowed in a zoning district and subject to the development standards applicable to that zoning district.

"Pitch" (or peak) shall mean the highest point as in the highest point of a roof.

"Planned unit development" shall mean a residential, commercial, or industrial development which is designed and built as a planned unit pursuant to the provisions of the "PUD", Planned Unit Development zone, Chapter 17.41 (Planned Unit Development overlay zone).

"Plat" shall mean a map representing a tract of land, showing the boundaries and location of individual properties and streets; a map of a subdivision or site plan.

"Police Chief" shall mean the Police Chief of the City of Dinuba or his or her designee.

"Porch" shall mean a roofed open area, which may be glazed.

"Pre-Zoning" means to delineate the zoning of an unincorporated territory prior to annexation by the City.

"Public Hearing" shall mean a meeting announced and advertised in advance and open to the public, with the public given an opportunity to testify and participate.

"Railroad Right-Of-Way" shall mean a strip of land for the accommodation of main line or branch line railroad tracks, switching equipment and signals, but not including lands

on which stations, offices, storage buildings, spur tracks, sidings, section gang and other employee housing, yards or other uses are located.

"Reasonable Accommodation" means providing disabled persons flexibility in the application of land use and zoning regulations and procedures, or even waiving certain requirements, when necessary to eliminate barriers to housing opportunities. It may include such things as yard area modifications for ramps, handrails or other such accessibility improvements; hardscape additions, such as widened driveways, parking area or walkways; building additions for accessibility; tree removal; or reduced off-street parking where the disability clearly limits the number of people operating vehicles. Reasonable accommodation does not include an accommodation which would (1) impose an undue financial or administrative burden on the City or (2) require a fundamental alteration in the nature of the City's land use and zoning program.

"Recreational Area" means an active play area, including sport fields, school yards, picnic grounds or other areas where sport, outdoor or recreational activities take place.

"Recreational Vehicle" shall mean a motor home, travel trailer, truck camper or camping trailer, with or without motor power, designed for human habitation for recreational purposes with a living area less than 220 square feet.

Recycling" – see Section 17.45.080 for terms related to recycling and recycling facilities.

"Replacement Housing" means a dwelling unit designated to offset the loss of a dwelling unit currently included in the City's Regional Housing Needs Allocation (RHNA) inventory for lower-income households, pursuant to Assembly Bill (AB) 1397. Whenever a project results in the demolition, destruction or removal of a dwelling unit currently included in the City's RHNA inventory for lower-income households, the developer must identify an existing dwelling unit within the incorporated city or provide a new dwelling unit within the incorporated city as replacement RHNA inventory. The number of replacement dwelling units required shall be commensurate with the number of dwelling units lost through the project.

"Residential care home" means a state authorized, certified or licensed family care home or foster home serving mentally disordered or otherwise handicapped persons or dependent and neglected children on a twenty-four-hour basis. Residential care facilities shall meet the Zoning Ordinance requirements of a single-family dwelling in the same zone district.

~~"Residential Care Facility" means a State licensed community care facility, or similar facility determined by the director, for 24-hour non-medical care, meals, support, and maintenance services to children, the elderly, and adults with intellectual and physical disabilities. This included facilities for the elderly, adult residential care facilities, and group homes including small family homes.~~

"Restaurant" shall mean any building or structure in which food and drinks are prepared for service to customers within such structure.

"Rest Home" shall mean a residential facility for six or more elderly or infirm persons, all of whom are independently mobile and do not require confinement or regular nursing or medical care on the premises. Rest home differs from a "convalescent hospital" in that it is expected to provide comfort, safety, social participation, and the maintenance of health and activity, but does not provide skilled nursing care for the ill.

"Retail store" shall mean a business selling goods, wares, or merchandise directly to the ultimate consumer.

"Rezone" means to change the zoning classification on a parcel of land from one zone district to another.

"Revocation" means to rescind a planning decision made by the Planning Director, Planning Commission or City Council, based on findings that supported non-compliance of certain conditions of approval.

"Right-Of-Way" shall mean a strip of land acquired by reservation, dedication, forced dedication, prescription or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer and other similar uses.

"Roof line" shall mean the highest point of a parapet wall or the main roof structure or a highest point of a parapet wall other than such architectural features as cupolas, pylons, projections or minor raised portions of the roof.

"Room" shall mean an unsubdivided portion of the interior of a dwelling unit, excluding bathroom, kitchen, closets, hallways, and service porches.

"Satellite Dish Antenna" shall mean a satellite earth station consisting of a receiving component of a disc or similar configuration whose purpose is to receive television signals from orbiting satellites or other sources and a low-noise amplifier whose purpose is to magnify television signals.

"School" means any public or private educational facility including, but not limited to nursery schools, preschools, kindergartens, elementary schools, primary schools, intermediate schools, junior high schools, middle schools, high schools, vocational schools, secondary schools, continuation schools, special education schools, junior colleges, and universities. School includes the school grounds, but does not include the facilities used primarily for another purpose and only incidentally as a school.

"Secondhand store" shall mean a retail business which sells used merchandise.

"Senior citizens' housing development" means a development containing dwellings specifically designed for and occupied by persons sixty-two years of age or older and limited to such occupancy for the actual lifetime of the building, either by the requirements of state or federal programs for housing for the elderly or in accordance with standards established by resolution of the planning commission and/or the city council.

"Service Station" shall mean a facility which supplies gasoline and diesel fuel to motor vehicles, and including grease racks or elevators, wash racks or pits, tire repairs, battery servicing and repairing, ignition service, sales of motor vehicle accessories and other customary services for automobiles, but excluding painting and body work.

"Senior Household" means those units that have at least one person occupying the residential unit that is at least 55 years of age or older.

"Setback Line" means that line that is the required minimum distance from the street right-of-way line or any other lot line that establishes the area within which the principal structure must be erected or placed.

"Setback": See "Yard, Front", "Yard, Rear", or "Yard, Side".

"Sewer" means any pipe or conduit used to collect and carry away sewage from the generating source to the waste water treatment facility.

"Shall" is mandatory; and "may" is permissive.

"Shooting ranges, indoor" means a facility specifically designed for firearms practice within an enclosed building. Each shooting range facility is typically overseen by one or more range masters to ensure gun safety rules are being followed.

"Shooting ranges, outdoor" means an outdoor facility specifically designed for firearms practice with a required backstop and other safety features to catch bullets. Each shooting range facility is typically overseen by one or more range masters to ensure gun safety rules are being followed.

"Shopping center" means a group of two or more commercial uses planned and designed to function as an integral unit on a single parcel of contiguous parcels and which utilize common off-street parking and access, landscaping, loading facilities and points of ingress and egress.

"Sign" See Chapter 17.51 (Signs and Advertising) for definitions related to signs and advertising.

"Single Room Occupancy Unit" shall mean a facility providing dwelling units where each unit has a minimum floor area of 150 square feet and a maximum floor area of 400 square feet. These dwelling units may have kitchen or bathroom facilities and shall be offered on a monthly basis or longer.

"Site" shall mean a parcel of land, subdivided or unsubdivided, occupied or to be occupied by a use or structure.

"Site Area" shall mean the total horizontal area included within the property lines of a site.

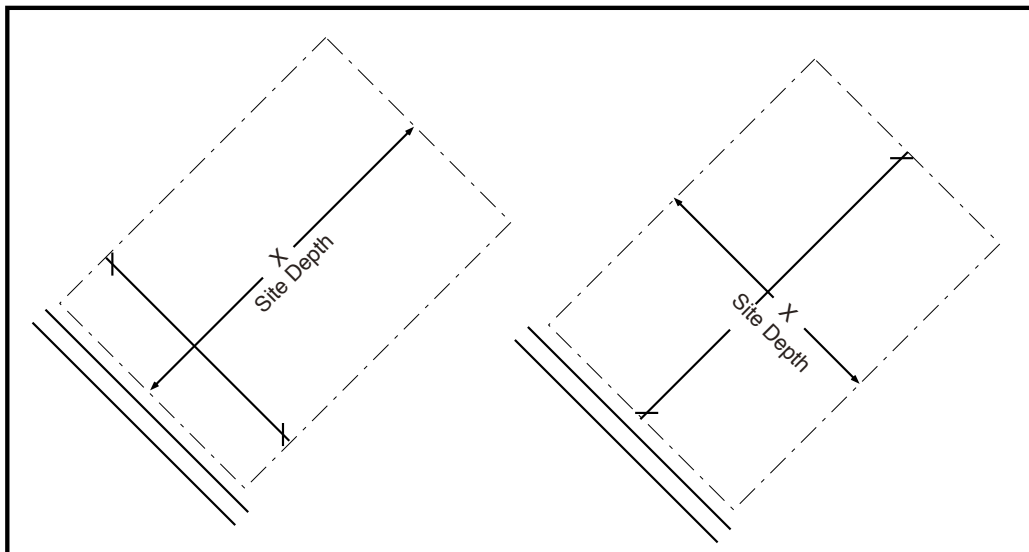
"Site plan" shall mean a plan, prepared to scale, showing accurately and with complete dimensioning, all of the uses proposed for a specific parcel of land. See Chapter 17.55 (Site Plan Review) for requirements.

"Site plan review" shall mean the review by the commission or its authorized agent of a site plan and other studies to assist the commission or agent to determine the manner in which the applicant intends to make use of his property.

"Site Depth" (see Exhibit 67-2 for illustration of Site Width and Depth) means the horizontal distance between the front and rear property lines of a site measured along a line midway between the front side property line.

"Site Width" (see Exhibit 67-2 for illustration of Site Width and Depth) means the horizontal distance between the side property lines of a site measured at right angles to the depth at a point midway between the front and rear property lines.

Exhibit 67-2: *Site Width and Depth*



"Slope" shall mean a natural or artificial incline, as a hillside or terrace. Slope is usually expressed as a ratio. For example, a horizontal distance of one hundred (100) feet with a rise of fifty (50) feet would be expressed as a 2:1 slope. (See also "grade" and "top and toe of slope.")

"Social Rehabilitation Facility" means any residential facility that provides social rehabilitation services for no longer than 18 months in a group setting to adults recovering from mental illness who temporarily need assistance, guidance, or counseling.

"Solar electricity generating plant" means a facility that generates electricity from the sun, primarily for commercial purposes.

"Solar energy system" means a solar collector, solar energy device, or structural design feature of a building whose primary purpose is to provide for the collection, storage and distribution of solar energy for space heating or cooling, for water heating, or for generation of electricity that will be used primarily by the persons and structures on the site.

"Specific Plan" shall mean a plan for a designated area within the city, based on the general plan, but containing more detailed regulations and programs as provided in Section 65450 and following of the California Government Code.

"Stable" shall mean a detached accessory structure including but not limited to a corral or paddock for the keeping of one (1) or more horses owned by the occupants of the premises, and which are not kept for remuneration, hire or sale.

"State" shall mean the State of California.

"Stock Yard" means an enclosed area where animals are temporarily held for concentrated feeding or display preliminary to slaughtering, shipping or resale.

"Storm Water Runoff" means water flowing from impervious surfaces and entering Dinuba's storm water drainage system, which is a series of curbs and gutter, drop inlets, storm drainage pipes, basins and waterways.

"Story" shall mean a space in a building between the surface of any floor and the surface of the floor next above, or if there be no floor above, then the space between such floor and the ceiling or roof above.

"Street" shall mean a thoroughfare, dedicated as such or acquired for public use as such, other than an alley, which affords the principal means of access to abutting land.

"Street, Arterial" shall mean a street with signals at important intersections and stop signs on side streets, and which collects and distributes traffic to and from collector streets.

“Street, Collector” shall mean a street that collects traffic from local streets and connects with minor and major arterials.

“Street, Cul-De-Sac” shall mean a street with a single common ingress and egress and with a turnaround at the end; non-through streets that serve local neighborhoods.

“Street, Dead End” shall mean a street with a single common ingress and egress.

“Street, Local” shall mean a street designed to provide vehicular access to abutting property and to discourage through traffic; narrow streets that serve local neighborhoods.

“Street property line” means that property line common to the street right-of-way or access easement.

"Structural alteration" shall mean any change in the supporting members of a building, such as in a bearing wall, column, beam or girder, floor or ceiling joists, roof rafters, roof diaphragms, foundations, piles, or retaining walls, or similar components.

“Structure” means any object constructed, installed, or placed on real property by man, including, but not limited to buildings, towers, smokestacks, and overhead lines.

“Structure, Accessory” shall mean a detached subordinate structure located on the same site with the main structure or main use, the use of which is customarily incidental to that of the main structure or the main use of the land.

“Structure, Main” shall mean a structure housing the principal use of site or functioning as the principal use.

"Structure, temporary" shall mean a structure which is readily movable and used or intended to be used for a period not to exceed ninety (90) consecutive days.

“Subdivision” means the division of a lot, tract or parcel of land into five or more lots or parcels of land for sale, lease or financing.

“Substantial Damage” means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before-damaged condition would equal or exceed 50 percent of the market value of the structure before the “start of construction” of the improvement. This term includes structures which have incurred “substantial damage”, regardless of the actual repair work performed. The term does not, however, include either:

1. Any project for improvement of a structure to correct existing violations or state or local health, sanitary, or safety code specifications which have

been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions, or;

2. Any alteration of a “historic structure” provided that the alteration will not preclude the structure’s continued designation as a “historic structure”.

“Supportive Housing” means housing with no limit on length of stay, that is occupied by the target population as defined in subdivision (d) of Section 53260 (of the Health and Safety code) and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving their health status, and maximizing their ability to live and, when possible, work in the community. Lower-income supportive housing facilities shall require recorded affordability restrictions (such as deed restrictions and covenants) for 55 years, shall require at least 35 percent of units to be used for supportive housing, and nonresidential floor area shall be used for onsite supportive services. This housing may include apartments, single-room occupancy residences or single-family homes.

~~“Supportive Housing” means housing with no limit on length of stay, that is occupied by the target population as defined in subdivision (d) of Section 53260 (of the Health and Safety code) and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. This housing may include apartments, single-room occupancy residences or single-family homes.~~

"Swimming pool" shall mean any permanent structure containing a body of water intended for recreational uses, and shall include wading pools.

“Target Households” means Very low income, low income, or senior citizen households.

“Tent Revival” shall mean a religious meeting or series of meetings which are often evangelistic in nature and are conducted within a non-permanent structure such as, but not limited to, a collapsible shelter of canvas or other material stretched and sustained by poles.

“Transitional Housing” means buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months.”

“Travel Trailer” shall mean a vehicle other than a motor vehicle, which is designed or used for human habitation and which may be moved upon a public highway without a permit or chauffer’s license or both, without violating any provision of the California Vehicle Code.

"Truck service station" shall mean an occupancy which provides especially for the servicing of trucks, with incidental operations similar to those permitted for "automobile service station."

"Use" shall mean the purpose for which land or structures thereon is designed, arranged or intended to be occupied or used or for which it is occupied, maintained, rented or leased.

"Use by right" shall mean that the local government's review of the owner-occupied or multifamily residential use may not require a conditional use permit, planned unit development permit, or other discretionary local government review or approval that would constitute a "project" for purposes of Division 13 (commencing with Section 21000) of the California Public Resources Code.

"Utility Pole" means any pole or tower owned by any utility company that is primarily used to support wires or cables necessary to the provision of electrical or other utility services regulated by the California Public Utilities Commission.

"Vacancy Rate" means the number of uninhabited dwelling units that are available and suitable for occupancy expressed as a ratio to the total number of housing units.

"Variance" means permission to deviate from the literal requirements of the development standards of a zone district.

"Very Low-Income Household" means those units targeted for this category of household that shall be affordable at a rent that does not exceed 30 percent of 50 percent of the Tulare County median income.

"Veterinary Clinics, Animal Hospitals, And Kennels" means office and indoor medical treatment facilities used by veterinarians, including large and small animal veterinary clinics, and animal hospitals. Kennels and boarding operations are commercial facilities for the keeping, boarding or maintaining of four or more dogs four months of age or older, or four or more cats, except for dogs or cats in pet shops.

"Warehousing" shall mean a building or buildings used for the storage of goods, of any type, when such building or buildings contain more than five hundred (500) square feet of storage space, and where no retail operation is conducted. Also see "wholesaling."

"Watercourse" shall mean a lake, river, creek, stream, wash, arroyo, channel, or other topographic feature on or over which waters flow at least periodically. Watercourse includes specifically designated areas in which substantial flood damage may occur.

"Wireless Communication" – see Section 17.45.200 for terms related to cell towers and wireless communication.

"Yard" means an open space on the same site as a structure other than a court unoccupied and unobstructed from the ground upward, except as otherwise provided in this chapter.

"Yard, Front" (see Exhibit 67-3 for illustration of yard types) shall mean a yard extending across the full width of the site or lot between the front lot line and the nearest line or point of the main structure.

"Yard, Rear" (see Exhibit 67-3 for illustration of yard types) shall mean a yard extending across the full width of the side of a lot between the rear lot line and the nearest line or point of the main structure.

"Yard, Side" (see Exhibit 67-3 for illustration of yard types) shall mean a yard extending from the front yard to the rear yard between the side lot line and the nearest line or point of the main structure.

"Zoning" means the division of a municipality into districts, and the regulation within those districts of the height, appearance, and bulk of buildings and structures; the area of a lot which may be occupied and the size of required open spaces; the density of population; and the use of buildings and land for commercial, agricultural, industrial, residential or other purposes. The term "zoning" shall be synonymous with the term "classification" and the term "zone" shall be synonymous with the term "district".

Exhibit 67-3: Yard Types

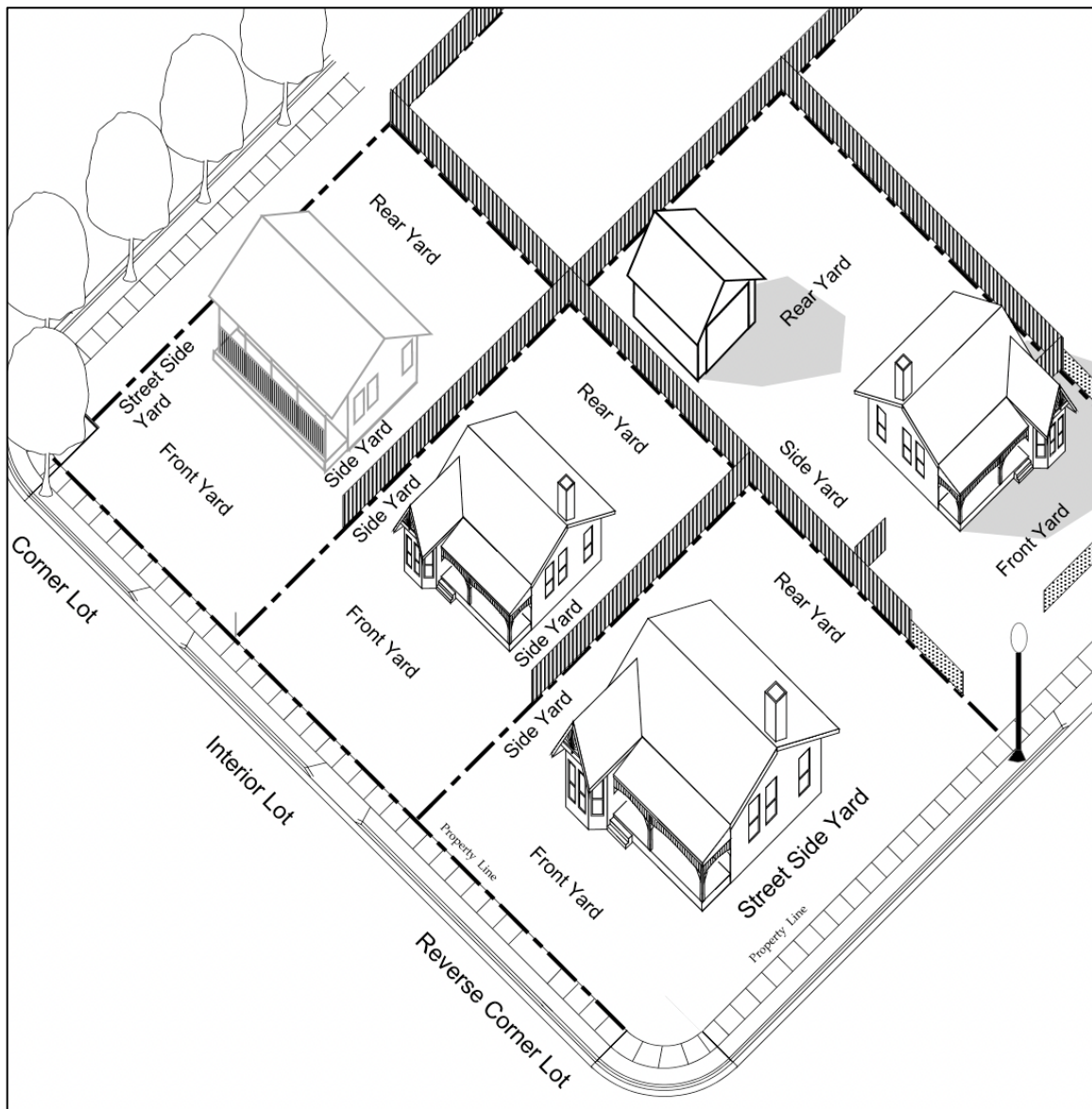


Table 1
Proposed Zoning Ordinance Amendments Associated with the Dinuba Housing Element

The following summarizes major amendments to the Zoning Ordinance related to action plans in the Dinuba Housing Element.

Chapter 19 (Multi-Family Residential Zones)

Subsection 17.19.060 c. is being amended to allow multi-family dwellings up to three stories high.

Subsection 17.19.040 (Site Plan Review) is being amended to indicate that qualified affordable housing projects are eligible for “by right” processing, consistent with Section 65583 of the California Government Code.

Chapter 21 (Permitted Uses in Residential Zones)

State law requires cities no longer permit new single-family homes on lots in multi-family residential zones. The purpose is to preserve land that is zoned for multi-family development to remain available for the development of affordable multi-family housing on these lots.

Chapter 33 (Permitted Uses in Commercial Zones)

The Housing Element (and State law) requires the City to allow Single Room Occupancy (SRO) units in commercial zones that allow hotels/motels. These include the “C-2” (Downtown Commercial), “C-3” (Community Commercial) and “C-4” (General Commercial) zones.

The Housing Element also requires the code to allow “Low Barrier Navigation Centers” in commercial zones that permit mixed use projects. These include the “C-2” (Downtown Commercial) and “C-4” (General Commercial) zones. A Low Barrier Navigation Center is essentially a homeless shelter that does not require residents to participate in programs (like prayer sessions, etc.).

Chapter 45 (Special Uses)

By-Right Procedural Language. This section adds language that allows “by right” processing for affordable multi-family residential projects on land that was identified in the previous Housing Element (as being available for the development of affordable multi-family housing). Only two-such sites were listed in the previous Housing Element (a 9-acre site at Alta/Penny Lane, and a 3.1 acre site at Vassar and Greene). The addition of by-right processing is fairly inconsequential – multi-family projects in Dinuba are already approved reviewed and administratively.

Table 1: Zoning Ordinance Amendments

Density Bonus. State law requires cities to offer an increase in the number of dwelling units for multi-family projects that reserve housing to certain residents, including low income, seniors and students.

Chapter 49 (Parking and Loading)

Parking standards for several types of residential uses need to be amended to comply with State law. These housing types include:

- Senior housing
- Group care facilities
- Supportive housing
- Transitional housing
- Single Room Occupancy Units
- Nursing homes
- Convalescent homes

In general, the Housing Element (and State law) required the City to reduce parking requirements (the number of parking spaces installed) for these housing types, recognizing that residents of these facilities often do not own or drive a vehicle. For these uses, state law indicates the City can only require parking for employees.

Chapter 55 (Site Plan Review)

The State required the City to amend the findings that are required to be made to grant approval of Site Plan Review, to be more objective.

Chapter 57 (Conditional Use Permits)

The State required the City to amend the findings that are required to be made to grant approval of a Conditional Use Permit to be more objective.

Chapter 67 (Definitions)

A number of definitions needed to be added (or amended) to ensure the Zoning Ordinance is consistent with State housing law. These include:

- “Replacement Housing”. Replacement housing is affordable housing that is required to be established whenever a development project will remove existing affordable housing.
- “Density Bonus”. This defines the term “Density Bonus” to ensure the ordinance is consistent with State law on this topic.

Table 1: Zoning Ordinance Amendments

- “Residential Care Facilities”. This type of housing is a state authorized, certified or licensed family care home or foster home serving mentally disordered or otherwise handicapped persons or dependent and neglected children on a twenty-four-hour basis.
- “Emergency Housing” (i.e. “Emergency Shelter”) means housing with minimal supportive services for homeless persons, and other interventions including: Navigation Centers, Bridge Housing, and respite or recuperative care.
- “Farmworker Housing”. The existing definition has been replaced so the definition aligns with State law.
- “Employee Housing”. The definition has been replaced to align with State housing law.
- “Supportive Housing”. The existing definition has been replaced so the definition aligns with State law.
- “Use by right” means that the City’s review of an owner-occupied or multifamily residential use does not require a conditional use permit, planned unit development permit, or other discretionary local government review.

Table 2

Zoning Ordinance “Cleanups”

In 2024, the Planning Commission and City Council adopted a comprehensive update of the Dinuba Zoning Ordinance. As with any major document (exceeding 300 pages) there are bound to be errors and omissions that need to be corrected. Staff has identified the following sections that are now proposed for amendment.

Permitted Maximum Size of Accessory Dwelling Units

In Section 17.45.090 (Accessory Dwelling Units and Junior Accessory Dwelling Units) there is an inconsistency in the maximum permitted floor area (expressed in square feet) allowed for Accessory Dwelling Units (ADU's) that are attached to the primary dwelling (the text as written cites both 850 square feet and 1,000 square feet). The correct maximum size is 850 square feet.

RM Zones Density Standard

Exhibit 19-1 (in Chapter 19 (Multi-Family Residential zones) contains incorrect/conflicting standards for the permitted maximum density for multi-family residential projects. The density standards shown in the graphic illustrations conflict with the same standards that are listed in the text of the ordinance. The standards in the text are the correct ones, so the illustration has been amended, so that the two are now consistent.

Compact Parking Stalls

The updated zoning code inadvertently omitted standards that allow for parking lots to have up to 30% of spaces designed as compact parking stalls. This was the standard in the previous zoning ordinance. This has been reinserted in Section 17.49.020 h.



City Council Staff Report

Department: ENGINEERING

October 14, 2025

To: Mayor and City Council

From: Watts Jason, City Engineer

By:

Subject: Public Hearing Accepting South of El Monte Revitalization Study Report and Closing-Out; Project No. 21-CDBG-PL-30006(JW)

RECOMMENDATION:

Staff recommends the City Council take the following actions:

1. Open the public hearing to receive comments regarding the South El Monte Neighborhood Revitalization Plan.
2. Close the public hearing after receiving public input.
3. Accept the South El Monte Neighborhood Revitalization Study Report and authorize the formal close-out of Project No. 21-CDBG-PL-30006.
4. Approve Resolution No. 2025-58

EXECUTIVE SUMMARY:

The City of Dinuba, in partnership with 4Creeks, Inc., has completed the South of El Monte Neighborhood Revitalization Plan, funded with a Community Development Block Grant (CDBG). The plan provides a comprehensive framework to guide neighborhood improvements across approximately 800 acres in the southern central portion of Dinuba. It identifies strategies for infrastructure, housing, public safety, and community amenities, reflecting extensive community engagement and alignment with the City's General Plan. Federal regulations require a public hearing to formally accept the Revitalization Study Report and close out the associated CDBG.

OUTSTANDING ISSUES:

None

DISCUSSION:

The South El Monte Neighborhood Revitalization Plan, attached herein as Attachment

'A', was developed through a collaborative effort between the City of Dinuba and 4Creeks, Inc., with funding from the Community Development Block Grant (CDBG). The plan provides a comprehensive framework to guide improvements across approximately 800 acres in the southern central portion of the City, addressing infrastructure, housing, public safety, and community amenities. The development of the plan involved extensive community engagement, including in-person outreach at the BBQ and Brews Festival in March 2024 and an online survey conducted in August 2024, which received 266 responses. Residents identified several key priorities, including enhanced public lighting, community beautification, improved pedestrian and bicycle infrastructure, affordable housing, and public safety enhancements.

Analysis of the neighborhood revealed a number of critical issues that the plan seeks to address. Public facilities in the area exhibit inconsistencies, with fragmented sidewalks, limited bike lanes, and aging water, sewer, and storm drain infrastructure. Park facilities are underdeveloped, with limited lighting and amenities, and city gateways require improvements in landscaping and signage. Housing in the neighborhoods south of El Monte is aging, with over 60% of the stock built before 1989. Many renters, approximately 65%, are cost-burdened, and areas of substandard housing and blight were identified. While overall crime rates have decreased, residents continue to express concerns regarding specific areas, including alleyways, parks, and downtown locations. High-risk intersections near schools, such as Crawford and Terrace, were also identified as needing safety improvements.

The Revitalization Plan outlines six strategic areas to address these challenges:

1. **Parks and landscaping improvements.** Particularly downtown and residential streetscapes, including upgrades to the Entertainment Plaza and Felix Delgado Park.
2. **Housing.** Strategies include blight abatement, rehabilitation programs, code enforcement, and beautification projects.
3. **Street improvements.** Focusing on traffic-calming measures, Safe Routes to School initiatives, alleyway revitalization, and crosswalk enhancements.
4. **Building improvements.** Including façade upgrades for downtown businesses and modernization of the Dinuba Sportsplex.
5. **Public safety.** Strategies emphasize enhanced lighting, DUI awareness campaigns, and improvements to emergency response infrastructure.
6. **Utilities.** Upgrades to water, sewer, and storm drain systems, to accommodate future growth.

The Revitalization Plan also included an ADA Study and a Downtown Streetscape

Conceptual Plan. The ADA Study, (see page 134 of Attachment 'A') provides a general overview of existing curb ramps and accessible parking stalls, identifying areas of compliance and non-compliance to inform future accessibility improvements. The Downtown Streetscape Conceptual Plan, (see page 396 of Attachment 'A'), offers visual concepts for potential landscape enhancements, streetscape improvements, and other beautification measures to guide long-term downtown revitalization.

In short, the Revitalization Plan prepared for the neighborhoods south of El Monte Way, provides a comprehensive roadmap to guide improvements, attract funding, and enhance the quality of life for residents and businesses within those neighborhoods. Staff recommends the adoption of Resolution No. 2025-58, attached herein as Attachment 'B', to accept the subject revitalization study and approve the close out of the 21-CDBG-PL-30006 grant that funded its preparation.

FISCAL IMPACT:

No fiscal impact associated with the recommended action. The full cost of the subject study was entirely funded by a Community Development Block Grant.

PUBLIC HEARING:

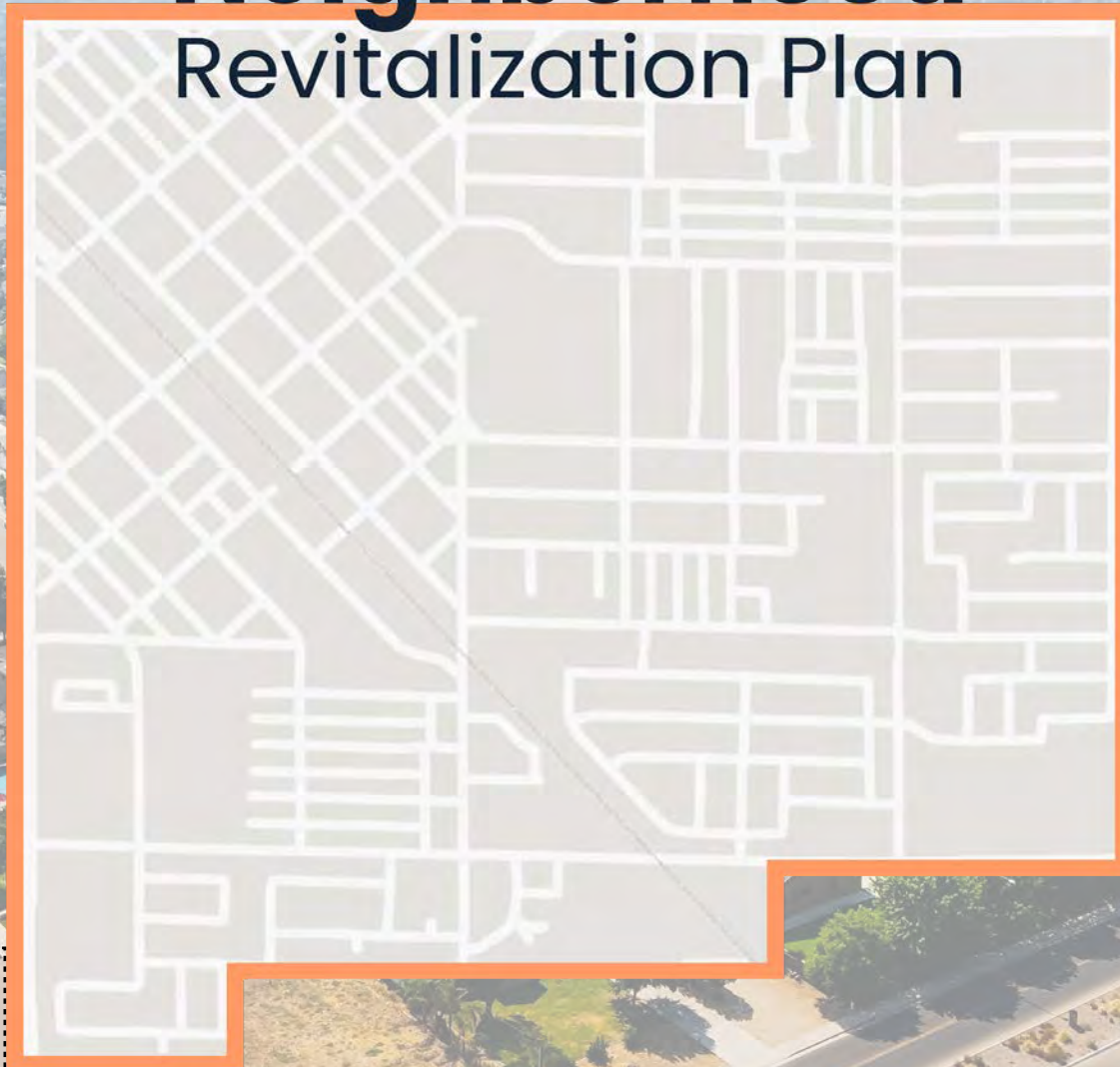
A public hearing is required to accept the South El Monte Neighborhood Revitalization Study Report and formally close out Project No. 21-CDBG-PL-30006(JW). Notice of the hearing has been provided in accordance with applicable laws and regulations. Community members are invited to provide comments on the report and findings.

ATTACHMENTS:

1. A. South El Monte Revitalization Plan
2. B. Resolution No. 2025-58

CITY OF DINUBA

South El Monte Neighborhood Revitalization Plan



This plan was funded through the Community Development Block Grant (CDBG) Program, Grant No. 21-CDBG-PL-30006.



AUGUST 2024



Prepared By:



4-Creeks, Inc.
324 South Santa Fe Street A
Visalia, California 93291
(559) 802 – 3052

Prepared For:



City of Dinuba
405 E. El Monte Way
Dinuba, CA 93618
(559) 591-5900

Acknowledgments

City of Dinuba

Luis Patlan, City Manager
Daniel James, Assistant City Manager
George Avila, Director

4Creeks, Inc.

David Duda, AICP, Senior Planner
Molly Baumeister, AICP, Planner/Project Manager
Kelsey George, AICP, Senior Planner
Ellie Krantz, Associate Planner
Nate Antepencko, Associate Planner
Anna Wagner, Assistant Planner
Jared Dunning, Assistant Planner
Emileo Padilla Chavez, Assistant Planner
Jason Watts, PE, Engineer

Economic Planning Systems, Inc.

David Zehnder
Peter Cheng
Kate O'Beirne
Salita Thao

TABLE OF CONTENTS

SECTION 1 INTRODUCTION	1
PURPOSE AND OBJECTIVES	1.1
PROJECT LOCATION	1.2
CASE STUDIES	1.10
SECTION 2 COMMUNITY OUTREACH	2
BACKGROUND	2.1
OUTREACH EVENT: BBQ AND BREWS FESTIVAL	2.1
ONLINE SURVEY – TARGETED AD CAMPAIGN	2.3
SECTION 3 PUBLIC FACILITIES NEEDS ASSESSMENT	3
INTRODUCTION	3.1
EXISTING PUBLIC FACILITIES	3.1
SECTION 4 HOUSING NEEDS ASSESSMENT	4
INTRODUCTION	4.1
DEMOGRAPHIC AND ECONOMIC CONTEXT	4.2
CURRENT HOUSING STOCK	4.3
MARKET ANALYSIS	4.4
AFFORDABILITY ANALYSIS	4.6
BLIGHTED AND SUBSTANDARD HOUSING	4.9
SECTION 5 SAFETY NEEDS ASSESSMENT	5
INTRODUCTION	5.1

EXISTING PUBLIC SAFETY RESOURCES.....5.2

HIGH RISK AREAS.....5.7

EXISTING CONDITIONS.....5.7

SECTION 6 | REVITALIZATION STRATEGIES6

PARKSPACE AND LANDSCAPING.....6.2

HOUSING.....6.21

STREET IMPROVEMENTS AND CIRCULATION.....6.23

BUILDING IMPROVEMENTS.....6.41

PUBLIC SAFETY.....6.46

SECTION 7 | ACTION PLAN AND IMPLEMENTATION7

INTRODUCTION.....7.1

FUNDING OPPORTUNITIES.....7.2

COST ESTIMATES.....7.6

APPENDIX A | Downtown Dinuba ADA Report

APPENDIX B | Downtown Streetscape- Conceptual Package

1 Introduction

Background

This document has been prepared by 4-Creeks Inc. at the direction of the City of Dinuba and in coordination with Topograph and Economic & Planning Systems, Inc. This study was completed in accordance with the May 19, 2023 proposal, and planned within the scope of work agreed to by the City of Dinuba and 4-Creeks Inc., the planning consultant.



Topograph



Purpose and Objective of Study

The purpose of this study is to develop strategies to implement improvements in the South El Monte Neighborhood in the City of Dinuba, California. This technical study may serve as a guide to help facilitate projects that would strengthen community and economic development, as well as accommodate future growth. Through a collaborative effort with local stakeholders and community members, this study will develop a comprehensive list of proposed projects and programs that work together to achieve significant quality-of-life benefits for the community. The planning team will assess existing infrastructure, housing stock, access to community services, crime rates, and develop a plan to implement the proposed projects and programs to improve the quality of life for residents within the South El Monte neighborhood.

This document is a planning level study resulting from a community-based information gathering process. Outreach and partnership efforts, including a survey and two community outreach events, were used to guide the direction of this project. This Revitalization Study was driven by the following objectives:

- Analyze the Neighborhood's existing environmental, economic, and health conditions related to infrastructure, crime, housing, and access to community services
- Identify community concerns and priorities through community outreach
- Propose revitalization strategies that address community goals such as neighborhood beautification and improving the overall quality of life for residents of the South El Monte Neighborhood



Image 1-1: Dinuba Monument Signage

Scope of Study

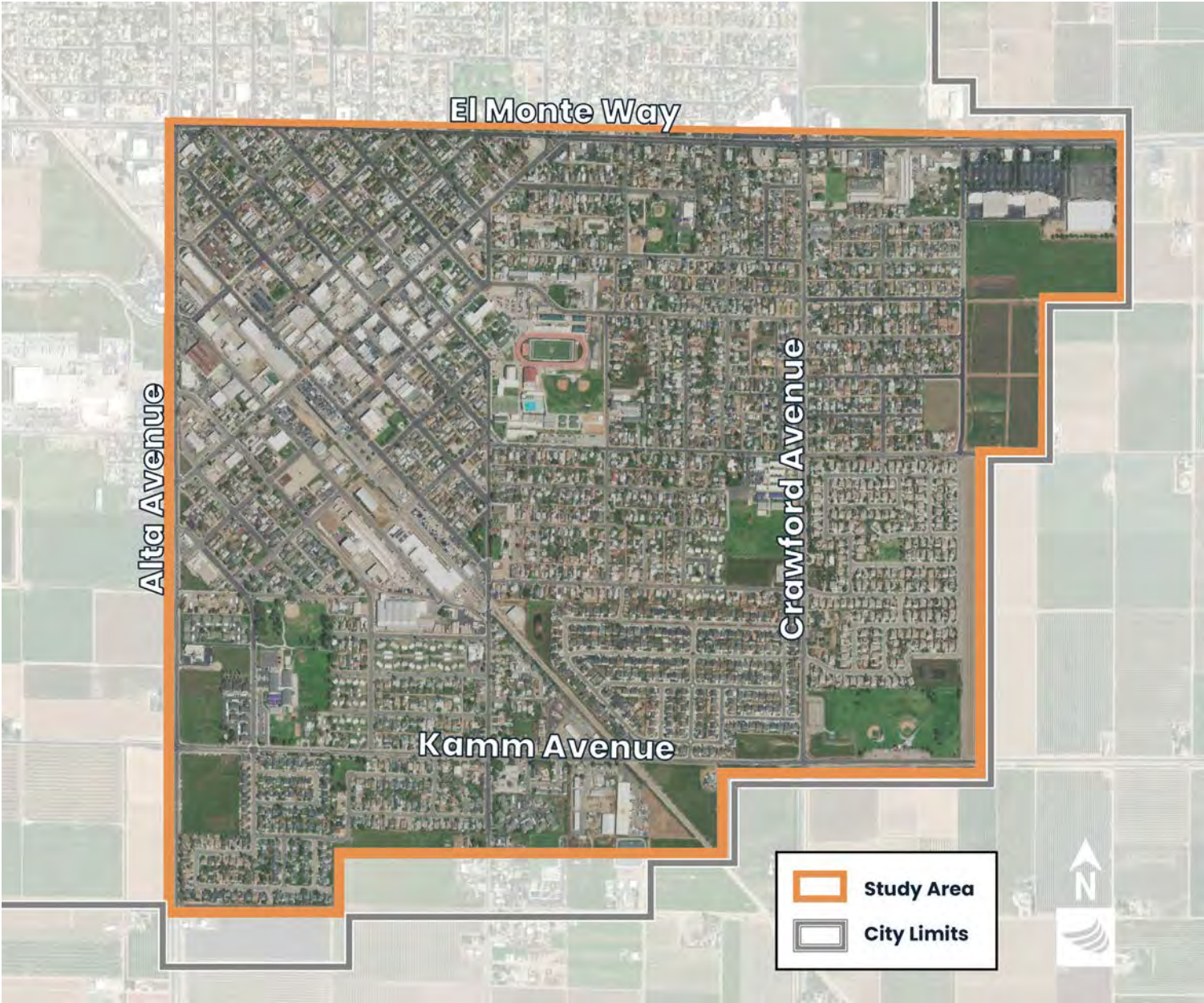
The study and revitalization efforts in South El Monte focus on several key areas of community development, guided by the Community Development Block Grant. These areas include enhancing public infrastructure, boosting economic development, upgrading public facilities, and improving community centers. The effort also targets housing rehabilitation, expanding public services, and supporting homeowner assistance. Additionally, code enforcement, micro enterprise assistance, and land acquisition for future development are integral to the plan. Beyond these targeted areas, the study addresses broader quality of life issues, such as safety concerns, crime rates, safe routes, and access to resources. Community input, to be gathered through upcoming outreach events, will also be incorporated to address locally identified issues effectively.

Project Location

The City of Dinuba is located in the San Joaquin Valley in Tulare County, California with an estimated population of 25,000 residents. The City encompasses approximately 6.5 square miles of land and is bordered by Avenue 424 to the north, Avenue 400 to the south, Road 96 to the east, and Road 56 to the west. The South El Monte Neighborhood is a roughly 800-acre area in the Southern Central portion of Dinuba. The South El Monte Neighborhood is bordered by East El Monte Way to the north, Kamm Avenue to the South, Randle Avenue to the east, and Alta Avenue to the west. The project area encompasses roughly 1.25 square miles and is the primary location of most residential and commercial activities in the City.



**Figure 1-1
Study Area
Map**



Physical & Demographic Context



Image 1-2: Downtown Dinuba

Diversity

Among the total population of 25,000, approximately 88.2% is Hispanic or Latino, 9.7% is White (non-Hispanic), 0.7% American Indian and Alaska Native, 0.6% Asian, and 0.4% Black or African American. In addition, roughly 65% of residents over the age of 5 years speak a language other than English at home (U.S. Census, 2022).

Age

According to the American Community Survey, the median age of all people in Dinuba in 2022 was 27. Residents between the ages of 18 and 24 make up 10.7% of the population, 28% are between 25 and 44 years, 15% are between 45 and 64, and 8.3% are 65 years and older.

Economy

In 2020, the most popular employment sectors were Manufacturing, Agriculture, Forestry, Fishing & Hunting, Retail Trade, and Educational Services. Between 2019 and 2020, employment in Dinuba decreased at a rate of 1.02% from 7,195 workers to 7,122 workers. Although Dinuba contains several distinguished industries and has undergone significant growth, the City remains a disadvantaged community with high rates

of unemployment and residents living at or below the poverty level.

Housing and Household Income

In 2020, the median property value in Dinuba was \$226,700. The median property value increased by 19.8% from \$169,500 to \$203,100 between 2019 to 2021. Approximately 55.8% of the population are homeowners. Among the 6,227 households in Dinuba, the median household income was \$50,186.

Future Growth

The City of Dinuba is projected to grow to more than 38,813 residents by 2030. The City's General Plan identifies a 3% growth rate for the City. The rise in population will lead to an increase in housing demand and an increase in strain on existing public infrastructure in and around the South El Monte Neighborhood. The aging housing stock and infrastructure provide substandard living conditions for residents, and improvements are needed to ensure that the housing and infrastructure capacity can continue to sustain current and future demands.

Regulatory Setting – Federal

National Environmental Policy Act



This planning study is funded by the planning study is funded by the Community Development Block Grant (CDBG) administered by the Housing and Community Development (HUD), which is a federal entity, making consequential projects from this study possibly subject to Federal environmental review. Any project undertaken on the recommendation of this document may meet the definition of a “project” under the National Environmental Policy Act (NEPA), and will be subject to NEPA review under NEPA, and thus is obligated to honestly determine whether or not the project is subject to NEPA. If it is, Tulare County must commence with the appropriate level of environmental assessment as stated by NEPA and the various Federal Guidelines adopted to implement the Act. The determinations under NEPA that the City of Dinuba can make as Lead Agency are as follows:

- The implementation project is not a “federal action” as defined by NEPA, 24 CFR 1508.18 and therefore is not subject

to further review under NEPA;

- The implementation is a Categorically Excluded project pursuant to Federal Guidelines;
- The implementation project is subject to further environmental study requiring the preparation of an Environmental Assessment pursuant to applicable NEPA Guidelines.
- Following the NEPA Environmental Assessment, a project will require one of the following:
 - Finding of No Significant Impact (FONSI), a document finding the project will not result in significant impacts on the environment, or
 - Environmental Impact Statement (EIS), a document which conducts an in-depth study of potential environmental impacts from the proposed project and recommends mitigation measures and project alternatives. An EIS is the highest order environmental analysis that can be performed under NEPA.

Housing and Community Development Act of 1974, Title 1, Public Law 93-383



The Housing and Community Development (HUD) Act of 1974 establishes the Community Development Block Grant (CDGB) Program to fund “... the development of viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income” (Housing and Community Development Act of 1974, 1 U.S.C. § 101).

In addition to providing viable housing and suitable living conditions in disadvantaged communities, Title 1 of the HUD includes the following objectives:

- The elimination of slums and blight and the prevention of blighting influences and the deterioration of property and neighborhood and community facilities of importance to the welfare of the community, principally persons of low and moderate income;
- The elimination of conditions which are detrimental to health, safety,

and public welfare, through code enforcement, demolition, interim rehabilitation assistance, and related activities;

- The conservation and expansion of the Nation's housing stock in order to provide a decent home and a suitable living environment for all persons, but principally those of low and moderate income;
- The expansion and improvement of the quantity and quality of community services, principally for persons of low and moderate income, which are essential for sound community development and for the development of viable urban communities;
- A more rational utilization of land and other natural resources and the better arrangement of residential, commercial, industrial, recreational, and other needed activity centers;
- The reduction of the isolation of income groups within communities and geographical areas and the promotion of an increase in the diversity and vitality of neighborhoods through the spatial deconcentration

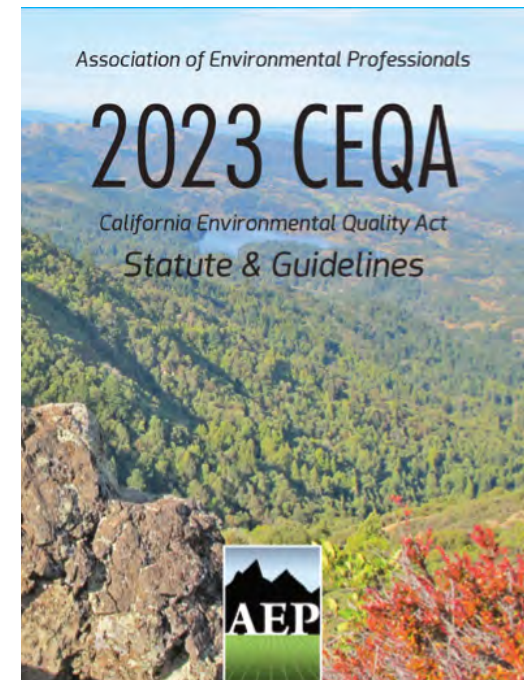
of housing opportunities for persons of lower income and the revitalization of deteriorating or deteriorated neighborhoods;

- The restoration and preservation of properties of special value for historic, architectural, or esthetic reasons;
- The alleviation of physical and economic distress through the stimulation of private investment and community revitalization in areas with population outmigration or a stagnating or declining tax base; and
- The conservation of the Nation's scarce energy resources, improvement of energy efficiency, and the provision of alternative and renewable energy sources of supply

Housing and Community Development Act of 1974, 1 U.S.C. § 101-102(c)

This planning study is funded by the CDGB Program, which is providing direct federal financial assistance from the Department of Housing and Urban Development (HUD) and is subject to 24 CFR 85.36(e) and the requirements of Section 3 of the Housing and Urban Development Act of 1974, as amended, 12 U.S.C. 1701.

State



California Environmental Quality Act

Any project undertaken on the recommendation of this document may meet the definition of a "project" under the California Environmental Quality Act (CEQA). The City of Dinuba is the Lead Agency under CEQA, and thus is obligated to honestly determine whether or not the project is subject to CEQA. If it is, the City must commence with the appropriate level of environmental assessment as stated by CEQA and the

various State and local Guidelines adopted to implement the act. The determinations under CEQA that the City of Dinuba can make as Lead Agency are as follows:

- The implementation project is not a “project” as defined by CEQA, Guidelines Section 15378 and therefore is not subject to further CEQA review;
- The implementation project is a Categorical Exempt project pursuant to CEQA Guidelines Section 15354 and 15300–15333, or is a Categorical Excluded project pursuant to Federal Guidelines;
- The implementation project is subject to further environmental study requiring the preparation of an Initial Study pursuant to applicable CEQA Guidelines.
- Following the outcome of the CEQA Initial Study the Lead Agency must cause the preparation of one of the following Environmental documents supported by substantial evidence:
 - Negative Declaration (ND) a document finding the project will not result in significant impacts on the environment;

- Mitigated Negative Declaration (MND) a document finding potential significant impact(s) from the project and citing mitigation measure(s) to reduce impacts to less than significant levels, or that will avoid impacts. Said mitigation measures must be agreed to by applicant prior to public hearing taking action to approve the project, or;
- Environmental Impact Report (EIR) is the highest order of environmental analysis that can be required under CEQA. An EIR requires a public hearing on the project and an in-depth analysis of potential Environmental Impacts.

Supporting Documents

Several other plans and studies have been published in recent years that detail goals, policies, and strategies that serve as a roadmap for the City’s future development. Projects proposed in this Study shall be consistent with land use plans, designations, zoning, building intensity and density requirements, and design guidelines. The following documents will also serve as guides for the proposed projects to ensure they meet local and regional goals.

CITY OF DINUBA GENERAL PLAN POLICIES STATEMENT



Adopted September 21, 2008

City of Dinuba General Plan

The City of Dinuba General Plan outlines goals and policies to help facilitate orderly growth and development and serves as a policy guide for long range planning for the community. The projects proposed in this planning study will align with the goals and

objectives described in the City's General Plan. The following goals and/or objectives for each element are listed below:

Circulation Element

Goal 1: It is the overall goal of the City to design to maintain a fully integrated local network that provides for safe and convenient use of a variety of transportation modes.

Objective 1: Develop a circulation network of local roads, collectors, arterials that will meet projected traffic needs.

Objective 2: Maintain a roadway level of serve (LOS) of C or better on Local, Minor Collector, Collector and Arterial streets.

Objective 3: Protect rights-of-way for future street development by clearly defining the location of future rights-of-way and establishing street dedication requirements. Such methods should minimize adverse impacts on adjacent properties and avoid imposition of street improvement requirements significantly in advance of need.

Objective 4: Maximize the use of site planning techniques to improve traffic safety.

Objective 5: Promote the use of alternative

modes of transportation.

Objective 6: Encourage the use of bicycles as a viable means of transportation.

Objective 7: Provide a safe walking environment for pedestrians.

Objective 8: Upgrade and maintain existing transportation corridors to meet urban safety standards.

Objective 9: Encourage the development of strategies for maximizing the efficiency of the existing street system.

Objective 10: Develop adequate maintenance programs for the community's transportation networks.

Housing Element

Goal 1: Develop through public and private channels sufficient new housing to ensure the availability of affordable housing for all households in Dinuba.

Goal 2: Manage housing and community development in a manner which will promote the long-term integrity and value of each new housing unit and the environment in which it is located.

Goal 3: Provide for a choice of housing locations for all residents.

Goal 4: Maintain and improve the quality of the existing neighborhoods and housing stock.

Goal 5: Promote equal access to safe and decent housing for all income groups.

Goal 6: Promote energy conservation in all residential neighborhoods.

Objective 1: Maintain community design and improvement standards that will provide for the development of safe, attractive, and functional housing developments and residential environments.

Objective 2: Facilitate the provision of homeowner and rental assistance to very low and low-income households.

Objective 3: Maintain local ordinances to promote energy conservation.

Land Use Element

Goal 1: Preserve and enhance Dinuba's unique character and achieve an optimal balance of residential, commercial, industrial, public, and open space land uses.

Objective 1: Strive to keep Dinuba separate and distinct from nearby communities.

Objective 2: Maintain and enhance Dinuba's physical diversity, visual qualities, and small-town characteristics.

Objective 3: 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.

Objective 4: Promote stable high quality residential neighborhoods.

Objective 5: Encourage new residential neighborhoods that have the desirable characteristics of traditional small-town neighborhoods.

Objective 6: 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 fiscally sound community.

Open Space, Conservation, and Recreation Element

Objective 1: To provide a greenbelt around the City's perimeter to maintain the physical separation between the City of Dinuba and nearby communities, and to maintain the scenic beauty surrounding the City. The City should also establish hard edge growth phasing boundaries such as roadways, railroad right of ways, irrigation ditches, etc. to protect agriculture.

Objective 2: To protect natural resources

including groundwater, soils, and air quality, to meet the needs of present and future generations.

Objective 3: To provide recreational opportunities including local parks for all populations for the existing community, and projected population in future growth areas.

Objective 4: Ensure that environmental hazards including potential flooding and impacts from agricultural practices are adequately addressed in the development process within the City and the Dinuba Urban Development Boundary.

Safety Element

Objective 1: Maintain the economic well-being of structures and prevent structural damage.

Objective 2: Participate in regional education and disaster preparedness programs.

Objective 3: Promote safety standards which maintain the physical environment.

Objective 4: Maintain statistical information for safety issues.

Objective 5: Establish responsibility and authority of agencies for emergency

procedures.

Objective 6: Provide cost-benefit analysis for participating agencies/jurisdictions.

Objective 7: Adopt and implement safety standards for varying hazards.

Objective 8: Protect the lives and property of residents from the hazards of flooding.

City of Dinuba Zoning Code

The City of Dinuba Municipal Code contains the City's zoning ordinances (Title 17), which classifies areas of the City into several zones in order to ensure orderly development. The projects and actions proposed in this Study will comply with all applicable zoning requirements outlined in the zoning code.

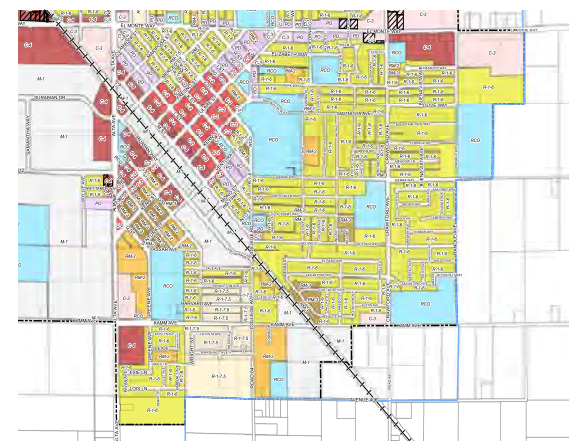


Figure 1-2: El Monte Neighborhood Zoning Map.
Source: City of Dinuba



Regional Housing Needs Plan (2014)

The Regional Housing Needs Plan (RHNP) was prepared by the Tulare County Association of Governments (TCAG), as required by state housing element law. The RHNP estimates the housing needs for each jurisdiction within Tulare County, and also describes the methodology used to allocate housing needs to the various jurisdictions. The housing needs are divided into four income categories, very low, low, moderate, and above moderate, which are assigned to the eight cities and the unincorporated areas in the County.

The California Department of Housing and Community Development (HCD) issues a Regional Housing Needs Assessment (RHNA) Determination to TCAG, as well as other regions in the state, in order to estimate projected housing needs. The RHNA Determination is the total number of housing units that the jurisdictions within Tulare County must plan to accommodate between January 1, 2014 and September 30, 2023. A RHNA Methodology was prepared by the TCAG in order to allocate portions of the Region's RHNA Determination to each jurisdiction within the Tulare County region. The Regional Housing Needs Plan describes the RHNA process and officially assigns the allocations to each jurisdiction, which is eventually adopted by the TCAG Board of Governors.

The total RHNA Allocation for the City of Dinuba is 965 units, with roughly 21% allocated towards very-low-income housing, 17% allocated for low-income, 12.5% moderate, and 47% of housing allocated towards above moderate-income housing. The RHNP provides the basis for the housing needs assessment for the South El Monte Way Revitalization Study and provides quantitative estimates for these housing needs.

Case Studies

Many cities have decided to improve the quality of life for local residents by forming initiatives to revitalize downtown centers, improve pedestrian and multimodal transportation infrastructure, and rehabilitate and/or increase the housing supply. The South El Monte Neighborhood Revitalization Study aims to develop projects and implementation plans that achieve these goals, and ultimately address the greatest issues faced by the residents who live and work in Dinuba. These measures are being increasingly used nationwide due to their success in improving cities overall. Examples of how other cities have strategized and successfully achieved revitalized downtown centers and/or improved public infrastructure are described below.

Downtown Specific Plan

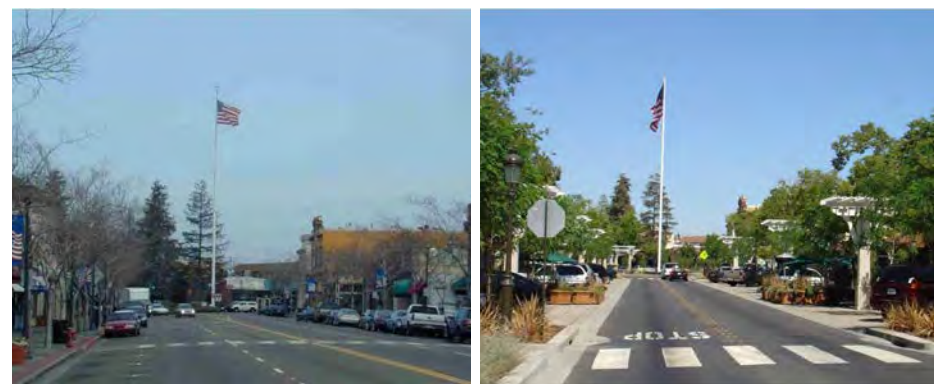
Livermore, CA

The current thriving historic downtown area of Livermore, California was once a dying commercial center interrupted by Highway 84, lacking public infrastructure and local businesses. The disinvestment from the downtown center was a result of suburban sprawl in the 1980's, which diverted investment

into the satellite communities and away from the downtown core in favor of the large land parcels available along the I-580. In order to restore the vibrancy of the downtown center, City officials created a redevelopment agency and led a community-wide effort to revitalize the downtown. In order to restore the downtown area's economic vitality and community character, the City made the following improvements:

- Re-routing of Highway 84, replaced with a two-lane street flanked with diagonal parking and wider sidewalks, and the reduction of lanes throughout the downtown area.
- Landscaping, additional lighting, street furniture, and outdoor artwork.
- Increased pedestrian amenities such as curb extensions to shorten crosswalks and decreasing the proportion of intersection land devoted to vehicles by closing the right turn lane and designating the area as public pedestrian space.
- Collaboration with a local nonprofit, Livermore Downtown Inc., to counsel local businesses by reworking business practices, incentivizing businesses to stay open, and training sales staff.
- Base new development off of existing historic architecture to facilitate a unique visual character.
- Construction of parks and other open spaces near the downtown core.

Thirty years after the initial implementation of several improvements within the downtown core of Livermore, the City experienced a public and private reinvestment of over \$101 million, the rehabilitation of roughly 40 buildings, and the downtown vacancy rate has been reduced to 2%.



First Street - Before Streetscape Project

First Street - After Streetscape Project

Figure 1-3: The First Street Streetscape project was the first project implemented to promote investment in the downtown by re-routing Highway 84 and narrowing the street.

Source: City of Livermore



Figure 1-4: The Livermore Valley Center site (shown above) were catalyst projects built to make the downtown an activity center.

Source: City of Livermore

Emporia & Lyon County Comprehensive Plan (2008)

Emporia, KS

Emporia is a small town in eastern Kansas with a population of approximately 24,139 and is roughly 12 square miles in size. Like Dinuba, the dominant industries are agriculture and manufacturing, and the city has experienced similar problems pertaining to economic decline such as lack of quality housing options, a declining population, vacant/neglected properties, lack of retail development, and an aging public infrastructure.

To combat the issues with a declining retail center in Downtown Emporia, the city and county governments collaborated to form the Downtown Association and Chamber of Commerce to create a Main Street Program in 1991. The program helped to connect local businesses to federal, state and local funding as well as administer various services such as promotion, design, business enhancement, and organization services. Some key financial tools that helped to revitalize businesses in the downtown core were zero-interest loan programs, historic preservation tax credits, competitive grant programs, loan guarantee programs, and tax-increment financing. In addition to financial assistance for local businesses, the city helped revitalize the downtown core by adopting downtown design guidelines in order to facilitate mixed-use development and reinvestment. The downtown design guidelines implemented the following features:

- Renovation of existing buildings with historic architecture
- Design principles centered on adaptive reuse and infill construction
- Integrating improvements that promote multiple modes of transportation

- Signage
- Parking design and placement
- Lighting
- Street trees & landscaping
- Street furniture

Since the Emporia Main Street's initiatives start in 1990, there was a resulting \$57 million of investment and decrease in the vacancy rate from 30 percent to 7 percent by 2012. The efforts by the City staff and community also resulted in 637 new jobs, 124 new businesses, and 23 new housing units by 2005. The improvements to the downtown core continue, with efforts centered on historic renovations and mixed-use development. Just between 2009 and 2012, the investment in the downtown has totaled \$32 million.



Image 1-3: Renovation of an existing building to match historic architecture.

Source: Environmental Protection Agency

North Downtown Plan

Bay City, Texas

Bay City is a small town with a population of 17,505 in southeastern Texas and is roughly 80 miles southwest of Houston. Before major revitalization efforts, the town can be characterized by low-rise residential and commercial buildings with a general low-density development pattern, with a high frequency of vacant land and buildings in every part of the town. However, the City has been able to preserve a historic façade and the urban form of the original downtown area, providing a valuable opportunity for redevelopment. The housing supply before redevelopment was deemed inadequate due to short supply and poor quality, especially housing catered to young and mid-level professionals, empty nesters, temporary contract workers and active seniors. The downtown area specifically dealt with high commercial vacancy rates, a declining retail base, and aging structures that are difficult to renovate both functionally and economically.

To address these issues, Bay City employed several programs and partnerships to revitalize the downtown, such as the Downtown Bay City Façade Improvement Program, which offers matching grants to businesses making plans to renovate buildings in the downtown area. Another tool implemented is the Houston-Galveston Area Council's (H-GAC) Downtown Public Spaces Improvements Program. The H-GAC Downtown Public Spaces Improvements Program funds streetscapes, signage, trees, and public parks. Bay City is a participant in the Texas Main Street Program, which aims to revitalize downtown areas through investment in public infrastructure and economic development.

In addition, the city has completed a long-range planning study that identifies programs, policies, programs, and improvements that support walking, biking, and mixed-use development within the downtown community. Since several improvements, the downtown has become a center for activity for residents and visitors.



Figure 1-5: Before and after a façade renovation in downtown Bay City.

Source: Route Bay City

Crossing Islands Improvement Project: Myrtle Avenue & 6th Street

Eureka, CA

The site of this project, Myrtle Avenue, was once a 70 ft wide street with two lanes in each direction and one two-way left turn lane with no marked crosswalks. With the realignment of a portion of State Highway 101, more traffic was redirected towards this intersection, exposing operational deficiencies and an increase in the number of collisions involving bicycles, pedestrians, and vehicles. To remedy the issues with the intersection of Myrtle Avenue and 6th Street, the following improvements were implemented:

- Installation of a median island with a pedestrian/bicycle refuge and crosswalk that prohibits vehicular southbound left turns and through movements across Myrtle Avenue
- Two additional islands on each side to provide refuge for pedestrians
- Additional street lighting and pedestrian-activated LED signs for increased pedestrian visibility

Following the improvements there has been a significant reduction in the number of pedestrian, bicycle, and vehicle collisions since the project was completed in 2009. Additionally, the construction of a school facility and multi-family housing increased the amount of foot traffic and activity without increasing the number of crashes.

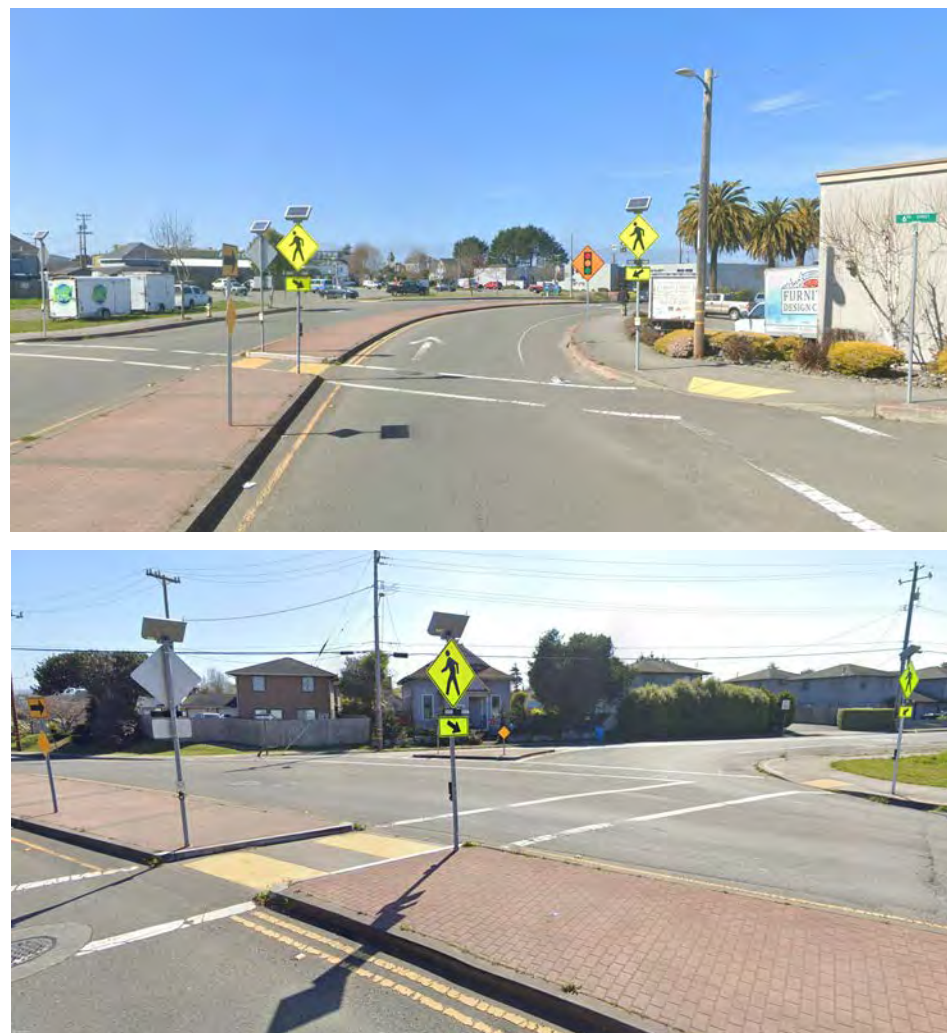


Figure 1-6: Completed median with crosswalks and pedestrian-activated LED signs.
Source: Google Earth, 2023

Improving Pedestrian Conditions on a High Traffic Arterial: Park Presidio Boulevard/19th Avenue

San Francisco, CA

Park Presidio Boulevard/19th Avenue in San Francisco, California, is a major arterial road with three lanes in each direction, forming a six-lane road with pedestrians, transit users, motorists, and trucks interacting in a constrained right-of-way. The most notable issues with the road involved low transit speeds from heavy traffic, resulting in unreliability for transit users, high on-street parking demand and resulting parking encroachment on sidewalks, unsafe pedestrian crossings, and an unwelcoming streetscape. The four-mile-long arterial road is designated as a portion of State Highway Route 1 and is a major gateway for north-south movement within the City, carrying over 85,000 vehicles and 14,000 transit passengers per day. Over a period of five years, there was an average of 12 pedestrian collisions per year, most occurring during the day.



Figure 1-7: 19th Avenue improvements. Source: Google Earth, 2023

To effectively reduce the number of collisions, improve transit operations, and calm traffic, the following multi-modal improvements were implemented at six intersections on Park Presidio Boulevard:

- New mast arm-mounted traffic signal heads
- Pedestrian countdown signals
- ADA-compliant curb ramps
- Bus and pedestrian corner curb extensions/bulb-outs at intersections
- Edge line stripe to define parking lane
- Targeted parking enforcement
- Median plantings
- Re-marked crosswalks
- Advance limit lines
- Additional street lighting
- Reduced speed limit and a double-fine zone

With traffic data analysis and community involvement Park Presidio/19th Avenue became a multi-faceted transportation network with multiple modes of transportation and diverse functions.

2 Community Outreach

Background

Community outreach is a vital step in the planning process that effectively informs the public about municipal projects and gathers essential feedback necessary when identifying relevant community design concepts. In the City of Dinuba, the 4Creeks Inc. planning team undertook outreach efforts to determine community concerns in the South El Monte Neighborhood pertaining to infrastructure, circulation, and landscaping. This chapter will discuss the process and outcomes of these outreach efforts, which will further guide the development of the South El Monte Neighborhood Revitalization Plan.

Outreach Event: BBQ and Brews Festival

This community outreach event was held at the BBQ and Brews Festival on March 16th, 2024, from 10:00 am to 3:00 pm. Three members from 4Creeks Inc. attended the booth at the festival. The purpose of this outreach event was to inform the public about the project and gather community input on areas of concern in the neighborhood south of El Monte Way. The booth included a map delineating the project boundary, handouts detailing key project aspects, in-person community surveys to gather community input, and a sign-up sheet for those interested in further engagement efforts.

Paper Survey

Input was gathered from the community via a paper survey at the BBQ and Brews Festival. The survey included 7 multiple-choice questions that focused on community improvement priorities, mobility and safety concerns, and neighborhood aesthetics. Surveys



were available in both English and Spanish to encourage non-English-speaking community members to engage in the planning process. The survey received a total of 10 responses. A summary of the responses is provided below.

Question 1 asked respondents what positive changes they wished to see in the South El Monte Neighborhood.

- 6 respondents selected Public Lighting Improvements
- 4 respondents selected Community Beautification
- 3 respondents selected Better Access to After School Programs
- 3 respondents selected More Affordable Housing Options
- 2 respondents selected Enhanced Access to Transportation (Bicycle/ Pedestrian Facilities)
- 1 respondent selected Environment Friendly Initiatives
- 1 respondent selected Other

Question 2 asked respondents to identify specific beautification initiatives they would like to see in the South El Monte Neighborhood.

- 5 respondents selected Cleanup and Graffiti Removal Efforts
- 4 respondents selected Additional Parks and Open Space
- 3 respondents selected Public Art Installations, Street Art, and Murals
- 3 respondents selected Streetlight and Sidewalk Improvements
- 2 respondents selected Renovation of Unmaintained Buildings
- 1 respondent selected Community Gardens and Green Spaces
- 1 respondent selected Improved Landscaping and Tree Planting

Question 3 asked respondents what mobility and transportation

initiatives they wish to see in South El Monte Neighborhood.

- 5 respondents selected Complete Streets
- 4 respondents selected Additional Bike Lanes and Bicycle Parking
- 3 respondents selected Traffic Calming Measures
- 2 respondents selected Additional Sidewalks and Crosswalks

Question 4 asked respondents if they have children that go to school in Dinuba, if so, how do they get to and from school.

- 4 respondents did not have children that go to school in Dinuba
- 3 respondents selected that their children are drove to and from school
- 1 respondent selected that their children take the bus to and from school
- 1 respondent selected that their children walk to and from school

Question 5 asked respondents to identify the greatest safety concerns in the community.

- 6 respondents selected Crime
- 2 respondents selected Flooding
- 2 respondents selected Transportation Related Injury
- 1 respondent selected Poor Air Quality
- 3 respondents selected Other

Question 6 asked respondents to identify the biggest issue for residents in Dinuba.

- 8 respondents selected Crime and Safety
- 4 respondents selected Lack of Affordable Housing

- 2 respondents selected Access to Resources (food, medical care, gas, schools, parks)
- 1 respondent selected Community Aesthetics (landscaping, lighting, additional green spaces)
- 1 respondent selected Other

Question 7 asked respondents to identify the biggest challenge or issue at the street they currently live on.

- 4 respondents selected Dangerous Intersection
- 3 respondents selected Lighting
- 3 respondents selected Other

Summary of Survey Results

The paper survey conducted for the South El Monte Neighborhood Revitalization Plan highlights the community's desire for improvements in safety, infrastructure, and overall aesthetics. Key findings indicate a strong need for public lighting improvements, with 60% of respondents emphasizing this as a priority. Community beautification, better access to education, and more affordable housing also emerged as significant needs, revealing a diverse view of desired community enhancements.

Beautification efforts particularly focused on cleanup and graffiti removal, additional parks and open spaces, and public art installations. These preferences show the community's interest in both functional and artistic improvements to their environment.

Transportation initiatives are another major community concern, with 50% of respondents advocating for complete streets that support multiple forms of transportation. Additional bike lanes and traffic calming measures are also important, demonstrating a desire for more

accessible active transportation options.

Safety remains a top priority, with 66.7% of participants identifying crime as the greatest concern. Other significant issues include flooding, transportation-related injuries, and poor air quality. The survey also highlights a need for addressing dangerous intersections and improving street lighting and sidewalk conditions.

Overall, the survey results indicate a community seeking enhancements in safety, accessibility, and aesthetic appeal, with a balanced focus on immediate infrastructural needs and long-term beautification projects. The input gathered from this survey will help further guide the development of this plan, aiming to improve the quality of life for residents of Dinuba.

Online Survey – Targeted Ad Campaign

Additional community input was gathered through an online survey hosted on Typeform. This survey included 14 multiple-choice questions and was distributed through a targeted social media ad campaign conducted by 4Creeks. The campaign was conducted through Instagram and Facebook over an 11-day period beginning on August 1st, 2024, and ending on August 11th, 2024. During this period, residents of Dinuba were encouraged on social media to participate in the survey to gather further data relevant to the South El Monte Neighborhood Revitalization Study. Surveys were available in English and Spanish to ensure non-English-speaking community members were not discouraged from engaging in the planning process. The ad campaign reached 43,111 social media accounts and received 266 responses in total. Community data gathered from this online survey will help further guide the focus areas and development of this study, to ensure proposed design concepts reflect the desires of the residents of Dinuba.

Question 1 asked respondents for their age to gather data on what age demographics were responding to the survey. As shown in Figure 2-1, the survey reached a diverse range of age groups. Most respondents (94.7%) were between the ages of 18 and 74. Persons 17 or younger only accounted for 3.4% of respondents and persons 75 or older only accounted for 1.9% of respondents.

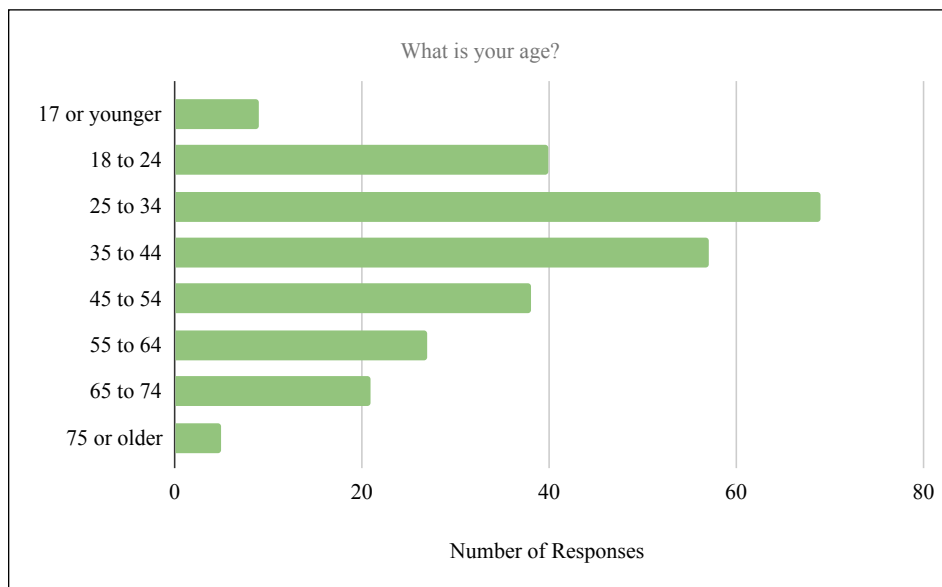


Figure 2-1: Question 1 - What is your age?

Question 2 asked respondents to identify their gender. As shown in Figure 2-2, 150 (56.4%) of respondents identified as female, 102 (38.3%) of respondents identified as male, and 14 (5.3%) preferred not to say.

Question 3 asked respondents to identify how long they have lived in Dinuba. Out of the 266 respondents, the majority 224 (84.2%) responded that they have lived in Dinuba for over 10 years.

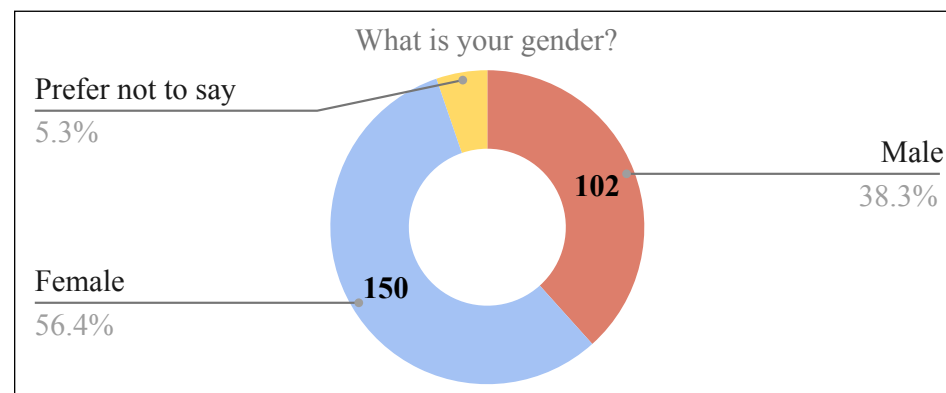


Figure 2-2: Question 2 - What is your gender?

Question 4 focused on street improvements and circulation and asked respondents how they would rate the condition of streets and sidewalks in the South El Monte Area on a scale of 0 to 10 with zero being inadequate conditions and ten being excellent. The average response to this question was a 4.2 out of 10. Of the 266 respondents, 57 (21.4%) rated the current street and sidewalk conditions a 5. Additionally, 133 (50%) respondents rated the conditions a 0 to 4 and 76 (28.6%) respondents rated current conditions a 6 to 10 (see Figure 2-3).



Figure 2-3: Question 4 - Street and Sidewalk Conditions

Question 5 also asked respondents to select what qualities regarding streets and sidewalks require the most improvements. Respondents were allowed to select up to 3 answers from the following list of answers:

- Pavement Quality
- Pedestrian Safety
- Environmental Enhancements
- Traffic Flow Improvements
- Accessibility

Pavement Quality and Pedestrian Safety both accounted for 27.4% of responses, Traffic Flow Improvements and Environmental Enhancements both accounted for 16.9 of responses, and Accessibility accounted for 11.3% of responses (see Figure 2-4).

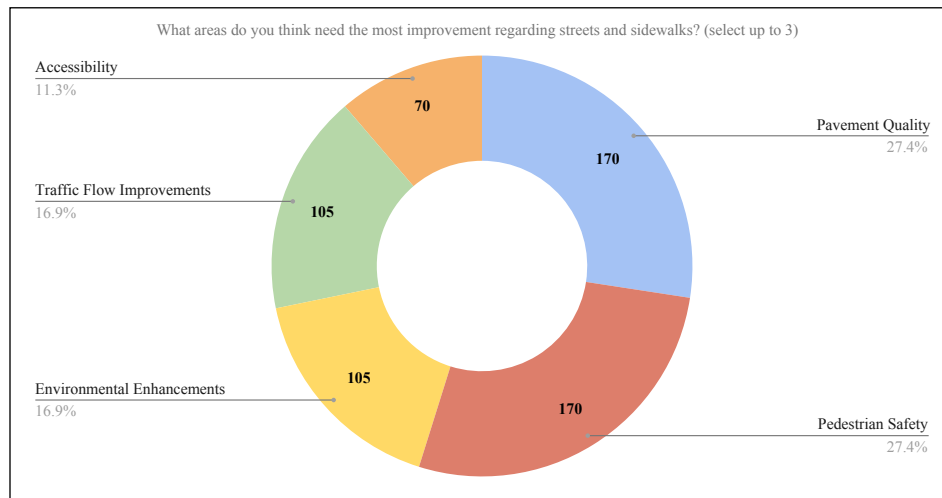


Figure 2-4: Question 5 - Streets and Sidewalks Improvement Areas

Question 6 asked respondents what role landscaping plays in enhancing the aesthetic and overall quality of neighborhoods and

communities. A majority of respondents, 158 (59.4%), identified that landscaping significantly improves the appearance and livability of neighborhoods fostering a sense of community and pride. Additionally, only 5 (1.9%) respondents selected that landscaping has no significant role in enhancing the aesthetic or overall quality of neighborhoods and communities.

Question 7 asked respondents to determine if homes in the South El Monte neighborhood are well maintained and if not, what areas need improvement. Respondents were allowed to select as many of the five answer choices that they felt were applicable. Of the 435 responses to this question, 19 (4.4%) of responses selected that the homes are very well maintained. All other responses acknowledged areas for home improvements pertaining to landscaping, upkeep and structural integrity. Figure 2-5 provides a breakdown of the responses to question 7.

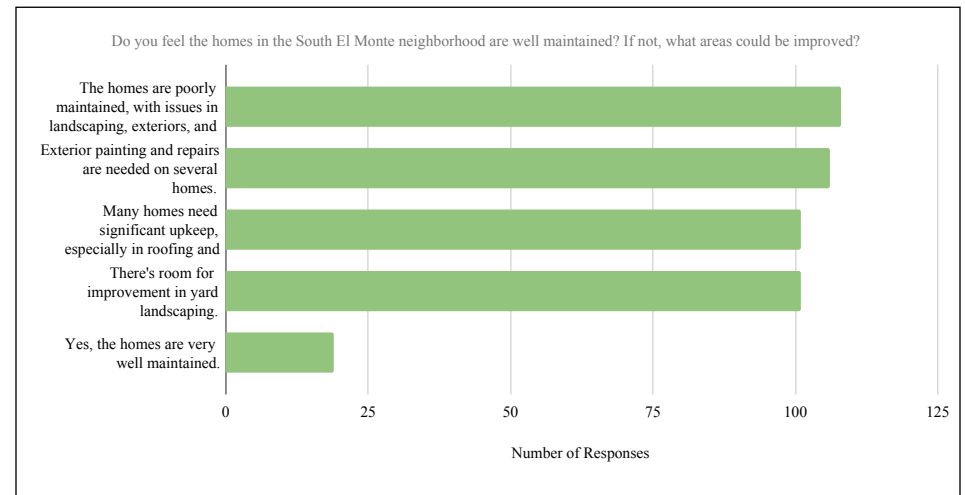


Figure 2-5: Question 7 - Housing Conditions

Question 8 asked respondents if they would utilize a Home Rehabilitation Grant Program that was established to help fund exterior improvements such as windows, doors, paint, and landscaping to their homes. Respondents were allowed to respond yes or no to this question. The majority of respondents, 235 (88.3%), selected yes to utilizing a potential Home Rehabilitation Grant Program.

Question 9 asked respondents to rate the current lighting conditions in the south El Monte Neighborhood on a scale of 0 to 10 with zero being inadequate conditions and ten being excellent. The average answer to this question was a 4.1 out of 10. Of the 266 respondents, 50 (18.8%) rated the current lighting conditions a 5. Additionally, 146 (54.8%) respondents rated the conditions a 0 to 4 and 70 (26.4%) respondents rated current conditions a 6 to 10. A more detailed breakdown of the response to this question is provided in Figure 2-6.

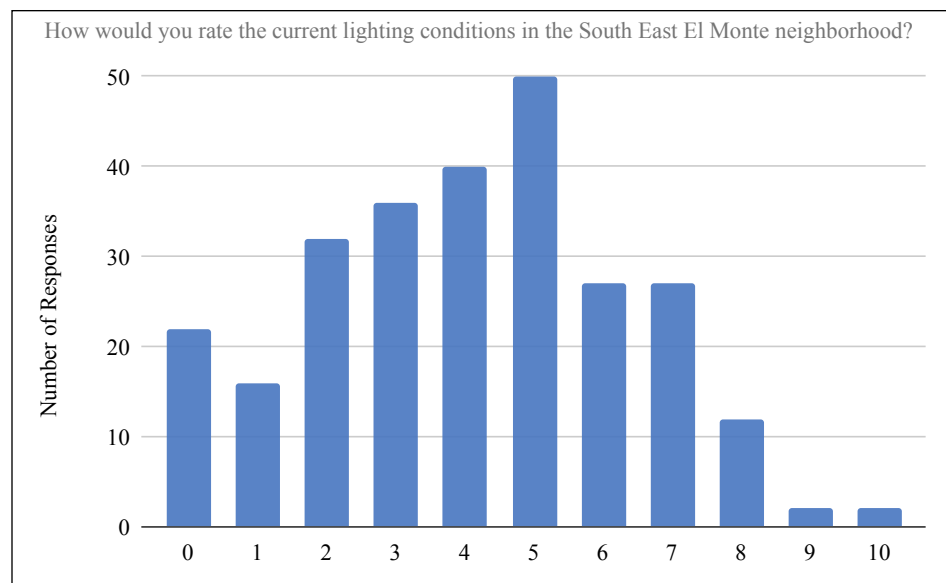


Figure 2-6: Question 9 – Lighting Conditions

Question 10 asked respondents to acknowledge what public facilities require upgrades or improvements. Respondents were allowed to select all answer choices they felt were applicable. Recreation center improvements, open space in parks, and Sportsplex improvements accounted for the majority of the responses to this question (see Figure 2-7). As a follow-up to question 10, **question 11** asked respondents to identify specific improvements they would like to see to the Dinuba Sportsplex and/or the Dinuba Recreation Center (see Figure 2-8). Respondents were again allowed to select all applicable answers.

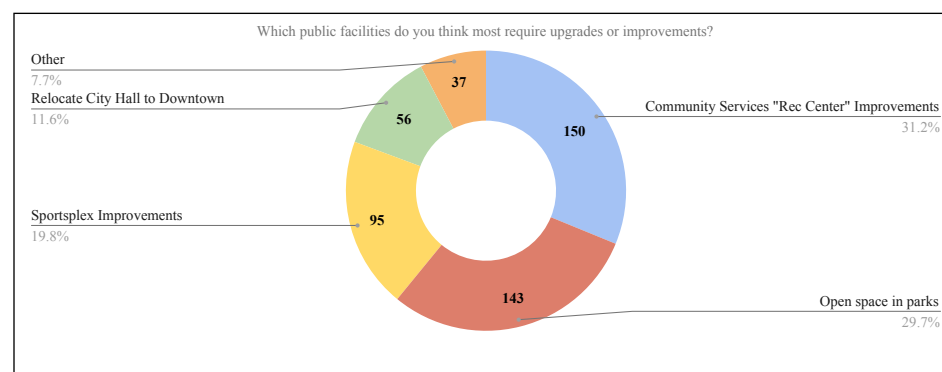


Figure 2-7: Question 10 – Public Facilities Needing Improvements

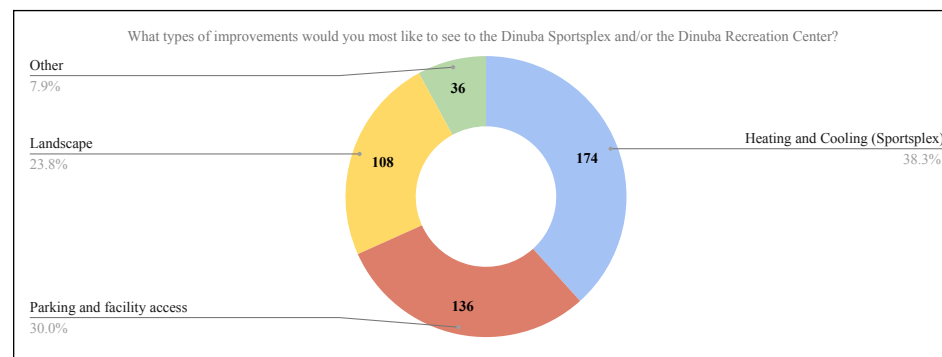


Figure 2-8: Question 11 – Types of Public Facility Improvements

Question 12 asked respondents how often they visit community parks. Occasionally, maybe once or twice a month was the most chosen answer choice as 93 (35%) respondents selected it. As a follow-up to question 12, **question 13** asked respondents what improvements would inspire them to visit public parks more regularly. Respondents were allowed to select up to three answers. Walking trails were the predominant choice from respondents accounting for 153 of total responses (see Figure 2-9). Lighting, restroom, sports amenity, park, and water feature improvements were also notable answers selected by respondents.

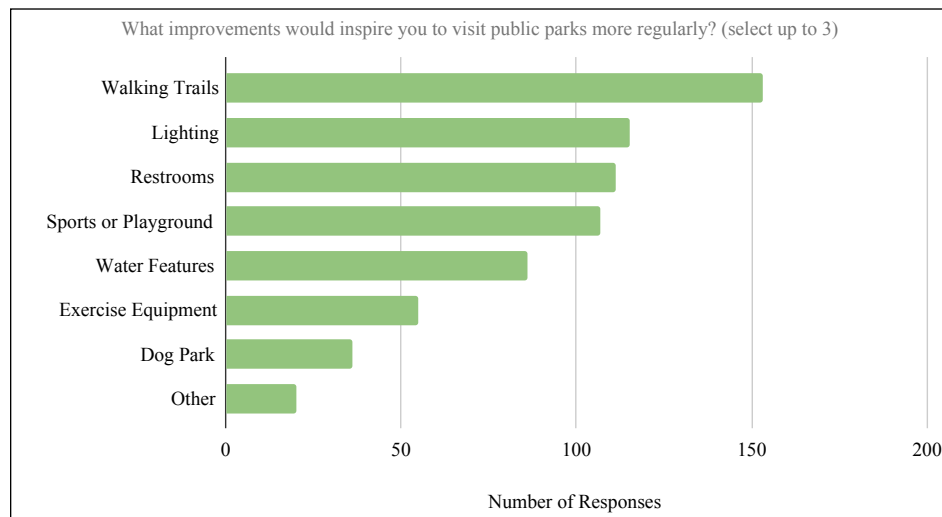


Figure 2-9: Question 13 – Park Improvements

Question 14 asked respondents to identify the biggest challenges and issues on their street. Respondents were allowed to select as many of the 9 answer choices as they would like. Lighting, dangerous intersections, sidewalk gaps, landscaping, crime, and condition of homes were identified as significant challenges by respondents as seen in Figure 2-10.

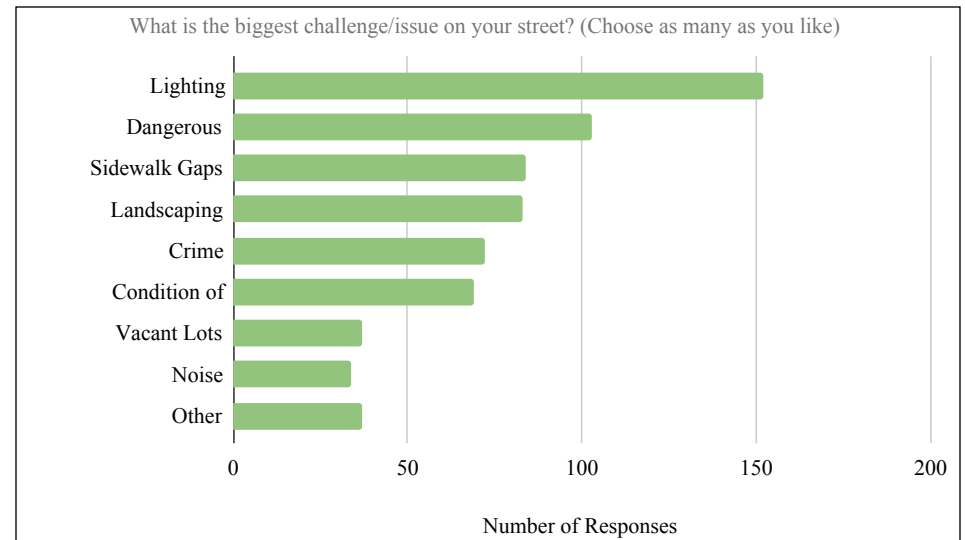


Figure 2-10: Question 14 – Challenges and Issues on Respondent's Streets

3 Public Facilities Needs Assessment

Introduction

Public facilities play a crucial role in fostering a safe, healthy, and comfortable community. They provide essential spaces and services that contribute to the overall well-being of residents. The following section covers existing public facilities within the City of Dinuba.

Existing Public Facilities

Streets

Vehicular circulation within the City of Dinuba consists of a network of city streets and roads which include freeways, arterials, collectors, and local roads. There are no State Highways within the Dinuba city limits, and the closest regional roadway is State Route 201 located roughly one mile south of the City. Arterial roads are the primary network for traffic flow by connecting areas of major traffic generation within the urban areas and with important county roads and state highways. There are six major arterial and collector streets in the City of Dinuba, and the remainder are considered local streets. **Table 3-1** outlines the arterial and collector streets within the study area that are the focus of this Public Facilities inventory.

Traffic operations may be quantified through the determination of “Level of Service” (LOS), which is a quantitative measure of traffic operating conditions by designating a grade of “A” through “F” to an intersection or roadway and represents worsening roadway conditions.



According to the City of Dinuba General Plan, existing traffic operations function at an LOS of “C” or better, meaning that there are “stable operations” and the “ability to maneuver and select operating speed affected”. For roadway conditions, the grade was an LOS of “D”, so the roadway conditions reflect “unstable flow (with) speeds and ability to maneuver restricted”.

Table 3-1: Summary of Arterial and Collector Streets within the Study Area

Street Type	Street Name	Direction
Arterial Roads	El Monte Way	East-West
	Alta Avenue	North-South
	Kamm Avenue	East-West
	Crawford Avenue	North-South
Collector Roads	College Avenue	North-South
	Sierra Way	East-West
	H Street (Downtown)	Northwest-Southeast
	K Street (Downtown)	Northwest-Southeast
	L Street (Downtown)	Northwest-Southeast
	M Street (Downtown)	Northwest-Southeast

Roadway Existing Conditions

In 2022, the City’s Engineering and Traffic Survey was developed, and contains pertinent information about the existing street conditions along several arterial roads that border the project area. This survey informed the observations about roadway conditions for streets within the study area. Based on the observations, cracks and potholes are present throughout the major arterial and collector streets in varying degrees along with inconsistent pedestrian and bicycle infrastructure. Local roads tend to be in greater condition as a result of new residential development. Information about existing street lane and street parking inventories are included in **Figure 3-1** and **Figure 3-2**.

East Kamm Avenue

- Undivided with one through lane in each direction with a two-way left turn lane
- Class II bike lanes start at intersection of Alta Ave, continues east until intersection of South College Ave
- Intersection crosswalk at S Johnson Ave, O Street, S Greene Ave, and Alta Ave
- Sidewalks inconsistent; only present near residential development and public schools



Image 3-1: East Kamm Avenue Facing East

South Alta Avenue

- Divided roadway with two through lanes in each direction
- Landscaped raised medians containing left-turn pockets with curbside parking on most of the street segment.
- Two-way turn lanes in places with no center medians
- Class II bike lanes on both sides of the street from the intersection of West Sierra Way and South Alta Ave to the intersection with East Kamm Ave
- Center medians start at intersection of Alta and El Monte Way, present throughout but irregularly spaced



Image 3-2: South Alta Avenue Bike Lanes

East El Monte Way

- Undivided roadway facility with two through lanes in each direction
- Contains two-way left turn lanes; presence of turn pockets depending on location
- No bike lanes
- Sidewalks only on the south side in the undeveloped portion, sidewalks on both sides in the developed portion
- Crosswalks present at the intersection of El Monte Way and Rd 88, South Palm Drive, North Hayes Avenue, North Whitney Avenue, North Perry Avenue, North H Street, North Nichols Avenue, and South Alta Avenue
- On the western half, starting at North Perry Avenue, transitions to one through lane each direction with a two-way left turn lane
- Lacking consistent sidewalks on both sides of the roadway
- Provides regional access to Dinuba from State Route 99



Image 3-3: El Monte Way Lacking Sidewalks

Crawford Avenue

- Undivided with two through lanes on the eastern portion of the roadway, one through lane on the western side.
- Sidewalks consistent along entire roadway section occurring within the study area
- Class II bike lane on western side of the roadway only starting at the intersection of Golden Way; Class II bike lanes on both sides starting at the intersection of Sierra Way, continues until El Monte Way intersection



Image 3-4: Crawford Avenue
Looking North

Image 3-5: Crawford Avenue
Bike Lanes



**Figure 3-1
Dinuba Street
Lanes Map**

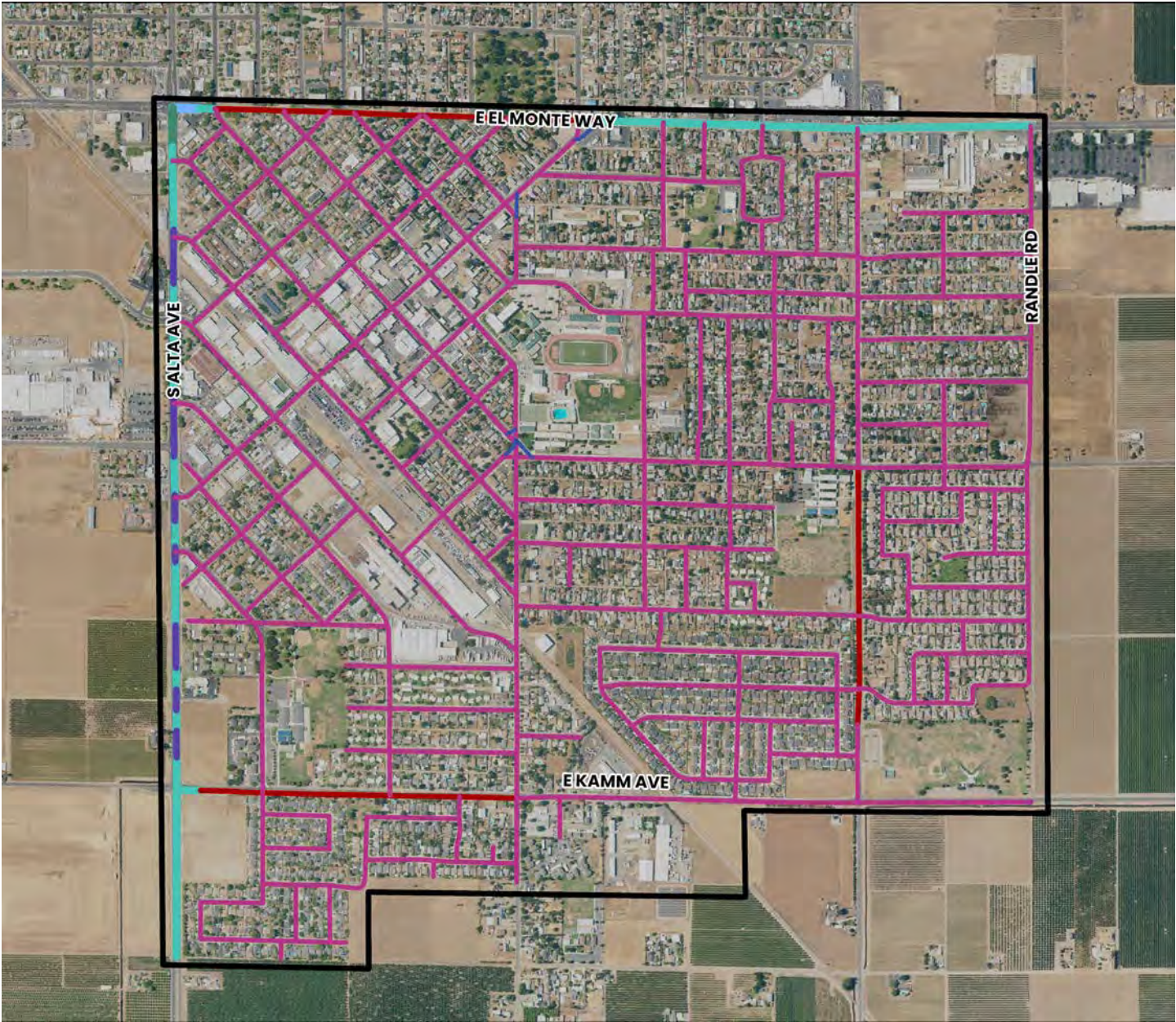
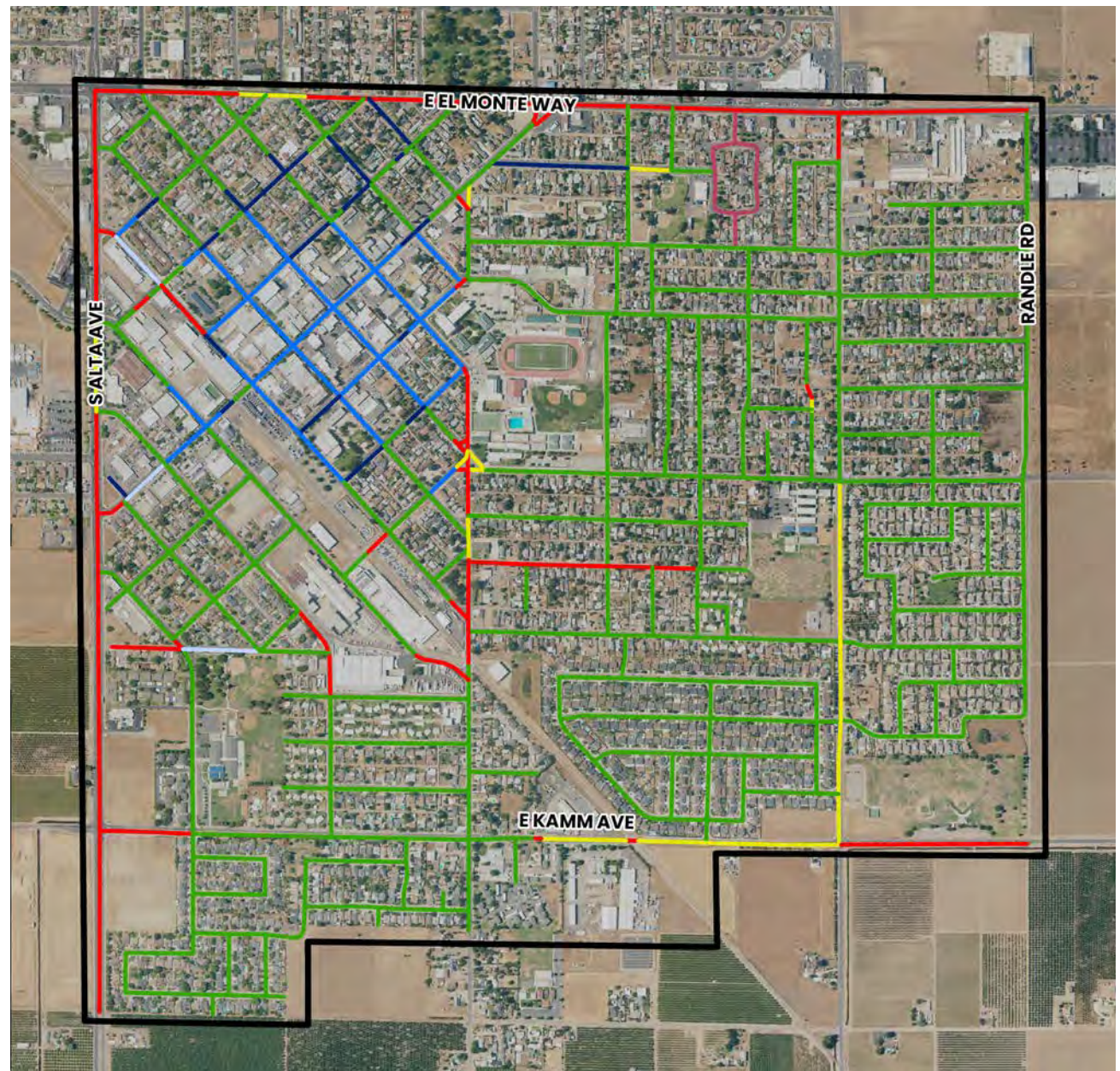


Figure 3-2 Dinuba Street Parking Map

Legend

-  Project Area
-  No Street Parking
-  Parallel Parking
-  Diagonal Parking
-  Center Median Parking
-  Parallel Parking/No Parking
-  Diagonal Parking/No Parking
-  Diagonal/Parallel Parking



Alleys

Alleys are narrow passageways between or behind buildings. The City's Municipal Code details the regulations regarding the allowable driving direction through specific one-way alleyways in the City. It is also unlawful to leave, allow, or let a vehicle stand while loading or unloading freight or passengers. In addition to being a safety hazard for drivers and pedestrians, the typical darkness of alleyways at night and the lack of public visibility causes these areas to be a common site for crime. There are a number of alleyways located in the Downtown Dinuba corridor that have the potential to be revitalized as part of this study.

Sidewalks

Along the study area boundaries and throughout the study area, sidewalks are inconsistent. The pavement is uneven, cracking and does not connect along major roadways, discouraging pedestrian use. Sufficient sidewalks are present along collector streets in residential areas. A map indicating sidewalks throughout the study area are shown in **Figure 3-3**.



Image 3-6: Existing Bike Route on Alta Avenue

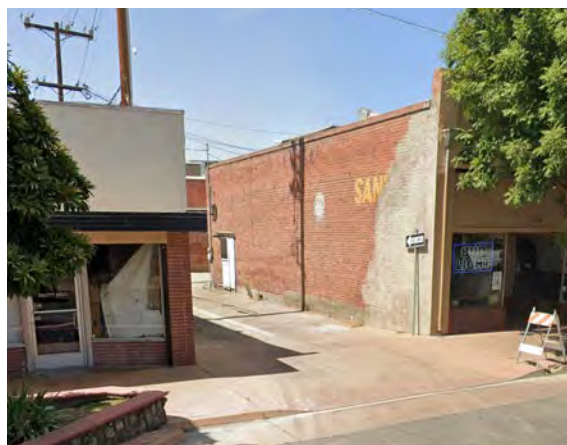


Image 3-7: Existing Alleyway in Downtown Dinuba

Bicycle and Pedestrian Facilities

The City does not have designated bicycle routes, but Tulare County has designated routes along El Monte Way and Alta Avenue. Although there is bike route signage along these arterial roads, there are not always bike lanes or paths to accompany it. Class II bike lanes are present along all the arterial roads within the study area but are inconsistent, preventing the connection of a consistent bike route. Bicycling is most prevalent around school sites but is generally an uncommon mode of transportation for residents.

Pedestrian accommodations are generally lacking, but there are sidewalks, crosswalks, and pedestrian crossing lights and signage on all major arterial and collector roads within the study area. These features are present to various degrees depending on the level of development in that part of the community. Curb cuts and access ramps for ADA Compliance are required for new construction, but ADA Accessibility is not present throughout the community. Existing bicycle facilities are shown in **Figure 3-4**.

**Figure 3-3
Dinuba
Sidewalks Map**

Legend

-  Project Area
-  No Sidewalks
-  Sidewalk on One Side of Street
-  Sidewalk on Both Sides of Street

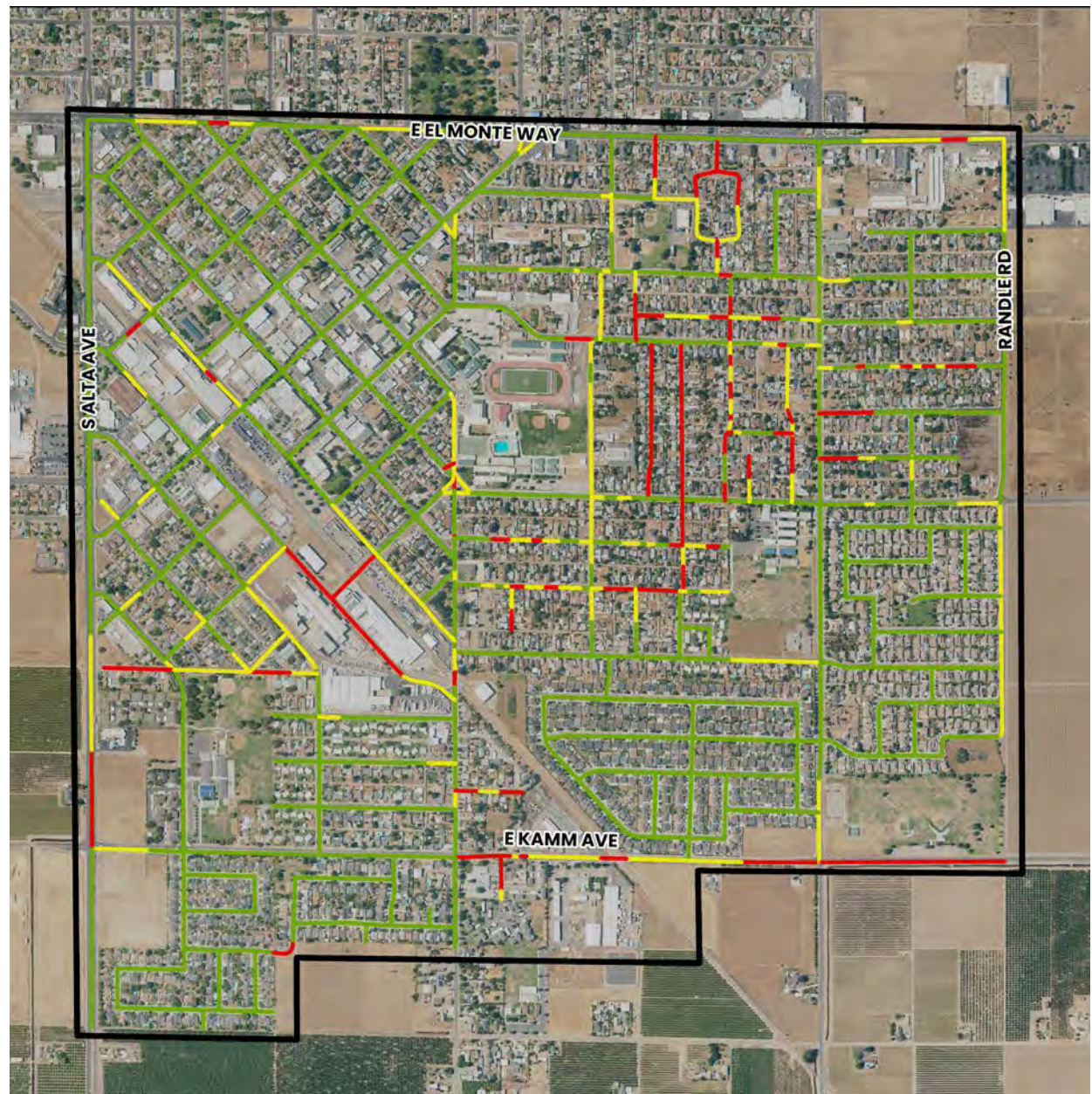
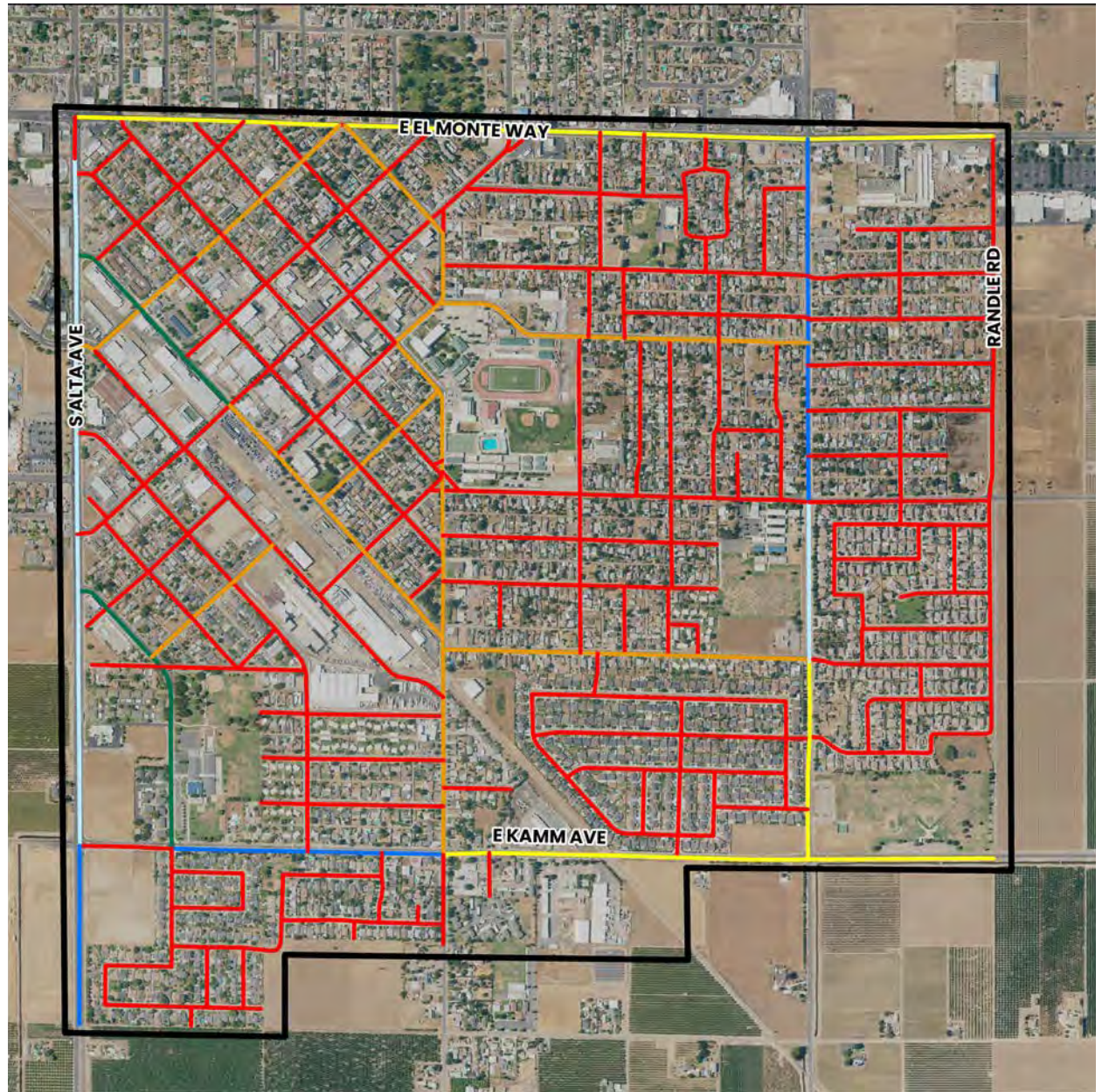


Figure 3.4 Dinuba Bike Lanes Map

Legend

-  Project Area
-  No Bike Lane
-  No Bike Lane (Proposed Class II)
-  No Bike Lane (Proposed Class III)
-  Class II Bike Lane (One Direction)
-  Class II Bike Lane (Both Directions)
-  Class III Bike Lane (Shared Road)



Water

The City of Dinuba is a member of the Kings River East Groundwater Sustainability Agency (KREGSA), and the primary water supply source for residents is groundwater from City-owned wells. According to the City's Urban Water Management Plan, water demands are expected to increase in proportion to population growth and are projected to total roughly 2,427 million gallons annually in 2040. In order to meet these expected future demands, the City is planning to construct additional public water supply wells and groundwater recharge basins to maintain groundwater levels. The KREGSA has adopted its Final Groundwater Sustainability Plan (GSP), which has identified management actions and projects that will help maintain groundwater resources in a sustainable condition for the next 50 years. The GSP has identified a Minimum Threshold level that would allow City wells to meet City water demands without compromising water quality or causing chronic groundwater declines.

According to the most recent GSP, the groundwater levels are above Minimum Thresholds and are expected to be sufficient to meet the City's demands for the next 50 years. **Figures 3-5 and 6** show existing water systems.

Sewer

The City utilizes a Collection System and city-owned Wastewater Reclamation Facility (WWRF) to service wastewater conveyance and treatment needs. According to the City of Dinuba Sanitary Sewer Management Plan, the Collection System consists of roughly 71.7 miles of gravity sewer and is assisted by 11 sanitary sewer system lift or pump stations that deliver wastewater to the WWRF. The WWRF is located on the west side of Dinuba between Sierra Way and Kamm Avenue and is permitted for a capacity of 3.14 million gallons of wastewater per day. The WWRF currently processes approximately 1.9 to 2.3 million gallons of wastewater per day during weekdays, and 1.5 to 1.6 million gallons per day on the weekends. In the year 2020, the WWRF received and treated approximately 746 million gallons of effluent, which were treated to secondary treatment standards, then delivered to retention ponds on-site that eventually percolate into the shallow aquifer. On the WWRF site there are eleven active retention ponds, each with a capacity of 22 million gallons, with one emergency pond. **Figure 3-7** shows the existing sewer system within the Study Area.

Storm Drain

The storm drain system for the City is comprised of surface runoff to streets, then entry into belowground pipelines that end at pump stations discharging into surface ditches or retention basins. Some areas of development in the City contain on-site retention ponds. Excess stormwater flows are directed to irrigation canals. In addition, the City manages a 28-acre groundwater recharge basin and smaller basins totaling up to approximately 29.5 acres. The network of stormwater mains within the study area is shown on **Figure 3-8**.



Image 3-8: Dinuba Centennial Water Tower

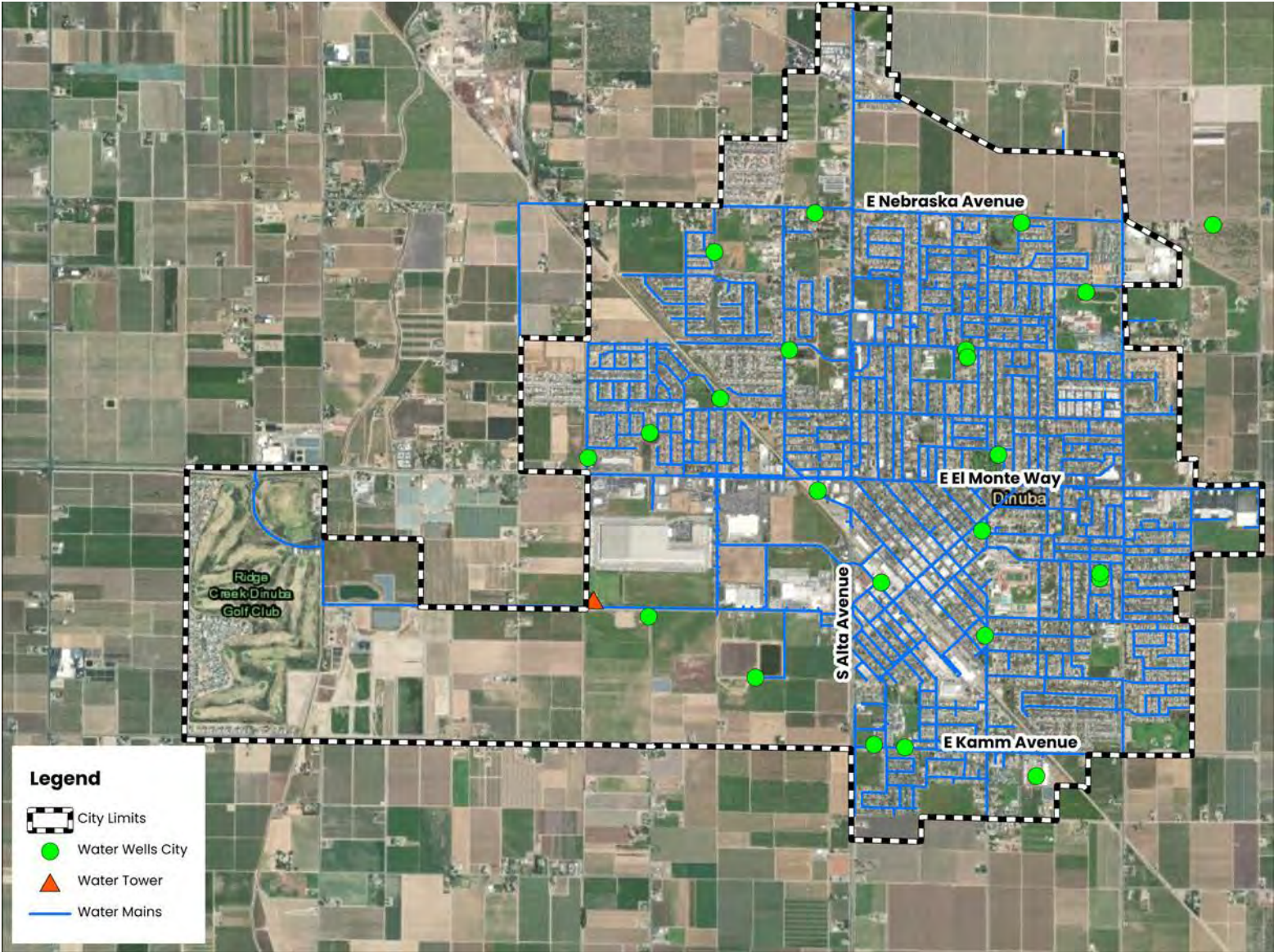


Figure 3-5: City of Dinuba, Existing Water System

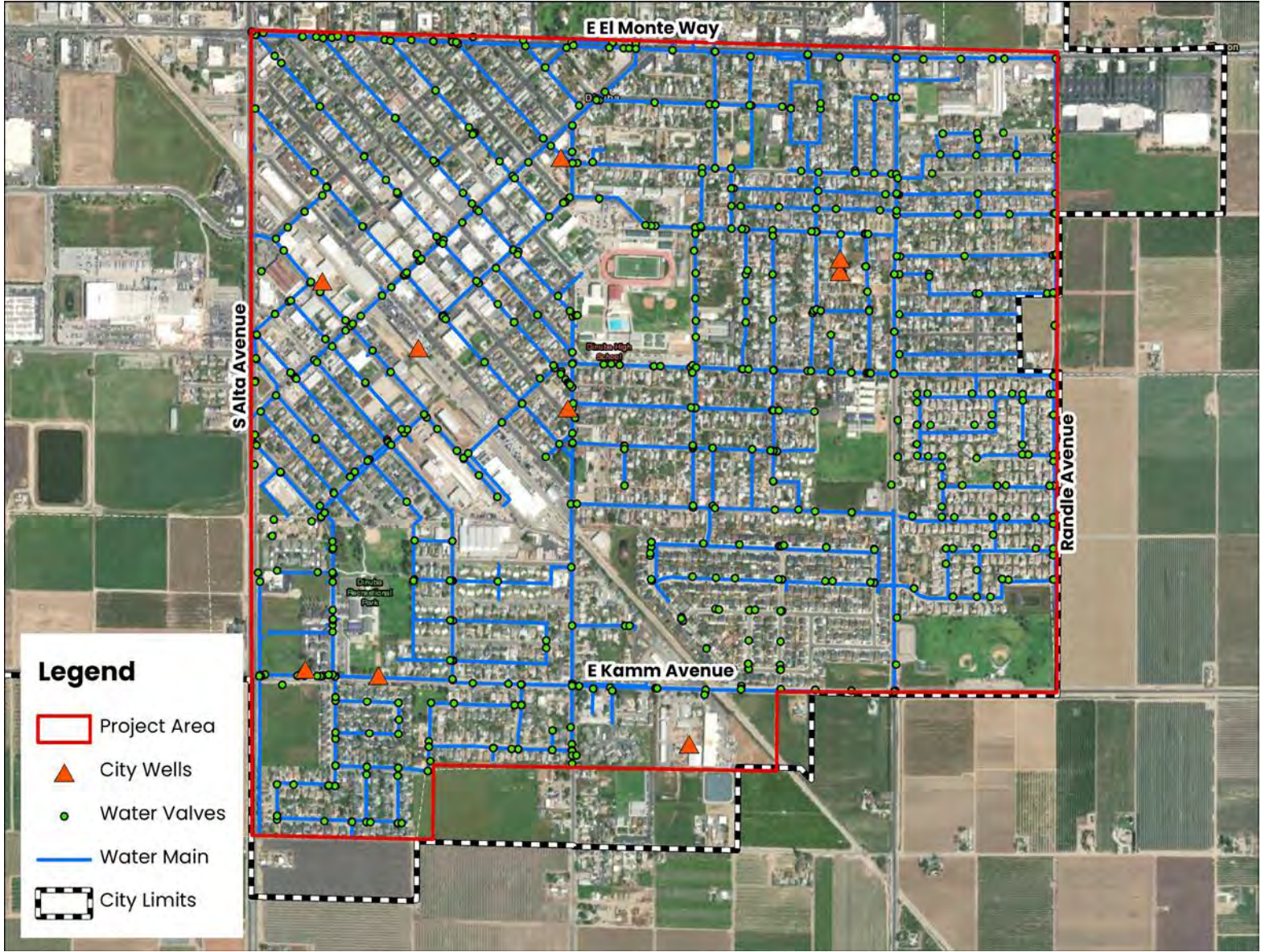


Figure 3-6: Study Area, Existing Water System

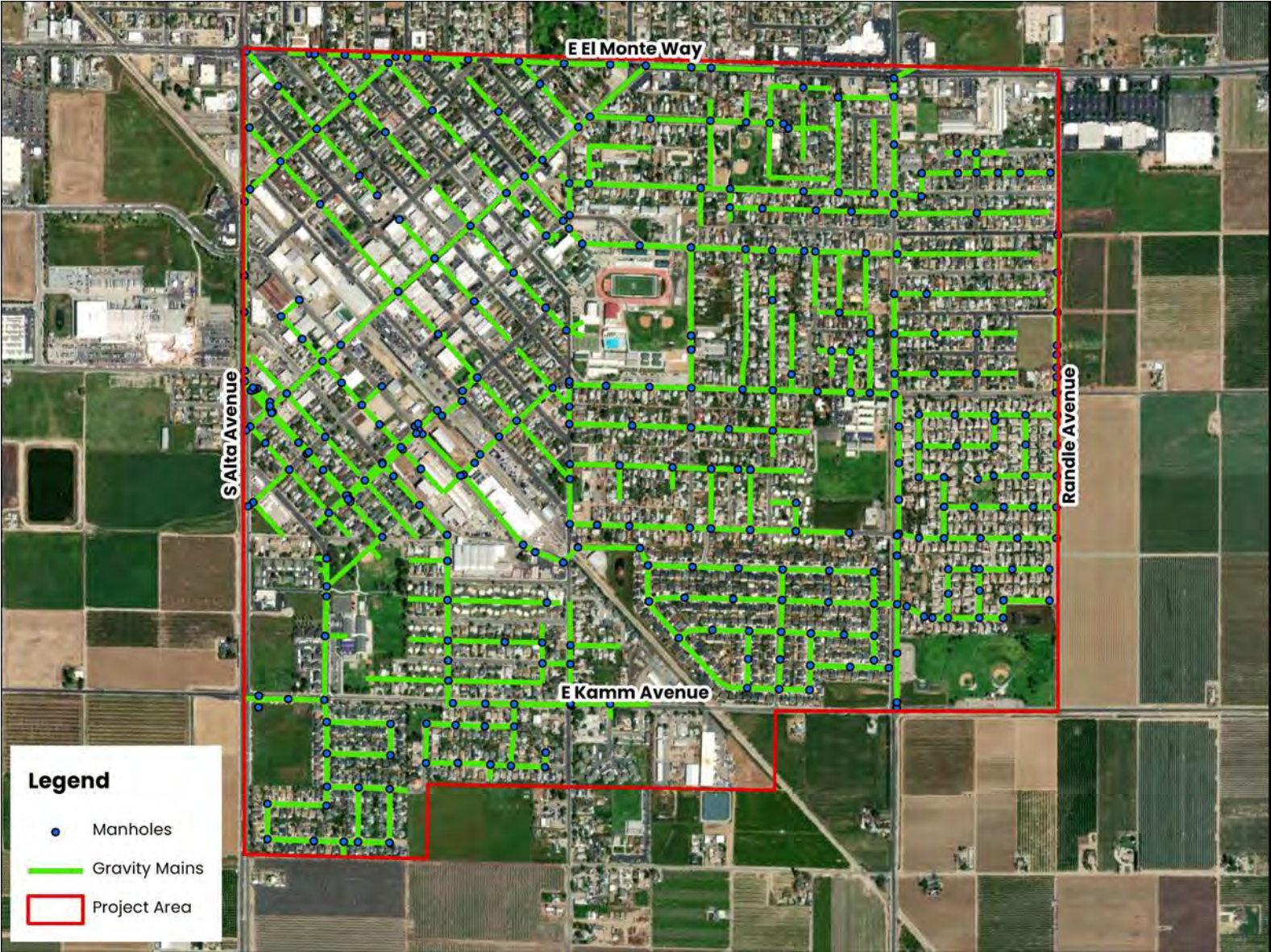


Figure 3-7: Existing Sewer System

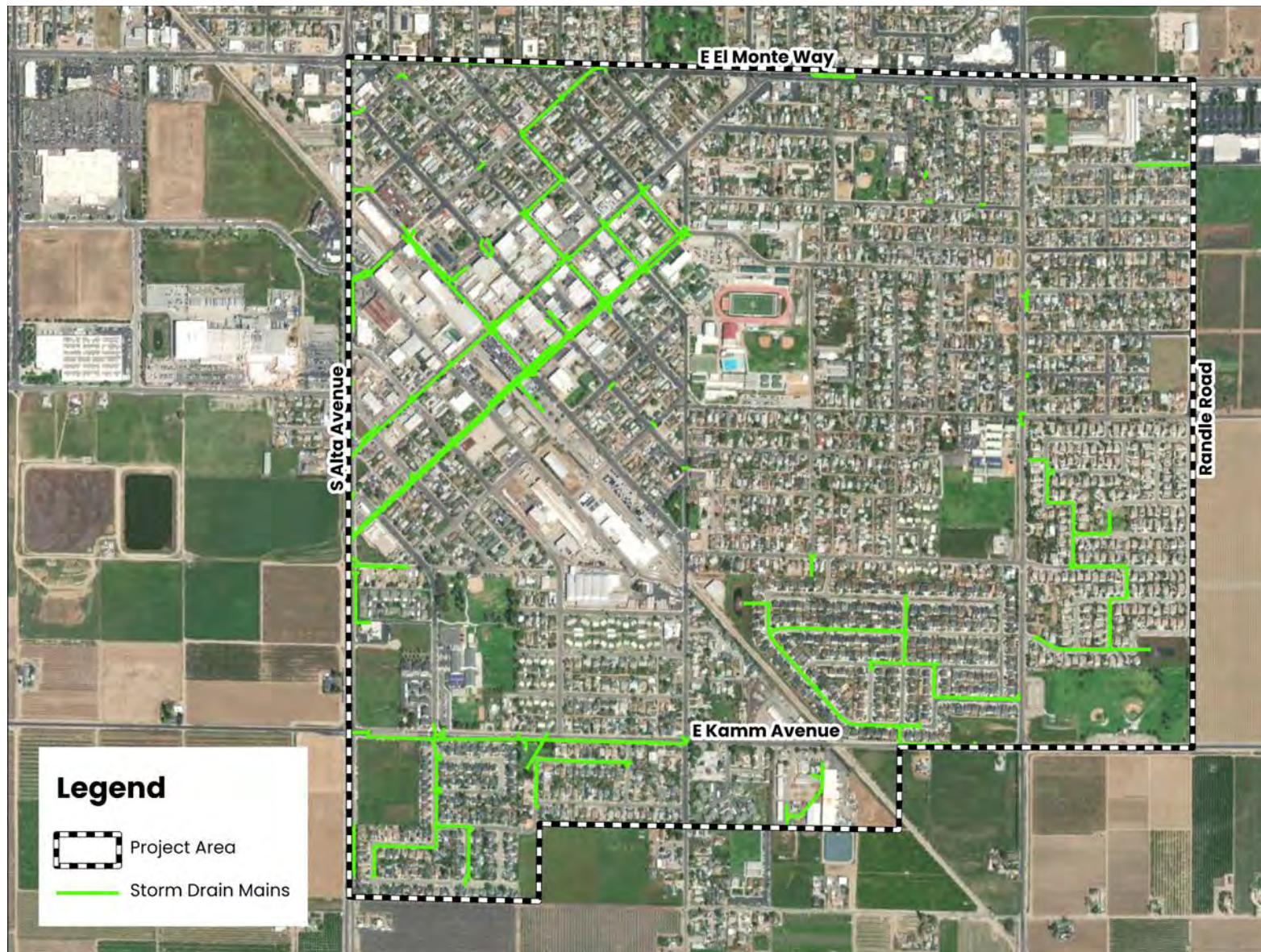


Figure 3-8: Existing Stormdrain System

Street & Park Lighting

According to the City of Dinuba Streetlight Inventory, there is a total of 1,744 streetlights within the City. The City's Parks and Recreation Master Plan rated all City Parks based on their amenities which included the presence of sports fields/courts, park structures, vegetation, and site amenities such as lighting, signage, parking, and drinking fountains. The rating scale was from 1 to 3, 1 being 'good condition', 2 being 'fair' and 3 being 'poor'. A park in "good condition" has amenities that are in good condition, are fully functional and do not need repairs. Park amenities in good condition would contain most amenities including park lighting and may only have minor aesthetic issues. A rating of "fair" indicates conditions that are largely functional but need minor to moderate repairs. These facilities have fixtures and safety features but there are time periods where certain amenities are unusable. Therefore, these facilities are still important to the local neighborhood but may discourage use of the park by residents. A rating of "poor" indicates amenities that are largely or completely unusable by residents and need major repairs. None of the parks within the study area were rated with a score exceeding 2.

Of the six outdoor park/recreational facilities within the study area, only three had documented lighting facilities. Both Felix Delgado Park and Roosevelt Park were rated 'fair', and K/C Vista Park was rated 1.5, an intermediate between "good" and "fair". Entertainment Plaza, Gregory Park and Muirfield Park had no documented lighting ratings, indicating no park specific lighting on site. The Sportsplex facility is indoors, so it was excluded from this lighting inventory. A streetlight inventory of the study area is depicted in **Figure 3-9**.



Image 3-9: Lighting and Play Structure at K/C Vista Park

Landscaping

The City faces several challenges preventing visually appealing landscaping throughout the community, mainly due to drought conditions and State water conservation mandates. However, the City seeks to achieve landscaping that is drought tolerant, environmentally sound, and aesthetically appealing. The design standards are outlined in the Dinuba Municipal Code and the City's Landscape Design Guidelines. The City's General Plan also states the overall goal of making the major gateways into the City more inviting to both travelers and residents through attractive signage and landscaping.

The major gateways into the City are currently lacking significant signage or landscaping, representing an area not yet addressed by City revitalization efforts. The main landscaped areas in the City are areas with new commercial and residential development. Otherwise, uniform landscaping is generally absent. **Figure 3-10** indicates landscaped areas that are publicly maintained, primarily by the City. Although few landscaped areas are maintained by the City, the map will show landscaped areas within the public right-of-way as well. Parks and recreational sites will not be included on the landscaping map.

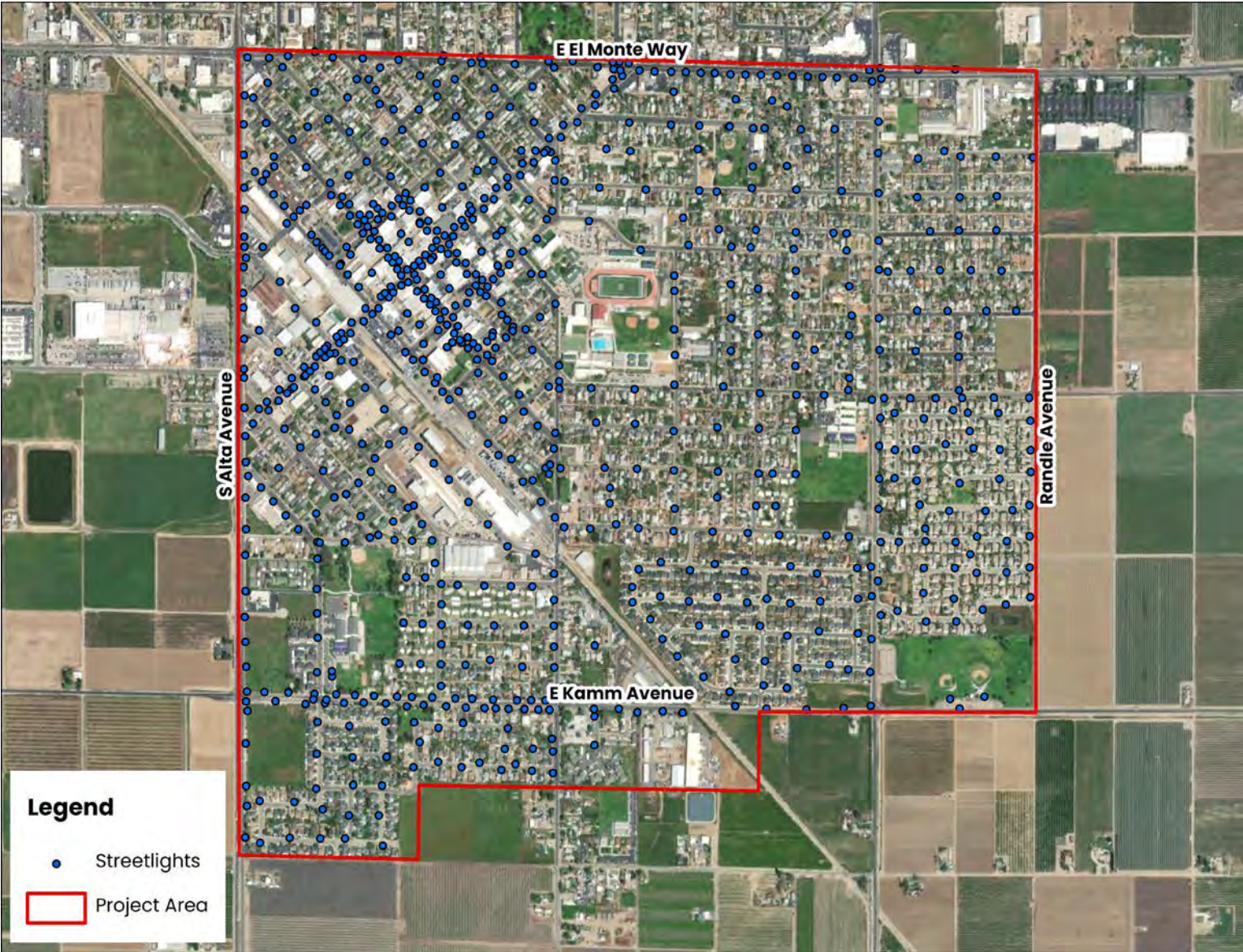


Figure 3-9: Existing Streetlights

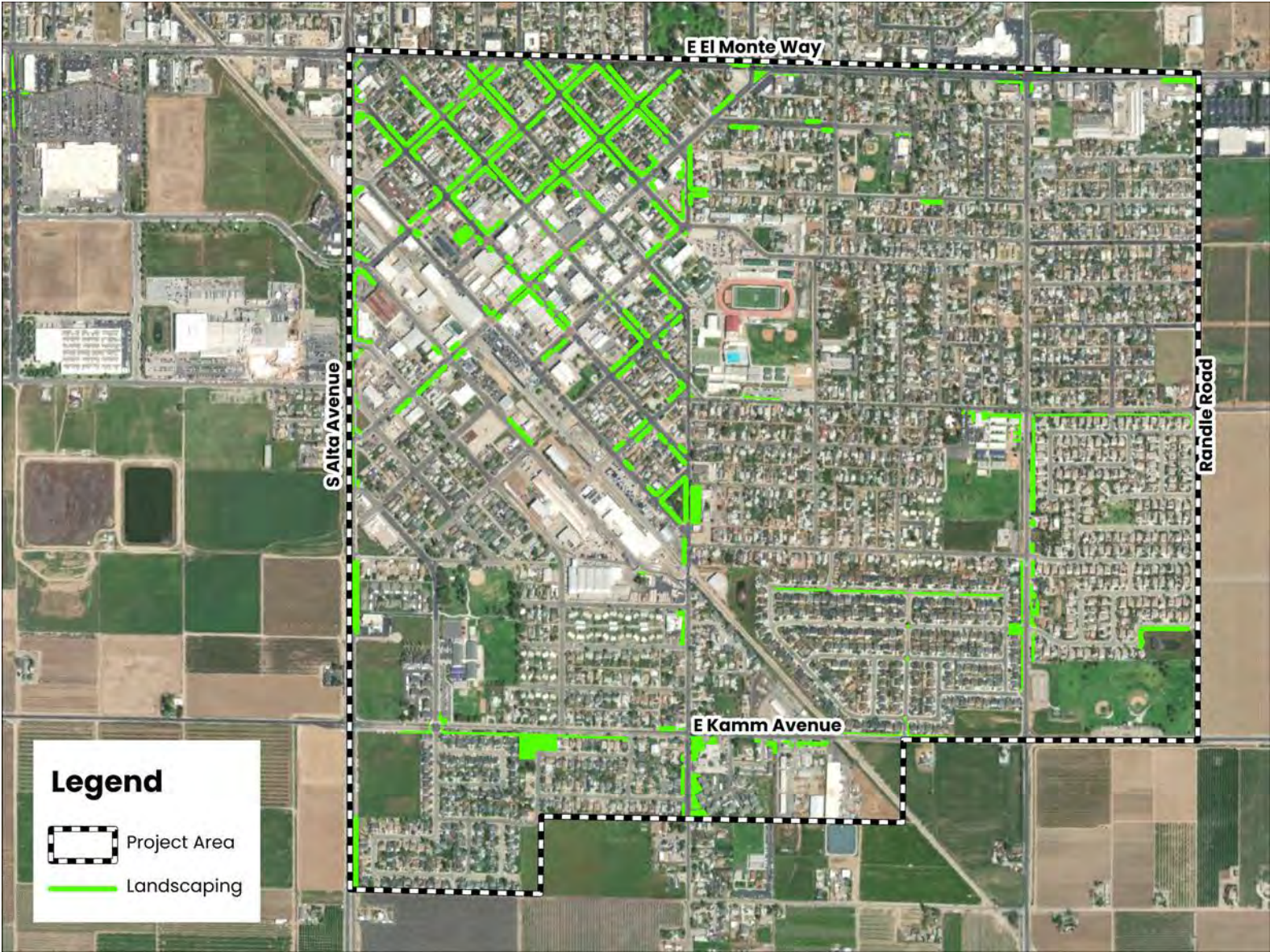


Figure 3-10: Existing Landscaping

Parks

The City of Dinuba currently contains fifteen parks and entertainment facilities totaling approximately 75 acres and includes neighborhood parks, community parks, a plaza, a linear park, and one entertainment plaza. In addition, the Dinuba Unified School District (DUSD) and the City have an agreement to allow Dinuba residents to have access to grounds and playing fields. There are also several regional park facilities, national parks such as Sequoia and Kings Canyon National Parks, and nature preserves such as the Kings River and Kaweah Oaks Nature Preserves within reasonable driving distance of the City. The current park and recreation inventory is depicted in **Table 3-2**.

One aspect of public safety and park adequacy is the condition of park infrastructure and amenities, which includes features such as walkways, parking lots, park furniture, drainage and irrigation, lighting systems, and landscaping. A lack of maintenance over long periods can result in unusable park and recreational facilities due to concerns over safety and undesirable conditions. According to the Dinuba Parks and Recreation Master Plan (2020) ranking system for park conditions, 60% of the parks were considered to have 'fair' conditions, and 40% were considered to be in 'good condition'. The overall ranking for park conditions within the City was 'Fair', indicating that the park amenities are largely functional but need minor to moderate repairs. **Figure 3-11** shows the existing City parks within the Study Area.

Table 3-2: Current Parks and Recreation Inventory within Study Area

Name	Classification	Acres
Felix Delgado Park	Community	6.00 -2
K/C Vista Park	Community	18.18-1.5
Roosevelt Park	Community	4.20-2
Entertainment Plaza	Neighborhood	3.00-none
Gregory Park	Neighborhood	0.80-none
Muirfield Park	Neighborhood	1.25-none
Skatepark at Sportsplex	Special Use	1.17-n/a
	Total Acres	34.60



Image 3-10: Felix Delgado Park

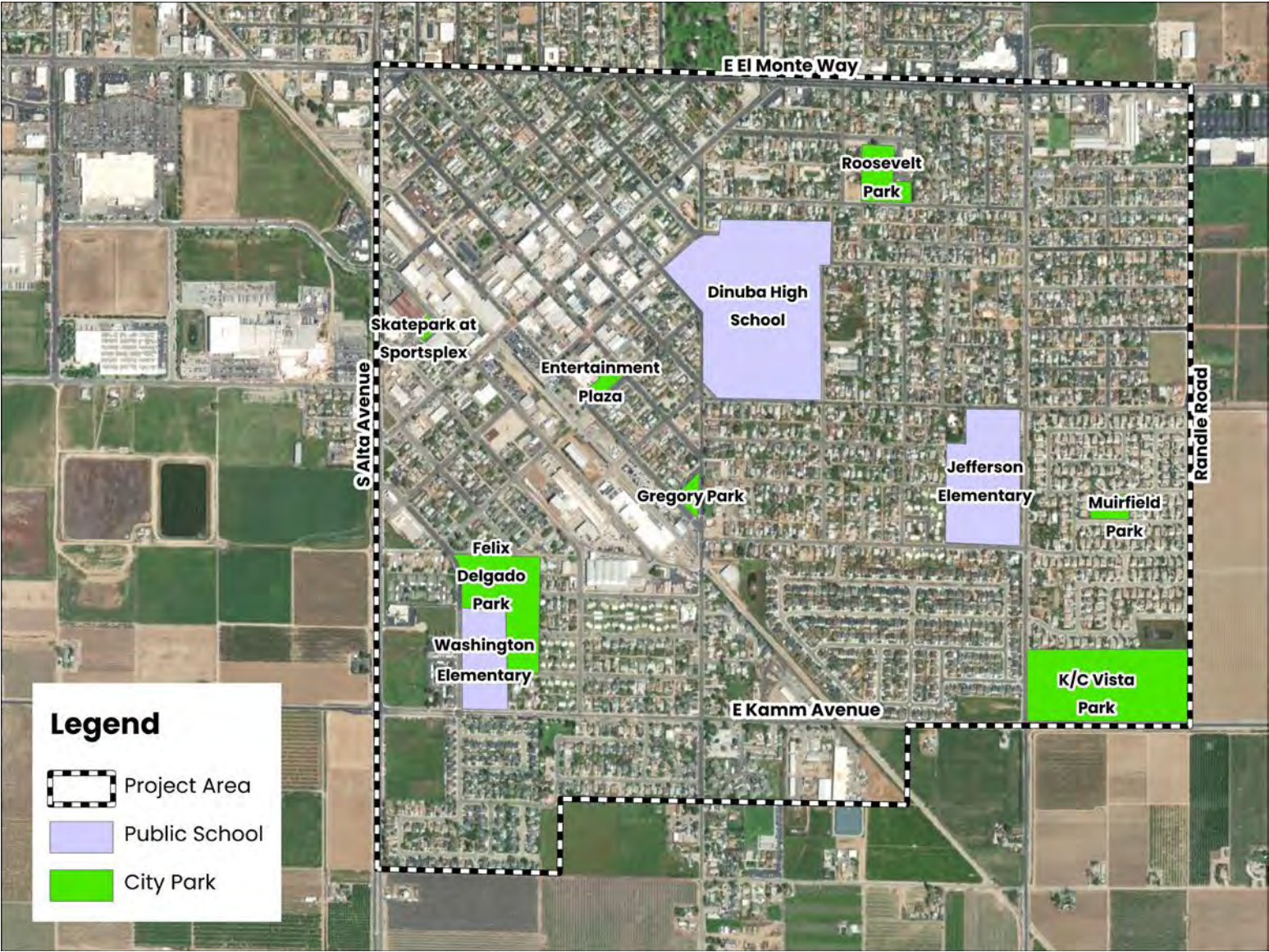


Figure 3-11: Existing City Parks within Study Area

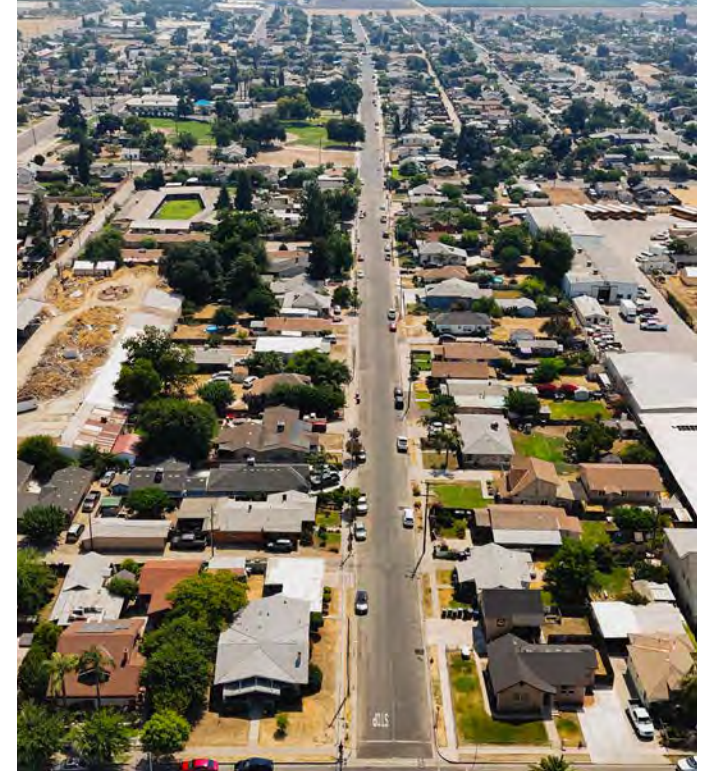
4 Housing Needs Assessment

Introduction

The South El Monte Neighborhood faces unique housing challenges typical of many growing urban locales. The Housing Needs Assessment aims to comprehensively evaluate the current housing conditions and future demands within the neighborhood. This assessment serves as a critical tool for identifying key housing issues—such as gaps in housing quality, affordability, and availability—that directly affect the community’s resilience and growth.

By systematically analyzing these factors, the assessment will aid in the development of targeted actions that not only improve housing conditions but also contribute to broader community and economic development goals. The insights gained from this assessment are intended to guide strategic planning, ensuring that housing-related initiatives are well-aligned with the overall objectives of enhancing livability, economic stability, and social cohesion within the South El Monte Neighborhood (Figure 4-1).

The findings presented in this section are derived from the comprehensive Market Analysis Report provided by Economic & Planning Systems, Inc. (EPS). This report offers an in-depth exploration of the dynamics shaping the South El Monte housing market, including demographic trends, economic factors, and the evolving needs of the community. By incorporating these findings into the Housing Needs Assessment, we ensure that our analysis is grounded in robust, current data that reflects the actual conditions and challenges faced by the neighborhood.



Understanding Housing Affordability:

A significant focus of this assessment is on housing affordability, particularly the economic burden it places on residents. Housing affordability is commonly measured by the percentage of income that households spend on housing costs. According to federal guidelines, households are considered cost-burdened when they spend more than 30% of their income on rent or mortgage payments. This threshold is used as it is generally accepted that spending above this limit can prevent households from affording other necessities such as food, healthcare, and transportation, thus impacting their overall quality of life. In the South El Monte Neighborhood, nearly 65% of renters exceed this threshold, indicating a critical need for affordable housing solutions that alleviate financial stress and promote economic stability among residents.

Demographic And Economic Context

Population Trends and Projections

The South El Monte Neighborhood has experienced steady demographic shifts over the past decade, characterized by a growing and increasingly diverse population. As of the latest census, South El Monte is home to approximately 25,000 residents, with a significant percentage identifying as Hispanic or Latino. This trend is expected to continue, with projections indicating a population increase of up to 30% over the next ten years. Such growth underscores the need for a housing strategy that accommodates an expanding population while addressing the diverse cultural and socioeconomic backgrounds of residents.

Economic Factors Influencing Housing

The economic landscape of South El Monte is heavily influenced by its agricultural roots, yet it has diversified to include sectors like manufacturing, retail, and service industries. Despite this diversification, the area contends with higher-than-average unemployment rates and a substantial portion of the population living at or below the poverty line. Figure 4-2 displays the median income for the study area. These economic conditions directly impact housing stability and affordability, creating a pressing need for housing solutions that are economically accessible to a broader range of residents.

Relevance of Demographic Changes to Housing Needs

The demographic evolution of South El Monte, particularly the increase in younger populations and families, calls for a reassessment of current housing policies. Younger families and emerging professionals are looking for affordable, quality housing that supports a dynamic lifestyle. Furthermore, the aging population requires accessible living arrangements that promote independence and quality of life in later years. Addressing these needs through thoughtful planning and development strategies is crucial for fostering a community that can thrive economically and socially.

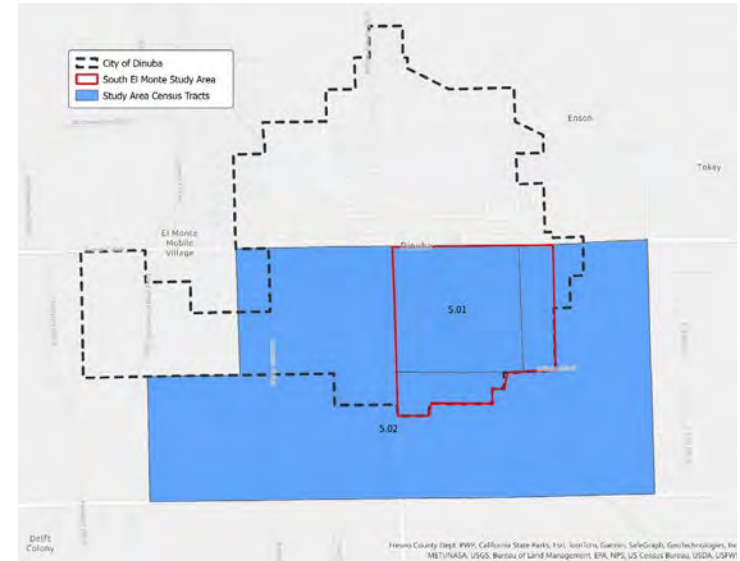


Figure 4-1: South El Monte Study Area Boundaries and Census Tract Boundaries

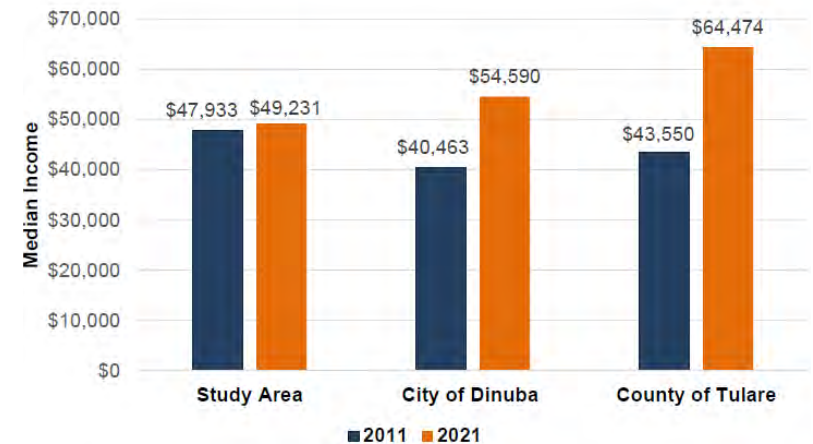


Figure 4-2: Median Income (2022)

Current Housing Affordability and Accessibility

A significant challenge facing South El Monte is the mismatch between housing costs and resident incomes. The median household income remains below the state average, yet housing prices have been rising, driven by external market pressures and limited housing supply. This disparity has led to increased housing cost burdens for families and could potentially exacerbate issues like overcrowding and substandard living conditions if not addressed through targeted housing policies and development initiatives.

Impact of Economic Trends on Housing Demand

Economic trends such as job growth in specific sectors influence housing demand in terms of type, location, and price point. For example, the influx of jobs in retail and service sectors near residential areas increases the demand for nearby affordable housing. Conversely, areas with declining job opportunities may see a decrease in housing demand, affecting property values and investment. Understanding these economic drivers is essential for aligning housing development with economic realities, ensuring sustainable community growth.

Current Housing Stock

Overview of Housing Composition

The South El Monte area predominantly features detached single-family units, which constitute about 75% of the housing supply both in the study area and the city overall. This housing type aligns with the community's preferences and lifestyle, but also highlights a concentration that may limit diverse housing options.

Growth and Development Trends

Over the past decade, the housing supply in both the South El Monte neighborhood and the city of Dinuba has expanded at a similar pace. The study area has added approximately 390 new housing units between 2011 and 2022, which accounts for 42% of Dinuba's total housing growth during this period. This growth predominantly consisted of detached single-family units and about 40 duplexes, indicating a slight diversification in housing types.

4.3

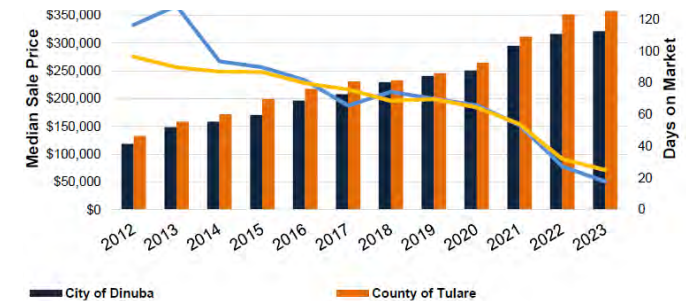


Figure 4-3: Single-Family Housing Median Sale Price and Inventory: City of Dinuba and Tulare County (2012-2023)

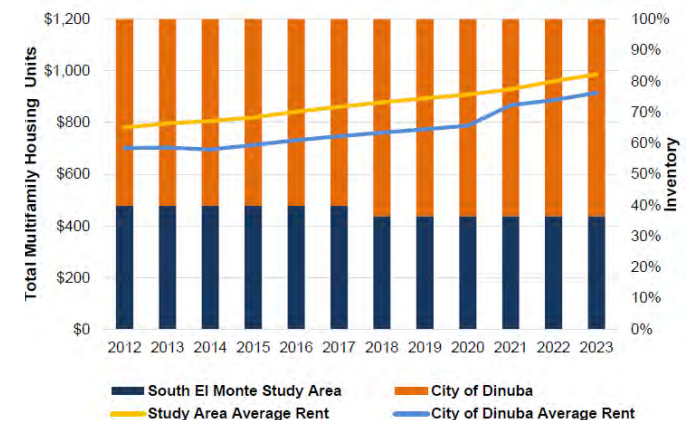


Figure 4-4: Multifamily Housing Market Summary: Study Area and City of Dinuba (2012-2023)

Housing Age and Conditions

Much of the housing stock within the South El Monte area is dated, with many structures reflecting the historical character of the area but also suggesting potential challenges related to aging infrastructure. The older age of these homes often means they may not meet modern standards for energy efficiency, safety, or amenities without significant updates or renovations.

Market Dynamics and Affordability

The housing market has experienced notable shifts in affordability, with the median rent in the study area increasing by approximately 48% from 2011 to 2022. This increase has significantly outpaced income growth, leading to a larger share of the population experiencing housing cost burdens. Notably, about 65% of renters in the area now spend more than 30% of their income on housing.

Vacancy Rates and Market Fluidity

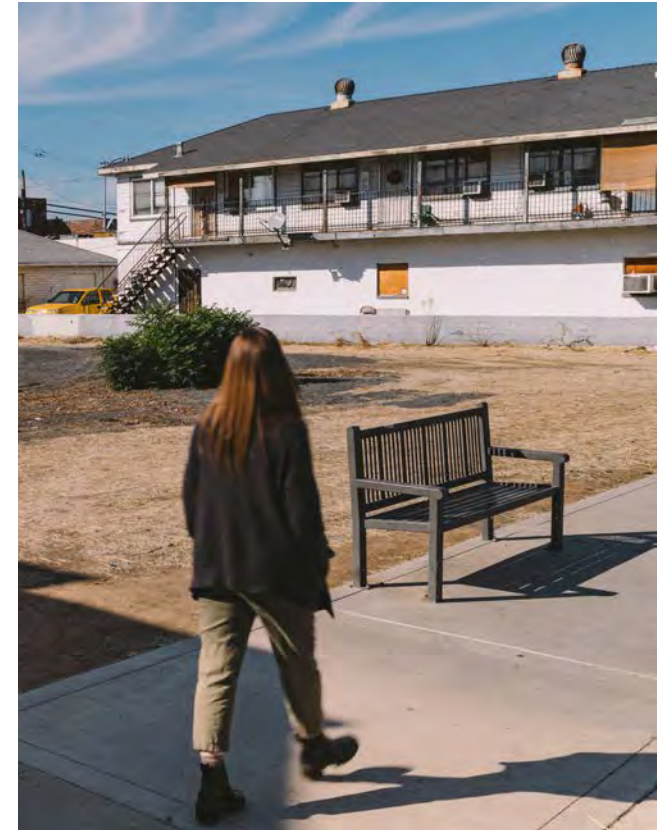
Residential vacancy rates in the City of Dinuba have consistently been lower than in Tulare County overall, suggesting a tight housing market with limited availability. This is compounded by very low vacancy rates in multifamily housing, which have decreased further in the past decade due to a lack of new inventory.

Market Analysis

The EPS Market Analysis highlights significant trends impacting the South El Monte neighborhood. Key findings indicate a robust demand for housing, driven by demographic shifts and economic conditions. The report underscores a growing need for affordable housing solutions, as median household incomes have not kept pace with escalating housing costs. Notably, the analysis reveals that nearly two-thirds of renters are cost-burdened, spending more than 30% of their income on housing, which significantly exceeds county and state averages.

Current and Projected Housing Demand

The current housing demand in South El Monte reflects a complex interplay of demographic shifts and economic forces. The area has seen a consistent increase in population, particularly among younger families and the Hispanic community, which has intensified the demand for diverse housing options. The EPS Market Analysis Report projects a significant population increase over the next decade, necessitating an estimated



additional 416 housing units by 2034 to accommodate this growth. This projected demand underscores not only the need for more housing but also for varied types such as affordable multi-family units, senior living accommodations, and starter homes that cater to the needs of a diverse population. Additionally, the changing demographics, including an aging population and an increase in smaller households, necessitate the development of specialized housing solutions that address accessibility, affordability, and suitability to sustain long-term community growth.



Analysis of Housing Supply Factors

The supply of housing in South El Monte has struggled to keep pace with the growing demand, primarily due to a combination of limited land availability, stringent zoning regulations, and high development costs. The existing housing stock is largely dominated by single-family homes, and while there has been some addition of duplexes and small apartment complexes, these have not been sufficient to meet the diverse needs of the community. The EPS report points to several supply-side barriers that restrict the development of additional and affordable housing:

- **Zoning Constraints:** Current zoning laws in the area tend to favor low-density, single-family homes and pose significant restrictions on the construction of apartment buildings or mixed-use developments that could offer more affordable housing options.
- **Development Costs and Economic Feasibility:** High costs associated with construction and land acquisition make it economically challenging for developers to invest in affordable housing projects without substantial financial incentives from the government.
- **Infrastructure Limitations:** Existing infrastructure may not support higher-density developments without significant upgrades, adding another layer of complexity and cost to potential development projects.

Utilization of Available Land

The market analysis further explores land utilization patterns within the South El Monte area, noting that a significant portion of available land is currently underutilized or zoned for uses that do not align with the community's pressing housing needs. Strategic rezoning and land reclamation efforts, such as converting underused commercial properties into residential developments, could provide new opportunities for expanding the housing stock. This approach would not only address the shortage of housing but also stimulate economic activity by integrating residential and commercial development.

Affordability Analysis

In the South El Monte neighborhood, housing affordability remains a critical challenge that directly impacts the economic stability and quality of life of its residents. The EPS Market Analysis Report indicates a substantial gap between income levels and housing costs, highlighting a community where housing expenses increasingly outpace earnings. This disparity has led to a growing percentage of the population, particularly renters, experiencing significant housing cost burdens.

Income Versus Housing Cost

The median household income in South El Monte has grown modestly over the past decade, but not at a pace sufficient to keep up with the escalating costs of housing. This imbalance is exacerbated by limited wage growth in key employment sectors, such as agriculture and retail, which dominate the local economy. The result is that a large segment of the workforce finds suitable, affordable housing beyond their financial reach, forcing them into less desirable housing options or excessive commuting patterns.

Prevalence of Cost-Burdened Households

The EPS report details that nearly 65% of renters in the area now allocate more than 30% of their income towards rent, categorizing them as cost-burdened by federal housing affordability standards. Among homeowners, there is a slightly lower, yet significant, proportion facing similar financial strains due to rising property values and associated costs. These trends are particularly concerning as they limit economic mobility and increase vulnerability to financial shocks.



Impact of Market Trends on Affordability

Recent market trends have shown a sharp increase in both rental and property sales prices in the South El Monte area, compounding the affordability crisis. The lack of diverse housing types and the dominance of single-family homes have driven up prices and limited options for affordable multi-family units. Moreover, speculative real estate investments and the influx of higher-income households have added upward pressure on housing values, further alienating lower-income residents.

Special Housing Needs

Identification of Vulnerable Groups

In the South El Monte Neighborhood, several demographic groups exhibit unique housing needs that must be addressed to ensure equitable community development. These groups include seniors, individuals with disabilities, large families, and low-income households. Each group faces distinct challenges that can limit their housing options and affect their quality of life.

Seniors

As the population ages, there is an increasing demand for housing that accommodates the physical and financial needs of seniors, such as single-level homes that are accessible without stairs, and features like wider doorways and walk-in showers. Affordable housing solutions that fit within limited budgets are crucial to help seniors maintain independence and reduce the need for costly institutional care.

Large Families

Large families often struggle with finding adequate housing that is affordable. The EPS report points out the overall housing supply issues

disproportionately affect larger families seeking affordable and adequately sized accommodation. The prevalence of single-family homes, which may provide adequate living space for large families, does not necessarily meet the affordability criteria needed.

Individuals with Disabilities

The EPS Market Analysis highlights a significant shortage of accessible housing for people with disabilities in South El Monte. This includes not only physical accessibility but also the overall availability of housing units that meet specific needs, such as ramps, lifts, and customizable kitchen and bathroom fixtures designed for wheelchair access and use. Beyond physical modifications, it is also essential to consider the proximity of these housing options to essential services and public transportation to support the independence and integration of individuals with disabilities into the community.

Challenges and Barriers

Developing effective housing solutions in the South El Monte Neighborhood involves navigating a complex landscape of regulatory, economic, and physical hurdles. These challenges and barriers not only constrain the availability and diversity of housing but also impact the feasibility of projects aimed at improving affordability and accessibility for all residents. Understanding these obstacles is crucial for devising strategic interventions that can transform these challenges into opportunities for community growth and development.

Regulatory and Zoning Constraints

Regulatory and zoning constraints significantly impact housing development in South El Monte. The current zoning laws predominantly favor low-density, single-family homes, which limits the ability to

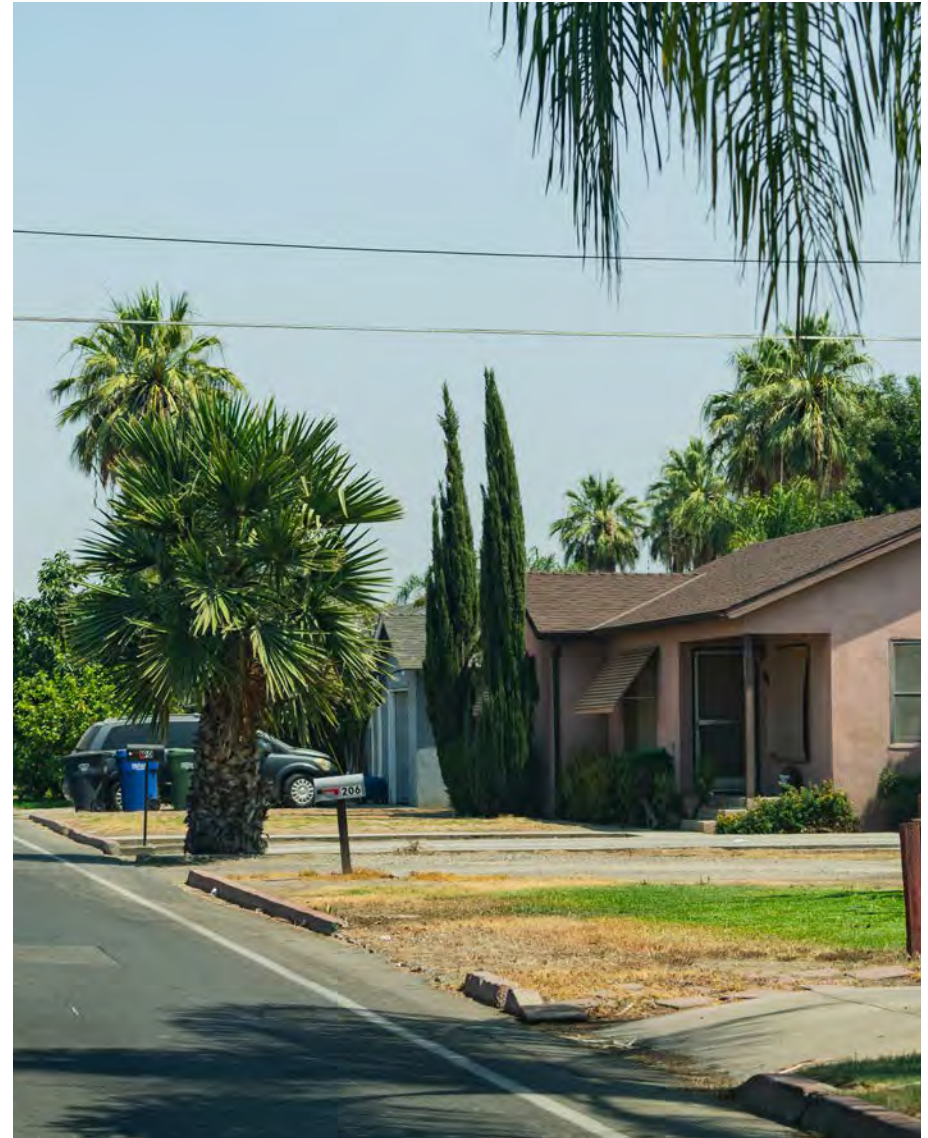
develop multifamily units or mixed-use developments that are crucial for addressing the diverse housing needs of the community. These restrictions not only reduce the overall housing supply but also hinder the development of affordable housing options. Additionally, lengthy and complex approval processes can delay project timelines, discourage developers, and increase project costs, further complicating the housing shortage.

Economic Barriers to Affordable Housing Provision

Economic barriers play a critical role in the provision of affordable housing. High land and construction costs are significant hurdles in developing affordable housing projects. Without sufficient financial incentives or subsidies, developers often opt for high-end projects that promise greater returns, neglecting the affordable segment of the market. The economic viability of housing projects is frequently challenged by fluctuating market conditions, which can deter investment in long-term affordable housing solutions. These economic constraints are exacerbated by limited funding at local and state levels, which restricts the community's capacity to support housing affordability initiatives.

Infrastructure Challenges

In the South El Monte area of Dinuba, physical and infrastructure challenges significantly impact the feasibility of new housing projects. A primary concern is the aging infrastructure, particularly the water mains, which are noted for being old and frequently failing. This situation necessitates reactive maintenance rather than proactive upgrades, which are essential to support community growth and development effectively. Upgrading these systems is crucial for accommodating increased residential densities without compromising service quality or environmental sustainability.



Blighted And Substandard Housing

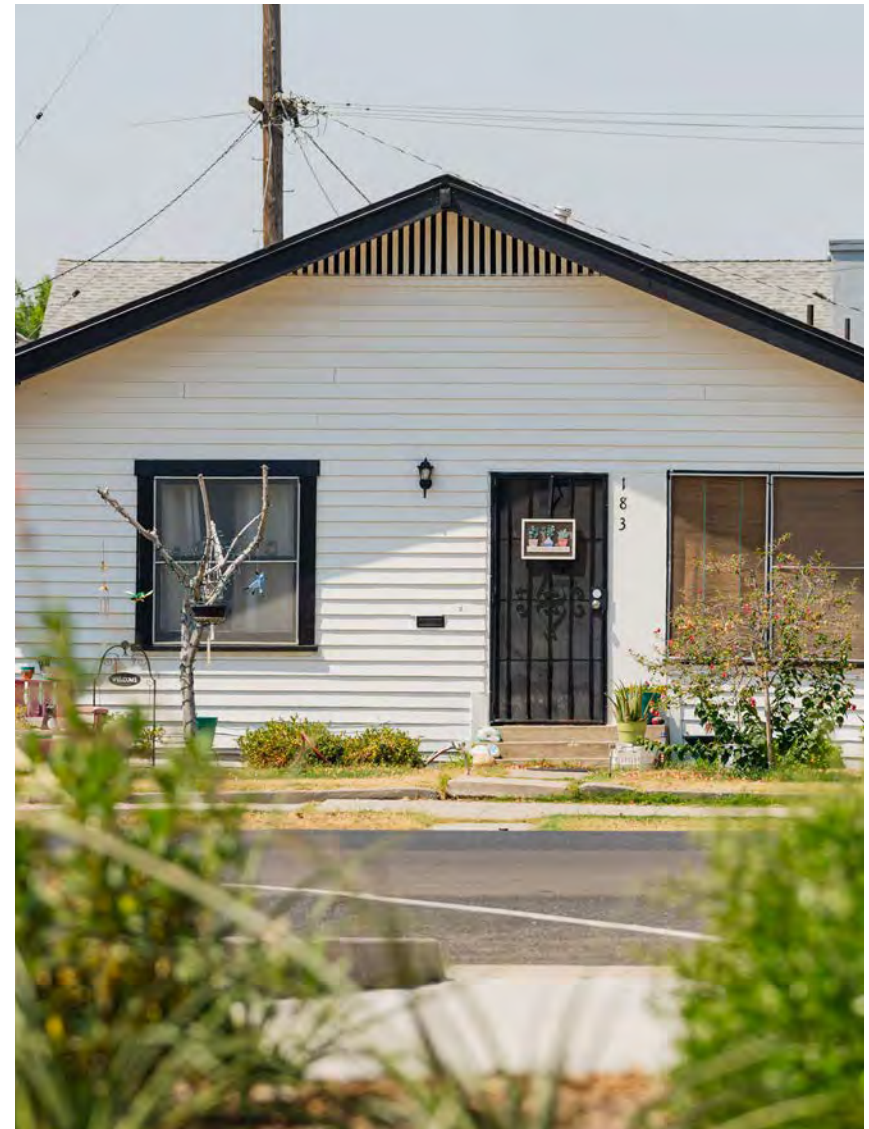
Introduction

Blighted and substandard housing refers to residential buildings that are in a state of disrepair or dilapidation. These properties often exhibit structural issues, lack essential services like water and electricity, and fail to meet local building codes. Such conditions not only pose severe health and safety risks to residents but also contribute to the degradation of the neighborhood's overall aesthetic and economic value.

Substandard buildings are defined in Section 1001 of Uniform Housing Code as:

Any building or portion thereof that is determined to be an unsafe building in accordance with Section 102 of the Building Code, or any building or portion thereof, including any dwelling unit, guest room or suite of rooms, or the premises on which the same is located, in which there exists any of the conditions referenced in this section to an extent that endangers the life, limb, health, property, safety or welfare of the public or the occupants thereof, shall be deemed and hereby are declared to be substandard buildings.

Unlike substandard housing, urban blight lacks a universally defined or objectively measured set of criteria. While it's generally understood as the disrepair and deterioration of previously functional urban and neighborhood areas, there's no singular, official definition for urban blight. Despite its multifaceted causes, its symptoms are visually clear, such as streets and roadways in disrepair, graffiti, vandalism, dilapidated facades, broken windows, and overgrown lawns.





Relevance To Neighborhood Revitalization

Addressing urban blight and substandard housing is crucial for the revitalization of the South El Monte neighborhood. Urban blight and substandard housing can have a significant impact on a community in several ways.

Public Health and Safety. Substandard housing and urban blight can profoundly affect individuals' health, safety, and well-being. Substandard housing, by definition, lacks adequate sanitation and may pose hazards such as faulty plumbing, compromised structural support, and inadequate electrical wiring. These conditions can lead to serious health and safety risks, including pest infestations, mold growth, fire hazards, and structural collapse, posing significant threats to the inhabitants of such housing units.

Economic disinvestment. Economic disinvestment is a common consequence of substandard housing and urban blight. The visual impact of these issues often leads to decreased property values, which, in turn, hinders economic development in the area. This perpetual decline can create a cycle of poverty and limit residents' access to essential amenities.

Aesthetics and Perception. Aesthetics and perception play a crucial role in neighborhoods affected by substandard housing and urban blight. These conditions often generate a negative perception of the area, fostering a sense of disconnect between residents and their community. This perception can contribute to increased crime rates, further economic disinvestment, and other social issues.

By improving housing conditions, we can enhance the quality of life for residents, attract investment, and foster a sense of community pride. Revitalizing these properties can also reduce crime rates, increase property values, and stimulate local economic growth, thereby contributing to the broader objectives of the South El Monte Neighborhood Revitalization Plan.

Housing Problems and CHAS Data

The U.S. Department of Housing and Urban Development (HUD) receives customized tabulations of American Community Survey (ACS) data to highlight housing issues, particularly for low-income housing, across four key categories or housing problems and severe housing problems. This data, referred to as CHAS (Comprehensive Housing Affordability Strategy), is utilized by local governments for accessing available HUD funding. The four primary housing problems identified by CHAS are:

- Incomplete kitchen facilities
- Incomplete plumbing facilities
- Overcrowding, defined as more than one person per room
- Cost burden exceeding 30% of the Household Area Median Family Income (HAMFI)

Similarly, CHAS identifies four severe housing problems, which mirror the primary categories, but with a higher threshold for cost burden, set at over 50% of the HAMFI. Housing problems often signal substandard housing and blight. Substandard housing, as previously defined, includes incomplete kitchen and plumbing facilities, both of which are captured in the CHAS data. Additionally, CHAS includes metrics such as overcrowding and cost burden. While overcrowding and cost burden may not directly contribute to blight

on their own, households facing these challenges may struggle to maintain their homes adequately. Consequently, they may be more susceptible to falling into substandard conditions due to difficulties in keeping up with routine maintenance.

Table 4-1, below, summarizes that 1,100 out of 3,375 owner-occupied households (32.6%) and 1,815 out of 2,980 renter-occupied households (60.9%) experience housing problems. In addition, 590 owner-occupied households (17.5%) and 1,245 renter-occupied households (41.8%) experienced severe housing problems. Although this data set does not provide statistics on each primary housing problem, certain trends can still be observed and concluded. Renter-occupied households are disproportionately affected by housing problems, with rental units with housing problems making up well over half the total rental housing inventory. Additionally, renter-occupied units are more likely to experience severe housing issues in comparison to owner-occupied counterparts.

Table 4-1: Housing Problem Overview

	Owner	Renter	Total
Housing Problems			
Households has at least 1 Of 4 housing problems	1,100	1,815	2,915
Household has none of 4 Housing Problems	2,275	1,165	3,440
Total	3,375	2,980	6,355
Severe Housing Problems			
Household has at least 1 of 4 Severe Housing Problems	590	1,245	1,835
Household has none of 4 Severe Housing Problems	2,785	1,730	4,515
Total	3,375	2,980	6,355

Substandard Housing

Substandard housing, as defined in Section 1001 of the Uniform Housing Code, encompasses units lacking complete kitchen and plumbing facilities. The 2020 American Community Survey (ACS) 5-year estimates offer customized data to estimate the number of units experiencing housing issues indicative of substandard conditions. Table 4-2 summarizes these tabulations for various location categories: the City of Dinuba, Tulare County, and the State of California. The data shows that Dinuba has a lower proportion of substandard housing units compared to the county and state, totaling 0.60%. Notably, renter-occupied units are more likely to encounter substandard housing conditions, despite constituting less than half of the total units across all location categories.

Table 4-2: Substandard Housing Units by City, County, State

Substandard Housing Metric	City of Dinuba	Percent	Tulare County	Percent	California	Percent
Total	6,354		139,044		13,103,1145	
Owner Occupied	3,375	53.11%	79,353	57.07%		55.26%
Lacking Plumbing Facilities	0	0%	138	0.17%	17,434	0.24%
Lacking Kitchen Facilities	3	0.09%	281	0.35%	23,476	0.32%
Renter Occupied	2,979	46.88%	59,691	42.93%	5,861,796	44.74%
Lacking Plumbing Facilities	15	0.50%	343	0.60%	36,908	0.60%
Lacking Kitchen Facilities	24	0.80%	690	1.10%	128,184	2.20%
Total Substandard	42	0.60%	1,452	1%	206,002	1.60%

Although the overall number of substandard housing units is relatively low, Table 3 illustrates the prevalence of substandard housing conditions within Census Tract 5.01, one of the two census tracts covering the Plan Area. Census Block 5.02, the second census tract in the Plan Area, does not have any substandard housing units defined as missing kitchen or plumbing facilities. Table 3 underscores that Census Block 5.01 is significantly affected by substandard housing, with over half of the total number of substandard units citywide (54.76%) within this single census tract. Moreover, units with incomplete kitchen facilities in Census Tract 5.01 account for 59.26% of the total number of units with incomplete kitchen facilities citywide.



Age of Housing Stock

Lack of essential housing facilities such as kitchens and plumbing are not the sole indicator of substandard housing. The age of housing stock also offers insights into blighted and substandard units because, like any structure, housing undergoes gradual deterioration over time and needs semi-regular maintenance. Consequently, many state and federal programs use housing age as a metric to determine eligibility for rehabilitation initiatives. Table 4-4 provides a summary of the age distribution of housing stock in Dinuba as of 2020. Between 2000 and 2009, 13.49% of the total housing stock was constructed, preceding the Great Recession. Additionally, more than half (60.99%) of the City's housing stock was built before 1989, while 32.68% was constructed before 1969. These figures suggest that over half of the housing stock is aged (over 30 years old), with nearly a third being substantially aged.

Table 4-3: Year Structure Built

Year Built	Count	Percent
Total:	6,552	
Built 2014 or later	316	4.82%
Built 2010-2013	454	6.93%
Built 2000 - 2009	884	13.49%
Built 1990 - 1999	902	13.77%
Built 1980 - 1989	538	8.21%
Built 1970 - 1979	1,317	20.10%
Built 1960 - 1969	527	8.04%
Built 1950 - 1959	691	10.55%
Built 1940 - 1949	470	7.17%
Built 1939 or Earlier	453	6.91%
At least 30 years old		60.99%
At least 50 years old		32.68%

Table 4-4: Proposition of Substandard Units
City V. Census

Area	# of Substandard Units	% Substandard Units
Dinuba		
Lacking Plumbing	15	100%
Lacking Kitchen	27	100%
Total	42	100%
Census Block 5.01		
Lacking Plumbing	7	46.67%
Lacking Kitchen	16	59.26%
Total	23	54.76%
Census Block 5.02		
Lacking Plumbing	0	0.00%
Lacking Kitchen	0	0.00%
Total	0	0.00%

2008 Housing Condition Survey

The data obtained from the American Community Survey (ACS) offers valuable insights into trends and overarching issues regarding housing conditions. However, it serves only as an estimate for the needed rehabilitation and should be supplemented with local assessments. These assessments can be conducted through methods such as windshield sampling and surveying, code enforcement and building department violations, and insights from knowledgeable community members, builders, and non-profit organizations.

As part of Dinuba's 5th Cycle Housing Element (2015–2023), the City engaged Self Help Enterprises to conduct a windshield sample survey to evaluate the condition of its current housing stock. This survey utilized standards and definitions set by the California Department of Housing and Community Development (HCD) at the time. The survey categorized housing conditions as follows:

- Sound: No significant repairs required.
- Minor: 2–3 repairs needed, such as patching, painting, or door replacement.
- Moderate: Major repairs needed (e.g., new foundation or re-roofing) in addition to minor repairs.
- Substantial: More than two major repairs needed along with minor repairs.
- Dilapidated: Extensive major and minor repairs required to the extent that rehabilitation is generally not feasible.

As shown in Table 4–5, the survey findings revealed that over half (56.94%) of Dinuba's housing stock is considered substandard. Among the substandard units, 23.16% require minor repairs, 56.23% require major repairs, and 12.47% require substantial repairs. Additionally, 237 units sampled, representing 8.1% of the total, were deemed dilapidated to the point where rehabilitation is not feasible.

When the 5th Cycle Housing Element was circulated in 2014, the City affirmed that the survey conducted in 2008 still accurately represented housing conditions at that time. However, an updated survey will be necessary to obtain an accurate understanding of the current housing conditions within the city.

Table 4–5: 2008 Housing Condition Survey

Category	Units	Percentage
Total Units	5,111	
Sound Units	2,201	43.06%
Substandard Units	2,910	56.94%
Substandard Units	2,910	56.94%
Minor	674	23.16%
Moderate	1,636	56.22%
Substantial	363	12.47%
Dilapidated	237	8.14%

Existing Blight Mitigation Measures

The City of Dinuba currently has a Housing Rehabilitation Program in partnership with Self-Help Enterprises. The program offers financial assistance in the form of 0% interest, deferred payment loans and grants that do not require repayment. The program is funded by the California Department of Housing and Community Development (HCD) and is designed to provide financial assistance to income-eligible, owner-occupied homes for essential health and safety repairs. Common repairs include roofing, plumbing, electrical, heating, cooling, insulation, foundation, windows, and handicap-accessible modifications. To enhance the effectiveness of the program, the City could conduct annual outreach campaigns targeting specific areas within the Plan Area to inform residents about available assistance. Additionally, the City could maintain its partnership with Self-Help Enterprises to offer in-person informational and educational workshops for homeowners in the Plan Area. These workshops would aim to promote awareness of the program and assist residents in identifying their eligibility.



5 Public Safety Needs Assessment

Introduction

In the effort to revitalize the South El Monte Neighborhood of Dinuba, public safety stands as a cornerstone, essential not only for the well-being of its residents but also as a pivotal factor in fostering a thriving, vibrant community. The safety of neighborhoods profoundly influences the quality of life, impacting everything from property values to the attractiveness of the area for business investments and new residents. Recognizing this, the Safety Needs Assessment forms a critical part of our comprehensive

Neighborhood Revitalization Plan.

This assessment seeks to holistically understand and address the multifaceted aspects of public safety in Dinuba. This section will evaluate the following:

- Analysis of recent crime rates and trends.
- Overview of existing public safety resources and Infrastructure.
- Identification of High Risk Areas and Populations.

Crime Rates and Trends

The fabric of any community is deeply interwoven with the security and well-being of its residents. In the context of the South El Monte Neighborhood Revitalization Study, understanding the dynamics of crime rates and trends stands as a cornerstone for fostering a safe and vibrant community. The City of Dinuba's crime statistics from 2018 to 2022 (**Figure 5-1**) offer a quantitative reflection of the community's safety over time, which is crucial for understanding the present context and future needs.

An examination of the data reveals an overarching decrease in the number of arrests across a variety of crime categories. Notably, there has been a significant reduction in the arrests for "All other offences (not including traffic)." This category, which encapsulates a wide range of minor offenses, has seen the number of arrests more than halve over the five-year period.

Arrests for "Driving Under the Influence" have varied, with a notable decrease from the numbers seen in 2018. The figures for "Drug Abuse Violations" similarly suggest a reduction over the years, with lower arrest counts recorded in 2022 compared to 2018.

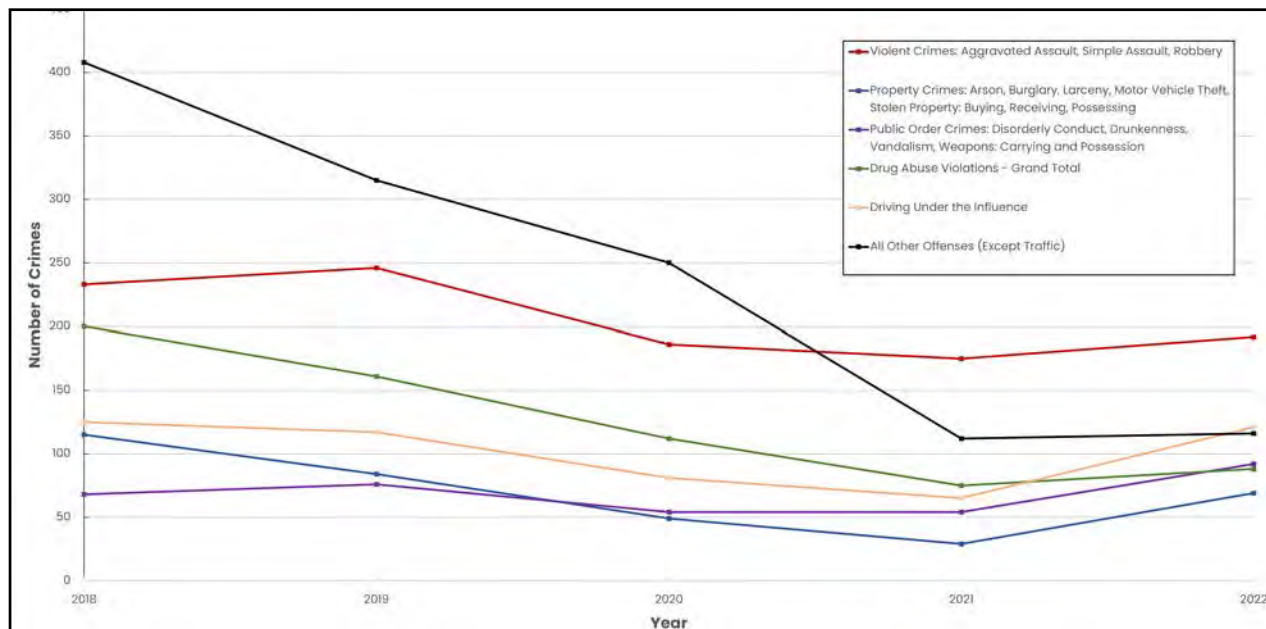


Figure 5-1: Change In Crime Rates (2018-2022)

Such trends in the data provide a numerical backdrop against which the efficacy of public safety efforts can be evaluated.

A similar pattern of reduction is observed in the arrests for “Aggravated Assault” and “Burglary,” both of which show a downward trend in the period under review (**Figure 5-2**). The occurrences of “Simple Assault” arrests have not followed the general trend, with the numbers showing an increase from 2018 to 2022. In contrast, property-related crimes such as “Motor Vehicle Theft” and “Robbery”

have displayed fluctuations across the years, with no definitive directional trend discernible from the arrest counts alone.

The data on “Vandalism” and “Weapons: Carrying, Possessing, Etc.” arrests indicate minor variations year over year. These figures provide an insight into the prevalence of these crimes within the city.

It is important to note that the data presented herein strictly represent the number of arrests made and do not necessarily reflect the overall crime rates or the total number of criminal

incidents that occurred. Arrest statistics are influenced by various operational factors within law enforcement agencies and may not capture the full spectrum of criminal activity, including incidents that did not result in an arrest or crimes that went unreported.

Existing Public Safety Resources and Infrastructure

Law Enforcement

The Dinuba Police Department is committed to reducing crime and enhancing the quality of life in Dinuba. It offers a range of services including processing payments for citations, providing records and fees services like reports and fingerprints/Life Scan services, and maintaining an anonymous tip line for crime reporting all out of the Main Office (**Figure 5-3**). The department actively engages with the community through its Neighborhood Watch Program, which is part of their Community Oriented Policing and Problem Solving Philosophy. This program fosters communication and relationship-building with the community. Additionally, they offer volunteer opportunities such as the Chaplain Program, Volunteer/Citizen’s Academy, and the Explorers program. The department also handles animal control, ensuring the safety

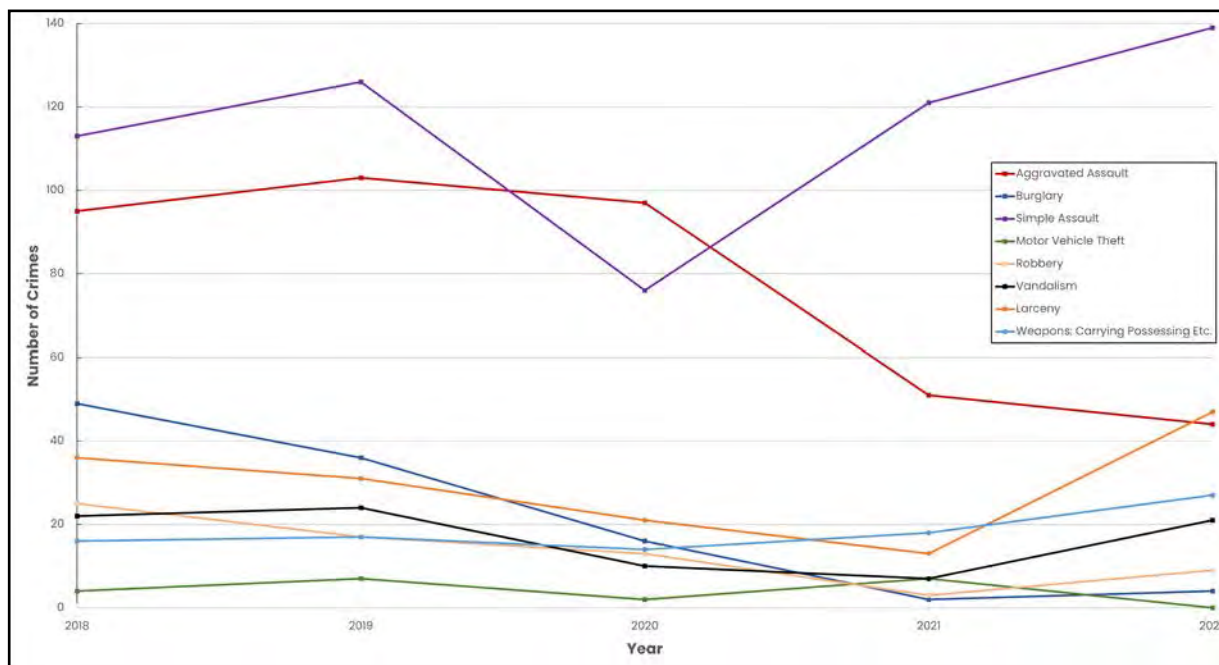


Figure 5-2: Notable Types of Crime Rates (2018-2022)

and well-being of animals in the community. They have a comprehensive community resource guide, available in English and Spanish, which provides valuable information and contacts for various matters.



Figure 5-3: City of Dinuba Police Department.

Neighborhood Watch Program

The City's police department has established a citywide Neighborhood Watch Program, which was put in place as a relationship building activity between front line law enforcement officers and the community. The Dinuba Police Department and City has emphasized community-oriented policing and problem-solving approach, which according to the Dinuba PD, has been effective in identifying problems and approaches in dealing with safety or crime related issues in the City. The Dinuba Police Department Policy Manual (2022) states that the responsibility

to organize and assist with neighborhood watch and crime prevention programs falls on the community relations coordinator, who is member of the police department and designated to this role by the Chief of Police.

Although the City has outlined goals and policies to carry out a neighborhood watch program within the city, there is only one community-led Neighborhood Watch Association. The only registered NWA in Dinuba is located in the Dinuba Downs Mobile Home Community, which is on the northwest corner of East North Way and North Crawford Avenue. This mobile home community is a retirement community for those aged 55 and older. This community is, however, outside of the project area for revitalization efforts. Therefore, the project area does not contain any registered Neighborhood Watch Associations.

Fire Protection Services

The Dinuba Fire Department, an all-risk agency, provides comprehensive fire and rescue services, emergency medical treatment and transport, fire prevention, and hazardous materials response to Dinuba's citizens, businesses, and visitors (Figure 5-4). In addition to emergency response, the department is actively involved in

community safety programs, including fire safety education and disaster preparedness. Their commitment extends to offering an emergency ambulance membership program, highlighting their role in ensuring both immediate and long-term safety and well-being within the Dinuba area.



Figure 5-4: City of Dinuba Fire Department.

Emergency Services

City of Dinuba Emergency Operations Plan

The City of Dinuba Emergency Operations Plan (EOP) provides a comprehensive framework for managing emergency situations in the city. It establishes policies, procedures, and an emergency management organization to ensure effective management of emergency operations. The plan integrates with California's Standardized Emergency Management System (SEMS) and the National

Incident Management System (NIMS) for coordinated response across agencies. It outlines roles and responsibilities for city staff, procedures for protecting residents and property, operational concepts for the Emergency Operations Center, and the process for emergency recovery. The EOP emphasizes the importance of multi-agency and multi-jurisdiction coordination, and is designed to be both an operational guide and a reference document for pre-emergency planning and emergency operations. The plan also includes provisions for mutual aid and addresses the needs of populations with access and functional needs.

County and State Emergency Services

In Tulare County, the Office of Emergency Services (OES) plays a crucial role in coordinating responses to various emergencies at the county level. This office is responsible for preparing for, responding to, and recovering from natural and man-made disasters. The OES works closely with local, state, and federal agencies to ensure a coordinated and effective response to emergencies, including wildfires, earthquakes, floods, and public health crises. They also engage in community education and preparedness initiatives, helping residents and businesses

to develop plans to cope with potential disasters. Additionally, the OES manages the County's Emergency Operations Center (EOC), which serves as the central command and control facility responsible for carrying out emergency management and ensuring the continuity of government operations during a major emergency or disaster. State emergency services in California, managed by the California Office of Emergency Services (Cal OES), provide similar functions on a larger scale, overseeing statewide preparedness, response, recovery, and mitigation activities, and working in conjunction with local and federal agencies.

Local Hospitals and Clinics

In the vicinity of Dinuba, residents have access to several medical facilities for emergency and urgent care needs. While there are no urgent care facilities within the South El Monte Neighborhood itself, residents have access to several urgent care clinics within the City of Dinuba. These include United Health Centers – Dinuba on Westgate Way, Narayan Medical Clinic at 317 W El Monte Way, Valley Health Team – Dinuba Community Health Center at 888 N Alta Ave, and Family HealthCare Network at 324 N Vermont Ave. These clinics generally operate during standard business hours from

Monday to Friday. However, the Valley Health Team at Dinuba Community Health Center also provides services on Saturdays.

For emergency medical situations, the Adventist Medical Center–Selma offers 24-hour emergency room services and stands as the closest emergency room facility. Located approximately 13 miles from Dinuba at 1141 Rose Ave, Selma, CA, this center is a crucial resource for addressing more critical health emergencies.

While primary healthcare services are available within the neighborhood at facilities like the Aria Community Health Center and the Dinuba Rural Medical Center, the absence of urgent care centers in the South El Monte Neighborhood Planning Area and the location of the nearest emergency room in Selma are significant factors in the healthcare access landscape.

Public Alarms & Emergency Response Systems

City of Dinuba Emergency Operations Plan includes comprehensive systems for public alarms and emergency response. It utilizes various emergency communication systems, such as analog, digital, and cellular telephones, land-mobile radios, microwave,

cellular and satellite data connectivity, automated notification systems, and local and internet-based information systems. These systems are crucial for linking local emergency responders with each other and with state and federal response levels for coordination. The plan specifies that mass alerting and warning of the public will primarily be initiated through the Tulare County Office of Emergency Services (OES) via AlertTC, which interfaces with FEMA's Integrated Public Alert and Warning System (IPAWS) to initiate messages through the Commercial Mobile Alert System (CMAS) and the traditional Emergency Alert System (EAS). Press releases, social media, and special media broadcasts will also be used for public alerts.

Street lighting

The street and park lighting in the City of Dinuba directly impacts public safety. Adequate lighting in streets and parks is crucial for ensuring visibility, which helps in preventing accidents and deterring crime. Well-lit areas are perceived as safer, encouraging more community engagement, especially during evening hours. In parks, lighting conditions vary. While Felix Delgado Park and Roosevelt Park have 'fair' lighting, indicating some need for repairs, K/C Vista Park's slightly better

rating suggests more reliable lighting. Parks like Entertainment Plaza, Gregory Park, and Muirfield Park, lacking specific lighting, may be less secure and less frequented during evening hours, limiting their usability and potentially affecting neighborhood safety. Therefore, improving park lighting can be a significant factor in enhancing public safety and community well-being.

Pedestrian and Bicyclist Safety

The safety of non-vehicular modes of transportation can directly impact the wellbeing of communities. The availability of continuous pedestrian and bicyclist

infrastructure reduces the amount of pedestrian or bicyclist collisions occurring at or near intersections and on roadways. The implementation of such infrastructure encourages biking and walking, which in turn can reduce greenhouse gas emissions from vehicle usage as well as positively impact physical and mental health outcomes within the community. Examples of safety-enhancing pedestrian infrastructure includes curb extensions, raised crosswalks, shortened crossings, separated walkways, rectangular rapid flashing beacons, landscaped medians, and pedestrian hybrid beacons. Examples



Figure 5-5: Crosswalk at Crawford & Terrace

of safety-enhancing bicycle infrastructure include road diets (roadway reconfiguration) and Class I, II, and IV bike lanes. Additionally, signage for pedestrian and bicyclist features can improve visibility, further reducing the incidence of bicycle and pedestrian collisions.

The City of Dinuba currently lacks continuous and safe bicycle and pedestrian infrastructure. The current bicycle infrastructure consists of a discontinuous network of Class III bike lanes, which are not fully protected from vehicles, even along arterial roadways within the City. Sidewalks are not continuous throughout the Project area, including within school zones. Most crosswalks throughout the Project area have low visibility due to faded striping (**Figure 5-5**), are not designed with additional features such as flashing beacons, signage, curb extensions, vertical elements, or other components that enhance safety. On September 22nd, 2023, unsafe pedestrian conditions at the intersection of Crawford Avenue and Terrace Drive led to a fatal accident involving two pedestrians and a vehicle. The two pedestrians involved were walking home from Jefferson Elementary at approximately 11:30 A.M. when the collision occurred.



Figure 5-6: Intersection at Crawford & Terrace

Safe Routes to School

Safe routes to school (SRTS) is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, safety education, and incentives that encourage walking and biking to school (U.S. Department of Transportation, 2015). SRTS programs and initiatives can have positive impacts on safety and physical activity levels for students. The fatal collision in September 2023, involving two pedestrians and a vehicle at the intersection of Crawford Avenue and Terrace Drive (**Figure 5-6**), demonstrates

the need for safe and accessible pedestrian infrastructure. Additionally, one of the individuals involved in the collision is a student at Jefferson Elementary, which is approximately 0.15 miles from the site of the collision.

The City of Dinuba has received funding through the Active Transportation Program (ATP), administered by the U.S. Department of Transportation. A comprehensive Safe Routes to School initiative has been proposed as part of this funding, which will provide pedestrian infrastructure near school sites in Dinuba.

Within the Project area there are five school sites, which include Dinuba High School, Jefferson Elementary, Wilson Elementary, Union High School, and Dinuba Junior Academy Christian School. These school sites are primarily surrounded by single-family residential homes, outlining the importance of safe and accessible routes throughout the community.

Maps outlining potential safe routes to various school sites in the Project area are shown in **Figure 5-7**, **Figure 5-8**, and **Figure 5-9** on the following pages.

High Risk Areas and Populations

A **high-risk community** in regard to public safety can be defined as a group within a geographic area that experiences a significantly higher incidence of crime than surrounding areas or national average. High crime rates can be attributed to social, economic, and environmental challenges within a community. High unemployment rates, poverty, low levels of educational attainment, poor housing conditions, high population density, inadequate public infrastructure, limited access to social services, and weak community cohesion are all conditions that promote higher crime rates.

Dinuba can be considered a “high-risk community” due to several social and economic factors. The City of Dinuba is recognized as a low-income community, with an unemployment rate of 6.7% compared to the national average of 4.7%, potentially contributing to higher crime rates due to economic insecurity. Additionally, population density and education level may be contributing factors, as the community has a significantly higher population density and a lower percentage of residents achieving at least a high school diploma compared to the national average.

High-Risk Areas in Dinuba

Particular portions of the City of Dinuba can be considered “high-risk” due to the prevalence of factors that may support higher crime rates. This would include features such as poor outdoor lighting and areas with low visibility to the public such as alleyways. Creating public spaces with open concepts and abundant street lighting at night are two strategies that may reduce the prevalence of crime in these locations.

According to the feedback provided by Dinuba residents in the survey(s) and community engagement events, the areas perceived as

having the highest crime rates were alleyways, parks and the downtown area. These areas were also noted by community members as having poor lighting at night, exacerbating the safety risks further. For a detailed image of the lighting conditions in Dinuba, see Figure 3-9 in the Public Infrastructure section of this report.

Existing Conditions Summary

The Safety Needs Assessment section has identified the existing safety conditions in regards to traffic/pedestrian safety, crime, and emergency services infrastructure. Through comprehensive analysis of crime rates and trends, an overview of existing public safety resources, and identification of high-risk neighborhoods and populations, this assessment provides a framework for targeted interventions that will strengthen the community.

It highlights the City’s current approach to enhance community safety and sets forth a roadmap for advancing revitalization efforts. Ultimately, these initiatives aim to both mitigate crime and enhance the quality of life for the residents of Dinuba.

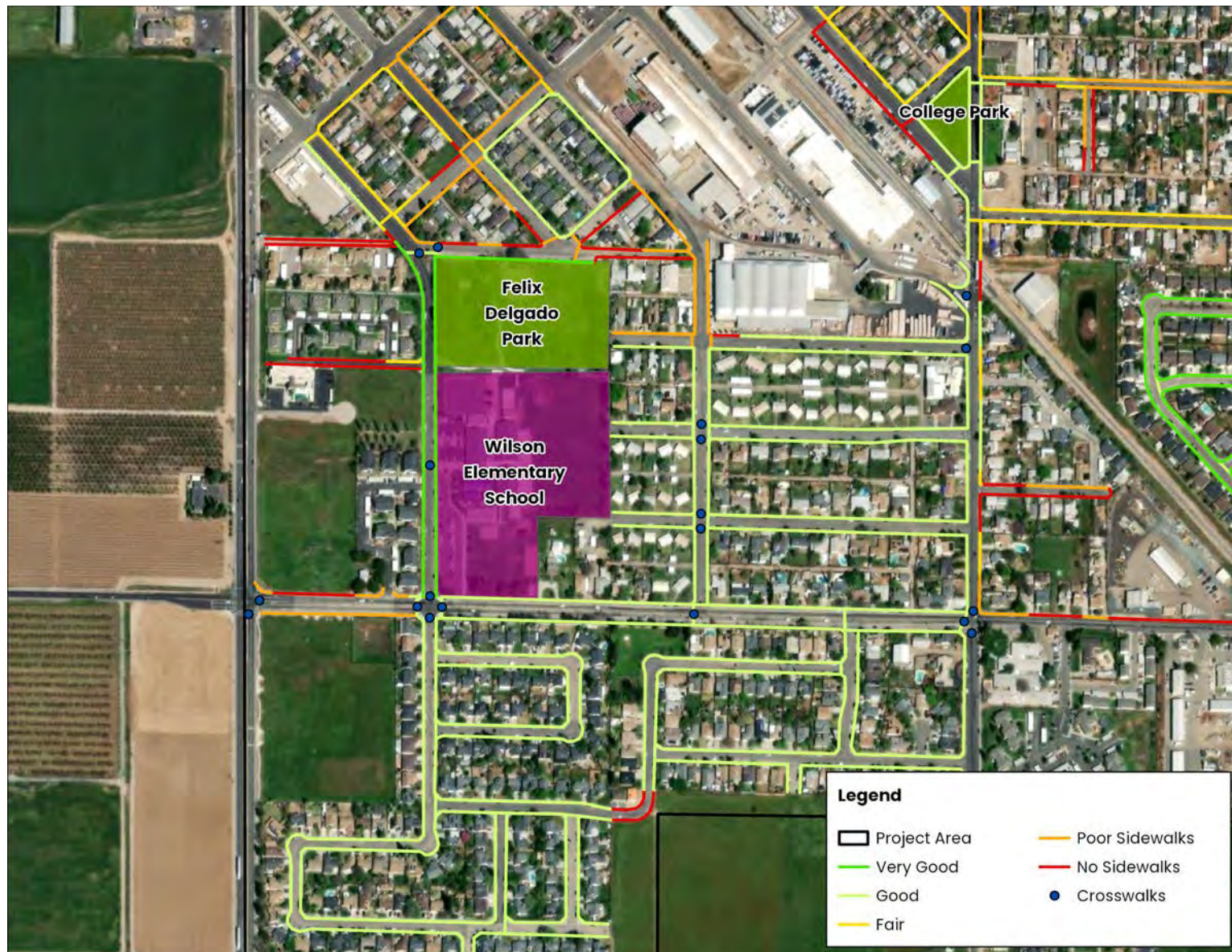


Figure 5-7: Potential Safe Routes to Wilson Elementary School.

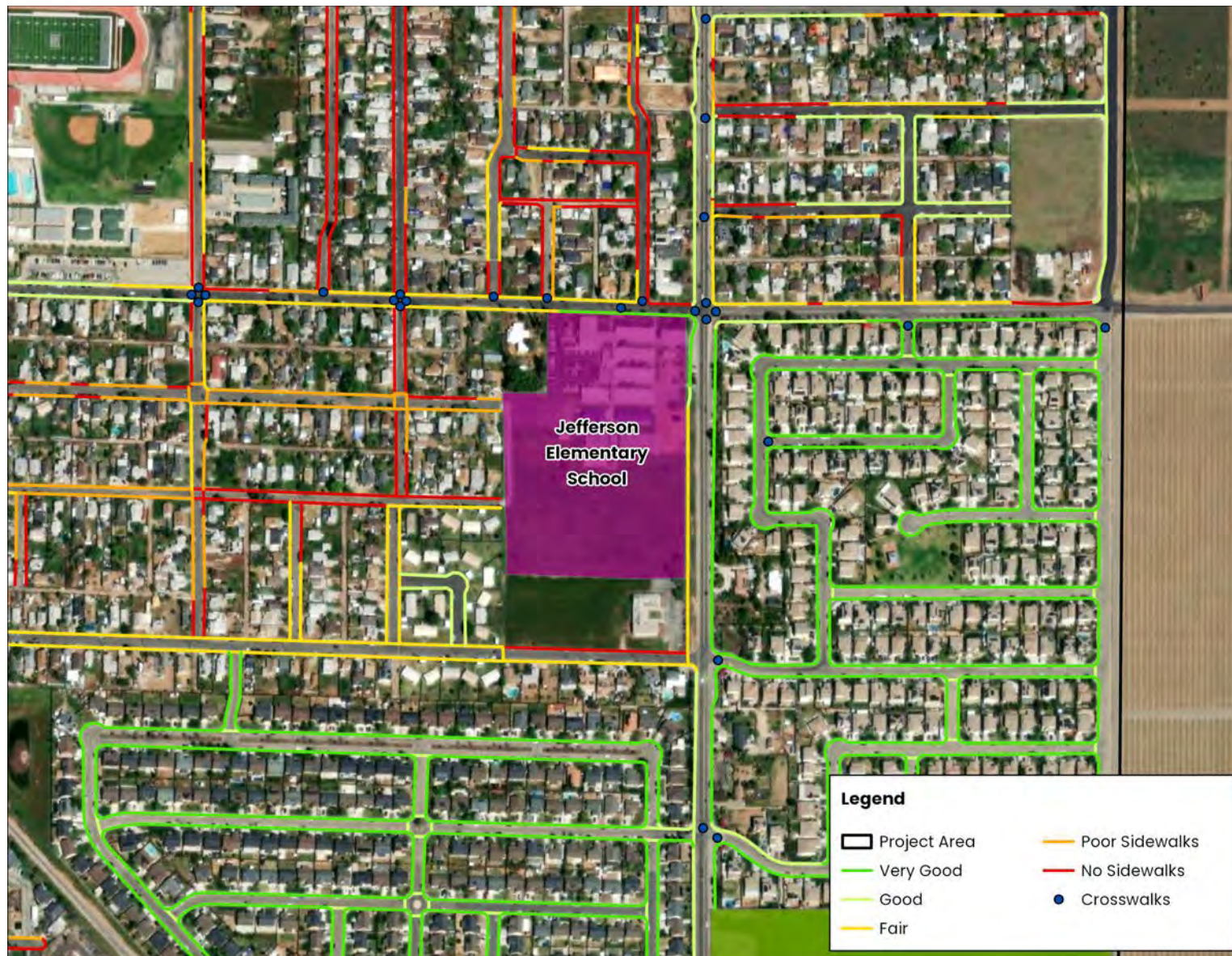


Figure 5-8: Potential Safe Routes to Jefferson Elementary School.

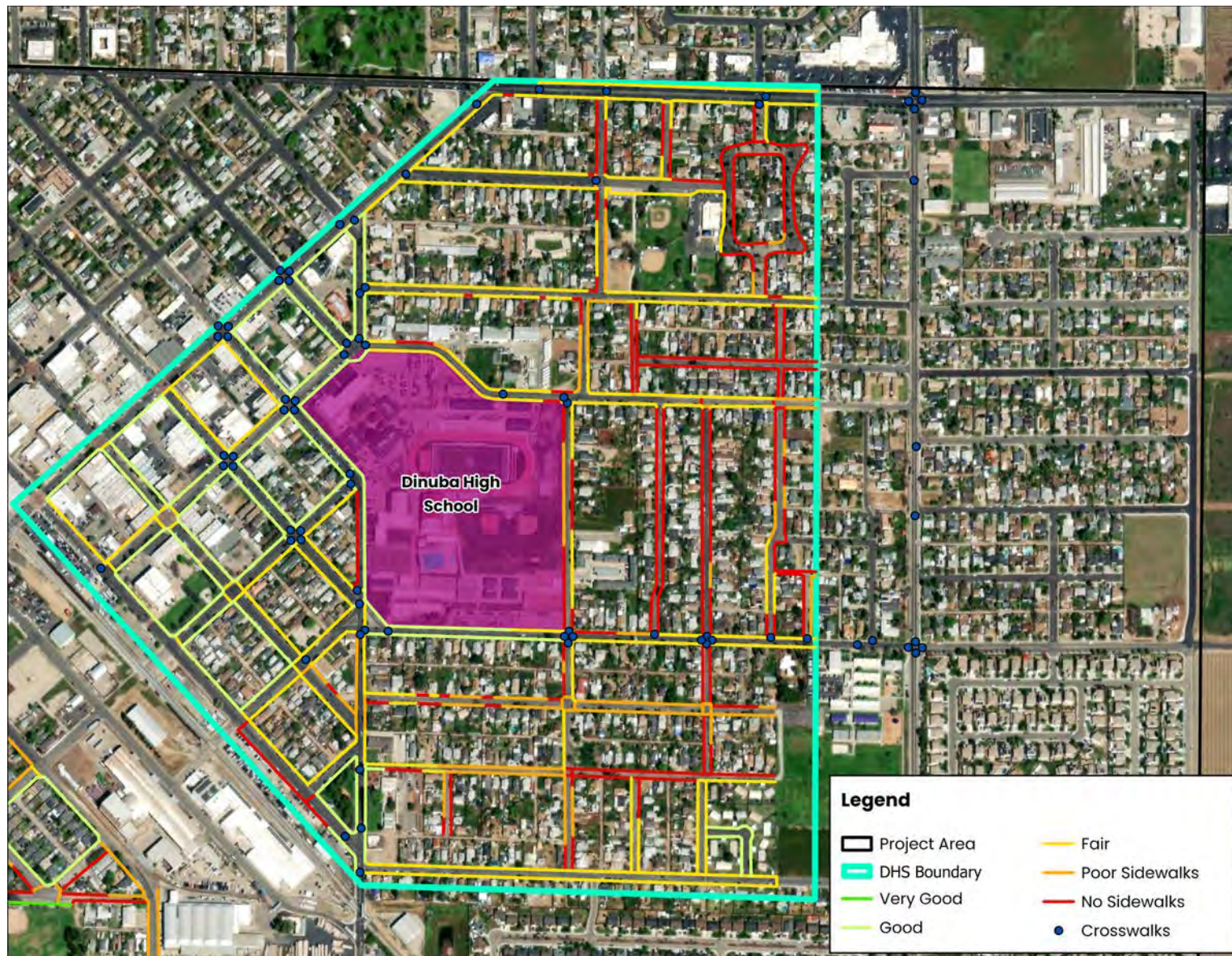


Figure 5-9: Potential Safe Routes to Dinuba High School.

6 Revitalization Strategies

Introduction to Revitalization Strategies

In line with the comprehensive approach adopted in the South El Monte Neighborhood Revitalization Study, this section presents a detailed overview of the Proposed Projects, which are central to the transformation and enhancement of the South El Monte Neighborhood in Dinuba. Drawing upon the foundational analysis conducted in earlier sections, these proposals are carefully tailored to address the specific needs and aspirations identified for the area.

Reflective of our commitment to sustainable and community-centric development, the projects proposed in this section are born from a synergistic blend of technical analysis, community feedback, and strategic visioning. They represent a balanced mix of infrastructure improvements, community development initiatives, and environmental enhancements, each underpinned by the goal of fostering a vibrant, inclusive, and resilient neighborhood.

This section is designed to present a cohesive and multifaceted plan, with projects categorized under six primary themes: Parkspace and Landscaping, Housing, Street Improvements and Circulation, Building Improvements, Public Safety, and Utilities. This categorization not only allows for a focused approach towards each developmental aspect but also facilitates a comprehensive understanding of how



these elements collectively contribute to the overarching goal of neighborhood revitalization.

- **Parkspace and Landscaping:** Enhancing green spaces and beautifying the neighborhood to create a more aesthetically pleasing and environmentally sustainable community.
- **Housing:** Addressing the residential needs of the community with a focus on affordability, diversity, and quality to foster a vibrant and inclusive neighborhood.
- **Street Improvements and Circulation:** Upgrading transportation infrastructure to improve safety, efficiency, and connectivity for both pedestrians and vehicles.
- **Building Improvements:** Revitalizing existing structures and advocating for new developments that align with the community's character and needs.
- **Public Safety:** Implementing initiatives to enhance the safety and well-being of residents, reducing crime, and fostering a secure living environment.
- **Utilities:** Upgrading essential services such as water, sewage, and electrical systems to ensure reliable and sustainable utility provision for the neighborhood.

Each category encompasses a series of projects, detailed with specific objectives, scopes, and strategic implementation plans. These projects are not merely responses to immediate needs but are visionary steps towards preparing the South El Monte Neighborhood for future challenges and opportunities.

The revitalization strategies aim to combine practicality with vision, with the ultimate goal to transform these proposals into tangible benefits for the South El Monte Neighborhood.

Parkspace and Landscaping

Downtown Landscape Plan

Background

The Downtown Landscape Plan is intended to guide the City of Dinuba in landscaping features for the central downtown corridor. This plan is part of the overall South El Monte Neighborhood Revitalization Study. The Landscape Plan will include various elements to accentuate and elevate current landscaping within Downtown Dinuba’s commercial corridor and residential neighborhoods.

The City of Dinuba Landscape Guidelines states the City’s goal being to foster a community-wide visual aesthetic that is inviting, drought tolerant, and environmentally sound. The goals for the Downtown Dinuba Landscape Plan include the following:

Plan Goals

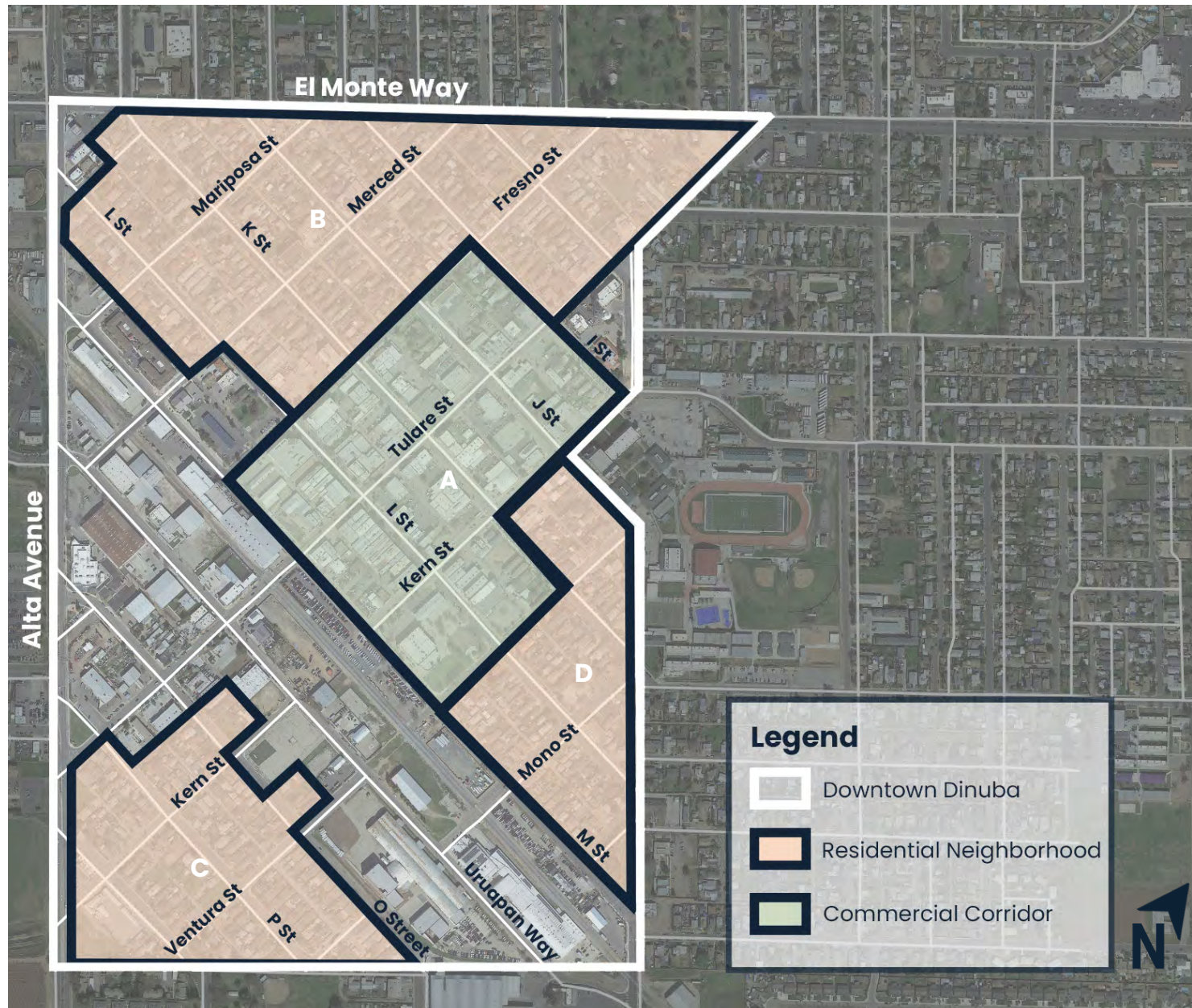
Foster community-wide visual aesthetic

Plan spaces that include drought tolerant landscaping

Improve existing landscaping features within Downtown Dinuba

Create a sense of place within Downtown Dinuba





Focus Areas

The Downtown Landscape Plan includes four focus areas, all of which are included within either the commercial corridor or a residential neighborhood.

The commercial corridor is bounded by I Street and M Street and stretches along Tulare and Kern Streets, as seen in Focus Area A in Figure 6-1.

Included in this plan are three residential neighborhoods within Downtown Dinuba, as shown by Focus Areas B-D in Figure 6-1.

Figure 6-1: Focus Areas

Plant Palette

Trees

Trees should be selected which provide 50% coverage in 10–15 years. Drought tolerant, low water, low maintenance, (Sunset) Zone 8–9 trees are encouraged. Trees should provide adequate shade and trees with invasive or destructive root structures should be avoided (Dinuba Landscape Design Guidelines, 2022).



Crape Myrtle
Lagerstroemia indica



Chinese Elm
Ulmus parvifolia



Sycamore Tree
Platanus occidentalis



Chinese Pistache
Pistachia chinensis



Mexican Redbud
Cercis mexicana



California Fan Palm
Washingtonia filifera

Shrubs/Groundcover

Shrubs should be selected which provide a variety of color and texture. Shrubs should be perennial and require little to no maintenance. Shrubs should compliment surrounding landscape, and should not be the primary focal point unless required by zoning code (Dinuba Landscape Design Guidelines, 2022).



Catmint Bush
Nepeta x faassenii



Crape Myrtle
Lagerstroemia indica



Dianella
Dianella caerulea



Razzleberry
Loropetalum chinense



Salvia Bush
Salvia leucantha



Blue Grama Grass
Bouteloua gracilis



Germander
Salvia leucantha

Example Images





Figure 6-2: Commercial Corridor

Focus Area A -

Commercial Corridor

The commercial corridor focus area includes a Pilot Project at the intersection of Tulare and L Streets.

The Pilot Project serves as an example for potential improvements that could be implemented within other intersections in Focus Area A. Improvements include:

- Drought resistant plants
- Landscaped benches on three out of four corners
- Shade trees
- Planter boxes every 10 feet
- Trash receptacles on all four corners
- Landscaped curb extensions
- Upgrade existing water mains due to old piping & add irrigation lines for landscaping

 Commercial Corridor

 Pilot Project Intersection

Existing Conditions

Landscaped Corners



Street Landscaping



Parkspace and Landscaping

Pilot Project Intersection – Tulare & L

Proposed Improvements

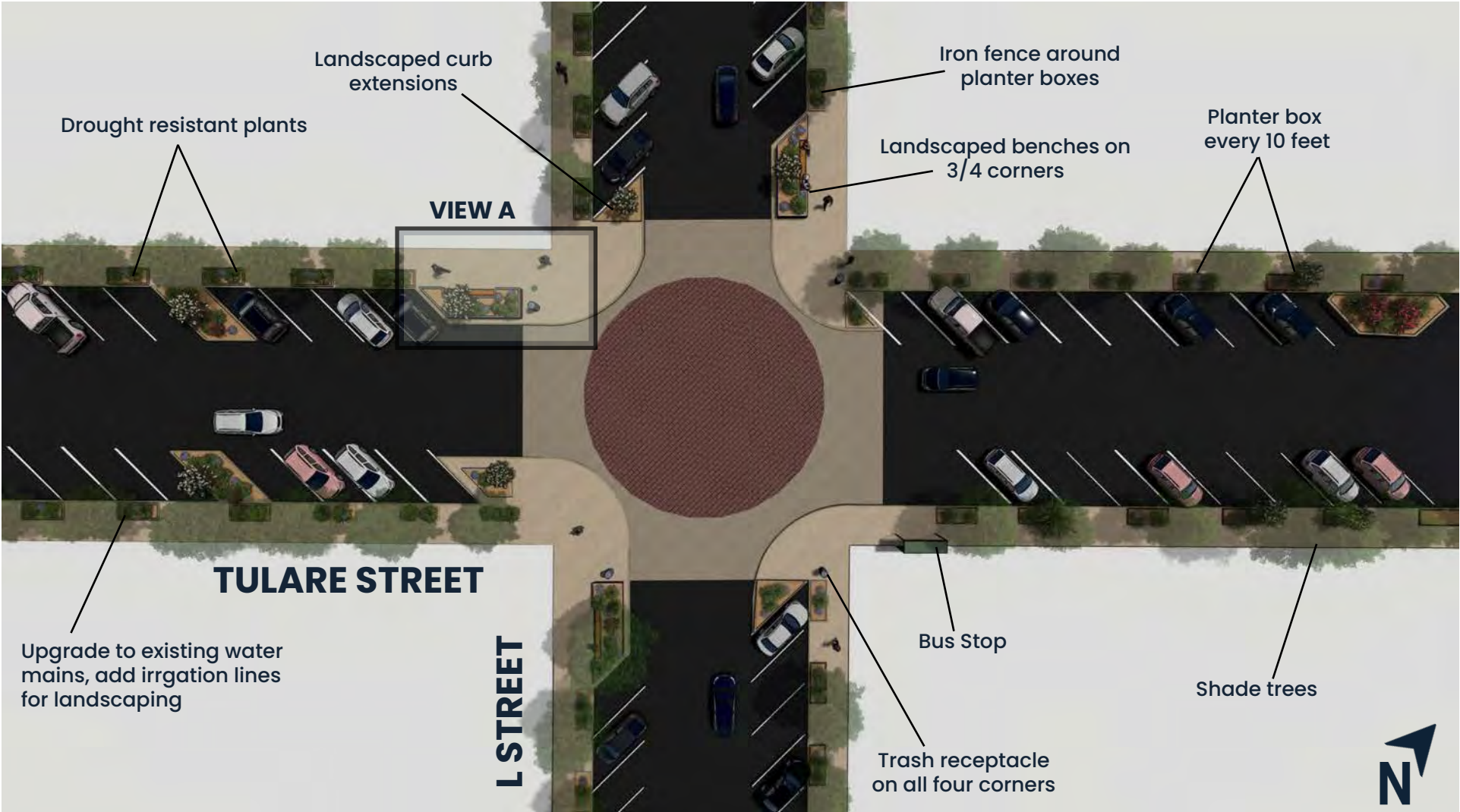


Figure 6-3: Tulare & L Improvements

VIEW A



Figure 6-4: Tulare & L, View A

Parkspace and Landscaping

Pilot Project Intersection – Tulare & L

BEFORE



AFTER



BEFORE



AFTER



Parkspace and Landscaping

Downtown Entrance Signage

Project Location: Intersection of Alta Ave and L Street

The goal of this project is to revitalize the “Welcome to Downtown Dinuba” signage, creating a more inviting and aesthetically pleasing entrance to the city. The improvements will include the installation of a new sign, updated logo, and a beautifully landscaped area featuring a variety of plants and decorative elements.

Plant Selection:

Catmint Bush: Low-maintenance, drought-tolerant plants that provide a burst of color with their purple-blue flowers.

Oak Trees: Majestic and sturdy, offering shade and a sense of permanence to the landscape.

Palm Trees: Adding a touch of elegance and a tropical feel to the area.

Crape Myrtle: Known for its vibrant blooms and attractive bark, enhancing the visual appeal.

Decorative Flowers: Seasonal flowers that add color and charm throughout the year.

Project Benefits:

Enhanced Aesthetics: A visually appealing entrance that welcomes residents and visitors.

Community Pride: Reflecting the unique character and pride of Dinuba through updated signage and thoughtful landscaping.

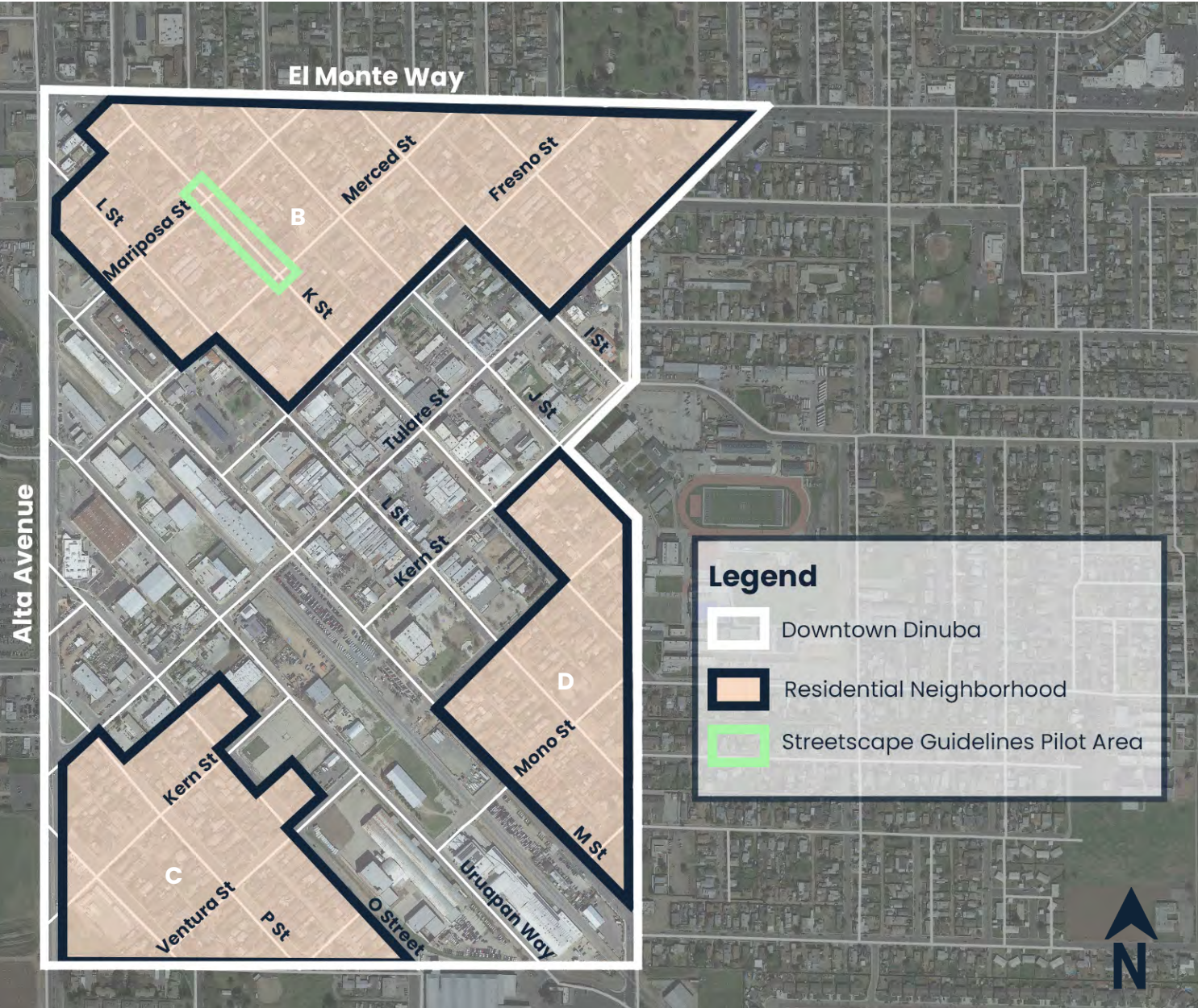
Environmental Sustainability: Utilizing drought-tolerant plants and efficient landscaping practices to conserve water and reduce maintenance needs.

BEFORE



AFTER





**Focus Areas B-D:
Residential Areas**

The residential neighborhood portion of the Downtown Landscape Plan includes three focus areas (B-D) for implementation, as shown in Figure 6-5.

The Pilot Project Area for the residential streetscape guidelines stretches along K Street from Merced to Mariposa Streets.

Figure 6-5: Residential Areas

Pilot Project Area – K Street

Proposed Improvements

A single portion of the Area B was chosen as the “Pilot Project” for the residential streetscape guidelines. The pilot project area is located on K Street between Merced and Mariposa Streets (Figure 6-6). The Pilot project area serves as a small-scale example of potential improvements that could be implemented throughout all residential focus areas.

Proposed K Street improvements include:

- Large shade trees Every 25 feet
- Ground cover in front of every home
- Bright colored shrubs throughout residential neighborhoods
- Landscaped curb extensions and bulb outs
- Chinese Elm on street corners

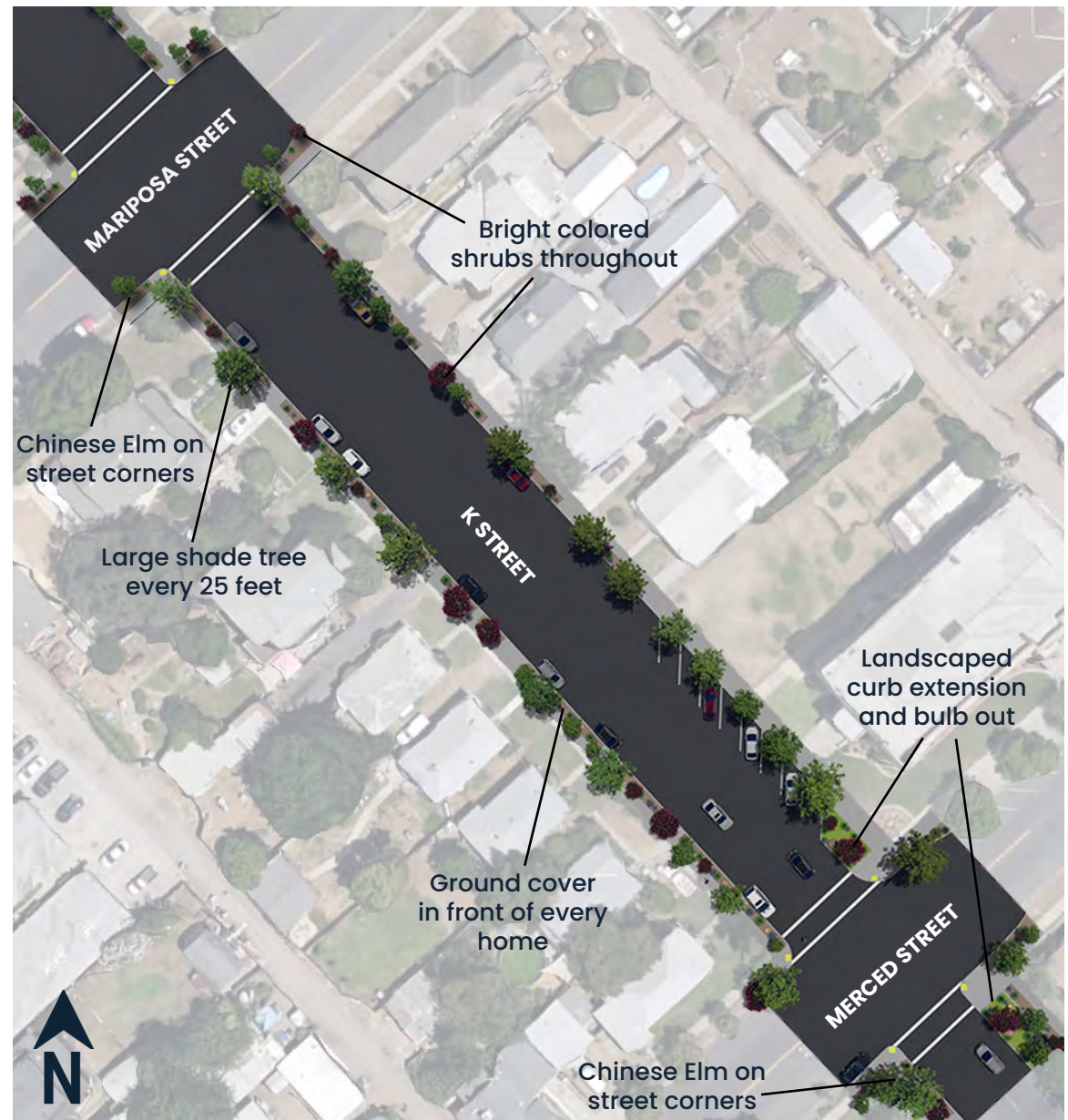


Figure 6-6: K Street Pilot Program Area

Landscaping Details

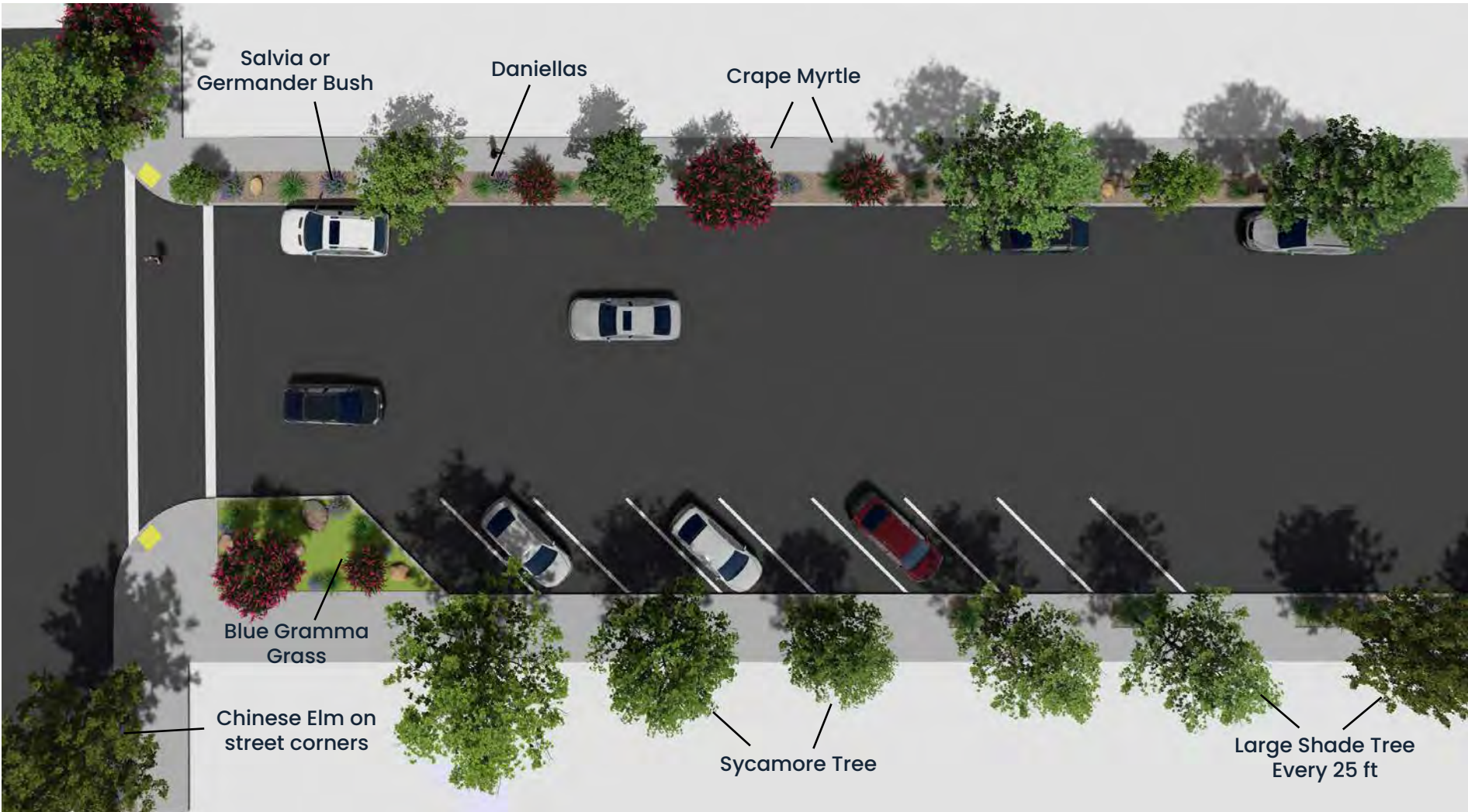


Figure 6-7: K Street Pilot Program

BEFORE



AFTER



Large shade tree
every 25 feet

Groundcover in front
of every home

BEFORE



AFTER



Colored shrubs
throughout

Large shade tree
every 25 feet

Landscaped Curb
Extension

Parkspace and Landscaping

Entertainment Plaza Master Plan

Located at 289 S. L Street just south west of downtown Dinuba. The revitalization of the 2.0-acre Entertainment Plaza in Dinuba marks a significant milestone in the city's ongoing efforts to enhance community spaces. The comprehensive renovation project, which will include the creation of five distinct zones; entertainment, leisure (Figure 6-8), kid/family (Figure 6-9), monument, and citizen row. Each zone transforming the plaza into a more dynamic and inviting destination for residents and visitors alike.

Through the integration of both infrastructure and non-infrastructure elements, such as shade structures, benches, shade trees, picnic tables, and vibrant art murals, the plaza shall offer a more comfortable and visually appealing environment. These improvements aim to create a vibrant cultural space that reflects the diversity and spirit of the community.

Key features of the updated plaza will include; play equipment such as a giant chess board and corn hole in the kid/family zone (Figure 6-9), a band stage and dance floor in the entertainment zone, art and seating in the leisure and monument zones, and the addition of mist poles to the existing splash pad (Figure 6-8). In the southeastern section of the Entertainment Plaza, within the Kid/Family zone, a 260 square foot restroom facility is currently under construction. This facility will include restrooms of varying sizes to accommodate the needs of the community, as well as exterior water fountains. Renovations to the public restroom facilities in the ensure that visitors can enjoy their time in the plaza with convenience and comfort.



Figure 6-8: Leisure Zone



Figure 6-9: Family / Kid Zone



Figure 6-10: Site Plan

Parkspace and Landscaping

Felix Delgado Park Plan

Felix Delgado Park is a six-acre park located at the intersection of E Vassar Ave and S Greene Ave. A variety of improvements are being proposed within the park intended to enhance amenities available to the community. Focus areas for improvements were identified in the Park & Facility Condition Assessment Matrix from the Dinuba Parks & Recreation Master Plan (see Figure 6-11), which evaluates the current state of park infrastructure and amenities to prioritize necessary upgrades. Existing conditions are rated on a scale from 1 to 3, with 1 indicating good condition, 2 indicating fair condition needing minor or moderate repairs, and 3 indicating poor condition requiring major repairs.

Key improvements to include:

- Additional shade structures, benches, and picnic tables.
- Construction of a bathroom in the southern portion of the park.
- Installation of lighting along the existing walking path to improve safety and usability during evening hours.
- Creation of a small dog park in the northwest corner of the park
- Construction of a splash pad adjacent to the existing play structure to offer more recreational options for children.
- Closure of the alleyway in the northeast portion of the park to prevent public access, enhancing overall safety.

These proposed improvements address areas of concerns identified by the Dinuba Parks & Recreation Master Plan. Implementation of this plan is designed to make Felix Delgado Park a safer and more versatile space for the community. Figure 6-12 provides a detailed site plan of proposed improvements.

General Site Condition		2.31
<i>Recreation Amenities</i>	Playgrounds	1.5
	Baseball/Softball Fields	3
	Pathways/Trails	1
<i>Site Amenities</i>	Site Furnishings	3
	Lighting	2
	Signage	1.5
	Drinking Fountain	2
<i>Park Structures</i>	Restrooms	3
	Picnic Areas/Pavilions	3
	Other Buildings/Structures	2.5
<i>Vegetation</i>	Turf	3
	Park Trees	1.5
	Irrigation	3

Figure 6-11: Condition Assessment Matrix

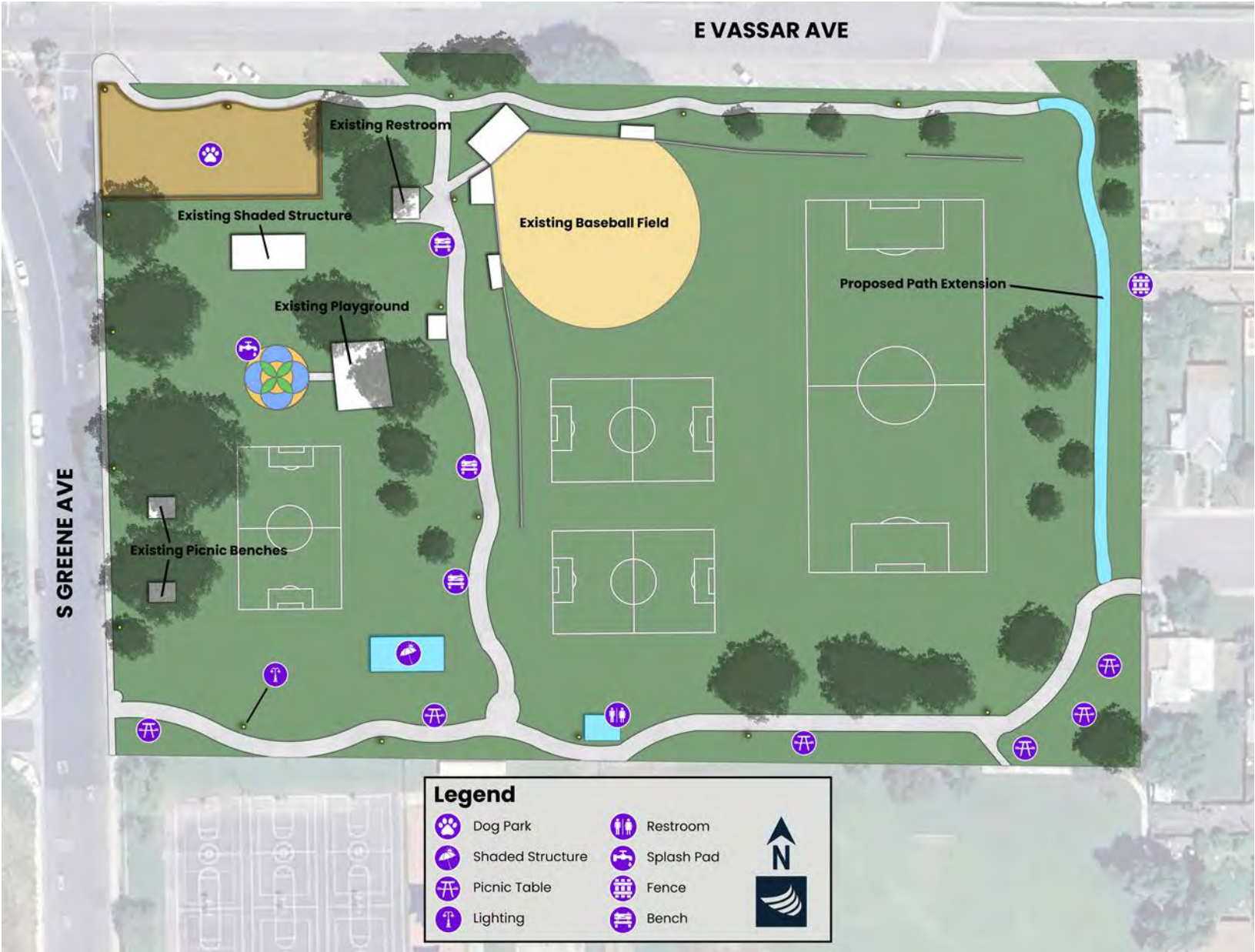


Figure 6-12: Site Plan

Proposed Blight Abatement Strategies

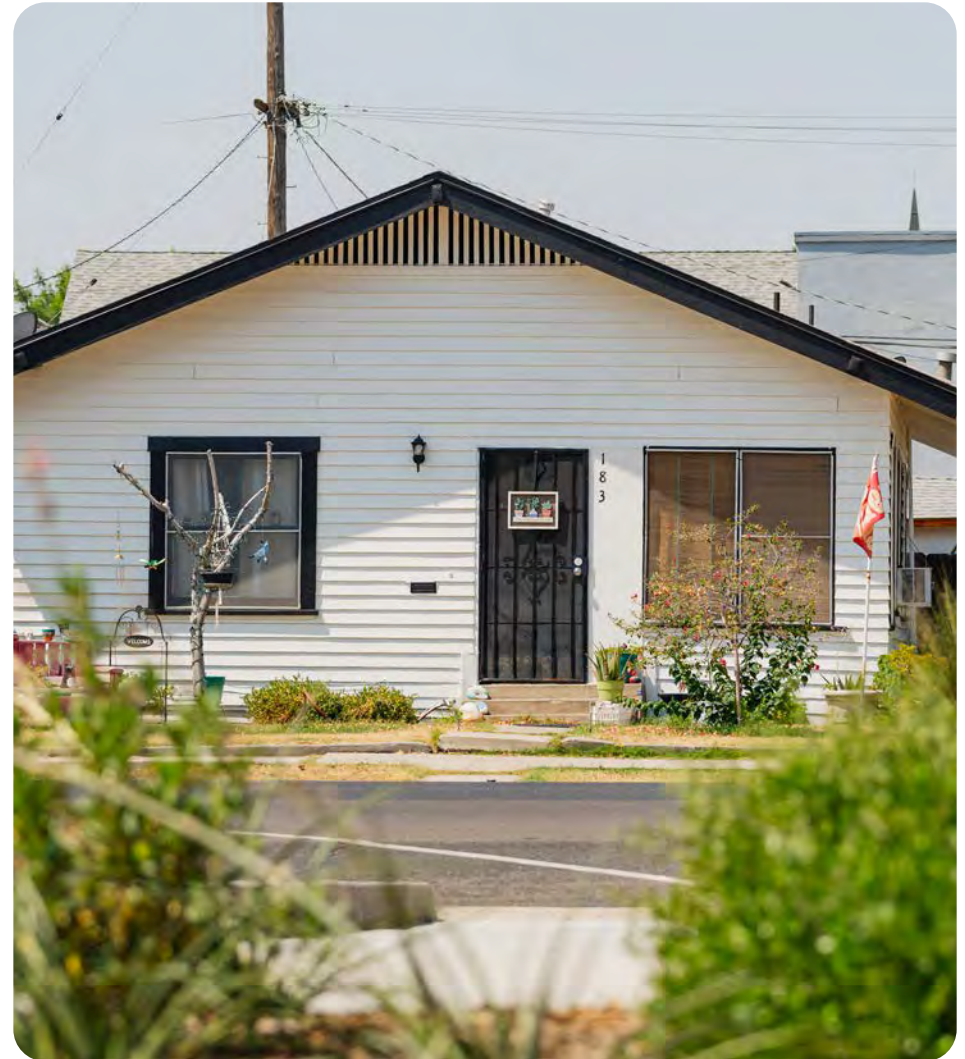
In addition to the continual efforts on the Housing Rehabilitation Program, the City of Dinuba can implement several other strategies to mitigate the impacts of blight in the Plan Area and citywide.

Housing Conditions Survey

The City should apply for funding to conduct an updated Housing Conditions Survey. Such a survey would serve as a baseline, offering valuable insights for future blight abatement strategies by assessing current conditions. Through this updated survey, the City can identify trends and patterns to better focus its blight abatement efforts. Additionally, the survey could inform planning and policy decisions, while also assessing the quality of housing stock and identifying health and safety issues.

Code Enforcement

The City can utilize existing Code Enforcement personnel to provide helpful and proactive code enforcement that supports neighborhood preservation in the Plan Area. As part of this program, regular training sessions with Code Enforcement officers would be implemented to monitor existing housing conditions and provide any available incentives and assistance. Additionally, the City could implement regular rental housing inspections to ensure any potential substandard housing conditions are remedied in renter-occupied units.



**Beautification Projects**

The City can implement beautification projects in and around the Plan Area to deter blight. These projects may involve planting additional landscaping, installing public art installations, creating art murals, and various other initiatives.

Partnerships

Utilize existing partnerships and create new ones with community organizations, businesses, and other key stakeholders to collectively mitigate blight. Blight Abatement Strategy. To create a safer environment and thoroughly assess the benefits of each recommended program, the City should consider adopting a formal blight abatement strategy. This strategy document can outline the various programs and strategies the City wishes to adopt and implement in greater detail, including responsible departments, funding sources, processes, and timelines for each program.

Blight Abatement Strategy

To create a safer environment and thoroughly assess the benefits of each recommended program, the City should consider adopting a formal blight abatement strategy. This strategy document can outline the various programs and strategies the City wishes to adopt and implement in greater detail, including responsible departments, funding sources, processes, and timelines for each program.

Street Improvements and Circulation

Crosswalk Improvements at Crawford and Terrace

The three-way intersection located at South Crawford Avenue and East Terrace Drive is within the eastern portion of the City of Dinuba. East Terrace Drive is an east-west local street, and Crawford Avenue is a north-south arterial road that extends to the southern and northernmost city limits. The intersection is often used by pedestrians, as it is located approximately 0.1 miles from Jefferson Elementary School, 0.3 miles from Dinuba Junior Academy Christian School, and is within a primarily residential area.

The site lacks pedestrian infrastructure despite the proximity to schools and residences. In order to ensure the safety of pedestrians, the proposed improvements involve the addition of two rectangular rapid flashing beacons (RRFB), a raised crosswalk, repainting of the current crosswalk, as well as curb extensions and the improvement of curb ramps on the east side of Crawford Avenue. The RRFB's will be activated by a button, which will illuminate the rectangular LED beacons to notify drivers. The project proposes to not only raise the crosswalk to increase visibility, but also implement high-visibility crosswalk markings according to the City of Dinuba Public Improvement Standards (2023). This will include yellow vertical striping in accordance with the City's standard for school zones.

In order to improve street sign visibility, it will also be necessary to remove vegetation on nearby properties in order to install the RFFBs. The intersection hopes to improve pedestrian safety and better serve the needs of the local community by putting these improvements into place.



Figure 6-13: South Crawford Avenue & East Terrace Drive Looking South



Figure 6-14: South Crawford Avenue & East Terrace Drive Looking North

Street Improvements and Circulation

VIEW A



Figure 6-15: Proposed Right Turn Lane Crawford Ave Looking South

VIEW B



Figure 6-16: Proposed Drop-Off Zone Along Crawford Ave Looking South in Front of Jefferson Elementary School

Jefferson Elementary School Pick-Up Redesign

In an effort to improve the safety, efficiency, and convenience of the Crawford Ave and Sierra Way near Jefferson Elementary school, the following projects are being proposed:

1. Dedicated Right-Hand Turn Lane

To combat the challenge of peak-hour congestion, a dedicated right-hand turn lane from Crawford Avenue onto Sierra Way is being proposed. This addition, detailed in Figure 6-15, is designed to reduce wait times and facilitate smoother vehicular movement, thereby enhancing the overall traffic flow at this intersection.

2. Pick-Up/Drop-Off Zone

To address congestion during school drop-off and pick-up times, a conversion of the existing Jefferson Elementary parking area along Crawford Ave (see Figure 6-16) into an extended drop-off/pick-up zone is proposed. This extended drop-off/pick-up zone, highlighted in Figure 6.11, aims to enhance the efficiency of the drop-off and pick-up process, significantly improving traffic flow and safety for parents and students alike.

3. Crosswalk Improvements for Enhanced Pedestrian Safety

To promote pedestrian safety, the project proposes the installation of striped crosswalks and rectangular rapid flashing beacons (RRFB). These additions would be added at the Crawford Ave/Sierra Way intersection, and at the crosswalk in front of the bus drop-off zone along Sierra Way (see Figure 6-15). These measures are designed to enhance visibility at the intersections, ensuring safer pedestrian crossings.

Jefferson Elementary School Pick-Up Redesign

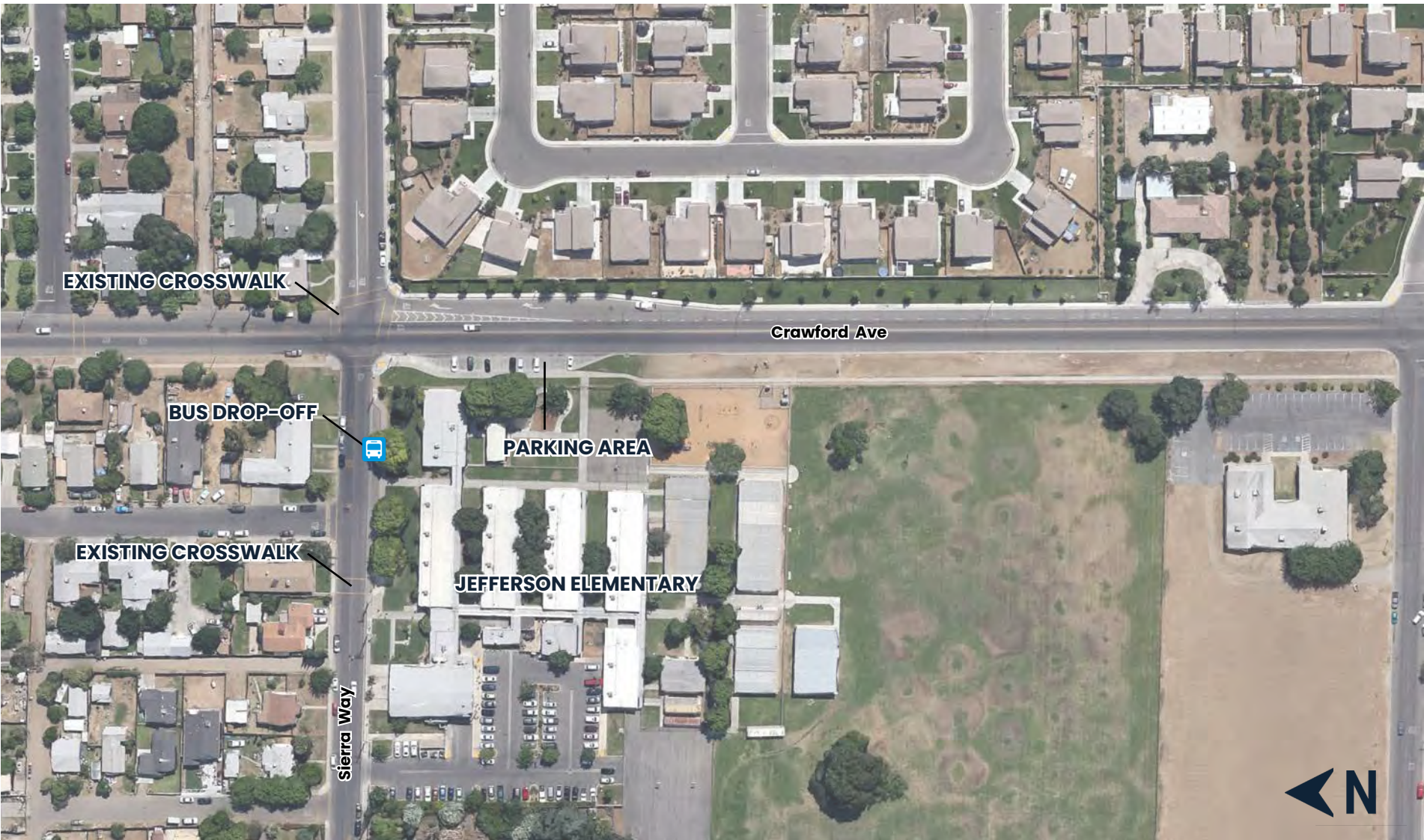


Figure 6-17: Existing Conditions

Jefferson Elementary School Pick-Up Redesign



Figure 6-18: Proposed Site Plan

Randle Avenue Connection to Mercantile Row

Pedestrian Pathway

Located in the eastern portion of the City of Dinuba, at the intersection of East Olive Way and Randle Avenue, this project improves pedestrian connectivity in the residential area. Randle Avenue is a north-south collector road, linking residences to East El Monte Way. The eastern side of Randle Avenue from Sierra Way to East Franzen Way currently remains undeveloped, however, future residential development is anticipated.

In response to current and projected residential growth, a pedestrian pathway is proposed, connecting the intersection of East Olive Way and Randle Avenue to Mercantile Row (see Figure 6-19). This pathway acts as an important link, facilitating pedestrian and cyclist movement between the residential neighborhood and the commercial anchor. Furthermore, proposed improvements include the installation of crosswalks and stop signs to enhance pedestrian safety between the residential and commercial areas (see Figure 6-20 & 6-21).

Additionally, plans include the incorporation of drought-resistant trees, native plants, and fencing along the pathway, adding aesthetic appeal and adequate shading. Through these proposed measures, the project aims to improve connectivity, encourage active transportation, and enhance overall livability within the community.

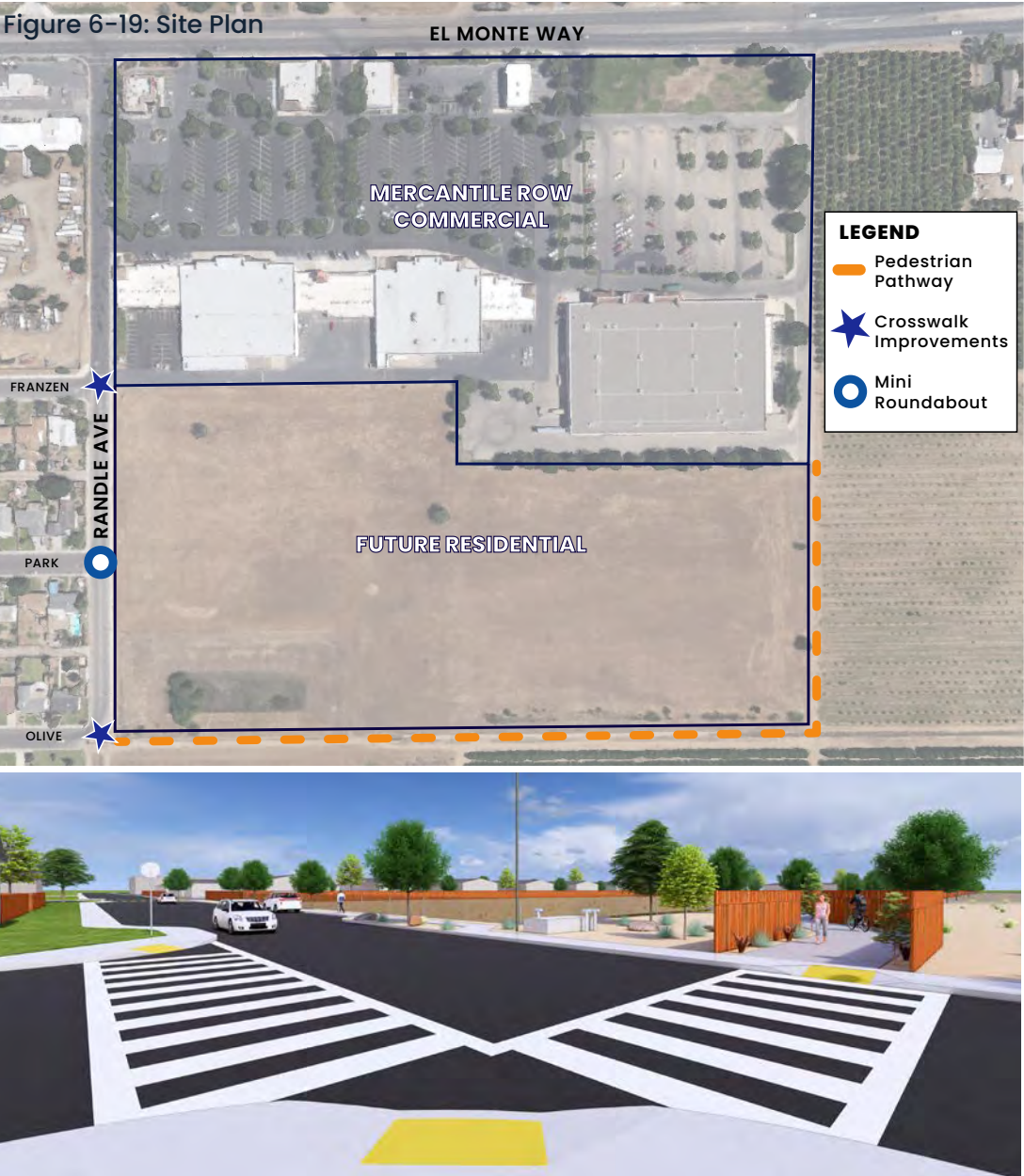


Figure 6-20: Randle Avenue & East Olive Way Looking East



Figure 6-21: Randle Avenue & East Olive Way Looking North (Aerial)

Street Improvements and Circulation

Randle Avenue Mini Roundabouts

The City of Dinuba is proposing the installation of two mini roundabouts along Randle Avenue to enhance traffic safety and reduce speeding. The targeted intersections include Terrace Drive and Park Way.

The primary goal of these mini roundabouts is to address the issue of speeding along Randle Avenue. This long, straight stretch of road has become a hotspot for speeding and occasional racing, posing significant risks to pedestrians and other road users.

Key Features:

- **Truck Apron:** Each roundabout will include a truck apron to accommodate larger vehicles.
- **Raised Median Island with Landscaping:** The center of each roundabout will feature a raised median island, beautifully landscaped to enhance aesthetic appeal and serve as a visual cue for drivers to slow down.
- **Splitter Islands:** Splitter islands will be incorporated to provide additional traffic calming measures, improving safety for both drivers and pedestrians.

Benefits of Roundabouts:

- **Traffic Calming:** Drivers will be required to slow down, reducing overall traffic speed along Randle Avenue.
- **Enhanced Pedestrian Safety:** The introduction of roundabouts, along with a planned traffic calming crosswalk at Olive Way, will create a safer environment for pedestrians.
- **Aesthetic Improvement:** The landscaped median island will serve a functional purpose, while enhancing visual appeal and contributing to the community's overall quality of life.



Figure 6-22: Randle Avenue & Terrace Drive Looking West



Figure 6-23: Randle Avenue & Park Way Looking West

Vassar Avenue Roundabout

The current three-way intersection located at E Vassar Ave and intersects with W Mono St. as well as S P St. The project site is within the southern portion of the City of Dinuba. East E Vassar Ave is an east-west local street. The intersection is often used by pedestrians, as it is located directly adjacent north to Felix Delgado Park, 0.10 miles from Wilson Elementary School and is within a primarily residential area.

The site lacks pedestrian infrastructure despite the proximity to schools and residences. In order to ensure the safety of pedestrians, the proposed improvements involve the addition of a roundabout, crosswalks with pedestrian islands, landscaping, as well as curb extensions and the improvement of curb ramps. Roundabouts generally are safer for pedestrians than traditional intersections and especially safer than the current non controlled intersection. In a roundabout, pedestrians walk on sidewalks around the perimeter of the circulatory roadway. If it is necessary for pedestrians to cross the roadway, they cross only one direction of traffic at a time. In addition, crossing distances are relatively short and the design for this roundabout has pedestrian islands for pedestrians to be able to wait in the middle safely if they were not able to fully cross the street at once. In addition to this traffic speeds are lower than at traditional intersections. Studies in Europe indicate that, on average, converting conventional intersections to roundabouts can reduce pedestrian crashes by about 75 percent. Single-lane roundabouts like the one proposed here, in particular, have been reported to involve substantially lower pedestrian crash rates than comparable intersections with traffic signals.

Street Improvements and Circulation

The roundabout will continue to allow for smooth traffic flow and will actually increase traffic flow, it's estimated that the use of roundabouts instead of traffic signals at intersections can reduce vehicle delays by 62-74 percent.

The added roundabout at Vassar Avenue hopes to improve pedestrian safety and better serve the needs of the local community by putting these improvements into place. See Figure 6-24.



Figure 6-24: Three-way Intersection at E Vassar Ave, W Mono St., and S P St. Looking West

Vassar Avenue Redesign



Figure 6-25: Conceptual Vassar Roundabout

College Avenue Roundabout

The current intersection is located at S College Ave and intersects with S K St, E Sierra Way, and E Mono St. The project site is within the central portion of the City of Dinuba. The intersection often sees high volumes of traffic by both vehicles and pedestrians, as it is located directly adjacent south of Dinuba High School.

The site lacks vehicular safety infrastructure despite the proximity to schools and residences. In order to ensure the safety of drivers and pedestrians, the proposed improvements involve the addition of a roundabout, landscaping, as well as curb extensions.

The roundabout will continue to allow for smooth traffic flow and will actually increase traffic flow, it's estimated that the use of roundabouts instead of traffic signals at intersections can reduce vehicle delays by 62-74 percent. In regards of capacity by yielding at the entry rather than stopping and waiting for a green light, the delay is significantly reduced, which is something that can help mitigate the congestion that occurs due to the proximity of the High School especially during peak hours during the school year from 7-9 am and 3-5 pm. The roundabout at College Avenue also aims to help mitigate current emissions at this intersection due to the amount of idling that occurs currently. Because roundabouts improve the efficiency of traffic flow, they also reduce vehicle emissions and fuel consumption. In one study, replacing a signalized intersection with a roundabout reduced carbon monoxide emissions by 29 percent and nitrous oxide emissions by 21 percent. Constructing roundabouts in place of traffic signals can reduce fuel consumption by about 30 percent.

The added roundabout at College Avenue hopes to improve vehicular and pedestrian safety and better serve the needs of the local community by putting these improvements into place. See Figure 6-25.



Figure 6-26: Intersection at E Sierra Way Where it Intersects with S K St. looking West



Figure 6-27: Intersection at E Sierra Way and S College St. Looking East

College Avenue Roundabout



Figure 6-28: Conceptual College Ave Roundabout

Street Improvements and Circulation

Alleyway Revitalization Pilot Program

Background

The South El Monte Neighborhood, covering around 800 acres in the southern central part of The City of Dinuba, is bounded by East El Monte Way to the north, Kamm Avenue to the south, Randle Avenue to the east, and Alta Avenue to the west. This area, about 1.25 square miles, is where most of the city's residential and commercial activities are concentrated.

The Downtown Alleyway Revitalization pilot program is a component of the South El Monte Neighborhood Revitalization Plan, designed to enhance the community through projects like the alleyway revitalization effort. Alleyways, typically narrow passages nestled between or behind buildings, are subject to the City's Municipal Code, which imposes specific rules for navigation. These regulations encompass the management of traffic flow in one-way alleyways and the prohibition of vehicles pausing for loading or unloading activities. However, the significance of these alleyways extends beyond traffic control.

In the Downtown Dinuba area, their often dimly lit and secluded nature raises safety concerns, turning them into potential hotspots for criminal activities. The identification of several alleyways as candidates for revitalization presents an opportunity to transform these areas. Through this pilot study, the aim is to make these spaces not only safer but also vibrant and active additions to the community.

Focus Area

The Alleyway Revitalization Program is concentrated within the Downtown Dinuba area, particularly along the commercial corridor. This corridor, which extends from I Street to M Street, and along Tulare to



Figure 6-29: Pilot and Potential Alleyways

Kern Streets, is the main area of downtown commerce and community activity. Within this area, a series of alleyways have been identified as prime candidates for revitalization, as detailed in the accompanying figure 6-26.

Case Studies

Los Angeles, California East Cahuenga Alley

In 2013, the East Cahuenga "EaCa" Alley underwent a transformative project spearheaded by the Hollywood Business Improvement District,



evolving into a vibrant pedestrian zone featuring outdoor dining options and a Sunday Artist's Market. This initiative began when a local restaurant owner, seeing the potential for expansion, began to refurbish the alley for

additional seating. This caught the attention of the Hollywood Property Owners Alliance, which proposed the concept of converting the alley into a public space.

The redesign of the alley, carried out by the city's Bureau of Engineers, was a significant investment of \$800,000. This budget covered extensive enhancements, including regarding, the installation of new pavers, and the implementation of essential stormwater and drainage systems. In this newly invigorated space, businesses now can extend their seating by up to 10 feet into the alley, with the option to apply for permits to serve alcohol. In the future, the alley is set to become a canvas for creativity, with plans to introduce art installations that will enrich the cultural tapestry of the area.

Fort Collins, Colorado



In 2008, inspired by the successful renovation of two alleyways, the Downtown Development Authority of Fort Collins initiated a comprehensive alley master plan. The objectives of this project are to ensure safe pedestrian pathways,

enhance the visual appeal of these spaces, and ignite economic growth within the community.

To date, five alleyways have undergone transformations, with each renovation costing approximately \$900,000. These upgrades have introduced new trash enclosures and benches, alongside the launch of an Art in Public Places program. This program has notably adorned the area with 40 granite pavers, each intricately engraved with children's artwork, adding a touch of whimsy and creativity to the urban landscape.

Street Improvements and Circulation

Oroville Miners Alley, California



In 2021, the Downtown Oroville business association began an initiative to revitalize Miners Alley, a historic two-block stretch in downtown Oroville, fueled by a \$55,000 grant from the Oroville Supplemental

Benefits Fund. This project aimed to enhance the alleyway between Downer and Huntoon streets, with renovation efforts commencing in the summer of 2021. The project reactivated the area by improving walkability, augmenting the aesthetic qualities of the space, and bolstering economic development and public safety.

Significant enhancements include the application of fresh paint to adjacent Gold Rush-era buildings and the installation of new gooseneck lighting fixtures. The initiative also includes plans for new Miners Alley archways to complement the existing architecture and the installation of hardware for mounting removable art installations, reviving the alley's historical role as a venue for outdoor art exhibitions. The project's intent is to re-establish Miners Alley as a cultural and community hub. The addition of picnics and standing cocktail tables supports the vision of transforming the alley into a vibrant space for art shows, live music, history lectures, and temporary outdoor dining and marketplace setups.

Existing Conditions

Revitalizing Downtown Dinuba's alleyways, currently serving for vehicular access, reveals a path towards creating thriving public areas. This vision was shaped by community feedback during the South El Monte Way Revitalization Plan outreach events, where safety in alleys emerged

as a concern. The idea is to enhance not only downtown connectivity but also create safe, expansive spaces for community engagement and leisure. By leveraging design principles that encourage active, welcoming environments without significant infrastructure overhaul, these areas are poised to bloom into vibrant public spaces.

The current state of alleys in Downtown Dinuba, characterized by the absence of designated pedestrian and cyclist paths, limited greenery, inadequate lighting, and a scarcity of spots for community gatherings, shows the need for targeted enhancements. By directly responding to these existing conditions and the community's voiced priorities, the transformation can foster a safer, more connected, and aesthetically pleasing downtown area.

Proposed Improvements

Transforming Downtown Dinuba's alleyways from underutilized spaces into functional public areas stands out as a key initiative. Aimed at stimulating economic activity, enhancing connectivity, walkability, sustainability, and safety, this effort seeks to turn alleyways into pedestrian and bike pathways and inviting social spaces.

The improvements begin with a cleanup operation to clear trash and debris. Subsequently, a suite of improvements will be enacted: introducing greenery through landscaping that adheres to the City of Dinuba Landscaping Guidelines, installing permeable surfaces, implementing lighting to ensure safety and create ambiance, installing street furniture for comfort, and introducing artwork to enrich the visual appeal of these spaces. Community engagement in art creation, particularly murals, will further create a sense of identity and belonging. To increase aesthetics and functionality, trash bins and dumpsters will be relocated. The addition of greenery, through hanging planters,

planter boxes, and green walls, will enhance the space with life, in line with the City of Dinuba's landscaping directives, ensuring that these installations are both beautiful and environmentally sustainable.

Art installations and enhanced lighting are designed to create inviting, safe spaces conducive to nighttime activity. Accommodation for cyclists with bicycle racks and street furniture will invite community interaction and leisure, effectively extending the alleyways into public gathering spots.

Ongoing maintenance is important to the alleyways, to ensure that these alleyway improvements remain vibrant, appealing, and an integral part of the urban landscape. By adhering to the City of Dinuba Landscaping Guidelines and focusing on comprehensive improvements, this initiative not only aligns with the community's aspirations for safety, connectivity, and sustainability but also transforms Dinuba's alleyways into thriving public spaces that foster a strong sense of community engagement.

Pilot Project Alleyway

For this pilot project in Downtown Dinuba, the chosen location is an alleyway at 239 E. Tulare Street, situated in the commercial district near restaurants and bakeries. Currently designed for vehicle use, including trash pickup and parking access, this alley extends one-way from E. Tulare Street to E. Fresno Street.

This initiative proposes a partial modification to reduce car access and introduce a pedestrian and bicyclist-friendly segment. About 80 feet of the alley, beginning directly off E. Tulare Street, will be transformed to support non-motorized activities. This strategy aims to balance vehicle needs while fostering a vibrant, accessible space for the community, enriching the urban landscape of Downtown Dinuba as seen in Figure 6-27.

BEFORE



Figure 6-30: Existing Conditions of Pilot Alleyway at 135 E Tulare St.

AFTER



Figure 6-30: Conceptual Design of Pilot Alleyway at 135 E Tulare St.

Feasibility / Potential Affects

To revitalize the segment of the alley off E. Tulare Street in Downtown Dinuba, the plan incorporates temporary planters to restrict vehicle access from the identified section of the alleyway. This approach necessitates a redesign of existing layouts for parking and garbage collection services, as the targeted section currently facilitates access to these essential amenities. The program proposes relocating entrances for parking and garbage collection to N. K Street and exiting onto E. Fresno Street, leveraging its existing two-way access. This may require reconfiguring parking spaces to ensure all minimum requirements are met while creating a new designated area for garbage pickup, but the plan guarantees the preservation of the necessary parking and access.

The enhancement project aims to elevate both the functionality and aesthetic appeal of the area. Key features include the introduction of green spaces and bike and pedestrian amenities. The design will incorporate seating integrated into planters, alongside the planting of bushes, flowers, and trees that align with the Dinuba Landscape Plan. To ensure the alleyway remains safe and inviting throughout the day, string lighting will be installed. As this area is not in a residential zone, these design measures will not disturb nearby homes.

Additional cyclist-friendly facilities, such as bicycle racks, will be installed to encourage downtown visits, fostering a secure environment for all modes of transportation. Artistic elements, including murals and sculptures, are planned to further beautify the space.

The project anticipates that local businesses will benefit from the alleyway's beautification, potentially attracting more visitors to the area. This enhancement is expected to create a welcoming atmosphere that not only supports local commerce but also enriches the overall experience in Downtown Dinuba.

Additional Circulation Projects

Legend

-  Project Area
-  Dinuba ATP
-  Tulare St/L St
Intersection Safety Improvements
-  S Wilson St
Congestion Improvements
-  Ventura Rail Crossing

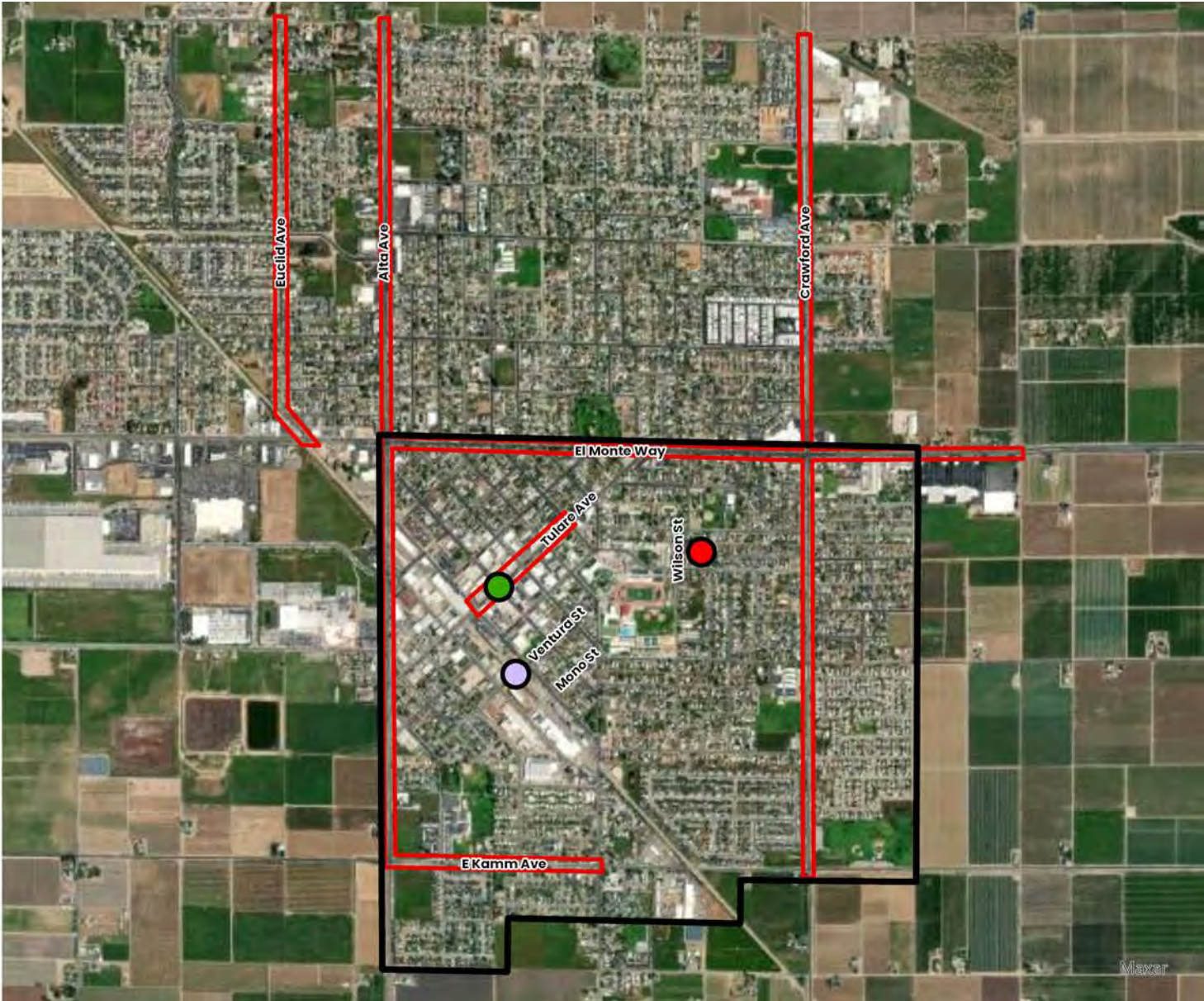


Figure 6-32: Additional Circulation Improvements Map

Project Description & Purpose

These circulation projects are designed to enhance safety and improve traffic flow for all residents, regardless of their mode of transit whether by vehicle, bicycle, or on foot. The improvements outlined in this document include the: Ventura Rail Crossing upgrade, the installation of red curbs on Wilson Street, the enhancement of the traffic signal at Tulare and L Street, and the Dinuba Active Transportation Plan (ATP) Project.

Ventura Rail Crossing

Presently, there is a vehicular crossing on W Mono Street, but this access point is scheduled for closure because the roadway section is private property. The objective of the recirculation plan is to eliminate access to W. Mono Street between S. M Street and S. Uruapan Way, redirecting traffic to W. Ventura Street. W. Ventura Street will become the new crossing segment between S. M Street and S. Uruapan Way, ensuring that traffic is properly redirected and maintaining effective circulation in the area.

S Wilson St Congestion Improvements

There is a current congestion issue on S. Wilson St between E. Park Way and E. Magnolia Way due to the road segment being too narrow to allow for two-way traffic and parking on either side. Currently, the roadway allows bidirectional traffic and parking on both sides of the street. The current width of this segment of S. Wilson St is approximately 25 ft in width. Considering a typical road lane for a car is 10' this would leave only 5' remaining feet for clearance. The typical width for a parallel parking space is 8'. Currently, if two cars are parked on both sides of the street this would only leave 9' of roadway clearance for the bidirectional traffic to flow.

After accounting for parking, the remaining space for travel lanes is very narrow, significantly less than the ideal width for safe traffic flow. This restriction makes it challenging for vehicles to pass each other, increasing the risk of side swipe collisions and making it difficult for larger vehicles like trucks, buses, or emergency vehicles to navigate the road safely. Parked cars obstruct the driver's view of oncoming traffic and pedestrians, which can lead to accidents. Pedestrians and cyclists are also vulnerable as the narrow lanes leave little room for them, increasing the likelihood of collisions. Emergency response efficiency is also compromised as emergency vehicles may find it hard to navigate or may be blocked by other vehicles due to the lack of maneuvering space. The design idea to help make the roadway safer and more accessible would be to red curb both sides of the road to not allow for parallel street parking on S Wilson St between E Park Way and E Magnolia Way.

Another potential design solution could be to make on S Wilson St between E Park Way and E Magnolia Way a one-way roadway which after accounting for a 10' travel lane and a 8' parking lane on one side of the road would have an remaining 8' of roadway clearance. By converting the roadway to one way traffic, you would allocate a single 10-foot travel lane and an 8' parking lane on one side, leaving an additional 7' of roadway clearance. This remaining space could be used for various purposes, such as creating a buffer zone, a dedicated bicycle lane, or even enhancing pedestrian pathways. This design reduces the likelihood of conflicts between vehicles moving in opposite directions, minimizes the risk of collisions, and improves overall traffic flow. This proposed design solution of converting S Wilson St to a one-way roadway could be controversial if the remaining 8 feet of clearance is insufficient to accommodate the passage of emergency vehicles such as fire trucks.

Tulare St/L St Intersection Safety Improvements

The intersection at W Tulare St and L St in Dinuba is currently served by outdated and insufficient stop lights that blend into the background, making them difficult for drivers and pedestrians to notice. These old signals not only lack the vibrancy needed to catch the attention of those at the intersection but also fail to provide the high visibility ensuring effective compliance with traffic rules. Replacing these outdated lights with modern, larger, and more vibrant stop lights would significantly enhance the safety of this busy intersection.

New stop lights come with improved technology, including brighter LED lights and larger signal heads that are more visible even in adverse weather conditions or during high sunlight glare. These upgrades would ensure that the traffic signals are unmistakable, reducing the likelihood of drivers missing a light change and subsequently decreasing the risk of accidents. Modern stop lights often come equipped with features like countdown timers for pedestrians and advanced signal controllers that can better manage traffic flow, reducing congestion and the potential for collisions. By upgrading the stop lights at this intersection, The City Of Dinuba can provide a safer environment for both motorists and pedestrians.

Awaiting Collision Data From The Intersection

Dinuba Active Transportation Plan (ATP)

The Dinuba ATP Improvement Project aims to improve bicycle and pedestrian safety to six road segments within the City of Dinuba. The Project improvement details are listed below in Table 6-1.

All facilities in the table below will be established in accordance with the City of Dinuba Public Improvement Standards. No specific disposal or borrow sites have been identified. Construction activities will include demolition of existing asphalt, sidewalk, and curbs where needed, adding aggregate base and pavement placement, beacon installation,

shortened crossing installation, crossing surface improvements. Roadway detours and/or lane closures may be used to control traffic during construction.

Table 6-1 – Project Improvement Details

Class II Bike Lane / Routes	21,700 ft
Class IV Bike Lane / Routes	100 ft
Green Pavement Enhancements Locations	6
Resurface and Restriping of Bike Lane Locations	4
Sidewalk Installation	24,525 ft
Curb Ramp Installation	117
Reconstructed Ramps to Standard	126
Ped-Head Installation	46
Shortened Crossing Installation	40
Flashing Beacon Installation	8
Crossing Surface Improvement Installation	5
Flush Median Installation	9
Red Curb Installation	Intersection Approaches

Project Location

The proposed Project Site covers an area of approximately 85 acres (7.5 miles of road segments). Adjacent land uses to these segments primarily consist of General Commercial, Residential, Resource Conservation and Office zoned districts. The projects segments and associated rows are listed in Table 6-2.

Table 6-2 – Project Segments and Associated Roads

Segment Name	Associated Road
Alta Avenue	E. Nebraska to Kamm Avenues
E. El Monte Way	Alta Avenue to Road 92
E. Kamm Way	Alta to College Avenues
E. Tulare Street	M to I Streets
Crawford Avenue	E. Kamm Avenue to E. Nebraska Avenue
Euclid Avenue	El Monte Way to College Nebraska Avenue

Building Improvements

Downtown Facade Improvements

110 L Street – Nutricion Maria

Downtown facade improvements will include the building located at 110 L Street, home to Nutrition Maria. The renovations aim to enhance the building's aesthetic appeal, functionality, and alignment with the surrounding architecture. The key components of the project include:

- Lighting upgrades
- Storefront modifications
- New signage per City standard
- Preservation and painting of existing architectural features
- Installation of a new awning
- Window Replacements
- New single swing door

BEFORE



AFTER



Figure 6-33: 110 L Street – Nutricion Maria Building

133 L Street – Thrift Store

This project includes the planned improvements for the building located at 133 L Street, home to Open Gate Thrift Store. The renovations aim to enhance the building’s aesthetic appeal, functionality, and alignment with the city standards.

The key components of the project include:

- Lighting upgrades
- Hardware replacements
- Window trim repairs
- New signage
- Installation of planters to enhance the facade

The proposed improvements to 133 L Street aim to modernize and enhance the building’s exterior while preserving its historical charm. These upgrades will not only improve the aesthetic appeal and functionality of Open Gate Thrift Store’s storefront but also contribute positively to the overall streetscape. The careful selection of materials and design elements ensures that the building remains a valuable and attractive asset within the community.

BEFORE



AFTER



101 L Street – Don's Shoes

This project includes the details of the planned improvements for the building located at 101 L Street, home to Don's Shoes. The renovations aim to enhance the building's aesthetic appeal and functionality while preserving its architectural integrity.

The key components of the project include:

- Preservation of Existing Brick
- Lighting upgrades
- Window and door replacements
- New signage
- Awning Installations

BEFORE



AFTER



Dinuba Sportsplex Improvement Plan



Figure 6-34: Conceptual Rendering of the Dinuba Sportsplex Improvements

Background

The Dinuba Sportsplex provides a hub for athletic activities, community gatherings, and recreational events. However, as the facility has aged, it has become evident that significant renovations and upgrades are necessary to maintain its status as a premier community center. The Dinuba Revitalization Study outlines a comprehensive improvement plan designed to modernize the Sportsplex and enhance its utility and appeal for the community.

Renovation Needs

The Dinuba Sportsplex requires several key renovations to address current deficiencies and meet the growing needs of the community. These include:

- Community Event Accommodations
- Facility Upgrades
- Building and Site Improvements

Community Event Accommodations:

- **Additional Restrooms:** To better serve large gatherings and events, we propose the construction of additional restrooms throughout the facility.
- **Arcade Style Games:** Installing arcade games will provide entertainment for youth and families, making the Sportsplex a more attractive destination for leisure activities.
- **Ropes and Rocks Climbing Walls and Features:** Adding these features will promote physical activity and attract a wider range of visitors, particularly those interested in adventure sports.
- **Indoor Enclosed Playground Equipment:** Creating a safe and enclosed play area will cater to younger children, allowing parents to engage in other activities within the Sportsplex.

Building and Site Improvements:

- **Exterior Site Flow and Parking Lot Use:** A redesign of the exterior layout will improve traffic flow, parking efficiency, and overall accessibility.
- **Airflow and Circulation Enhancements:** Upgrading the building's air conditioning system, improving insulation, and considering new roof treatments will ensure better air quality and comfort for all visitors.
- **Solar Panels:** Installing solar panels will reduce the Sportsplex's carbon footprint and lower energy costs, making the facility more sustainable and environmentally friendly.
- **Site Upgrades:** General site improvements, including landscaping and signage, will enhance the aesthetic appeal and functionality of the Sportsplex.

Facility Upgrades:

- **Batting Cage Upgrades:** Enhancing the existing batting cages with new equipment and better safety features will benefit the local baseball and softball community.
- **Free Guest Wi-Fi and Workstations:** Providing free Wi-Fi and guest workstations will make the Sportsplex a more versatile space, allowing visitors to work or study while enjoying the facilities.
- **TV Monitors, Video Projectors, and Screens:** These additions will support community events, presentations, and sports viewing, making the Sportsplex a more dynamic and multifunctional venue.

**Figure 6-35: Existing Dinuba Sportsplex**

Street Lighting

The street and park lighting in the City of Dinuba directly impacts public safety. Adequate lighting in streets and parks is crucial for ensuring visibility, which helps in preventing accidents and deterring crime. Well-lit areas are perceived as safer, encouraging more community engagement, especially during evening hours. In parks, lighting conditions vary. While Felix Delgado Park and Roosevelt Park have ‘fair’ lighting, indicating some need for repairs, K/C Vista Park’s slightly better rating suggests more reliable lighting. Parks like Entertainment Plaza, Gregory Park, and Muirfield Park, lacking specific lighting, may be less secure and less frequented during evening hours, limiting their usability

and potentially affecting neighborhood safety. Therefore, improving park lighting can be a significant factor in enhancing public safety and community well-being. According to the feedback provided by Dinuba residents in the survey(s) and community engagement events, the areas perceived as having the highest crime rates were alleyways, parks and the downtown area. These areas were also noted by community members as having poor lighting at night, exacerbating the safety risks further. For a detailed image of the lighting conditions in Dinuba, see Figure 3-10 in the Public Facilities section of this report.



Safe Routes to School

Safe routes to school (SRTS) is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, safety education, and incentives that encourage walking and biking to school (U.S. Department of Transportation, 2015). SRTS programs and initiatives can have positive impacts on safety and physical activity levels for students. The fatal collision in September 2023, involving two pedestrians and a vehicle at the intersection of Crawford Avenue and Terrace Drive (**Figure 5-6**) in the safety needs assesment report, demonstrates the need for safe and accessible pedestrian infrastructure. Additionally, one of the individuals involved in the collision is a student at Jefferson Elementary, which is approximately 0.15 miles from the site of the collision.

The City of Dinuba has received funding through the Active Transportation Program (ATP), administered by the U.S. Department of Transportation. A comprehensive Safe Routes to School initiative has been proposed as part of this funding, which will provide pedestrian infrastructure near school sites in Dinuba. Within the Project area there are five school sites, which include Dinuba High School, Jefferson Elementary, Wilson Elementary, Union High School, and Dinuba Junior Academy Christian School. These school sites are primarily surrounded by single-family residential homes, outlining the importance of safe and accessible routes throughout the community.

Maps outlining potential safe routes to various school sites in the Project area are shown in **Figure 6-33**, **Figure 6-34**, and **Figure 6-35** on the following pages.

SafeRoutes



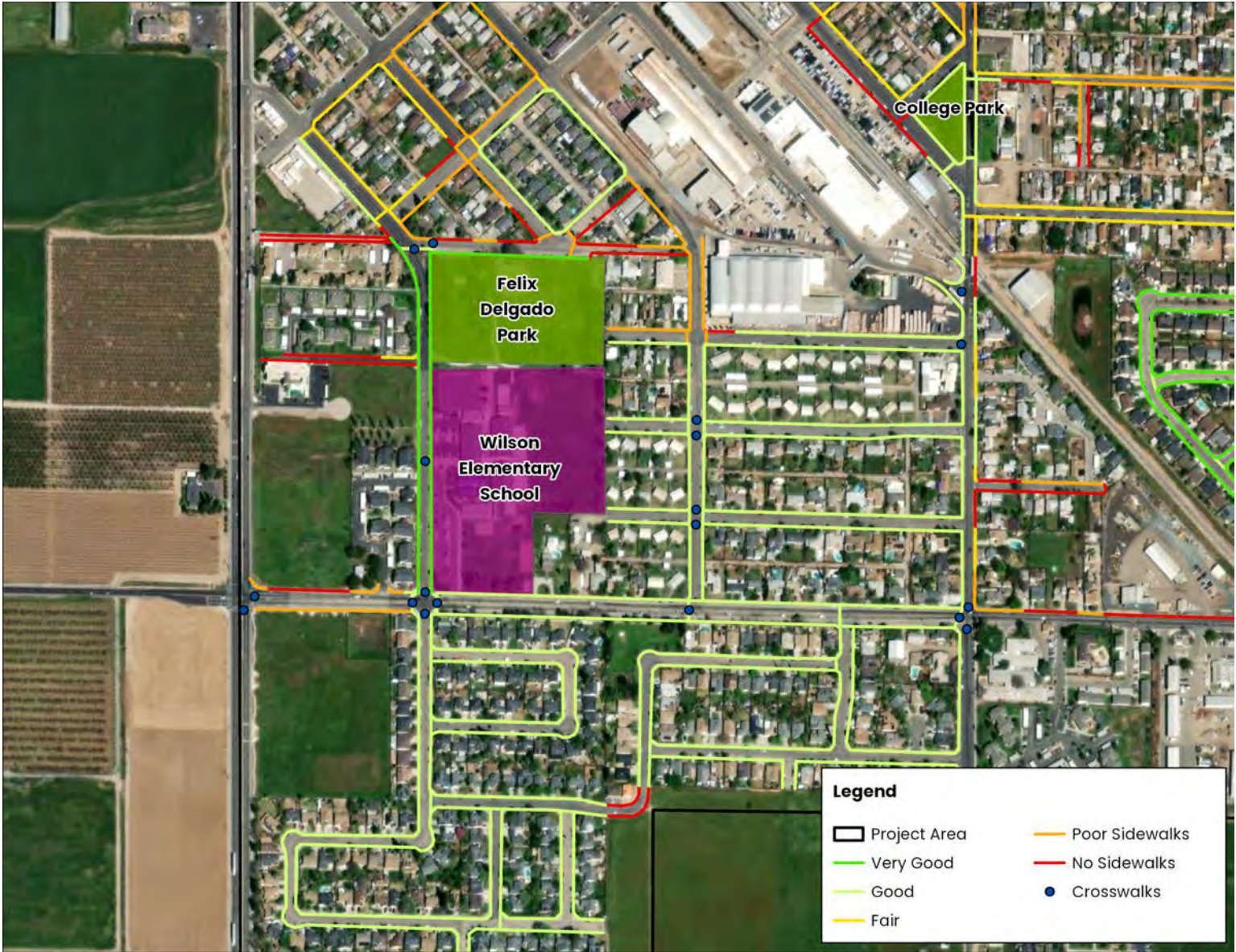


Figure 6-36: Potential Safe Routes to Wilson Elementary School.

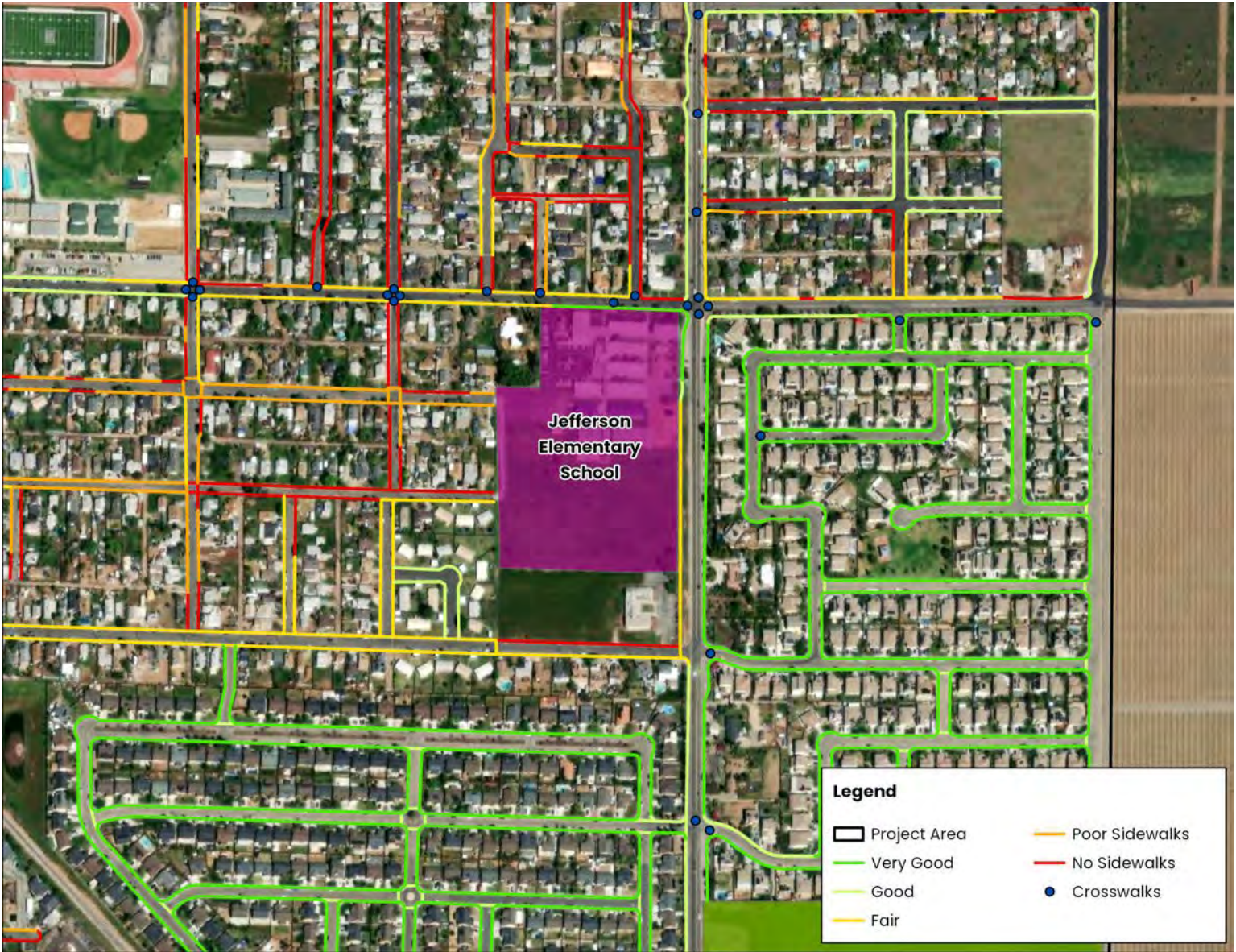


Figure 6-37: Potential Safe Routes to Jefferson Elementary School.

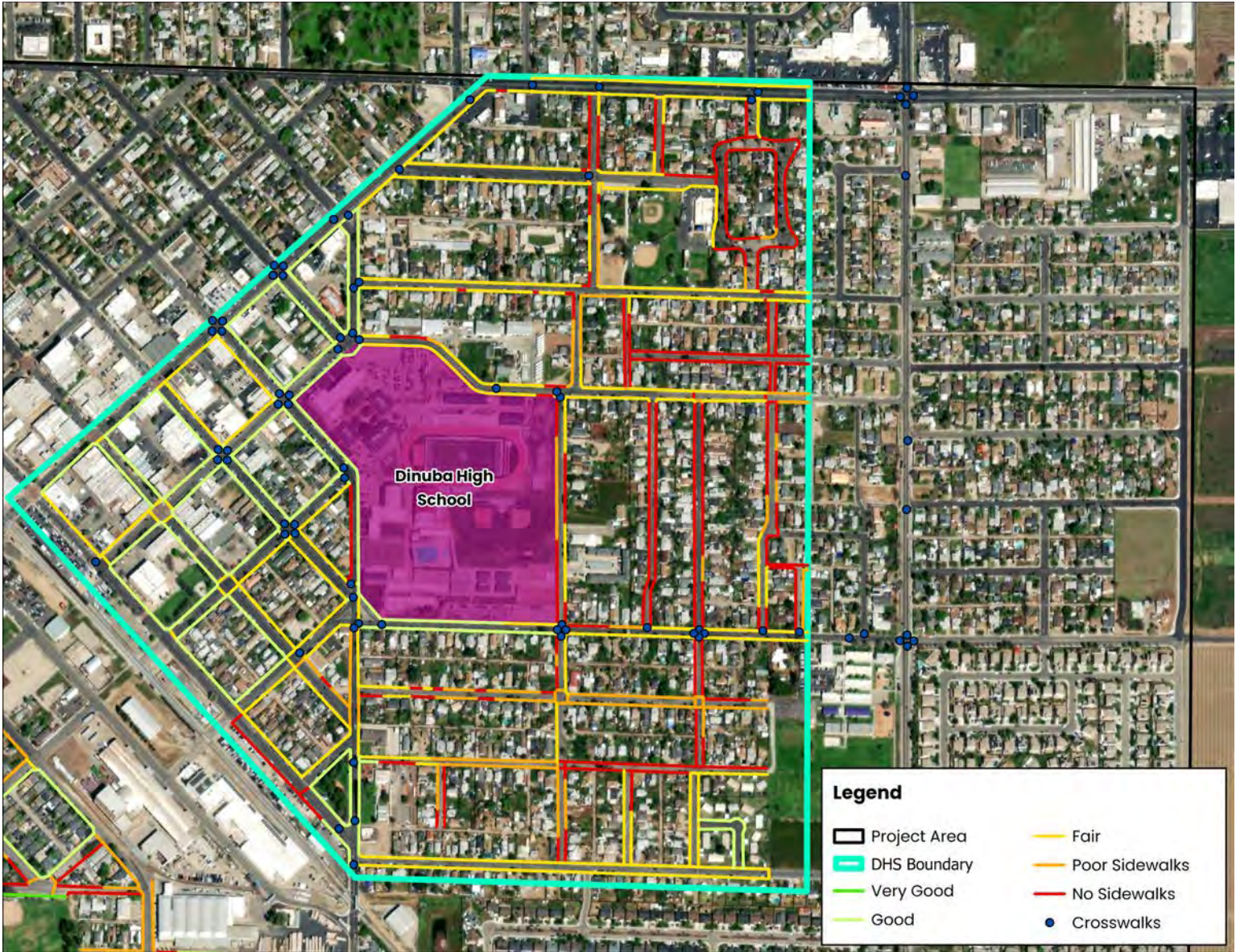


Figure 6-38: Potential Safe Routes to Dinuba High School.

DUI Information Campaign

The “Drive Safe, Stay Sober” campaign is an initiative designed to prevent driving under the influence (DUI) of alcohol. By combining proactive planning, education, and community engagement, the campaign aims to ensure everyone gets home safely. Here’s how the campaign is structured:

Campaign Components:

Plan Ahead: Before heading out for the evening, make arrangements for a designated sober driver. Ensuring a safe ride home by coordinating with a friend, family member, or booking a ride share service in advance can prevent impaired driving decisions.

Message: “Before you grab a drink, plan your safe ride home.”

Share a Ride: If you’ve been drinking and don’t have a ride home, use ride share services such as Lyft or Uber to ensure a safe trip back.

Message: “No ride? No problem! Use rideshare services like Lyft or Uber to get home safely.”

Keep Your Friends Safe: Encourage friends to follow the “Drive Safe, Stay Sober” plan and prevent them from driving impaired.

Message: “Stick together. Don’t let your friends drive impaired.”

Utilization:

Social Media: Public agencies can leverage platforms like Facebook, Instagram, and Twitter to share scheduled reminders about planning a safe ride home before drinking. Engaging graphics can highlight the risks of impaired driving and the benefits of having a designated driver.

Posters: Display posters in high traffic areas such as bars, restaurants, event venues, public restrooms, bus stops, train stations, community

centers, schools, workplaces, and recreational areas. These posters should have clear visuals and messages that encourage people to plan their transportation in advance and remind them to keep their friends safe.

Billboards: Place billboards along major roads and highways leading into and out of Dinuba, and near nightlife areas and main thoroughfares. Use simple, bold text and imagery that can be quickly understood by drivers to promote planning ahead, alternative transportation options.

Digital Road Signs: Deploy digital road signs around the city, especially near entertainment districts and popular nightspots. Use short, impactful messages like “Drive Safe Stay Sober” and “Friends Don’t Let Friends Drive Drunk” to capture attention. Position digital signs near busy intersections and nightlife areas.

Educational Initiatives: The “Drive Safe, Stay Sober” campaign includes two main educational components designed to inform the public about the dangers of DUI and the importance of understanding blood alcohol content (BAC). These initiatives will be implemented through interactive sessions, public education, and targeted information distribution, both in schools and at local events.

The “Know Your Limit” Program

Interactive Sessions: During specific hours (e.g., 8 p.m. to 2 a.m.), officers will invite volunteers to take a breathalyzer test to see if they can accurately guess their BAC. Participants will learn how factors such as height, weight, food intake, and the amount of alcohol consumed affect BAC levels.

Message: Understand your limits. Make smart choices about how you get home after drinking.”

Public Education Opportunities

Dinuba Schools: Organize sessions in high schools to educate students about BAC and the effects of alcohol on driving. Interactive demonstrations and testimonials will be used to make the message more impactful.

Local Events: Set up booths at local festivals, fairs, and community gatherings where attendees can participate in the “Know Your Limit” program. Provide informational pamphlets and have officers available to answer questions.

Public Education: Officers will educate participants on the effects of alcohol on driving abilities and the severe consequences of DUI, including legal repercussions and safety risks.

Message: “Understand your limits. Make smart choices about how you get home after drinking.”

Youth Education: Incorporate BAC education into health classes and driver’s education courses using interactive tools such as BAC calculators and role playing scenarios.

Local Events: Distribute educational materials at community events and public spaces. Partner with local businesses and organizations to spread the message through workshops and informational sessions.

Understanding BAC

Information Distribution: Provide clear information on how BAC is calculated and the legal limits. For example, it takes two drinks in one hour for a 120-pound woman and four drinks for a 180-pound man to reach the legal limit. The body metabolizes alcohol at a rate of .015% per hour.

Message: “Learn how different factors affect your BAC and know when not to drive.”

Cost and Consequences

Financial Impact: Educate the public on the average cost of a DUI arrest, approximately \$13,500, which includes vehicle impound fees, fines, attorney fees, and auto insurance hikes.

Message: “Avoid the high costs of a DUI. Plan ahead and designate a sober driver.”

Safety Slogan Awareness

Utilize effective slogans to reinforce the message, such as **“Drive Safe, Stay Sober,” “Buzzed Driving is Drunk Driving,”** and **“Friends Don’t Let Friends Drive Drunk.”**

Social Media: Share these slogans across platforms like Facebook, Instagram, and Twitter. Create engaging posts with visuals and hashtags to increase reach and engagement.

Posters and Flyers: Display posters and distribute flyers with these slogans in high-traffic areas such as schools, community centers, bars, and restaurants.

Billboards: Place billboards with these slogans in strategic locations throughout the city, including major roads and highways.

Digital Road Signs: Use digital signs to display these slogans, especially near nightlife areas and busy intersections.

Local Events: Promote slogans at local festivals, fairs, and community gatherings through banners, announcements, and informational booths.

7 Action Plan and Implementation Strategies

Introduction To Action Plan and Implementation Strategies

In alignment with the revitalization strategies of the South El Monte Neighborhood Revitalization Study, this section provides a detailed overview of the action plan and implementation strategies. The study has identified key areas for intervention, set clear objectives, and proposed initiatives to transform the community. These efforts focus on enhancing residents' quality of life, promoting sustainable development, and stimulating economic growth.

The action plan results from research, community engagement, and collaborative planning. It addresses issues such as infrastructure improvement, housing development, public safety, and environmental sustainability, ensuring a well rounded approach to community development.

Infrastructure improvements will upgrade roads, sidewalks, and public transportation to enhance connectivity and accessibility. Housing development aims to create affordable options to meet diverse needs and reduce housing insecurity. Public safety measures will enhance security through better lighting, increased police presence, and community policing. Environmental sustainability efforts will promote green spaces, sustainable practices, and conservation to create a healthier environment. Economic development initiatives will support local businesses, attract new investments, and create job opportunities.

This section provides detailed cost estimates for each project, based on current market conditions, historical data, and expert consultations, offering a realistic financial assessment.

Additionally, various funding opportunities are explored, including federal and state grants. By identifying diverse funding streams, the plan aims to minimize financial barriers and ensure project sustainability.



Funding Opportunities

State Level Grant Funding

Infrastructure State Revolving Fund (ISRF) Program

IBank's ISRF Loan Fund program provides low-cost, direct loans to local governments and nonprofits sponsored by public agencies for a wide variety of public infrastructure and economic expansion projects (excluding housing) that improve and sustain communities, helping individuals and families thrive.

ISRF loans can fund a wide variety of projects – including water and wastewater treatment plant upgrades or construction, venue or airport construction, or street repair and upgrades.

Eligible Recipients: Cities, Counties, Special Districts, Assessment Districts, Joint Powers Authorities, and Nonprofit Organizations sponsored by a government entity.

Total Funds: ISRF financing is available in amounts ranging from \$1 million to \$65 million with loan terms for the useful life of the project up to 30 years.

No closing date listed.

Manufactured Housing Opportunity and Revitalization (MORE)

The MORE program was established to replace the state's underutilized Mobile home Park Rehabilitation and Resident Ownership Program (MPPROP). Under the new MORE Program, the types of eligible applicants were expanded to include local public entities, qualified nonprofit housing sponsors and in some cases private mobile home Park owners. The changes to this section of the HSC also allow for mobile home Parks that do not have a permit to operate or whose permit has been

suspended to utilize MORE program funds.

Eligible Activities:

- Acquisition, conversion, rehabilitation, reconstruction, or replacement of a mobile home park;
- Remediation of mobile home park health and safety deficiencies;
- Financing of individual interest in a mobile home park;
- Rehabilitation or replacement of individual mobile homes;
- Acquisition and construction of a new mobile home park as a response to a natural disaster.

Eligible Applicants: Typically, must be a resident organization, qualified nonprofit housing sponsor, or local public entity. Private mobile home park owners and nonprofit corporations are eligible to apply under limited circumstances outlined in the current NOFA.

Funding Total: \$65,000,000

Closing date: 06/30/24

Active Transportation Program

The Active Transportation Plan include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities.

Eligible Activities:

- Increase the proportion of trips accomplished by walking and biking.
- Increase the safety and mobility for non-motorized users.

Advance the active transportation efforts established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).

- Enhance public health, including, but not limited to, projects eligible for Safe Routes to School Program Funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Eligible Applicants: Typically, must be a Nonprofit Organization, Public Agency or Tribal Government.

Funding Total: Dependent

Closing date: Dependent

2021 HOME NOFA Amendment (City, County, Developer Only)

The HOME Program is intended to fund a variety of projects and programs. Applicants can include Cities, Counties, Tribal Entities or Tribally Designated Housing Authorities, Community Housing Development Organizations, and other Developers.

The intended outcomes from this grant opportunity are as follows: Create approximately 150 new units of affordable rental housing, create approximately 25 new affordable single-family homes for purchase, assist with the purchase or rehabilitation of approximately 250 affordable single-family residences, provide approximately 24 months of rental assistance to 300 low-income households.

Total Funding: \$72,000,000

Award Amount: Dependent

No closing date listed.

Permanent Local Housing Allocation/ 2023 PLHA NOFA

Grantor: Department of Housing and Community Development

Purpose:

The principal goal of this program is to make funding available to eligible Local Governments in California for housing-related projects and programs that assist in addressing the unmet housing needs of their local communities. Permanent Local Housing Allocation/ 2023 PLHA NOFA (State Funding Source)

Eligible Applicants:

- Public Agency
- An Applicant must be an Entitlement Local Government, a Non-Entitlement Local Government, or a Local or Regional Housing Trust Fund delegated by the Local Government pursuant to Guidelines Section 300.

Eligible Geographies:

See Appendix A in the 2023 PLHA Program Entitlement and Non-Entitlement Local Government Formula Component Notice of Funding Availability for a list of eligible Applicants.

Matching Funding Requirement: N/A

Closing Date: 6/30/24

Expected Award Announcement: April 2025

Period of Performance: 5 years

Total Estimated Funding Available: \$296,000,000

Federal Level Grant Funding

Local Highway Safety Improvement Program (HSIP)

Grantor: Department of Transportation

Purpose: Achieving a significant reduction in fatalities and serious injuries on all local public roads.

Description: The Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C §148), is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

Eligible Applicants:

- Public Agency
- Tribal Government
- Any California local agency that owns, operates, and maintains the public roadways can apply

Estimated amount per award: \$100,000 – \$10,000,000

Funding Source Notes: The HSIP funding source is Federal. In the meantime, state funds may be available from time to time for HSIP projects by funding exchange.

Funding Method: Reimbursement(s) **Funding Method Notes:** If the application is selected for funding, the agency will enter into an agreement with Caltrans. The agency uses their own funding to

implement the project and invoice Caltrans for reimbursements.

Closing Date: 9/9/24

Period of Performance: 3 to 5 years.

Expected Award Announcement: 1/1/25

US Department of Housing and Urban Development Choice Neighborhoods Program

The Choice Neighborhoods program leverages significant public and private dollars to support locally driven strategies that address struggling neighborhoods with distressed public or HUD-assisted housing through a comprehensive approach to neighborhood transformation.

Choice Neighborhoods has two grant types – Planning and Implementation. Planning grants support the development of comprehensive neighborhood revitalization plans which focus on directing resources to address three core goals: Housing, People and Neighborhoods. Implementation grants support those communities that have undergone a comprehensive local planning process and are ready to implement their “Transformation Plan” to redevelop the neighborhood.

Total Funding: \$359 million

Maximum Award: \$50 million

Eligible Recipients: local agencies, public housing authorities, Indian housing authorities, and tribal entities.

No closing date listed – potentially not available currently.

Preservation and Reinvestment Initiative for Community Enhancement (PRICE) Competition Grant

(Department of Housing and Urban Development- Federal)

Description: HUD is issuing a Notice of Funding Opportunity (NOFO) which appropriates \$225 million in competitive grant funding for the preservation and revitalization of manufactured housing and eligible manufactured housing communities. Congress has directed HUD to undertake a competition using the Community Development Block Grant (CDBG) statutory and regulatory framework for this first-of-its-kind initiative. The Preservation and Reinvestment Initiative for Community Enhancement supports communities in their efforts to maintain, protect, and stabilize manufactured housing and manufactured housing communities (MHCs).

Manufactured housing is a critical piece of the nation's affordable housing stock that provides a home to over 22 million Americans. Manufactured housing and manufactured housing communities (MHCs) face significant challenges to affordability, resilience, infrastructure, and maintenance that are exacerbated by state titling and local zoning laws, financial pressures from landowners or investors, and extreme weather, natural hazards, and disaster events. Of the \$225 million available in PRICE funding, \$200 million is reserved for the main PRICE competition (PRICE Main), of which at least \$10 million is intended for Indian tribes or Tribally Designated Housing Entities and Tribal organizations, and \$25 million is reserved for a pilot program (PRICE Replacement Pilot) to assist in the redevelopment of manufactured housing communities as replacement housing that is affordable. The PRICE Main funding will support low- and moderate-income homeowners with manufactured housing units and manufactured housing communities with critical

investments such as repairs, infrastructure improvements, upgrades to increase resilience, services like eviction prevention and housing counseling, and planning activities such as those needed to transition to resident-managed communities. The PRICE Replacement Pilot will enable the replacement of manufactured housing units, especially those in disrepair, with up to four units of affordable housing – gently increasing density and ensuring affordability for years to come.

HUD will be accepting applications for PRICE grants to preserve and revitalize manufactured housing and eligible manufactured housing communities. Eligible applicants include local and state governments, Indian Tribes or their Tribally Designated Housing Entities (TDHEs), multi-jurisdictional entities, resident-controlled MHCs, cooperatives, non-profit entities (including consortia of non-profit entities), Tribal non-profits, community development finance institutions (CDFIs), and Native CDFIs. Entities that partner with one or several residents of eligible manufactured housing communities or that propose to implement a grant program that would assist residents of eligible MHCs are also eligible.

Closing Date: June 5, 2024

Award Amount: \$500,000–\$75,000,000

Cost-sharing or matching required: Yes

Funding Opportunity Number: FR-6700-N-99

Cost Estimates

TULARE STREET ALLEY (BETWEEN L ST. & K ST.)					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Mobilization & Demobilization	1	LS	\$ 30,000.00	\$ 30,000.00
2	Traffic Control System & Dust Control	1	LS	\$ 20,000.00	\$ 20,000.00
3	Miscellaneous Facilities & Operations	1	LS	\$ 25,000.00	\$ 25,000.00
4	Clearing & Grubbing	1	LS	\$ 10,000.00	\$ 10,000.00
6	Sawcut	60	LF	\$ 5.00	\$ 300.00
7	Remove Existing Concrete	1,615	SF	\$ 6.00	\$ 9,690.00
8	Remove Existing Asphalt	288	SF	\$ 3.00	\$ 864.00
9	Construct Concrete Planter Bed	3	EA	\$ 5,500.00	\$ 16,500.00
10	Construct Wooden Planter Bed	3	EA	\$ 4,000.00	\$ 12,000.00
11	Construct 5" Thick Stamped Concrete	1,866	SF	\$ 15.00	\$ 27,990.00
12	Install Bike Rack	4	EA	\$ 800.00	\$ 3,200.00
13	5" Thick HMA Plug	2	TN	\$ 200.00	\$ 400.00
14	Landscape & Irrigation	214	SF	\$ 20.00	\$ 4,280.00
15	Install Lighting	1	LS	\$ 1,000.00	\$ 1,000.00
16	Acquire City Encroachment Permit	1	LS	\$ 6,733.00	\$ 6,733.00
CONSTRUCTION SUBTOTAL =					\$ 167,957.00
Contingency (15%)					\$ 25,193.55
CONSTRUCTION TOTAL (\$) =					\$ 193,150.55

MISCELLANEOUS					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Design Engineering (10%)	1	LS	\$ 17,000.00	\$ 17,000.00
2	Construction Management/Inspection (15%)	1	LS	\$ 26,000.00	\$ 26,000.00
MISCELLANEOUS SUBTOTAL =					\$ 43,000.00
BID TOTAL (\$) =					\$ 236,150.55

CRAWFORD AVE. AND TERRACE DR. CROSSWALK					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Mobilization & Demobilization	1	LS	\$ 45,000.00	\$ 45,000.00
2	Traffic Control System & Dust Control	1	LS	\$ 30,000.00	\$ 30,000.00
3	Miscellaneous Facilities & Operations	1	LS	\$ 25,000.00	\$ 25,000.00
4	Clearing & Grubbing	1	LS	\$ 15,000.00	\$ 15,000.00
5	Grind 3" of Existing Pavement	18,314	SF	\$ 1.50	\$ 27,471.00
6	Remove and Dispose Existing Sign	2	EA	\$ 300.00	\$ 600.00
7	Remove & Relocate Existing Sign	1	EA	\$ 300.00	\$ 300.00
8	Construct Concrete Curb Ramp	3	EA	\$ 6,500.00	\$ 19,500.00
9	Construct Concrete Driveway Approach (Residential)	2	EA	\$ 7,500.00	\$ 15,000.00
10	Construct Concrete Sidewalk	1,085	SF	\$ 18.00	\$ 19,530.00
11	Construct Concrete Curb & Gutter	210	LF	\$ 50.00	\$ 10,500.00
12	Hot Mix Asphalt , Type 'A' (3" HMA)	416	TN	\$ 140.00	\$ 58,240.00
13	RRFB Installation	2	EA	\$ 20,000.00	\$ 40,000.00
14	Landscape & Irrigation	1,817	SF	\$ 20.00	\$ 36,340.00
15	Install Pavement Striping, Signage, & Markings	1	LS	\$ 10,000.00	\$ 10,000.00
16	Acquire City Encroachment Permit	1	LS	\$ 14,384.00	\$ 14,384.00
CONSTRUCTION SUBTOTAL =					\$ 366,865.00
Contingency (15%)					\$ 55,029.75
CONSTRUCTION TOTAL (\$) =					\$ 421,894.75

MISCELLANEOUS					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Design Engineering (10%)	1	LS	\$ 37,000.00	\$ 37,000.00
2	Construction Management/Inspection (15%)	1	LS	\$ 56,000.00	\$ 56,000.00
MISCELLANEOUS SUBTOTAL =					\$ 93,000.00
BID TOTAL (\$) =					\$ 514,894.75

CRAWFORD AVE. (FROM MEADOW LN. TO GOLDEN WAY) - JEFFERSON ELEMENTARY					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Mobilization & Demobilization	1	LS	\$ 75,000.00	\$ 75,000.00
2	Traffic Control System & Dust Control	1	LS	\$ 60,000.00	\$ 60,000.00
3	Miscellaneous Facilities & Operations	1	LS	\$ 45,000.00	\$ 45,000.00
4	Clearing & Grubbing	1	LS	\$ 45,000.00	\$ 45,000.00
5	Grind 3" of Existing Pavement	105,190	SF	\$ 0.75	\$ 78,892.50
6	Remove Existing Curb & Gutter	722	LF	\$ 25.00	\$ 18,050.00
7	Remove Water Meter	1	EA	\$ 1,200.00	\$ 1,200.00
8	Remove Drainage Inlet	1	EA	\$ 3,000.00	\$ 3,000.00
9	Remove Existing Concrete	3,135	SF	\$ 5.00	\$ 15,675.00
10	Remove Existing Irrigation	1	LS	\$ 10,000.00	\$ 10,000.00
11	Remove & Relocate Existing Sign	1	EA	\$ 300.00	\$ 300.00
12	Remove & Relocate Existing Fire Hydrant	2	EA	\$ 15,000.00	\$ 30,000.00
13	Adjust Manholes to Grade	3	EA	\$ 1,900.00	\$ 5,700.00
14	Adjust Water Valves to Grade	8	EA	\$ 1,500.00	\$ 12,000.00
15	Adjust and Reset Monument	1	EA	\$ 1,000.00	\$ 1,000.00
16	Construct Concrete Drop Off Zone	12,843	SF	\$ 15.00	\$ 192,645.00
17	Construct Concrete Curb & Gutter	724	LF	\$ 50.00	\$ 36,200.00
18	Hot Mix Asphalt , Type 'A' (3" HMA)	2,387	TN	\$ 125.00	\$ 298,375.00
19	RRFB Installation	6	EA	\$ 20,000.00	\$ 120,000.00
20	Landscape & Irrigation	14,462	SF	\$ 20.00	\$ 289,240.00
21	Install Pavement Striping, Signage, & Markings	1	LS	\$ 25,000.00	\$ 25,000.00
22	Acquire City Encroachment Permit	1	LS	\$ 53,776.00	\$ 53,776.00
CONSTRUCTION SUBTOTAL =					\$ 1,416,053.50
Contingency (15%)					\$ 212,408.03
CONSTRUCTION TOTAL (\$) =					\$ 1,628,461.53

MISCELLANEOUS					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Design Engineering (10%)	1	LS	\$ 142,000.00	\$ 142,000.00
2	Construction Management/Inspection (15%)	1	LS	\$ 213,000.00	\$ 213,000.00
MISCELLANEOUS SUBTOTAL =					\$ 355,000.00
BID TOTAL (\$) =					\$ 1,983,461.53

DINUBA DOWNTOWN LANDSCAPE IMPROVEMENT (TULARE AVE. & L ST. INTERSECTION)					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Mobilization & Demobilization	1	LS	\$ 35,000.00	\$ 35,000.00
2	Traffic Control System & Dust Control	1	LS	\$ 20,000.00	\$ 20,000.00
3	Miscellaneous Facilities & Operations	1	LS	\$ 10,000.00	\$ 10,000.00
4	Clearing & Grubbing	1	LS	\$ 15,000.00	\$ 15,000.00
5	Sawcut	368	LF	\$ 5.00	\$ 1,840.00
6	Remove Existing Asphalt	423	SF	\$ 3.00	\$ 1,269.00
7	Remove Existing Concrete (Sidewalk & Road)	7,127	SF	\$ 4.00	\$ 28,508.00
8	Remove Existing Curb & Gutter	133	LF	\$ 35.00	\$ 4,655.00
9	Adjust Water Valves to Grade	2	EA	\$ 1,500.00	\$ 3,000.00
10	Construct Raised Planter Box	30	EA	\$ 2,000.00	\$ 60,000.00
11	Construct Raised Landscaping Box with Bench	3	EA	\$ 10,000.00	\$ 30,000.00
12	Construct Concrete Curb Ramp	4	EA	\$ 6,500.00	\$ 26,000.00
13	Construct Concrete Curb & Gutter	296	LF	\$ 50.00	\$ 14,800.00
14	Construct Concrete Sidewalk	1,755	SF	\$ 18.00	\$ 31,590.00
15	Construct Concrete Intersection	2,846	SF	\$ 15.00	\$ 42,690.00
16	Construct Decorative Concrete Intersection	2,416	SF	\$ 12.00	\$ 28,992.00
17	Landscape & Irrigation	1,762	SF	\$ 20.00	\$ 35,240.00
18	Install Pavement Striping, Signage, & Markings	1	LS	\$ 25,000.00	\$ 25,000.00
19	Acquire City Encroachment Permit	1	LS	\$ 16,828.00	\$ 16,828.00
CONSTRUCTION SUBTOTAL =					\$ 430,412.00
Contingency (15%)					\$ 64,561.80
CONSTRUCTION TOTAL (\$) =					\$ 494,973.80

MISCELLANEOUS					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Design Engineering (10%)	1	LS	\$ 44,000.00	\$ 44,000.00
2	Construction Management/Inspection (15%)	1	LS	\$ 65,000.00	\$ 65,000.00
MISCELLANEOUS SUBTOTAL =					\$ 109,000.00
BID TOTAL (\$) =					\$ 603,973.80

RANDLE ROAD PEDESTRIAN CONNECTION TO MERCANTILE ROW					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Mobilization & Demobilization	1	LS	\$ 30,000.00	\$ 30,000.00
2	Traffic Control System & Dust Control	1	LS	\$ 15,000.00	\$ 15,000.00
3	Miscellaneous Facilities & Operations	1	LS	\$ 20,000.00	\$ 20,000.00
4	Clearing & Grubbing	1	LS	\$ 10,000.00	\$ 10,000.00
5	Sawcut	340	LF	\$ 5.00	\$ 1,700.00
6	Remove Existing Asphalt	1,980	SF	\$ 3.00	\$ 5,940.00
7	Remove Existing Concrete	1,111	SF	\$ 35.00	\$ 38,885.00
8	Remove Existing Curb & Gutter	275	LF	\$ 35.00	\$ 9,625.00
9	Remove Existing Curb Ramp	2	EA	\$ 1,500.00	\$ 3,000.00
10	Construct Concrete Curb Ramp	2	EA	\$ 6,500.00	\$ 13,000.00
11	Construct Pedestrian Ramp	1	EA	\$ 6,500.00	\$ 6,500.00
12	Construct Concrete Curb & Gutter	366	LF	\$ 50.00	\$ 18,300.00
13	Construct Concrete Sidewalk	17,735	SF	\$ 18.00	\$ 319,230.00
14	Construct Wooden Fence	4,088	LF	\$ 50.00	\$ 204,400.00
15	5" Thick HMA Plug	16	TN	\$ 220.00	\$ 3,520.00
16	Landscape & Irrigation	9,233	SF	\$ 20.00	\$ 184,660.00
17	Install Pavement Striping, Signage, & Markings	1	LS	\$ 10,000.00	\$ 10,000.00
18	Acquire City Encroachment Permit	1	LS	\$ 35,635.00	\$ 35,635.00
CONSTRUCTION SUBTOTAL =					\$ 929,395.00
Contingency (15%)					\$ 139,409.25
CONSTRUCTION TOTAL (\$) =					\$ 1,068,804.25

MISCELLANEOUS					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Design Engineering (10%)	1	LS	\$ 93,000.00	\$ 93,000.00
2	Construction Management/Inspection (15%)	1	LS	\$ 140,000.00	\$ 140,000.00
MISCELLANEOUS SUBTOTAL =					\$ 233,000.00
BID TOTAL (\$) =					\$ 1,301,804.25

MINI ROUABOUT - VASSAR AVE					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Mobilization & Demobilization	1	LS	\$ 40,000.00	\$ 40,000.00
2	Traffic Control System & Dust Control	1	LS	\$ 25,000.00	\$ 25,000.00
3	Miscellaneous Facilities & Operations	1	LS	\$ 25,000.00	\$ 25,000.00
4	Clearing & Grubbing	1	LS	\$ 20,000.00	\$ 20,000.00
5	Sawcut	400	LF	\$ 5.00	\$ 2,000.00
6	Roadway Excavation & Subgrade Prep	996	CY	\$ 35.00	\$ 34,860.00
7	Remove Existing Asphalt	26,840	SF	\$ 1.50	\$ 40,260.00
8	Remove Existing Curb & Gutter	575	LF	\$ 25.00	\$ 14,375.00
9	Remove Existing Concrete	1,030	SF	\$ 4.00	\$ 4,120.00
10	Remove & Relocate Existing Sign	2	EA	\$ 300.00	\$ 600.00
11	Adjust Manholes to Grade	1	EA	\$ 1,900.00	\$ 1,900.00
12	Construct Concrete Mountable Curb (Lip)	198	LF	\$ 35.00	\$ 6,930.00
13	Construct Stamped Concrete	1,660	SF	\$ 12.00	\$ 19,920.00
14	Construct Stamped Concrete Apron	1,413	SF	\$ 25.00	\$ 35,325.00
15	Construct Concrete Sidewalk	5,044	SF	\$ 18.00	\$ 90,792.00
16	Construct Concrete Curb & Gutter	974	LF	\$ 50.00	\$ 48,700.00
17	Construct Pedestrian Ramp	16	EA	\$ 6,500.00	\$ 104,000.00
18	Hot Mix Asphalt , Type 'A' (5" HMA)	1,015	TN	\$ 220.00	\$ 223,300.00
19	Aggregate Base, CL II (8" AB)	1,427	TN	\$ 80.00	\$ 114,160.00
20	RRFB Installation	8	EA	\$ 20,000.00	\$ 160,000.00
21	Install Street Lights & Lighting	8	EA	\$ 12,000.00	\$ 96,000.00
22	Landscape & Irrigation	5,540	SF	\$ 8.00	\$ 44,320.00
23	Install Pavement Striping, Signage, & Markings	1	LS	\$ 50,000.00	\$ 50,000.00
24	Construct City Monument Sign	1	LS	\$ 200,000.00	\$ 200,000.00
25	Acquire City Encroachment Permit	1	LS	\$ 48,347.00	\$ 48,347.00
CONSTRUCTION SUBTOTAL =					\$ 1,449,909.00
Contingency (15%)					\$ 217,486.35
CONSTRUCTION TOTAL (\$) =					\$ 1,667,395.35

MISCELLANEOUS					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Design Engineering (10%)	1	LS	\$ 145,000.00	\$ 145,000.00
2	Construction Management/Inspection (15%)	1	LS	\$ 218,000.00	\$ 218,000.00
MISCELLANEOUS SUBTOTAL =					\$ 363,000.00
BID TOTAL (\$) =					\$ 2,030,395.35

MINI ROUNDABOUT - COLLEGE AVE					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Mobilization & Demobilization	1	LS	\$ 60,000.00	\$ 60,000.00
2	Traffic Control System & Dust Control	1	LS	\$ 45,000.00	\$ 45,000.00
3	Miscellaneous Facilities & Operations	1	LS	\$ 30,000.00	\$ 30,000.00
4	Clearing & Grubbing	1	LS	\$ 25,000.00	\$ 25,000.00
5	Roadway Excavation & Subgrade Prep	1,980	CY	\$ 35.00	\$ 69,300.00
6	Sawcut	178	LF	\$ 5.00	\$ 890.00
7	Remove Existing Asphalt	29,715	SF	\$ 1.25	\$ 37,143.75
8	Remove and Dispose Existing Sign	20	EA	\$ 300.00	\$ 6,000.00
9	Remove Existing Curb & Gutter	836	LF	\$ 25.00	\$ 20,900.00
10	Remove Existing Concrete	1,110	SF	\$ 4.00	\$ 4,440.00
11	Relocate Power Pole	1	EA	\$ 100,000.00	\$ 100,000.00
12	Relocate Water Meter	1	EA	\$ 5,000.00	\$ 5,000.00
13	Relocate Backflow Preventer	1	EA	\$ 5,000.00	\$ 5,000.00
14	Adjust Manholes to Grade	1	EA	\$ 1,900.00	\$ 1,900.00
15	Adjust Water Valves to Grade	5	EA	\$ 1,500.00	\$ 7,500.00
16	Construct Concrete Mountable Curb (Lip)	200	LF	\$ 35.00	\$ 7,000.00
17	Construct Stamped Concrete	2,130	SF	\$ 12.00	\$ 25,560.00
18	Construct Stamped Concrete Apron	1,188	SF	\$ 25.00	\$ 29,700.00
19	Construct Concrete Sidewalk	5,834	SF	\$ 18.00	\$ 105,012.00
20	Construct Concrete Curb & Gutter	1,640	LF	\$ 50.00	\$ 82,000.00
21	Construct Concrete Driveway Approach (Modified)	4	EA	\$ 10,000.00	\$ 40,000.00
22	Construct Bike Ramp	8	EA	\$ 3,500.00	\$ 28,000.00
23	Construct Pedestrian Ramp	16	EA	\$ 6,500.00	\$ 104,000.00
24	Hot Mix Asphalt , Type 'A' (5" HMA)	1,124	TN	\$ 220.00	\$ 247,280.00
25	Aggregate Base, CL II (8" AB)	1,580	TN	\$ 50.00	\$ 79,000.00
26	Install Street Lights & Lighting	8	EA	\$ 12,000.00	\$ 96,000.00
27	Landscape & Irrigation	14,083	SF	\$ 20.00	\$ 281,660.00
28	Install Pavement Striping, Signage, & Markings	1	LS	\$ 65,000.00	\$ 65,000.00
29	Construct City Monument Sign	1	EA	\$ 200,000.00	\$ 200,000.00
30	Acquire City Encroachment Permit	1	LS	\$ 72,616.00	\$ 72,616.00
				CONSTRUCTION SUBTOTAL =	\$ 1,880,901.75
				Contingency (15%)	\$ 282,135.26
				CONSTRUCTION TOTAL (\$) =	\$ 2,163,037.01

MISCELLANEOUS					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Design Engineering (10%)	1	LS	\$ 189,000.00	\$ 189,000.00
2	Construction Management/Inspection (15%)	1	LS	\$ 283,000.00	\$ 283,000.00
				MISCELLANEOUS SUBTOTAL =	\$ 472,000.00
				BID TOTAL (\$) =	\$ 2,635,037.01

A close-up, low-angle shot of a person's hands gripping the large rear wheel of a wheelchair. The person is wearing brown trousers. The wheelchair is on a paved surface with white crosswalk stripes. In the background, a blurred car wheel and a person's legs are visible, suggesting an urban setting. The lighting is warm, possibly from the sun being low in the sky.

DOWNTOWN DINUBA **2025 ADA REPORT**

JASON WATTS, PE
CITY OF DINUBA CITY ENGINEER
4CREEKS, INC.

TABLE OF CONTENTS

03	1. INTRODUCTION
	1.1 Purpose
04	2. Curb Ramps
	2.2 Compliance/Requirements
	2.3 City Preference
05	2.4 Common Violations
	2.5 Construction Standards
06	3. ADA Accessible Parking
	3.1 Parking
	3.2 Location
	3.3 Access Aisles
07	3.4 Parking Requirements/Compliance
09	4. ADA Inventory– Downtown Dinuba
11	4.1 Downtown Curb Ramps
13	4.2 ADA Curb Ramp Cost
14	4.3 Compliant/Non-Compliant Curb Ramps
15	4.4 Curb Ramp Exhibit
16	5. Local Accessible Parking Stalls
17	5.1 Compliant/Non-Compliant Stalls
18	5.2 ADA Parking Stall Exhibit
19	6. Project History & Recent Projects
20	6.1 Internal ADA History
21	6.2 Completed ADA Projects
	6. Conclusion
	Appendix : City of Dinuba Public Improvements Standards, Sample Curb Ramp ADA Compliance Inspection Report, PROWAG Guidelines, 2022 Yamabe & Horn Downtown Parking Survey

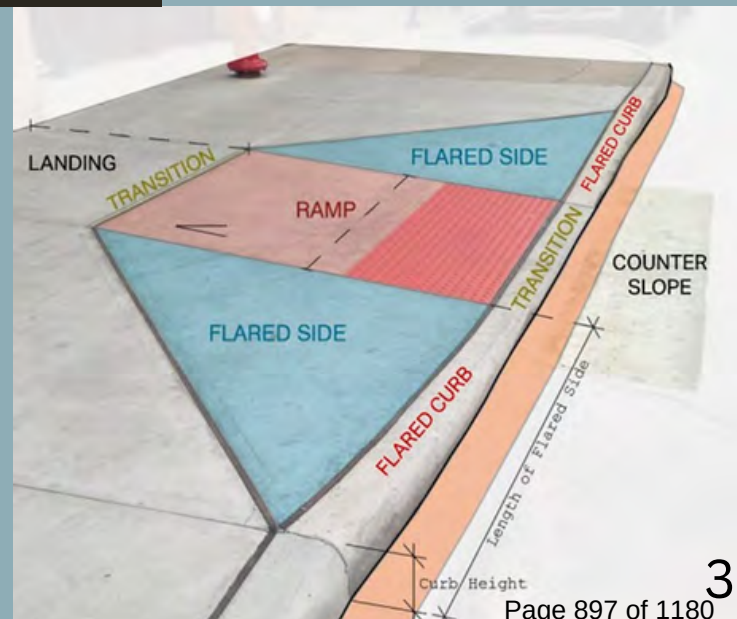
1. INTRODUCTION

1.1 PURPOSE

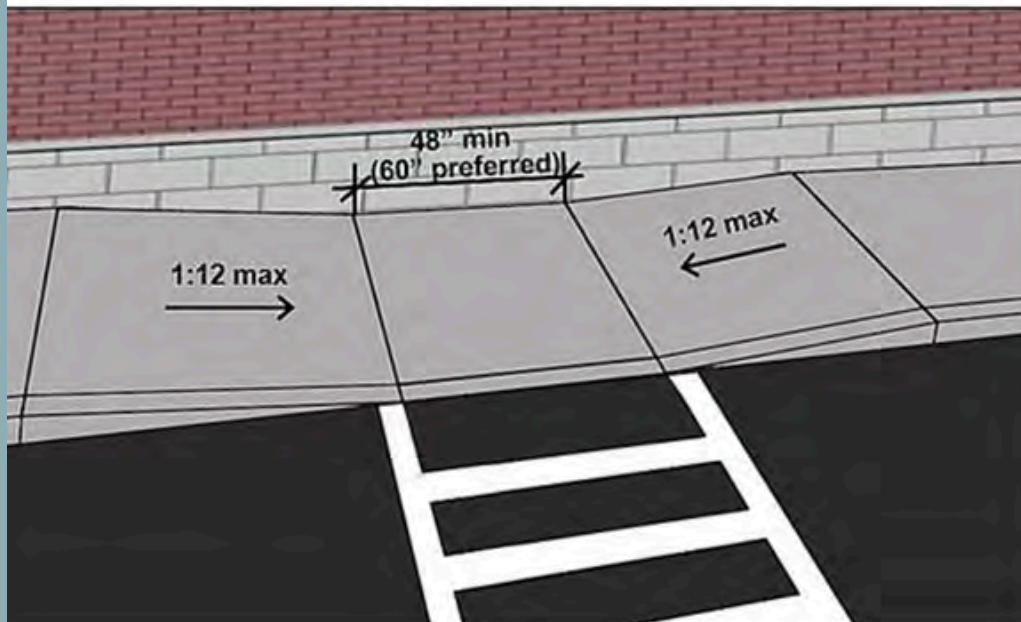
According to Title II of the Americans with Disabilities Act (ADA), it states that the ADA requires state and local governments to make pedestrian crossings accessible to those with disabilities by providing an accessibility feature or accessible route. Curb ramps specifically are designed to provide access for people with disabilities, specifically those with limited mobility and other various mobility devices to help navigate between streets and sidewalks. These accessible features ensure accessibility by providing a sloped surface that permits smooth transitions across curbs. These ramps are a small but vital part of making sidewalks, street crossings, and other pedestrian routes that make public walkways accessible to those with disabilities. This applies if your state or local government has responsibility of authority over highways, streets, roads, pedestrian crossings, or walkways. To allow people with disabilities to cross streets safely, state and local governments must provide curb ramps at pedestrian crossings and public transportation stops where walkways intersect a curb.

2.1 CURB RAMPS

A curb ramp is a short ramp cutting through a curb or built up to it. If designed and constructed to be accessible, this ramp provides an accessible route that those with disabilities can use to safely transition from a roadway to a curbed sidewalk and vice versa. The most common type of curb ramp is the perpendicular curb ramp. The ramp, or ramp run, is the sloped section that individuals that use wheelchairs or other mobility devices use to travel up and down when transitioning from the street to the sidewalk. Transitions between the ramp and the sidewalk, gutter and the street are located at the top and bottom of the ramp run. Flared sides, or flares, bring the curb itself to the level of the street. The gutter is the roadway surface immediately next to the curb ramp that runs along the curb.



2.2 COMPLIANCE/REQUIREMENTS



To comply with ADA requirements, the curb ramps must meet specific standards for width, slope, cross slope, placement, and other features.

Requirements to curb ramps apply to ramps that cut through curbs or are built up to them. DOJ's 2010 ADA standards require curb ramps at newly constructed or altered streets, highways, and street level pedestrian walkways to provide an accessible route for pedestrians to intersections.

While the ADA provides federal guidelines for curb ramps, California has implemented additional state specific requirements to further enhance accessibility for its diverse population.

California's standards consider factors like terrain, climate, and urban design ensuring that both public and private properties meet the highest standards of accessibility.

Notable California ADA curb ramp specifications:

- Maximum slope of 1:12 (8.33%) for ramps
- Minimum width of 48 inches
- Level landing areas at top & bottom of ramps
- Detectable warning surfaces with contrasting colors
- Smooth transitions between ramp surfaces and adjacent pavements

2.3 CITY PREFERENCE

It is essential to point out that lately, many cities are showing a preference towards PROWAG when it comes to ramp compliance. The difference between the two is that PROWAG provides more technical details and guidelines for the ADA guidelines specifically for public rights-of-way such as transit stops, sidewalks, and streets while the ADA is more of a broad civil rights law outlining general accessibility protections. It is believed that PROWAG makes cities more accessible, more detailed and has a specialized set of guidelines that further expands on the ADA's specifications. For example, an ADA guideline requires ramps where accessible routes cross curbs with slope $\leq 1:12$ min and 36 inches wide whereas PROWAG

2.4 COMMON VIOLATIONS

RECOGNIZING COMMON ADA CURBS AND RAMP VIOLATIONS IS CRUCIAL FOR BOTH BUSINESS AND PROPERTY OWNERS WHO WANT TO REMAIN COMPLIANT AND AVOID EXPENSIVE FINES. FREQUENT ISSUES SUCH AS OVERLY STEEP RAMP SLOPES, IMPROPER CURB HEIGHTS, AND INADEQUATE LANDING AREAS NOT ONLY POSE SAFETY RISKS BUT ALSO FAIL TO MEET ACCESSIBILITY STANDARDS POTENTIALLY LEADING TO FINES, DELAYS, OR REQUIRED REWORK. HERE ARE THE MOST COMMON ADA CURB AND RAMP INFRACTIONS OBSERVED DURING

INSPECTIONS:

- EXCESSIVE SLOPE ANGLES**
- INSUFFICIENT RAMP WIDTH**
- LACK OF HEAVY HANDLING AREAS**
- MISSING OR INADEQUATE HANDRAILS**
- ABSENCE OF DETECTABLE WARNING SURFACES**
- POOR SURFACE CONDITIONS (CRACKS, GAPS, UNEVEN SURFACES)**
- IMPROPER PLACEMENT OF UTILITY STRUCTURES OBSTRUCTING ACCESS**
- INADEQUATE CROSS SLOPE DRAINAGE**
- NON-COMPLIANT CURB RAMP FLARES**
- FAILURE TO PROVIDE CURB RAMPS AT ALL PEDESTRIAN CROSSINGS**

2.5 CONSTRUCTION STANDARDS

In constructing facilities such as walkways and pedestrian crossings, state and local governments can choose between two sets of standards: the ADA standards for accessible design and the Uniform Federal Accessibility Standards (UFAS). Both standards are deemed to comply with the requirements of Title II. However, state and local governments cannot pick and choose between particular portions of the ADA standards and UFAS as they construct and alter the pedestrian crossing on a street and the curb ramps that provide access to adjacent sidewalks. Only one of these two standards may be used for a particular facility. In construction or alteration of roadways and walkways, this usually means that only one standard may be used for a particular construction or alteration project, and all features of that project typically must comply with the chosen standard.



As mentioned previously, PROWAG is favored more by cities, and the City of Dinuba is prioritizing PROWAG standards over ADA. The reason why that is is because of benefits such as greater mobility and independence for those individuals with disabilities. This aids the creation of safer and more walkable communities and also gives the opportunity for enhanced access to opportunities such as employment and education and helps with fewer accidents and injuries.

3. ACCESSIBLE PARKING

3.1 Accessible Parking

When state or local governments, businesses, or nonprofit organizations provide parking facilities—such as lots or garages—they are required to include accessible parking spaces in compliance with the Americans with Disabilities Act (ADA). These accessible spaces differ from standard parking spaces, as they include specific features designed to improve access for individuals with disabilities to programs, goods, and services.

3.2 Location

In parking lots or garages, accessible parking spaces must be located on the shortest accessible route to the accessible entrance. An accessible route is the path a person with a disability takes to enter and move through a building or facility.

3.3 Access Aisles

All accessible parking spaces must have access aisles. These aisles provide an appointed area for those who use wheelchairs or other mobility devices to enter/exit their vehicle.

Access aisles must be:

- Marked (to discourage drivers from parking in them)

- The same length as the space

- Level with parking space

Two accessible parking spaces can share an access aisle between the two parking spaces (except in angled parking spaces, then it must be located on the passenger side of the parking space)

An access aisle can be placed on either side of the parking space if it is not angled.



Two accessible parking spaces can share an access aisle between the two parking spaces (except in angled parking spaces, then it must be located on the passenger side of the parking space)

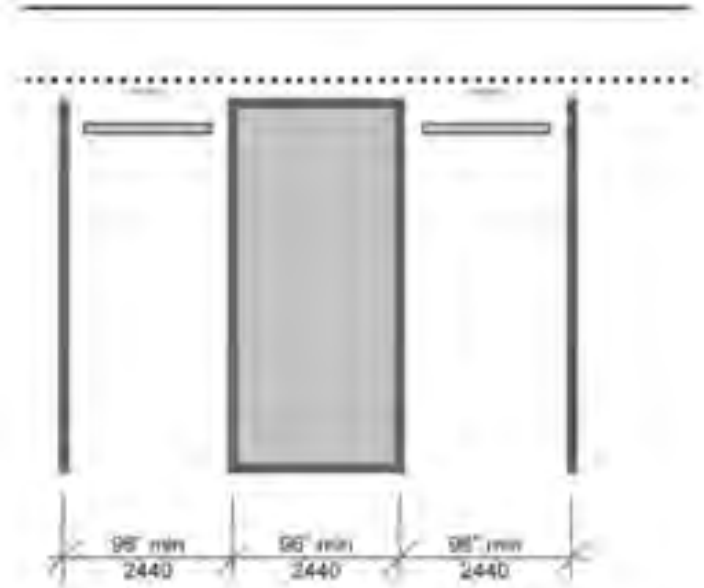
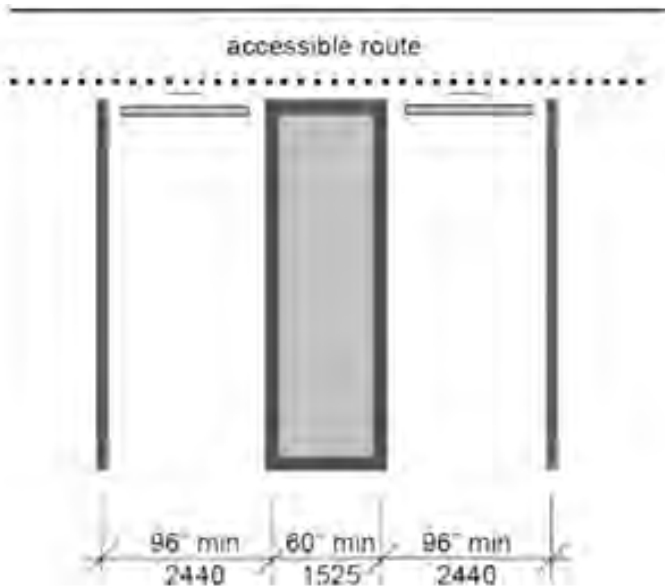
An access aisle can be placed on either side of the parking space if it is not angled.

3.4 PARKING SPACES

Accessible parking spaces must be provided for cars and vans.

Car accessible spaces must be:

- At least 96 inches wide
- Have an access aisle at least 60 inches wide
- Have no more than a 1.48 (2.08%) slope in all directions
- Have a surface that is firm, stable, and slip resistant
- Have a sign with the international symbol of accessibility on it, mounted at least 60 inches above the ground (measured from the bottom of the sign)



VAN ACCESSIBLE SPACES HAVE TWO OPTIONS

OPTION 1:

- Space: 132 inches wide
- Access aisle: 60 inches wide
- Slope: No steeper than 1.48 (2.08%)

OPTION 2

- Space: 96 inches wide
- Access aisle: 96 inches wide
- Slope: No steeper than 1.49 (2.04%)

Both options must have:

- At least 98 inches of vertical clearance (for space, aisle, and route)
- A firm, stable, and slip resistant surface
- Have two signs, mounted at least 60 inches above the ground (measured to the bottom of the sign)
 - First sign: international symbol of accessibility
 - Second sign: stating that the space is van accessible

The number of accessible parking spaces must be considered separately for each parking structure (lot or parking garage), not based on the total number of parking spaces provided on a site.

If you have less than 100 total parking spaces in your lot, then you are required to have 1 handicapped space for each 25 spaces. If there are 100–150 spaces in the lot, you are required to have 6 handicapped spaces. If there is 151–200 spaces, then you must have 6 ADA compliant spaces. If there are 201–300 spaces, you must have 7 handicapped spaces. If you have 300+ spaces, one of every 8 spaces is required to be ADA compliant.

Regardless of how many accessible parking spaces are required, the first space must meet California's ADA van-accessible requirements and to be properly labeled. This is essential for compliance during asphalt maintenance. The total number of ADA compliant spaces required depends on the overall number of parking spaces in the lot.

When addressing ADA violations, it is essential to prioritize corrective actions based on their severity and impact on accessibility. Start with immediate safety concerns such as steep curb ramps or missing detectable warning surfaces as these pose the greatest risk and are crucial for compliance.

First time ADA violations can result in fines up to \$75,000

When planning improvements consider:

- Safety issues that pose immediate danger
- Violations that seriously limit access
- High traffic of commonly used entrances and paths
- Opportunities to align fixes with upcoming constructions or renovations

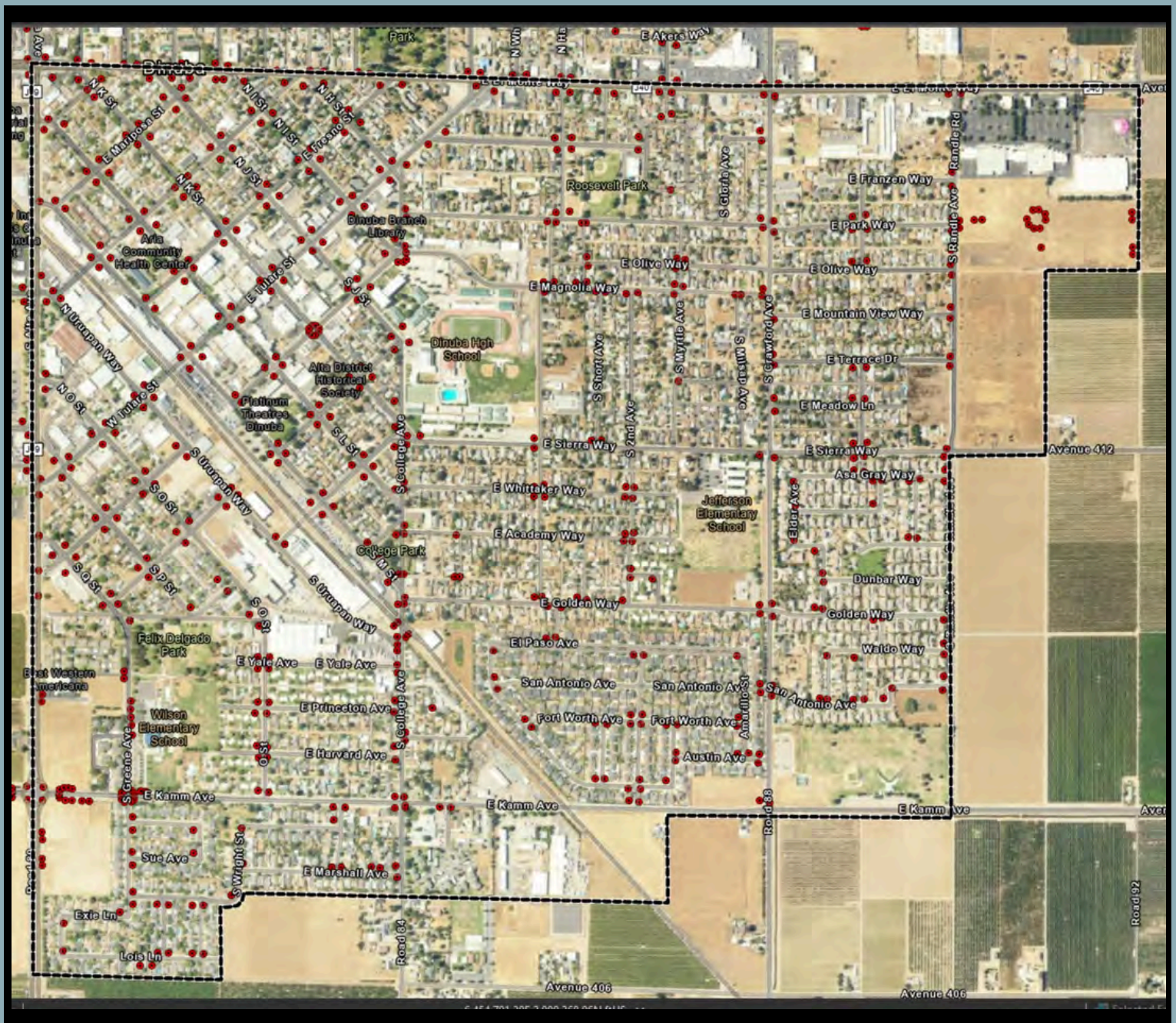
It is important to note that the most common difficulties that come with building ADA compliant parking in the downtown area of a city are spatial constraints, achieving proper slope and surface grade, and creating an accessible route to the building. These difficulties are particularly severe in areas that have dense urban environments and for older building that are undergoing renovations.

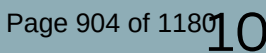


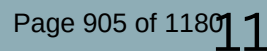
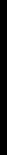
4. LOCAL ADA INFRASTRUCTURE INVENTORY-DOWNTOWN DINUBA

4.1 DOWNTOWN CURB RAMPS

In the downtown Dinuba area, there are a total of 559 curbs ramps that provide connections between sidewalks, crosswalks, and roadways. These ramps are located throughout the downtown area and serve as a vital link for pedestrians with mobility needs. To provide a clear visual, a picture has been provided to illustrate all the curb ramps in the specific area mentioned. This attachment shows the current number of curb ramps and their locations thus creating a baseline reference for future ADA planning and improvement projects. Of these ramps, we believe that 82 curb ramps may not be fully compliant with current accessibility standards. It is also important to note that this report does not include any formal filed investigations or detailed inspections in the downtown Dinuba area. Instead, this assessment reflects our best understanding based on past projects and knowledge of ongoing and recently completed projects.







4.2 ADA Curb Ramp Cost

Here are some examples of detailed ADA ramp cost estimates, accompanied by relevant information.


4CREEKS

Calculations Completed By: M.N.
Calculations Checked By: J.W.
Date: 10/2/2025

Downtown Dinuba ADA Report Ramp Estimate					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Ramp	90	SF	\$ 60.00	\$ 5,400.00
2	Curb & Gutter	45	LF	\$ 35.00	\$ 1,575.00
3	Sidewalk	224	SF	\$ 13.50	\$ 3,024.00
Approximate Cost (\$)					\$ 10,000.00


4CREEKS

Calculations Completed By: M.N.
Calculations Checked By: J.W.
Date: 10/2/2025

Downtown Dinuba ADA Report Parking Stall Estimate					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Ramp	1	EA	\$ 10,000.00	\$ 10,000.00
1	Concrete	520	SF	\$ 20.00	\$ 10,400.00
2	Signing, Striping, & Markings	1	LS	\$ 4,000.00	\$ 4,000.00
Approximate Cost (\$)					\$ 24,400.00


4CREEKS

Calculations Completed By: M.N.
Calculations Checked By: J.W.
Date: 10/2/2025

Downtown Dinuba ADA - Ramps					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Ramps	185	EA	\$ 10,000.00	\$ 1,850,000.00
City Yearly Budget =					\$ 50,000.00
Years To Complete Ramp Update =					37


4CREEKS

Calculations Completed By: M.N.
Calculations Checked By: J.W.
Date: 10/2/2025

Downtown Dinuba ADA - ADA Stalls					
ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	ADA Stalls	19	EA	\$ 23,600.00	\$ 448,400.00
City Yearly Budget =					\$ 50,000.00
Years To Complete Ramp Update =					8.968

**4CREEKS**

Calculations Completed By: M.N.

Calculations Checked By: J.W.

Date: 10/2/2025

Downtown Dinuba ADA Report Estimate - O Street & Harvard Avenue

ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Mobilization & Demobilization	1	LS	\$ 30,000.00	\$ 30,000.00
2	Traffic Control System & Dust Control	1	LS	\$ 20,000.00	\$ 20,000.00
3	Miscellaneous Facilities & Operations	1	LS	\$ 15,000.00	\$ 15,000.00
4	Clearing & Grubbing	1	LS	\$ 15,000.00	\$ 15,000.00
5	Sawcut	370	LF	\$ 3.00	\$ 1,110.00
6	Remove Existing Concrete	656	SF	\$ 12.00	\$ 7,872.00
7	Remove Existing Curb & Gutter	145	LF	\$ 25.00	\$ 3,625.00
8	5" Thick HMA Plug	21	TN	\$ 180.00	\$ 3,780.00
9	Construct Concrete Curb & Gutter	65	LF	\$ 50.00	\$ 3,250.00
10	Construct Concrete Sidewalk	145	SF	\$ 10.00	\$ 1,450.00
11	Construct Concrete Curb Ramp	4	EA	\$ 10,000.00	\$ 40,000.00
12	Install Pavement Striping, Signage, & Markings	1	LS	\$ 10,000.00	\$ 10,000.00
13	Acquire City Encroachment Permit	1	LS	\$ 10,000.00	\$ 10,000.00
CONSTRUCTION SUBTOTAL (\$) =					\$ 161,087.00
Contingency (15%)					\$ 24,163.05
BID TOTAL (\$) =					\$ 185,251.00

**4CREEKS**

Calculations Completed By: M.N.

Calculations Checked By: J.W.

Date: 10/2/2025

Downtown Dinuba ADA Report Estimate - K Street between Fresno Street and Tulare Street

ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	UNIT PRICE (\$)	TOTAL (\$)
1	Mobilization & Demobilization	1	LS	\$ 30,000.00	\$ 30,000.00
2	Traffic Control System & Dust Control	1	LS	\$ 20,000.00	\$ 20,000.00
3	Miscellaneous Facilities & Operations	1	LS	\$ 15,000.00	\$ 15,000.00
4	Clearing & Grubbing	1	LS	\$ 15,000.00	\$ 15,000.00
5	Sawcut	115	LF	\$ 3.00	\$ 345.00
6	Remove Existing Concrete	295	SF	\$ 12.00	\$ 3,540.00
7	Remove Existing Curb & Gutter	30	LF	\$ 15.00	\$ 450.00
8	Remove Existing Valley Gutter	760	SF	\$ 12.00	\$ 9,120.00
9	5" Thick HMA Plug	6	TN	\$ 180.00	\$ 1,080.00
10	Construct Concrete Curb & Gutter	15	LF	\$ 50.00	\$ 750.00
11	Construct Concrete Valley Gutter	830	SF	\$ 9.00	\$ 7,470.00
12	Construct Concrete Sidewalk	225	SF	\$ 10.00	\$ 2,250.00
13	Construct Concrete Curb Ramp	1	EA	\$ 10,000.00	\$ 10,000.00
14	Install Pavement Striping, Signage, & Markings	1	LS	\$ 4,000.00	\$ 4,000.00
15	Acquire City Encroachment Permit	1	LS	\$ 5,000.00	\$ 5,000.00
CONSTRUCTION SUBTOTAL (\$) =					\$ 124,005.00
Contingency (15%)					\$ 18,600.75
BID TOTAL (\$) =					\$ 142,606.00

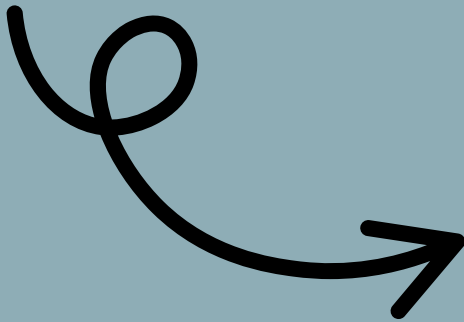
4.3 Compliant/Non-Compliant Curb Ramps



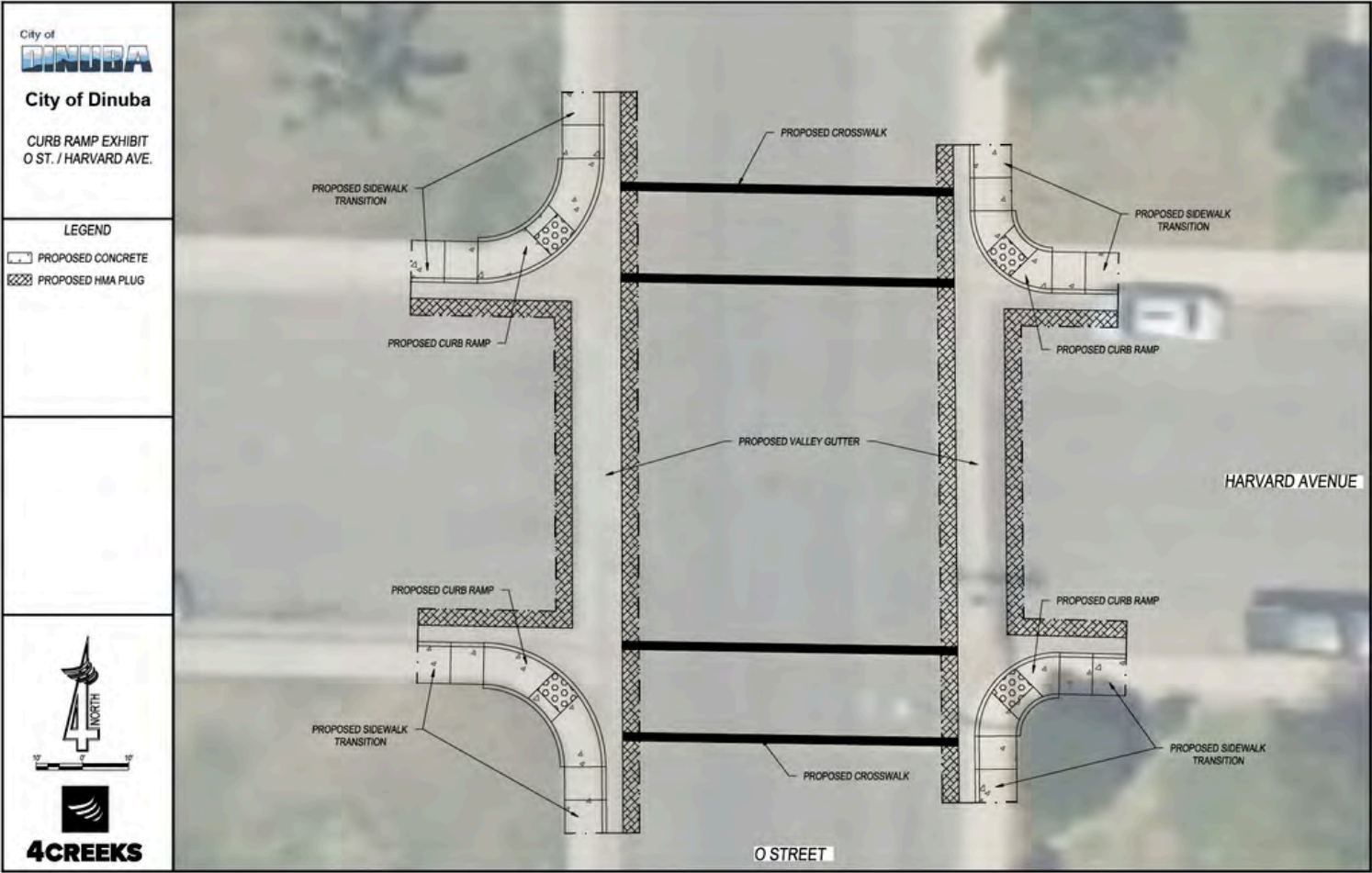
Compliant



Non-Compliant

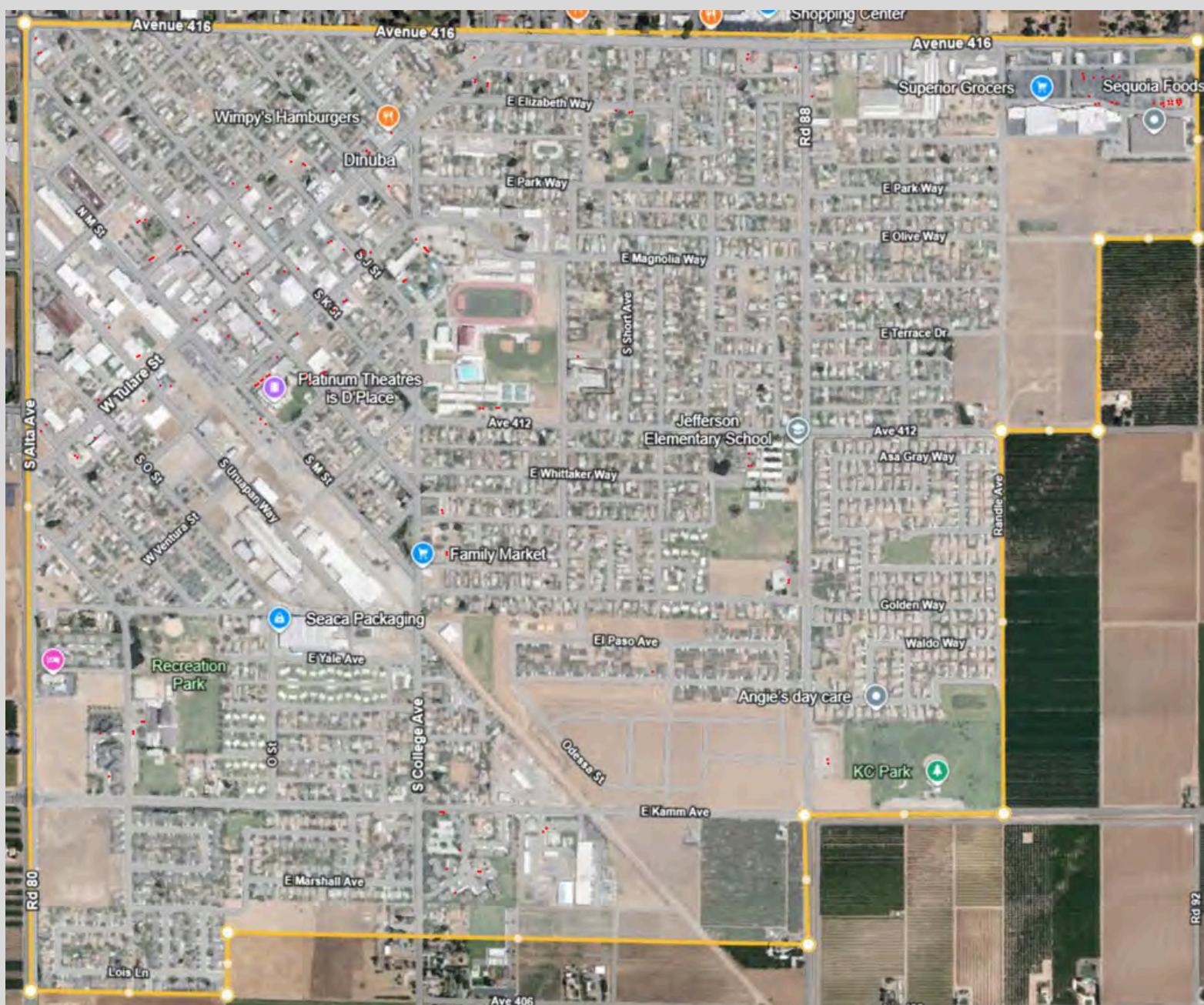


4.4 Curb Ramp Exhibit



5. Local accessible parking stalls

Currently, The City of Dinuba maintains 159 parking stalls across downtown parking lots and facilities. These spaces are distributed to ensure proximity to essential civic buildings, businesses, and community destinations. Photographic documentation of these stalls is attached below for visual representation illustrated in the red dots in the image below. Based on historical records and the lack of a current survey, the 159 ADA stalls in this area are presumed to be non-compliant. Efforts to bring these stalls into compliance are planned for the near future.



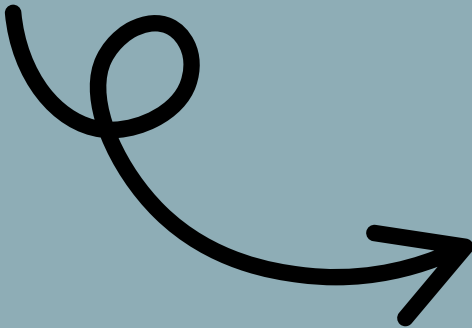
5.1 Compliant/Non-Compliant Parking Stalls



Compliant



Non-Compliant

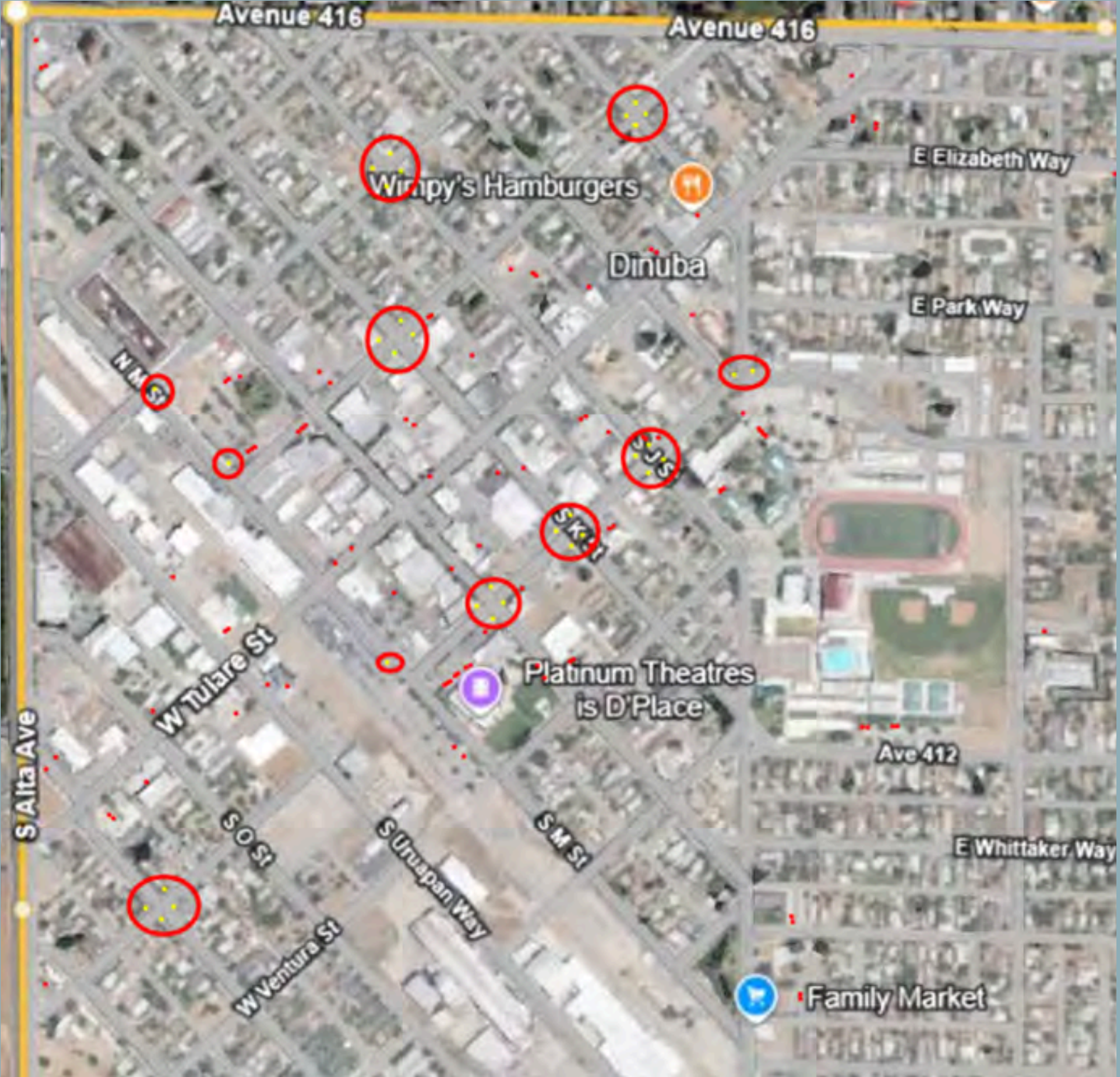




6. Project history & recent projects

6.1 Internal ADA project history

Over time, the City of Dinuba has carried out various projects to improve accessibility in the downtown area. These efforts represent the city's long-term commitment to compliance with the ADA and to create a more inclusive and accessible public environment. These projects have included the following that are outlined in the yellow dots and circled areas:



6.2 Completed ADA Projects

During recent years, the City of Dinuba has invested in ADA accessibility improvements within the downtown area. These projects include reconstructing ADA ramps and creating ADA ramps to ensure that the projects or new infrastructure are compliant with the ADA handbook.

Please note the following:

- Viscaya park improvements projects (2025)
- Whitney Water Main (2025)
- Entertainment Plaza (2025)
- HSIP projects phases I-III (2026)
- Dinuba ATP pedestrian walkway improvements project (2026)
- 2025 corridor improvement project
- 2026 corridor improvement project
- El Monte Way & Perry Ave/Tulare St. Roundabout Project (2026)
- Kamm & Green Safety Improvements Project (2020)
- El Monte Way at Mercantile Row Shopping Center ADA Improvements

7. Conclusion and Next Steps

The City of Dinuba has installed 559 curb ramps and 149 accessible parking stalls within the downtown area. Additionally, multiple internal ADA projects have been completed to improve pedestrian crossings, curb ramps, and parking access points as seen above. Several current projects are also in progress to further expand accessibility to be ADA complaint and aid those with limited mobility

This report establishes a reference inventory of ADA related infrastructure in Downtown Dinuba by recording existing curbs ramps, accessible stalls, and project history through photographic documentation. While the attachments above provided an important foundation, a formal compliance evaluation will be required in a future phase to determine full congruence with ADA standards.

The City of Dinuba remains committed to incorporating accessibility improvements with roadway and infrastructure projects, organizing upgrades in busy pedestrian areas, and maintaining accurate records of ADA related work for long term planning and future reporting.





CITY OF DINUBA

PLANNING & DEVELOPMENT

1088 KAMM AVE.
DINUBA, CA 93618
(559) 591-5921

PUBLIC IMPROVEMENT STANDARDS

■ 2023 ■



TABLE OF CONTENTS

SECTION

CITY IMPROVEMENTS

1

<u>DRAWING NO.</u>	<u>TITLE</u>
C - 1	VALLEY GUTTER - CURB RETURN
C - 2	ALLEY - VALLEY GUTTER
C - 3	CURB RAMP (1 OF 2)
C - 4	CURB RAMP (2 OF 2)
C - 5	MEDIAN CURB
C - 6	DECORATIVE CURB, GUTTER & SIDEWALK
C - 7	SIDEWALK UNDERDRAIN PIPE - EXISTING CURB AND GUTTER
C - 8	SIDEWALK UNDERDRAIN PIPE
C - 9	CURB, GUTTER & SIDEWALK
C - 10	ROLL TYPE CURB & GUTTER
C - 11	RESIDENTIAL DRIVE APPROACH
C - 12	COMMERCIAL DRIVE APPROACH
C - 13	TYPICAL DRIVE APPROACH LOCATION
C - 14	EXISTING CURB REMOVAL

ELECTRICAL IMPROVEMENTS

2

<u>DRAWING NO.</u>	<u>TITLE</u>
E - 1	STREETLIGHT
E - 2	DECORATIVE STREETLIGHT
E - 3	SOLAR STREETLIGHT
E - 4	STREETLIGHT CONCRETE PULL BOXES
E - 5	STREETLIGHT POLE NUMBERING
E - 6	STREETLIGHT PLACEMENT - CUL-DE-SACS
E - 7	STREETLIGHT PLACEMENT - LOCAL STREET
E - 8	STREETLIGHT PLACEMENT - COLLECTOR STREET
E - 9	STREETLIGHT PLACEMENT - DIVIDED ARTERIAL STREETS

LANDSCAPE IMPROVEMENTS

3

<u>DRAWING NO.</u>	<u>TITLE</u>
L - 1	LANDSCAPE DESIGN & CONSTRUCTION STANDARDS
L - 2	LANDSCAPE DESIGN & CONSTRUCTION STANDARDS
L - 3	LANDSCAPE DESIGN & CONSTRUCTION STANDARDS
L - 4	WALL MOUNTED CONTROLLER
L - 5	WALL MOUNTED CONTROLLER - INTERIOR
L - 6	DRIP FLUSH INDICATOR
L - 7	MAINLINE POINT OF CONNECTION (POC) FILTER
L - 8	1" BASKET DRIP FILTER/PRESSURE REGULATOR
L - 9	GROUNDING PLATE AND LIGHTNING ARRESTOR
L - 10	BUBBLER/EMITTER ON ROOT BALL LAYOUT

TABLE OF CONTENTS

SECTION

LANDSCAPE IMPROVEMENTS

3

<u>DRAWING NO.</u>	<u>TITLE</u>
L - 11	BUBBLERS/EMITTERS ON ROOT BALL
L - 12	POP UP SPRAY HEAD ON SLOPE
L - 13	ROTOR SPRAY HEAD ON SLOPE
L - 14	POP UP SPRAY HEAD
L - 15	ROTOR SPRAY HEAD
L - 16	IRRIGATION TRENCHING
L - 17	PIPE AT PAVEMENT
L - 18	VALVE BOX LAYOUT
L - 19	SPLICE BOX
L - 20	WATER HAMMER ARRESTOR
L - 21	MAINLINE STUB OUT
L - 22	HYDROMETER
L - 23	MASTER VALVE
L - 24	QUICK COUPLER VALVE
L - 25	MASTER VALVE & FLOW SENSOR LAYOUT
L - 26	FLOW SENSOR
L - 27	GATE VALVE AND ANCHOR
L - 28	2-WIRE IRRIGATION CONNECTIONS
L - 29	2-WIRE REMOTE CONTROL VALVE
L - 30	HYDROMETER LAYOUT
L - 31	1" AIR RELEASE VALVE
L - 32	8" CONCRETE MOW STRIP
L - 33	ROOT BALL SHAVING
L - 34	CROWN OBSERVATION - MULTI
L - 35	CROWN OBSERVATION - HIGH BRANCHED
L - 36	ROOT OBSERVATION - CONTAINER
L - 37	GROUND COVER
L - 38	SHRUB - UNMODIFIED SOIL
L - 39	SHRUB ON SLOPE (5% TO 50%)
L - 40	TREE WITH BERM
L - 41	TREE ON SLOPE (5% TO 50%)
L - 42	VINE - UNMODIFIED SOIL
L - 43	TREE STAKING - SINGLE METAL STAKE
L - 44	TREE PROTECTION
L - 45	WATERING MATURE TREES
L - 46	LINEAR ROOT BARRIERS - PARKING LOT ISLANDS
L - 47	LINEAR ROOT BARRIERS

TABLE OF CONTENTS

SECTION

MISCELLANEOUS IMPROVEMENTS

4

<u>DRAWING NO.</u>	<u>TITLE</u>
M - 1	GALVANIZED STEEL BOLLARD
M - 2	TYPICAL FIRE HYDRANT BOLLARD LOCATION
M - 3	TRASH BIN BLOCK ENCLOSURE
M - 4	TRASH ENCLOSURE GATE DETAIL
M - 5	CHAIN LINK FENCE DETAIL
M - 6	ELEVATION BENCHMARK DETAILS
M - 7	PROPERTY MONUMENT DETAILS
M - 8	TYPICAL PARKING LOT DESIGN & LANDSCAPE
M - 9	ACCESSIBLE PARKING
M - 10	ACCESSIBLE PARKING SIGN
M - 11	INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) INSTALLATION
M - 12	MASONRY BLOCK WALL/FENCE
M - 13	PIPE SUPPORTS ACROSS TRENCHES
M - 14	SHALLOW PIPE BACKFILL
M - 15	TYPICAL LOT DRAINAGE WITH PARK STRIPS SHOWN
M - 16	SATELLITE ASSEMBLY (CONTROLLER)
M - 17	LOT LINE GRADING STANDARD
M - 18	WHEEL STOP

SECTION

STREET IMPROVEMENTS

5

<u>DRAWING NO.</u>	<u>TITLE</u>
P - 1	PARKING LOT PAVEMENT STANDARDS
P - 2	STREET CROSS-SECTION
P - 3	STREET WITH MEDIAN CROSS-SECTION
P - 4	TYPICAL COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL CUL-DE-SAC
P - 5	STREET KNUCKLE CONNECTIONS
P - 6	CROSSWALK MARKINGS
P - 7	STOP BAR MARKING AND STOP SIGNS LOCATION
P - 8	STREET SIGN STANDARD (1 OF 2)
P - 9	STREET SIGN INSTALLATION (2 OF 2)
P - 10	TYPE-A STREET INTERSECTION & CURVE RADIUS SURVEY MONUMENT
P - 11	TIMBER BARRICADE
P - 12	STREET NAME SIGN LOCATION
P - 13	DECORATIVE CONCRETE MEDIAN

TABLE OF CONTENTS

SECTION

STORM DRAIN SYSTEM

6

<u>DRAWING NO.</u>	<u>TITLE</u>
SD - 1	TYPE 'A' CATCH BASIN 42" CURB INLET AND 42" BASIN
SD - 2	TYPE 'B' CATCH BASIN 48" CURB INLET AND 48" X 36" BASIN
SD - 3	TYPE 'C' CATCH BASIN 24" DIAMETER INLET DRAIN PIPE
SD - 4	TYPE 'D' CATCH BASIN STANDARD FLAT GRATE
SD - 5	DOUBLE TYPE 'D' INLET (SHEET 1 OF 2)
SD - 6	DOUBLE TYPE 'D' INLET (SHEET 2 OF 2)
SD - 7	TYPE 'E' INLET - TEMPORARY WITH CURB FACE OPENING
SD - 8	TYPE 'E' & 'G' 7" CURB INLET
SD - 9	TYPE 'E' & 'G' INLET OPENING DETAIL
SD - 10	MANHOLE FRAME AND COVER FOR TYPE 'E' & 'G' INLET
SD - 11	STORM DRAIN MANHOLE
SD - 12	CATCH BASIN GRATE
SD - 13	"CHRISTY" U SERIES CATCH BASINS
SD - 14	TOP EDGE CHOICES FOR CATCH BASIN AND/OR GRATE RING
SD - 15	OUTFALL STRUCTURE TYPE 'A'
SD - 16	FENCE CAGE FOR OUTFALL STRUCTURE TYPE 'A'
SD - 17	DESIGN TABLE FOR OUTFALL STRUCTURE TYPE 'A'
SD - 18	OUTFALL STRUCTURE TYPE 'B'
SD - 19	OUTFALL STRUCTURE TYPE 'B' REINFORCEMENT DETAILS
SD - 20	FENCE CAGE FOR OUTFALL STRUCTURE TYPE 'B'
SD - 21	DESIGN TABLE FOR OUTFALL STRUCTURE TYPE 'B'

SECTION

SANITARY SEWER SYSTEM

7

<u>DRAWING NO.</u>	<u>TITLE</u>
SS - 1	SEWER AND WATER SERVICE PROPERTY LOCATIONS
SS - 2	WATER MAIN AND SANITARY SEWER MAIN SEPARATION (SHEET 1 OF 2)
SS - 3	WATER MAIN AND SANITARY SEWER MAIN SEPARATION (SHEET 2 OF 2)
SS - 4	INVERT PLANS OF STANDARD MANHOLES
SS - 5	SANITARY SEWER MANHOLE
SS - 6	SANITARY SEWER DROP MANHOLE
SS - 7	SANITARY SEWER DROP MANHOLE - CLAMPING BRACKET
SS - 8	SEWER LATERALS
SS - 9	MANHOLE FRAME AND COVER
SS - 10	SEWER CLEANOUT
SS - 11	ECCENTRIC MANHOLE
SS - 12	COMMERCIAL AND INDUSTRIAL GREASE TRAP
SS - 13	SEWER LATERAL SERVICE CONNECTION INTO EXISTING SEWER MAIN

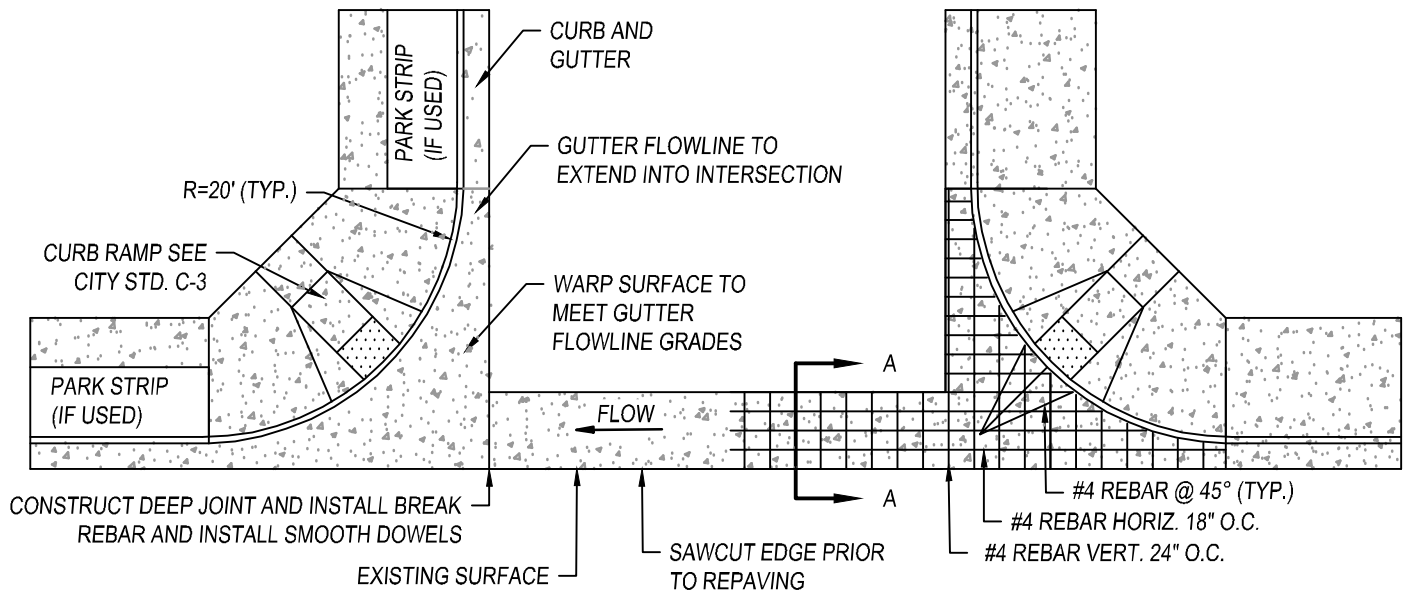
TABLE OF CONTENTS

SECTION

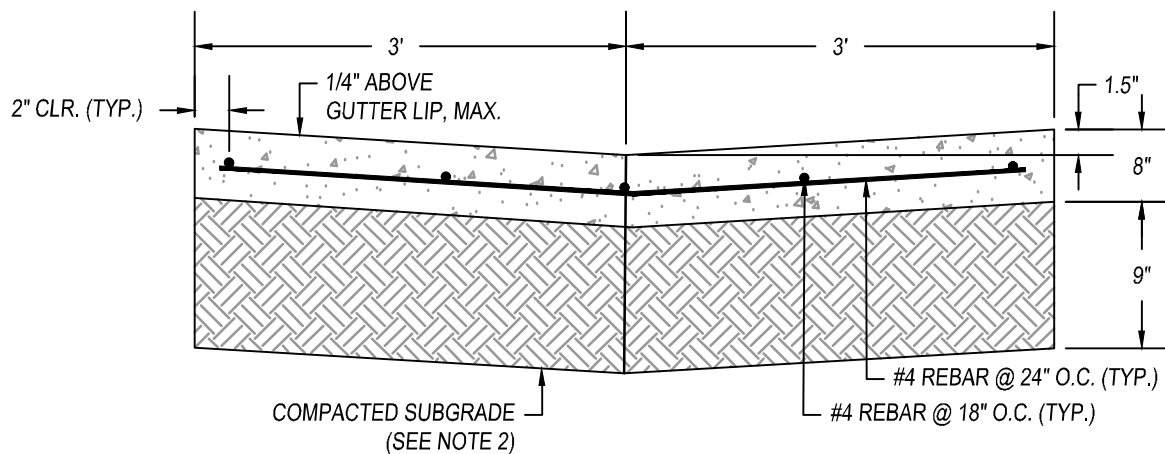
WATER SYSTEM

8

<u>DRAWING NO.</u>	<u>TITLE</u>
W - 1	EXISTING WELL ABANDONMENT
W - 2	WATER BLOW-OFF
W - 3	THRUST BLOCK
W - 4	BACKFLOW DEVICE AND FIRE DEPARTMENT CONNECTION
W - 5	FIRE HYDRANT INSTALLATION
W - 6	FIRE HYDRANT PAVEMENT MARKER LOCATION
W - 7	FIRE HYDRANT LOCATION - SIDEWALK
W - 8	WATER VALVE, WELL, AND COVER
W - 9	1" RESIDENTIAL WATER SERVICE
W - 10	1.5" & 2" RESIDENTIAL WATER SERVICE
W - 11	COMMERCIAL 3-MANIFOLD WATER SERVICE
W - 12	2" COMMERCIAL WATER SERVICE
W - 13	4" TURBO WATER SERVICE
W - 14	6" TURBO WATER SERVICE
W - 15	3/4" TO 2" REDUCED PRESSURE PRINCIPAL BACKFLOW PREVENTERS
W - 16	WATER VALVE
W - 17	TRENCH DETAIL
W - 18	WATER SAMPLE STATION (SHEET 1 OF 2)
W - 19	WATER SAMPLE STATION (SHEET 2 OF 2)
W - 20	PRESSURE VACUUM BREAKER BACKFLOW PREVENTER INSTALLATION
W - 21	COMPOUND OR TURBINE METER SETTING WITH REDUCED PRESSURE DEVICE
W - 22	DOUBLE CHECK VALVE
W - 23	APPROVED PORTABLE WATER TRANSPORT BACKFLOW PROTECTION
W - 24	EQUIPMENT COVERS
W - 25	WATER MAIN INTERSECTION CONNECTIONS
W - 26	LOCATIONS OF UTILITY MAINS
W - 27	LOCATIONS FOR UNDERGROUND CONDUITS & PIPES IN RESIDENTIAL AREA CITY STREETS



PLAN VIEW



SECTION A-A

NOTES:

1. VALLEY GUTTER SHALL BE CLASS "3" CONCRETE (6 SACK MINIMUM).
2. COMPACT SUBGRADE TO 95% RELATIVE COMPACTION, PER ASTM D1557 AND TEST METHOD CAL216.
3. WIDER CROSS GUTTER MAY BE REQUIRED, AS DIRECTED BY THE CITY ENGINEER.
4. THE VALLEY GUTTER SHALL HAVE A MINIMUM SLOPE OF 0.003 IN THE DIRECTION OF FLOW.
5. ALL WORK SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE SPECIFICATIONS ENTITLED "STANDARD SPECIFICATIONS, STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION", APPROVED CURRENT EDITION.
6. EXPANSION JOINTS SHALL BE CONSTRUCTED AT EVERY 30' OR AS DIRECTED BY THE CITY ENGINEER.
7. AN ENCROACHMENT PERMIT IS REQUIRED FOR ALL WORK DONE WITHIN THE CITY OF DINUBA RIGHT OF WAY.
8. BEARING SOIL SHALL BE COMPACTED TO 95% RELATIVE COMPACTION AS DETERMINED BY A.S.T.M. D-1557 TO A DEPTH OF 1.0' BELOW CROSS GUTTERS.
9. ALL CROSS GUTTER LOCATIONS AND SIZES ARE TO BE APPROVED BY THE CITY ENGINEER.



CITY COUNCIL APPROVAL: 01/24/2023

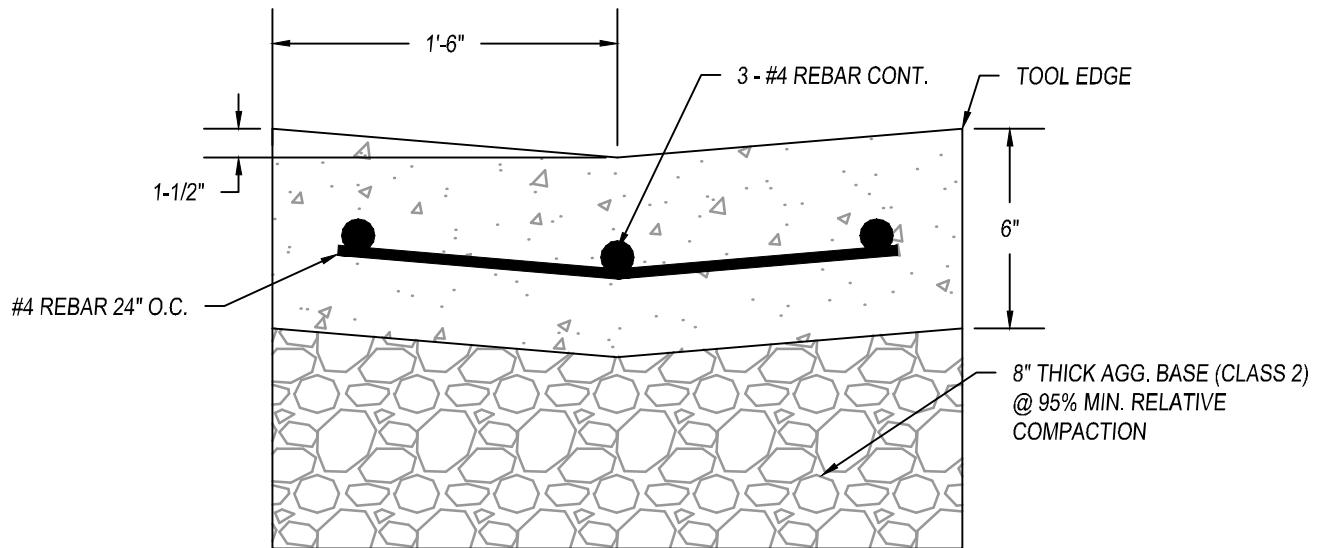
APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

**VALLEY GUTTER -
CURB RETURN**

PUBLIC IMPROVEMENT STANDARDS

C-1		
REVISIONS		
NAME	BY	DATE



VALLEY GUTTER CROSS -SECTION

NOTES:

1. CONCRETE SHALL BE TYPE "A" (6 SACK MINIMUM)
2. REBAR SHALL HAVE A MINIMUM OF 2" OF CLEAR COVERAGE



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

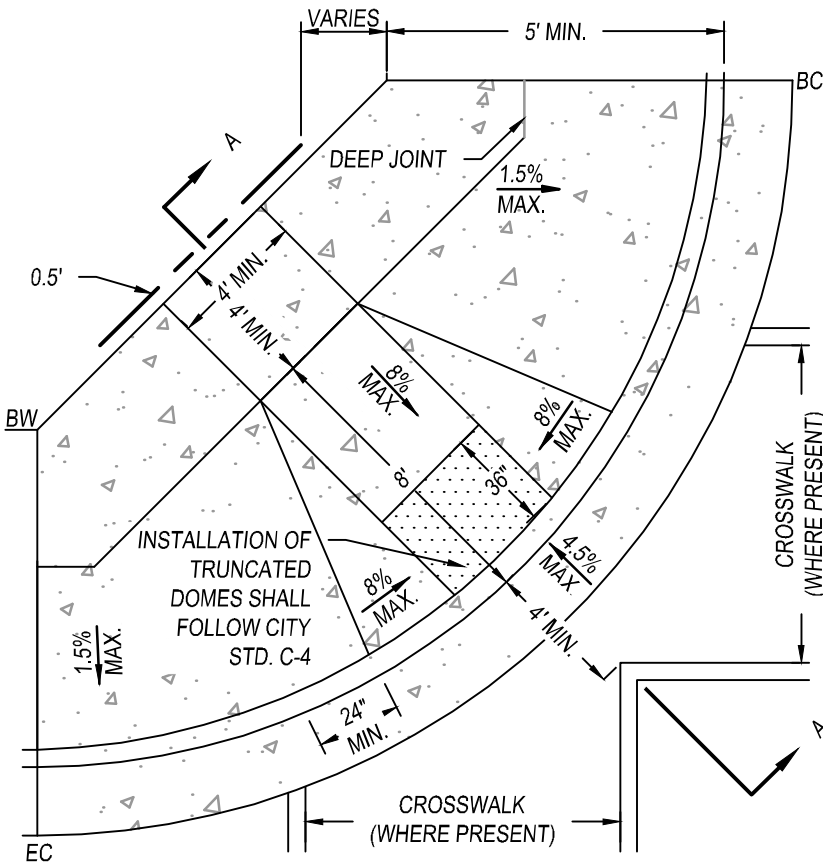
ALLEY - VALLEY GUTTER

PUBLIC IMPROVEMENT STANDARDS

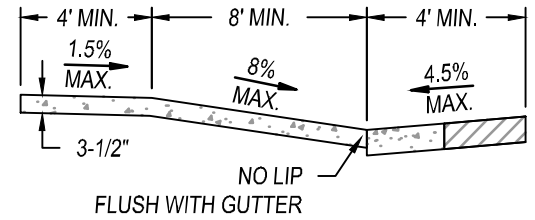
C-2

REVISIONS

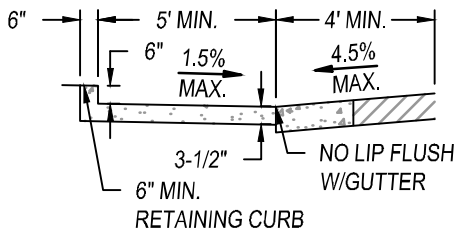
NAME	BY	DATE



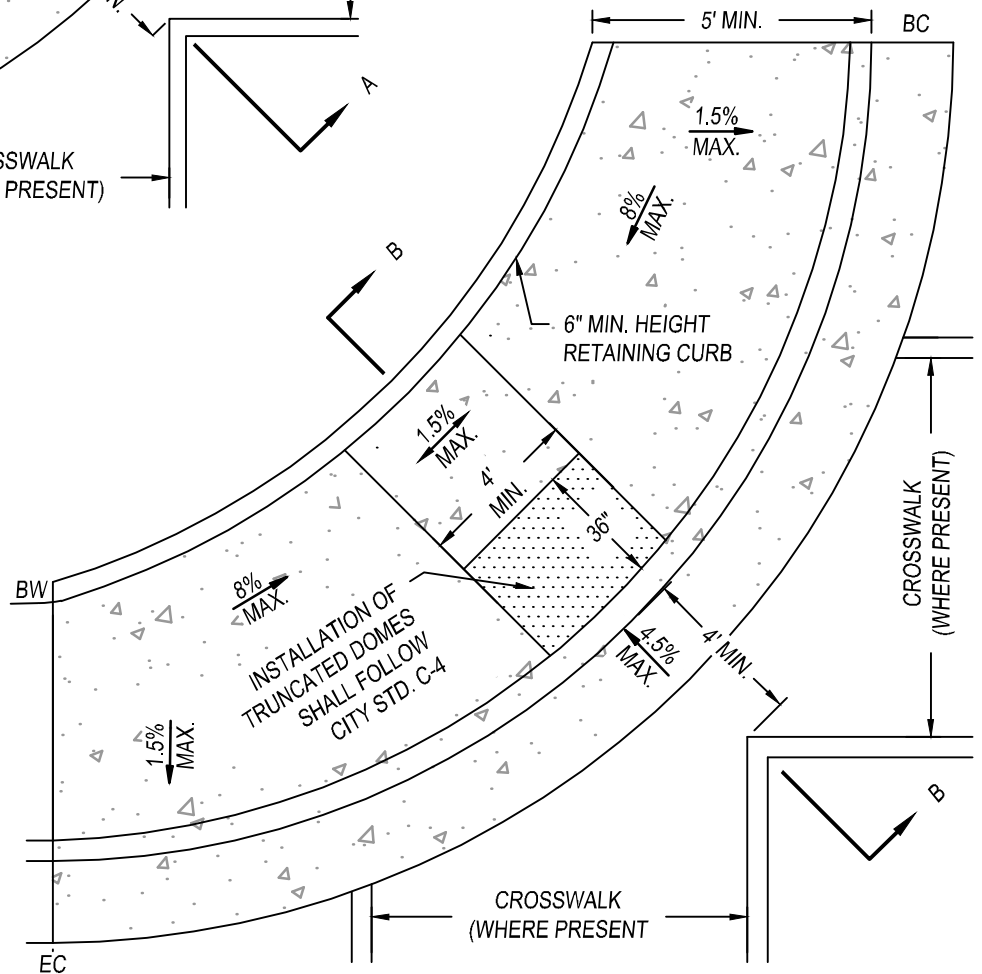
TYPE I



SECTION A-A



SECTION B-B



TYPE II



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

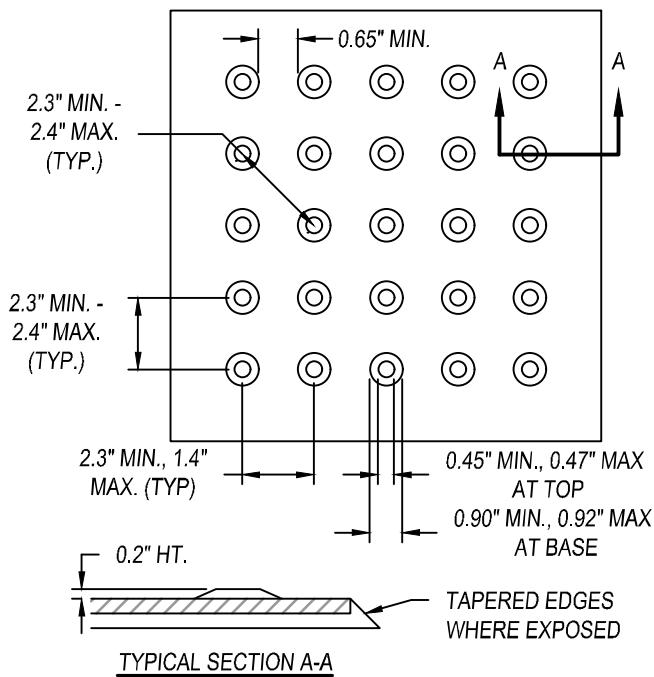
CURB RAMP (1 OF 2)

PUBLIC IMPROVEMENT STANDARDS

C-3

REVISIONS

NAME BY DATE



DETECTABLE WARNING DETAIL

DETECTABLE WARNING NOTES

1. RAMP SHALL HAVE A DETECTABLE WARNING THAT EXTENDS 36" IN THE DIRECTION OF TRAVEL AND EXTENDS THE FULL WIDTH OF THE RAMP, EXCLUDING FLARED SIDES, INSIDE THE RAMP BORDER.
2. DETECTABLE WARNINGS SHALL COMPLY WITH THE CURRENT EDITION OF THE CALIFORNIA BUILDING CODE.
3. DETECTABLE WARNINGS SHALL BE SLIP-RESISTANT AND CONSIST OF RAISED TRUNCATED DOMES.
4. THE DETECTABLE WARNING SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNING SURFACES SHALL BE YELLOW AND APPROXIMATE 33538 OF SAE AMS-STD-595A.
5. THE TRUNCATED DOMES MAY BE CONSTRUCTED IN A VARIETY OF METHODS, INCLUDING CAST-IN-PLACE OR STAMPED, OR MAY BE A PART OF A PREFABRICATED SURFACE TREATMENT.
6. DETECTABLE WARNING SURFACES AT LOCATIONS OTHER THAN CURB RAMPS, ISLANDS, OR CUT-THROUGH MEDIANS SHALL DIFFER FROM ADJOINING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT
7. WHERE INSTALLED IN A RADIAL PATTERN, TRUNCATED DOMES SHALL HAVE A CENTER-TO-CENTER SPACING OF 1.6"-2.4".

NOTES:

1. RAMP SHALL BE A MINIMUM OF 4' WIDE AND SHALL LIE, GENERALLY, IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE.
2. RAMP SLOPE SHALL NOT EXCEED 8%. FOR TYPE I RAMPS, THE SLOPE OF THE FLARED SIDES SHALL NOT EXCEED 8%.
3. TRANSITIONS FROM RAMPS AND LANDINGS TO SIDEWALKS, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
4. THE SLOPE OF ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE ROUTE WITHIN 4' OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 4.5% SLOPE. THIS LANDING AREA SHALL BE THE FULL WIDTH OF THE RAMP. GUTTER PAN TRANSITIONING SHALL OCCUR OUTSIDE OF THIS LANDING AREA.
5. THE 4' CLEAR SPACE AT THE BOTTOM OF THE RAMP SHALL TERMINATE WITHIN THE INSIDE EDGE OF MARKED CROSSWALKS.
6. PROVIDE A LANDING AREA AT THE UPPER END OF THE RAMP OF AT LEAST 4' DEEP BY THE FULL WIDTH OF THE RAMP. THE UPPER LANDING AREA SHALL NOT EXCEED 1.5% SLOPE IN ANY DIRECTION.
7. SURFACE OF CURB RAMP AND FLARED SIDES SHALL HAVE A BROOM FINISH TRANSVERSE TO THE PATH OF TRAVEL AND SHALL BE OF CONTRASTING FINISH TO THAT OF ADJACENT SIDEWALK.
8. FOR TYPE I RAMPS, THERE SHALL BE A SEGMENT OF FULL-HEIGHT CURB AT LEAST 24" LONG ON EACH SIDE OF THE CURB RAMP AND WITHIN THE MARKED CROSSWALK.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

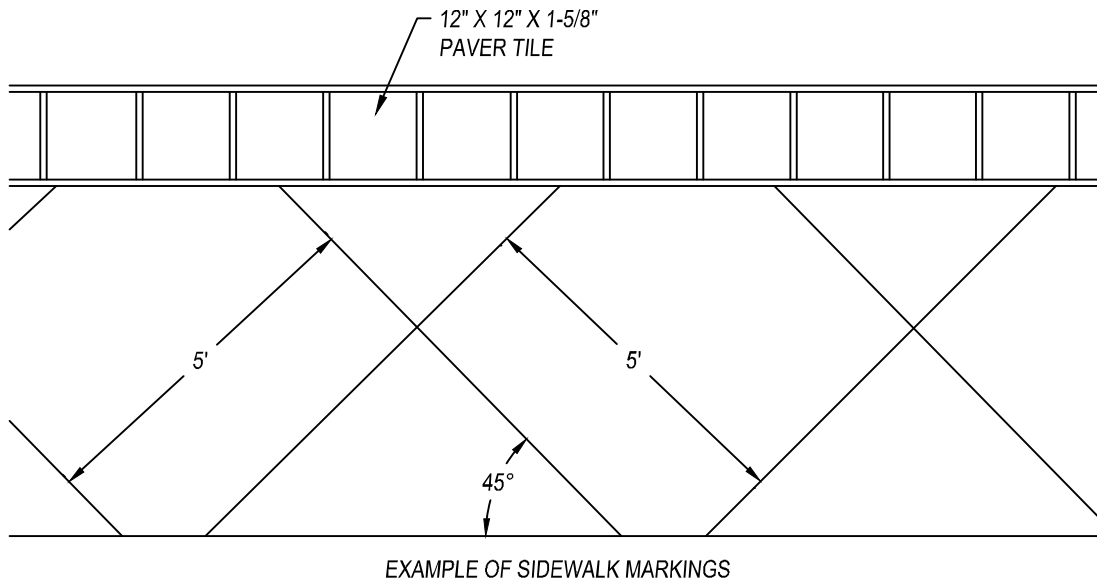
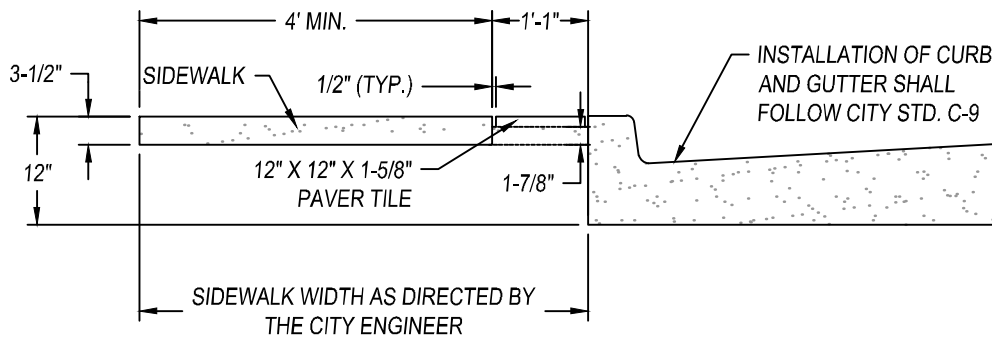
CURB RAMP (2 OF 2)

PUBLIC IMPROVEMENT STANDARDS

C-4

REVISIONS

NAME	BY	DATE



NOTES:

1. ALL DECORATIVE CURB, GUTTER AND SIDEWALK SHALL BE CLASS "A" CONCRETE (6 SACK MIN.) COLOR: SAN DIEGO BUFF, DAVIS BRAND COLOR, BUILDERS CONCRETE BATCH NO. NK60170, OR APPROVED EQUAL.
2. MARKINGS ARE 5' X 5', "SALT" WITH MEDIUM "BROOM" FINISH. SQUARE MARKINGS TO BE AT 45° ANGLES.
3. PAVER TILE COLOR: STEP STONE, CLASSIC WALKS, CUSTOM COLOR NO. 1144, FORM FINISH, OR APPROVED EQUAL.
4. PAVER MORTAR COLOR: NATURAL COLOR, OR APPROVED EQUAL.
5. CONCRETE SHALL CONFORM TO THE PROJECT PLANS AND SPECIFICATIONS AND TO THE STATE SPECIFICATIONS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

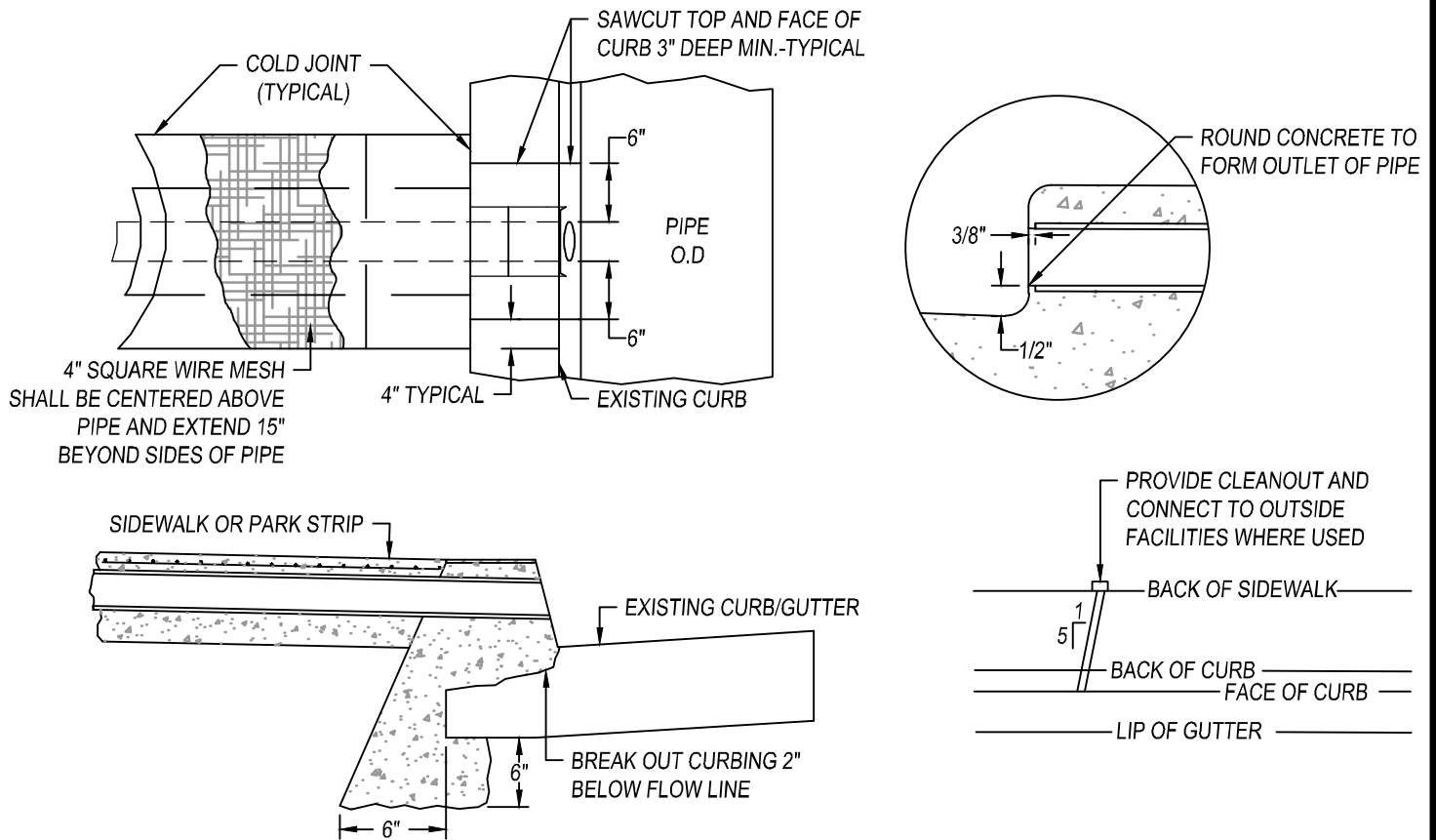
DECORATIVE CURB, GUTTER & SIDEWALK

PUBLIC IMPROVEMENT STANDARDS

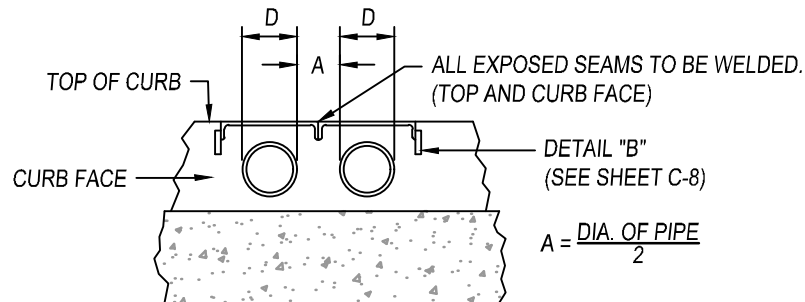
C-6

REVISIONS

NAME	BY	DATE



DRAINLINE INSTALLATION FOR EXISTING CURB AND GUTTER



DUAL PIPE INSTALLATION

NOTES:

1. PIPE SHALL BE ONE CONTINUOUS LENGTH WITH NO JOINTS FROM PROPERTY LINE TO CURB LINE.
2. MULTIPLE PIPES TO BE SET A MINIMUM DISTANCE OF D/2 APART. (SEE DETAIL ABOVE)
3. CONCRETE SHALL BE CLASS "A" CONCRETE (6 SACK MIN.)
4. PIPE SHALL BE SCH. 80 PVC.
5. WIRE MESH TO BE INSTALLED IN CONCRETE ABOVE DRAIN LINE.
6. PERMITTED SIZE AND NUMBER OF PIPES/TUBING TO BE BASED ON DRAINAGE AREA AND SHALL BE DETERMINE BY THE ENGINEER OF RECORD.
7. NO DRAIN ALL BE PERMITTED IN DRIVE APPROACH AREAS.
8. DRAINS SHALL BE ANGLED THROUGH SIDEWALK IN DIRECTION OF GUTTER FLOW.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

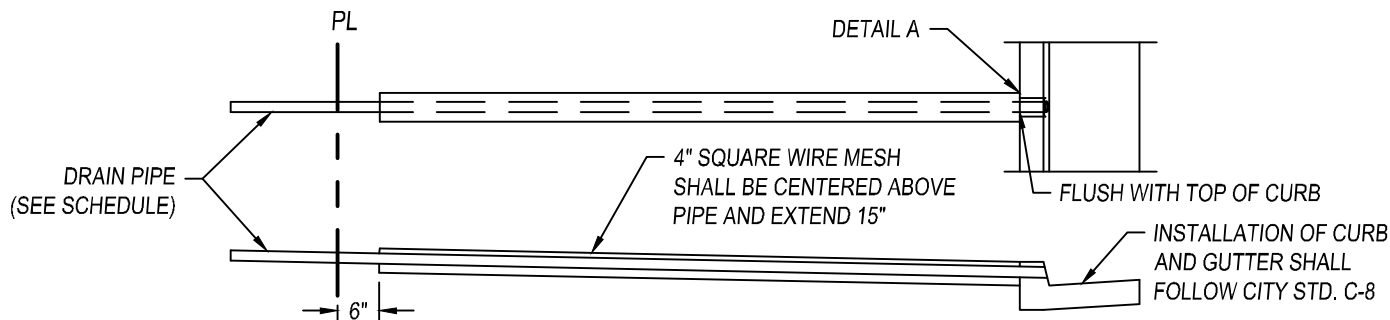
**SIDEWALK UNDERDRAIN PIPE -
EXISTING CURB AND GUTTER**

PUBLIC IMPROVEMENT STANDARDS

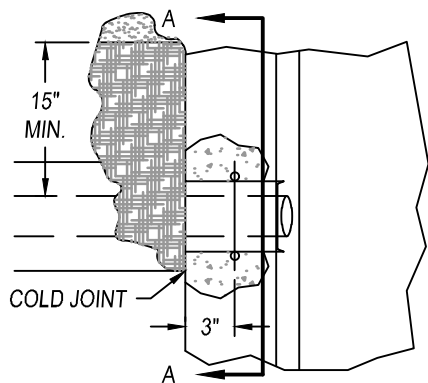
C-7

REVISIONS

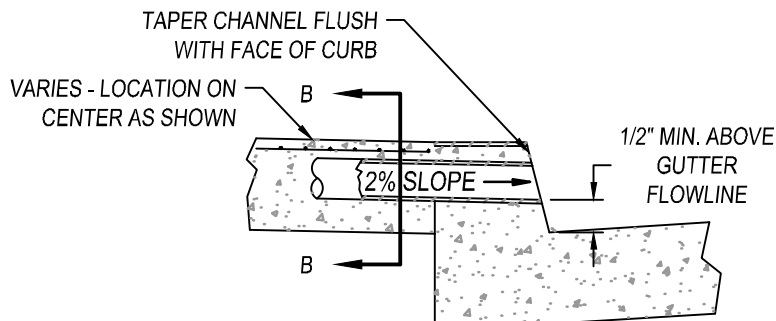
NAME	BY	DATE



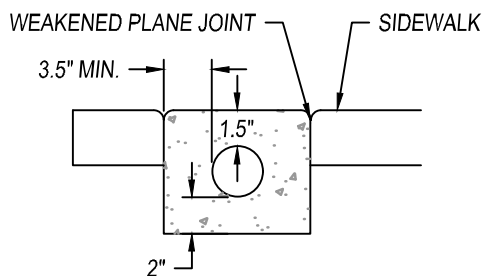
DRAINLINE INSTALLATION FOR NEW CONSTRUCTION



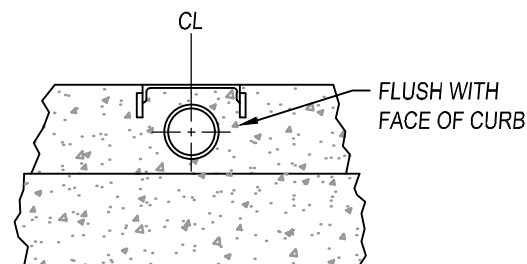
DETAIL A



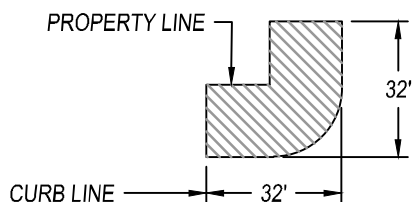
DETAIL B



SECTION A-A



SECTION B-B



DRAIN SHALL NOT OCCUPY THE HATCH AREA

BLOCK CORNER

NOTES:

1. FOR INSTALLATION ON EXISTING CURB AND GUTTER REFER TO CITY STD. C-7.
2. SCHEDULE 80 PVC.
3. CHANNEL MATERIAL TO BE PVC UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

SCHEDULE		
PIPE DIA.	HEIGHT	WIDTH
3"	6" TO 8"	6"
4"	6" TO 8"	6"
6"	8" TO 10"	8"



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

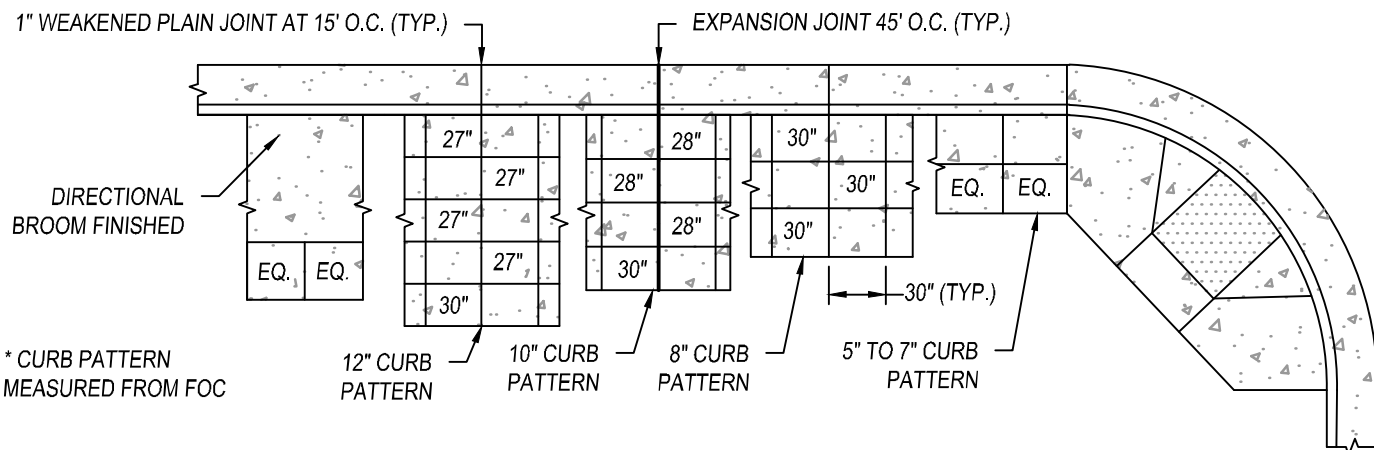
SIDEWALK UNDERDRAIN PIPE

PUBLIC IMPROVEMENT STANDARDS

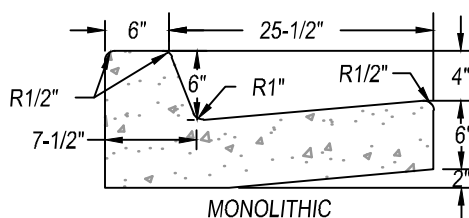
C-8

REVISIONS

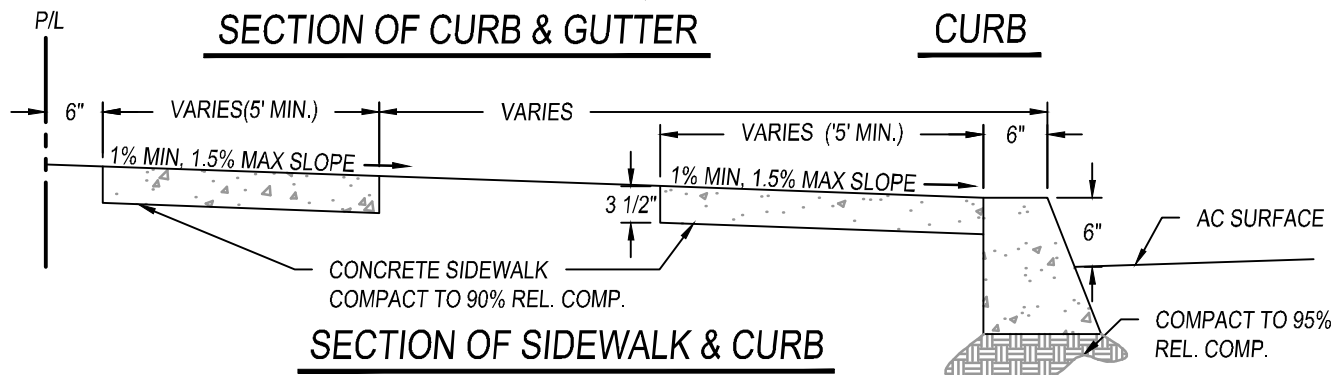
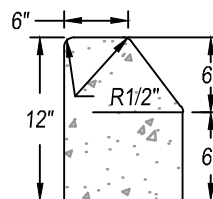
NAME BY DATE



PLANS OF SIDEWALK, CURB & GUTTER, AND SCRIBE LINE DETAILS



SECTION OF CURB & GUTTER



NOTES:

1. AREA BETWEEN CURB AND SIDEWALK SHALL BE FILLED LEVEL WITH CLEAN TOPSOIL FREE OF DEBRIS.
2. IF BICYCLE/PEDESTRIAN PATH REQUIRED, MINIMUM SIDEWALK WIDTH. CONTRACTOR SHALL FILL AREA BETWEEN NEW GUTTER AND EXISTING STREET SURFACE WITH MIN 5" ASPHALT CONCRETE.
3. SIDEWALKS, CURBS AND GUTTERS TO BE CLASS 3 CONCRETE; EXTRUDED CURB SHALL BE CLASS 2.
4. APPLY TACK COAT TO GUTTER PAN FACE AND EXISTING AC PRIOR TO PAVING.
5. BROOM FINISH ON CURB AND GUTTER AND SIDEWALK MED, SWEAT FINISH ON SIDEWALK IS OPTIONAL OR AS DIRECTED BY THE CITY ENGINEER.
6. BROOM FINISH SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL ON SIDEWALK, AND PARALLEL TO THE PATH OF TRAVEL ON CURB AND GUTTER.
7. CURB AND GUTTER SUBGRADE, COMPACT TO 95% SIDEWALK SUBGRADE COMPACT TO 90% BEHIND DROVE APPROACH, 95%.
8. EXPANSION JOINT MATERIAL SHALL CONSIST OF 1/4" THICK PREMOLDED JOINT MATERIAL MEETING ASTM DESIGNATION D-1751.
9. ALL WORK CONSTRUCTED BY THIS STANDARD SHALL BE COMPLETED IN COMPLIANCE WITH CURRENT ADA REGULATIONS.
10. FINISH OF CONCRETE SHOULD MATCH ADJACENT PRE-EXISTING CONCRETE.
11. ANY UTILITY BOXES THAT ENCROACH THE SIDEWALK SHALL BE BORDERED BY A 12" CONCRETE COLLAR A MINIMUM OF 3 1/2" THICK.
12. ALL SIDEWALK REPLACEMENT OR REPAIRS SHALL INSTALL #4 DOWEL BARS, 12" IN LENGTH AND TIE-IN EXISTING CONCRETE IMPROVEMENT AT 18" O.C. OR AS DIRECTED BY THE CITY ENGINEER.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

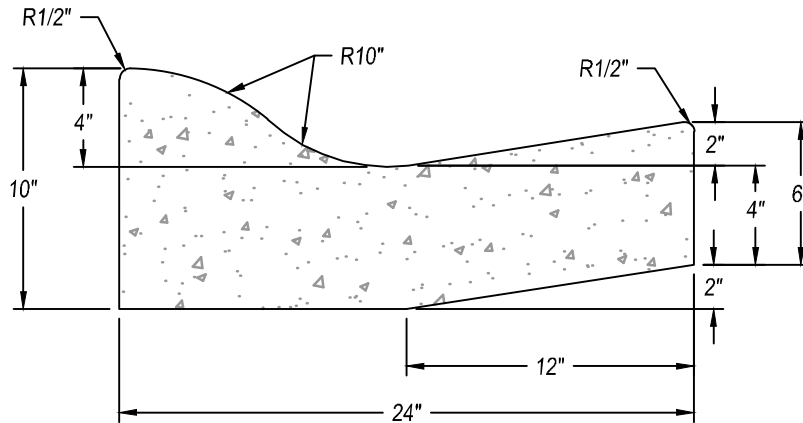
CURB, GUTTER AND SIDEWALK

PUBLIC IMPROVEMENT STANDARDS

C-9

REVISIONS

NAME BY DATE



ROLL TYPE CURB AND GUTTER

(PLANNED UNIT DEVELOPMENTS ONLY)

NOTES:

1. ALL WORK SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE CURRENT STATE STANDARD SPECIFICATIONS.
2. SUBGRADE PREPARATION FOR ROLL TYPE CURBS AND GUTTERS SHALL BE CONSTRUCTED TRUE TO GRADE AND CROSS SECTION WITH MINIMUM RELATIVE COMPACTION OF 95% TO A MIN. DEPTH OF 6" BELOW THE SUBGRADE.
3. CONCRETE FOR CURB AND GUTTER SHALL BE CLASS "A" (6 SACK MIN.) AND SHALL BE WITHIN 2.5" TO 5.5" SLUMP.
4. TIMBER FORMS SHALL BE SURFACED ON THE SIDE PLACED NEXT TO THE CONCRETE AND SHALL NOT BE LESS THAN 1.5" THICK AFTER BEING SURFACED.
5. TOP AND FACE SHALL BE TROWELED SMOOTH, THEN GIVEN A FINAL MEDIUM BRUSH FINISH.
6. WHERE EXISTING CURB AND GUTTERS ARE TO BE REPLACED, NEW CONSTRUCTION SHALL MATCH EXISTING CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
7. CONCRETE SHALL CONTAIN NO ADDITIVES UNLESS PRIOR APPROVAL IS OBTAINED FROM THE CITY ENGINEER.
8. EXISTING SECTIONS OF CURB AND GUTTER SHALL BE SAWCUT AT THE LIMITS OF THE AREA TO BE RECONSTRUCTED.
9. WEAKENED PLANE JOINTS OR COLD JOINTS SHALL BE CONSTRUCTED AT 15' INTERVALS. EXPANSION JOINTS SHALL BE AT EACH SIDE OF STRUCTURES AND AT END OF CURB RETURNS.
10. ROLL TYPE CURB AND GUTTER SHALL BE APPROVED BY THE CITY PRIOR TO PERMIT ISSUANCE.
11. PERMIT FOR CURB AND GUTTER CONSTRUCTION SHALL ACCOMPANY ACTUAL WORK.
12. WHEN CONSTRUCTING NEW CURB AND GUTTER, THE EXISTING PAVEMENT SHALL BE SAWCUT A MINIMUM OF 2.0' FROM THE LIP OF THE GUTTER OR AS DIRECTED BY THE CITY ENGINEER.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

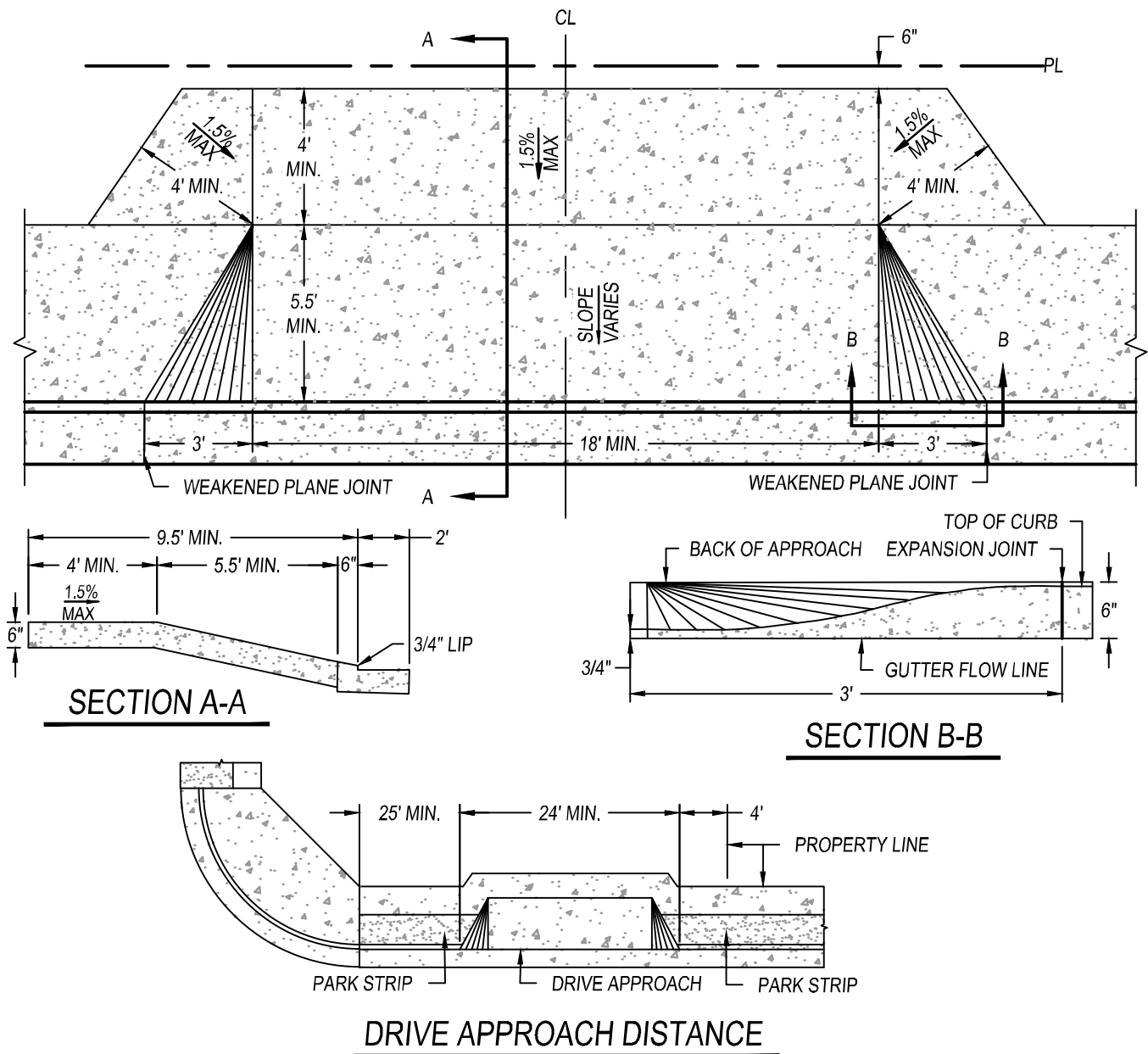
ROLL TYPE CURB AND GUTTER

PUBLIC IMPROVEMENT STANDARDS

C-10

REVISIONS

NAME	BY	DATE



NOTES:

1. ENTIRE WIDTH OF DRIVE APRON TO PL SHALL HAVE A MIN. THICKNESS OF 6" OF CONCRETE.
2. DRIVE OPENINGS SHALL BE A MIN. OF 14' MEASURED FROM OUT SIDE THROAT TO OUTSIDE THROAT APART WHEN LOCATED ON THE SAME PROPERTY. NOT MORE THAN 40% OF THE BUILDING SITE FRONTAGE SHALL BE USED FOR VEHICULAR ACCESS.
3. THERE SHALL BE 25' MIN. SETBACK FROM CURB AND GUTTER RADIUS END TO DRIVE APPROACH. THIS DISTANCE MAY BE INCREASED AT THE DISCRETION OF THE CITY ENGINEER.
4. ALL CONCRETE SHALL BE CLASS "A" (6 SACK MINIMUM) AND TEST TO A MIN. OF 2,500 P.S.I. IN 28 DAYS.
5. DRIVEWAYS SHALL BE FORMED TO FULL DEPTH OF POUR.
6. SUBGRADE UNDER DRIVEWAY APPROACH SHALL BE COMPACTED TO 95% MIN. RELATIVE COMPACTION.
7. THE DRIVEWAY SURFACE SHALL HAVE A HEAVY BROOM FINISH.
8. THE BOTTOM FRONT LIP OF THE DRIVEWAY ENTRANCE SHALL HAVE A 45 DEG. BEVEL.
9. 22' MINIMUM DISTANCE BETWEEN DOUBLE APPROACH FROM EDGE OF FLARE TO EDGE OF FLARE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

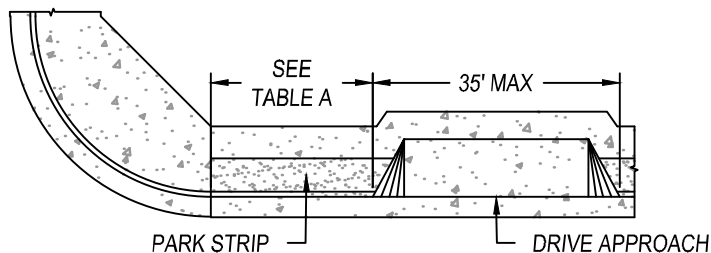
RESIDENTIAL DRIVE APPROACH

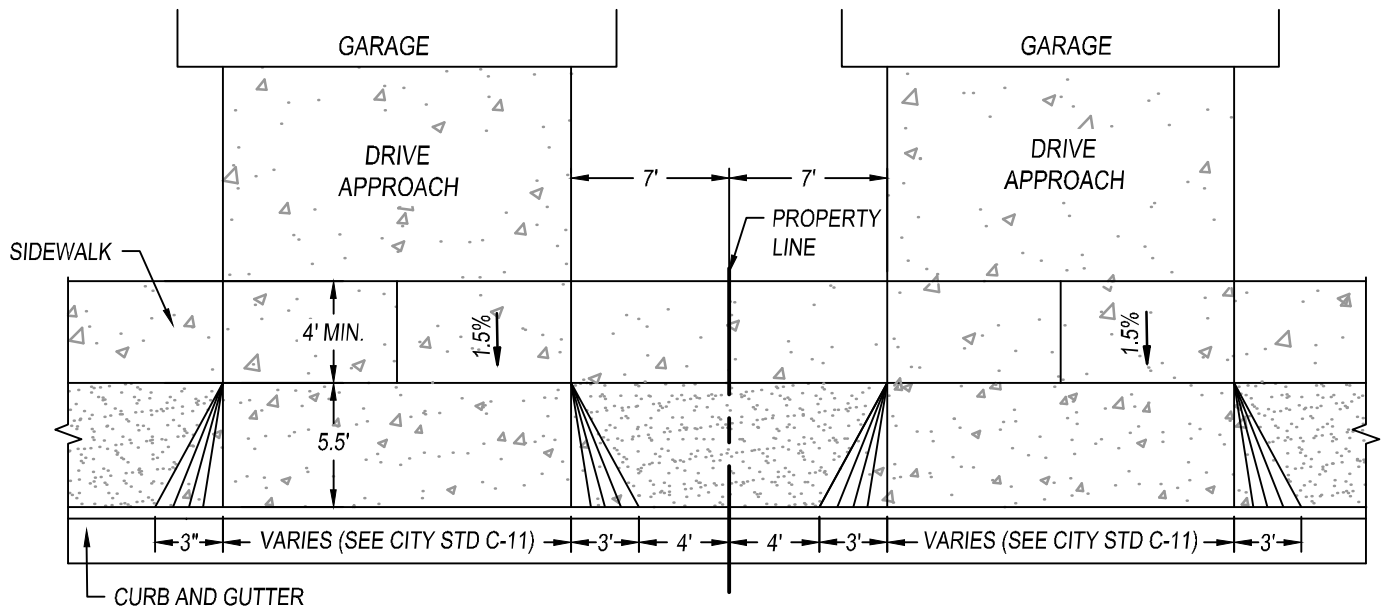
PUBLIC IMPROVEMENT STANDARDS

C-11

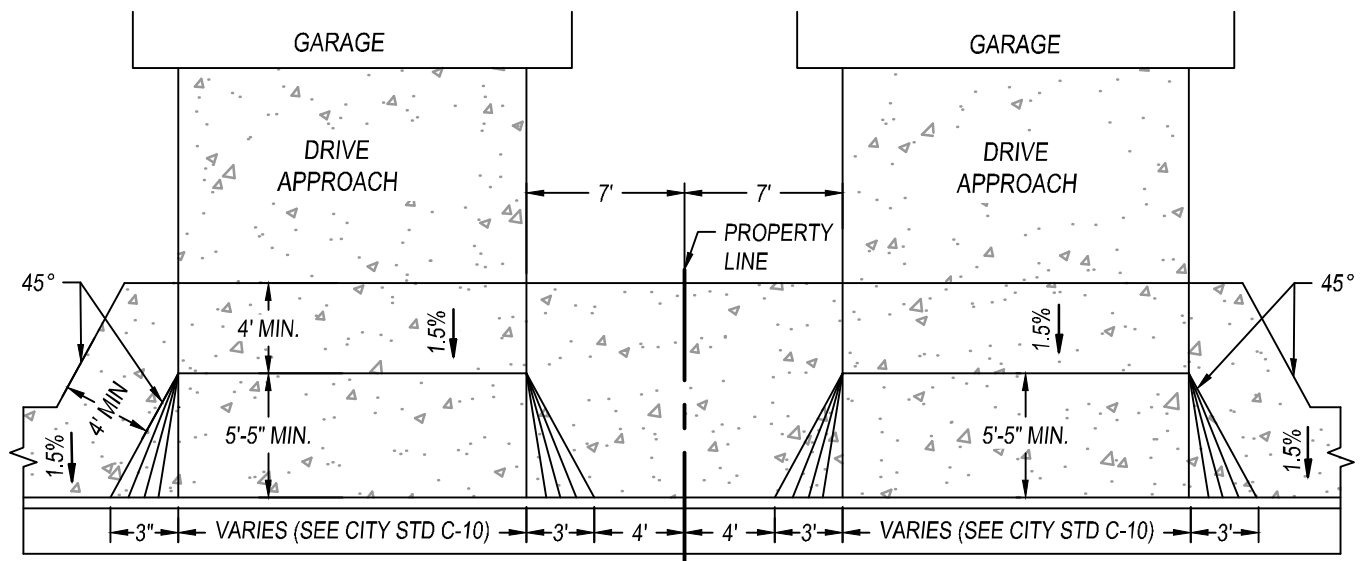
REVISIONS

NAME BY DATE





DRIVEWAY APPROACH WITH PLANTER



DRIVEWAY APPROACH WITHOUT PLANTER

NOTES:

1. THE SIDEWALK BEHIND THE DRIVE APPROACH SHALL BE 6" THICK.
2. SIDEWALK SUB-GRADE BEHIND THE DRIVE APPROACH SHALL BE 95% MINIMUM RELATIVE COMPACTED.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

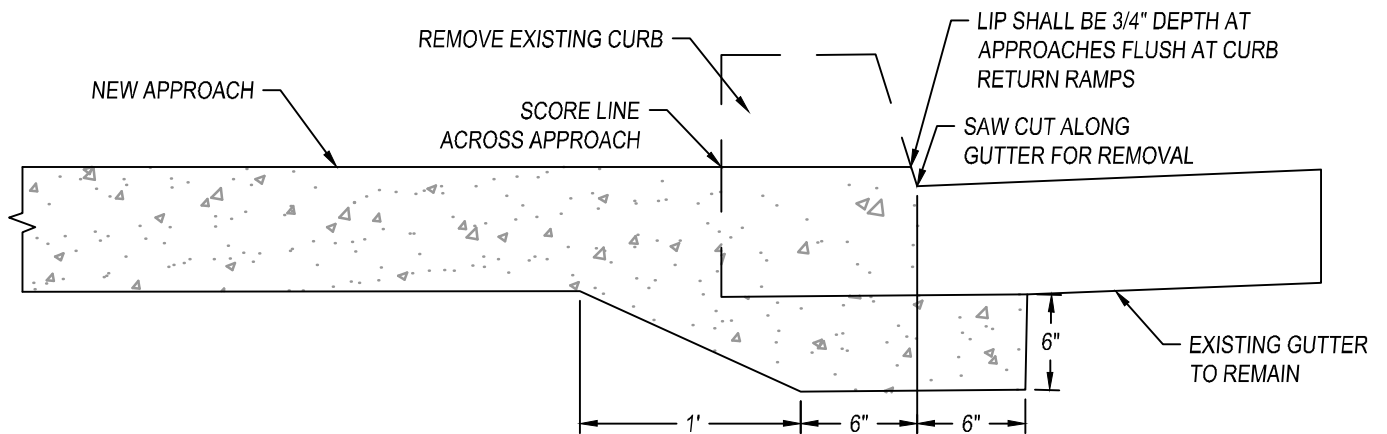
**TYPICAL DRIVE APPROACH
LOCATION**

PUBLIC IMPROVEMENT STANDARDS

C-13

REVISIONS

NAME	BY	DATE



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
 APPROVED BY PUBLIC WORKS DIRECTOR

EXISTING CURB REMOVAL

PUBLIC IMPROVEMENT STANDARDS

C-14

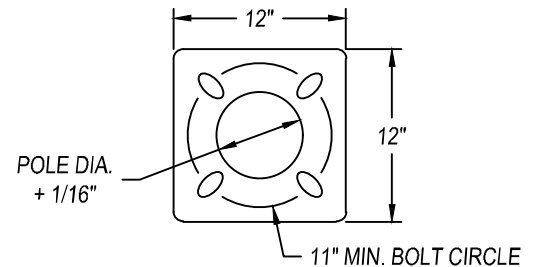
REVISIONS

NAME	BY	DATE

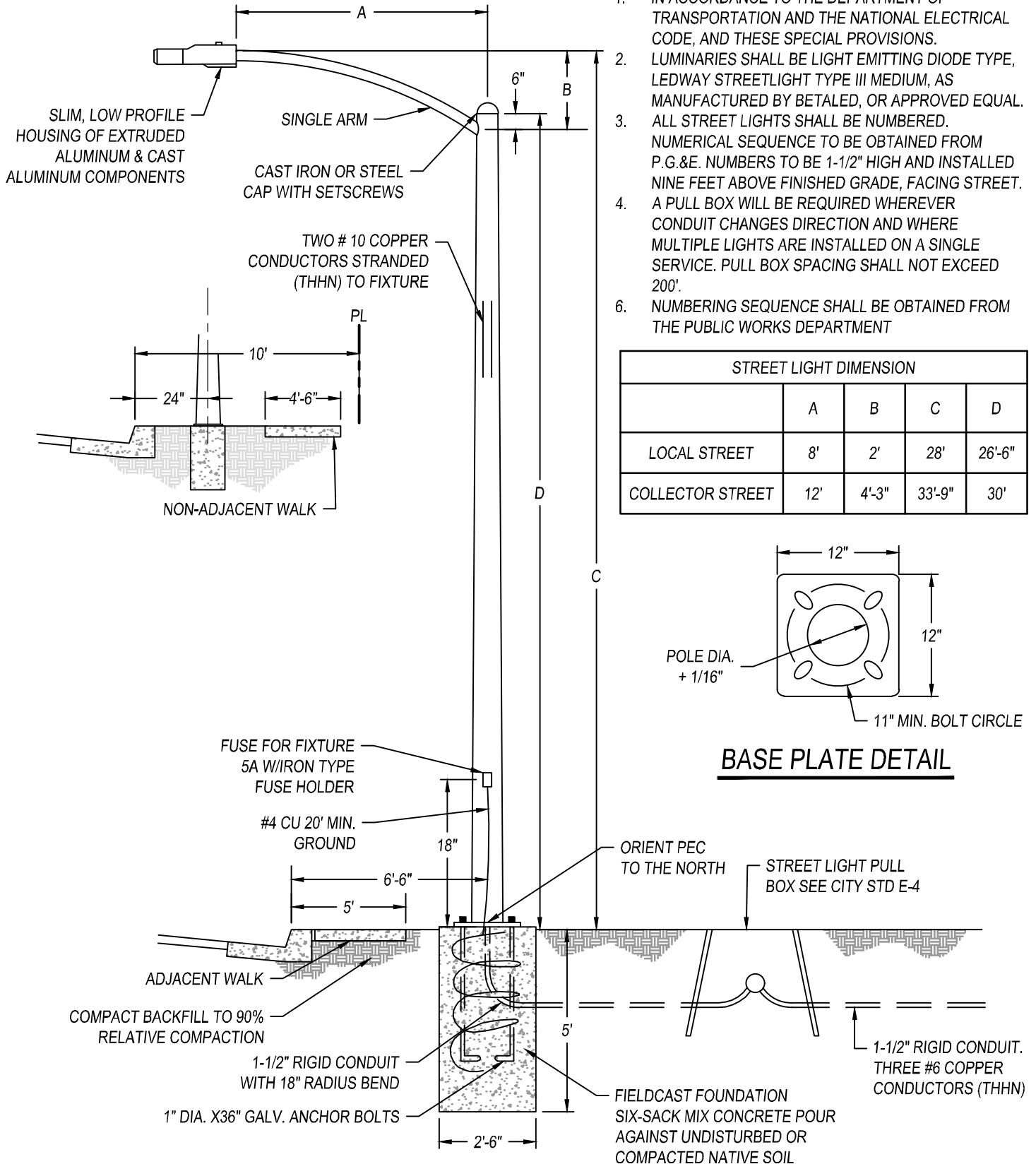
NOTES:

1. IN ACCORDANCE TO THE DEPARTMENT OF TRANSPORTATION AND THE NATIONAL ELECTRICAL CODE, AND THESE SPECIAL PROVISIONS.
2. LUMINARIES SHALL BE LIGHT EMITTING DIODE TYPE, LEDWAY STREETLIGHT TYPE III MEDIUM, AS MANUFACTURED BY BETALED, OR APPROVED EQUAL.
3. ALL STREET LIGHTS SHALL BE NUMBERED. NUMERICAL SEQUENCE TO BE OBTAINED FROM P.G.&E. NUMBERS TO BE 1-1/2" HIGH AND INSTALLED NINE FEET ABOVE FINISHED GRADE, FACING STREET.
4. A PULL BOX WILL BE REQUIRED WHEREVER CONDUIT CHANGES DIRECTION AND WHERE MULTIPLE LIGHTS ARE INSTALLED ON A SINGLE SERVICE. PULL BOX SPACING SHALL NOT EXCEED 200'.
6. NUMBERING SEQUENCE SHALL BE OBTAINED FROM THE PUBLIC WORKS DEPARTMENT

STREET LIGHT DIMENSION				
	A	B	C	D
LOCAL STREET	8'	2'	28'	26'-6"
COLLECTOR STREET	12'	4'-3"	33'-9"	30'



BASE PLATE DETAIL



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

STREETLIGHT

PUBLIC IMPROVEMENT STANDARDS

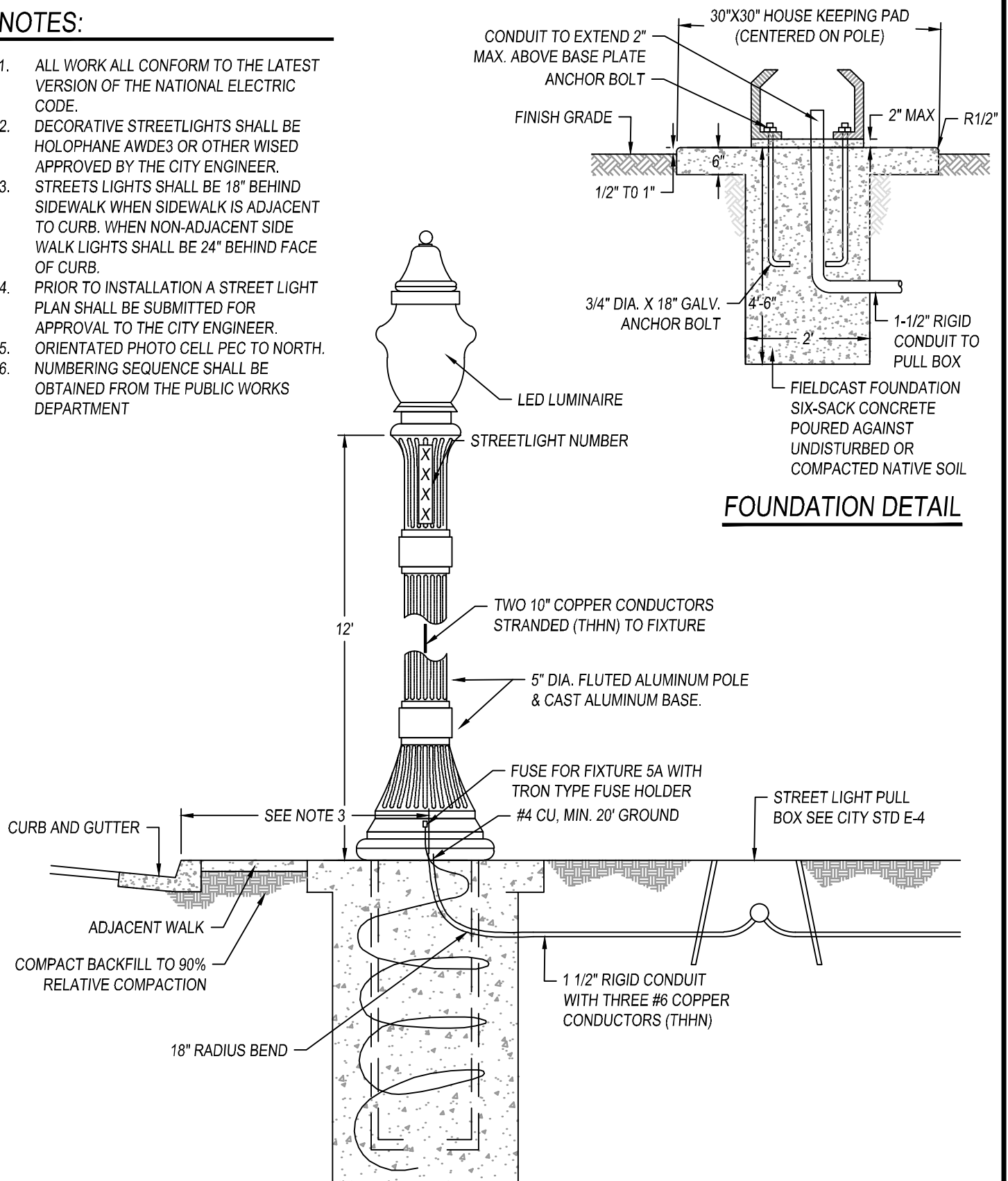
E-1

REVISIONS

NAME BY DATE

NOTES:

1. ALL WORK ALL CONFORM TO THE LATEST VERSION OF THE NATIONAL ELECTRIC CODE.
2. DECORATIVE STREETLIGHTS SHALL BE HOLOPHANE AWDE3 OR OTHER WISED APPROVED BY THE CITY ENGINEER.
3. STREETS LIGHTS SHALL BE 18" BEHIND SIDEWALK WHEN SIDEWALK IS ADJACENT TO CURB. WHEN NON-ADJACENT SIDE WALK LIGHTS SHALL BE 24" BEHIND FACE OF CURB.
4. PRIOR TO INSTALLATION A STREET LIGHT PLAN SHALL BE SUBMITTED FOR APPROVAL TO THE CITY ENGINEER.
5. ORIENTATED PHOTO CELL PEC TO NORTH.
6. NUMBERING SEQUENCE SHALL BE OBTAINED FROM THE PUBLIC WORKS DEPARTMENT



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

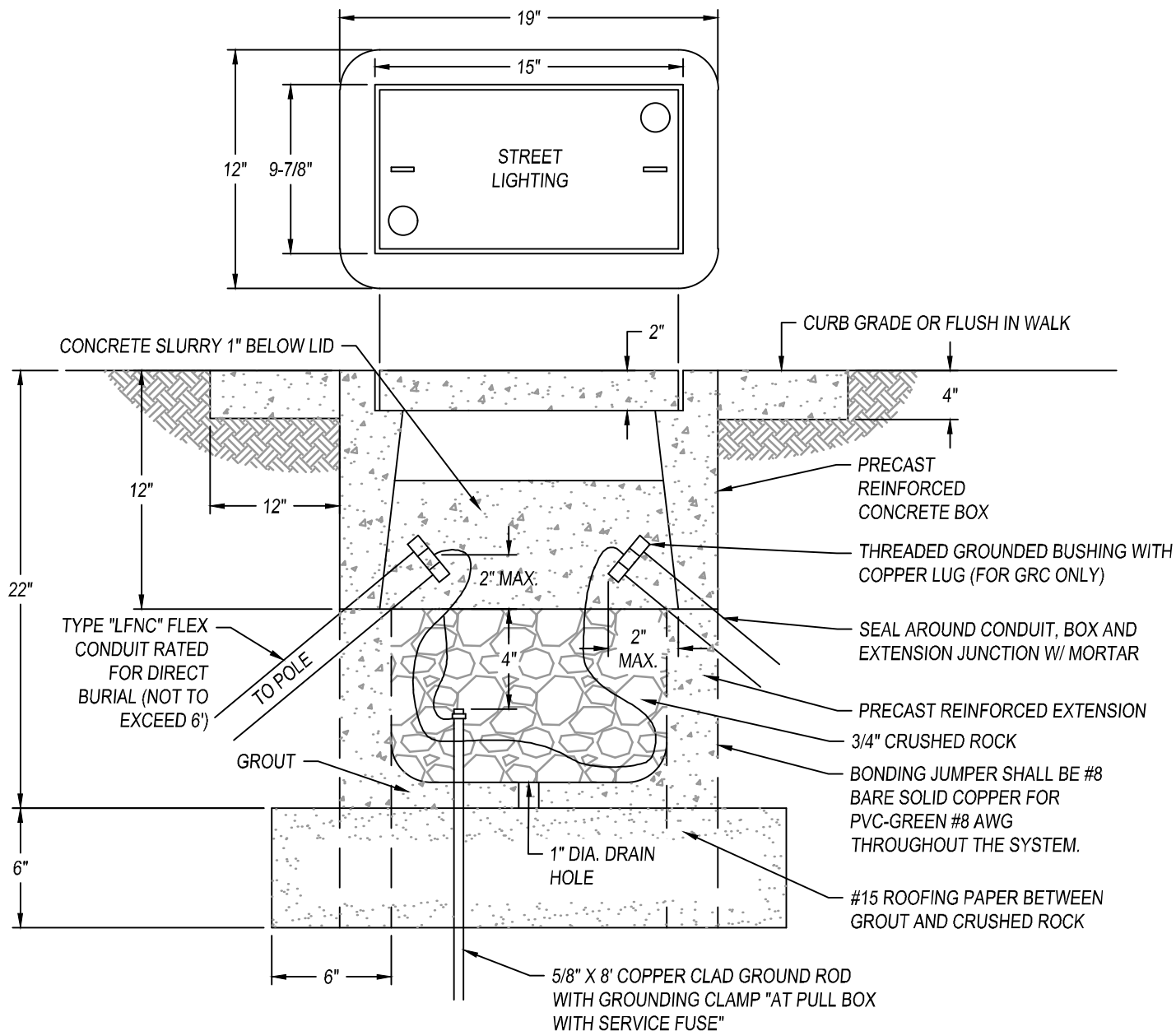
DECORATIVE STREETLIGHT

PUBLIC IMPROVEMENT STANDARDS

E-2

REVISIONS

NAME BY DATE



NOTES:

- PULL BOXES SHALL BE #3-1/2 AS PER CAL-TRANS STANDARD SPECIFICATION OR CHRISTY N-9 OR APPROVED EQUAL. LIDS SHALL HAVE HOLD DOWN BOLTS.
- PULL BOXES SHALL BE GROUTED PRIOR TO INSTALLATION OF CONDUCTORS, SLOPED TOWARD THE DRAIN HOLE. PLACE A LAYER OF ROOFING PAPER BETWEEN THE CRUSHING ROCK AND THE GROUT.
- PULL LIDS BEFORE POURING CONCRETE AROUND PULL BOXES.
- WRAP PULL BOX WITH ROOFING PAPER BEFORE BACKFILLING.
- FUSE AT POINT OF SERVICE SHALL BE 60A IF #6 CONDUCTOR AND 40A IF #8 CONDUCTOR AND SHALL HAVE A TRON TYPE FUSE HOLDER. (SINGLE POLE)
- INSTALL A ONE-FOOT RING OF CONCRETE, FOUR INCHES DEEP, AROUND THE WRAPPED PULL BOXES INSTALLED IN DIRT AREAS. SLOPED TO DRAIN AWAY FROM THE PULL BOX.
- WHEN PULL BOXES ARE LOCATED ADJACENT TO STREET LIGHT, EXTEND CONCRETE RING TO INCLUDE 12" CIRCUMFERENCE AROUND POLE.
- PULL BOXES TO BE INSTALLED PARALLEL TO STREET AND/OR CURB OR GUTTER.
- EACH PULL BOX WILL HAVE A LOCKABLE CAST IRON CHRISTY BOX LID.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

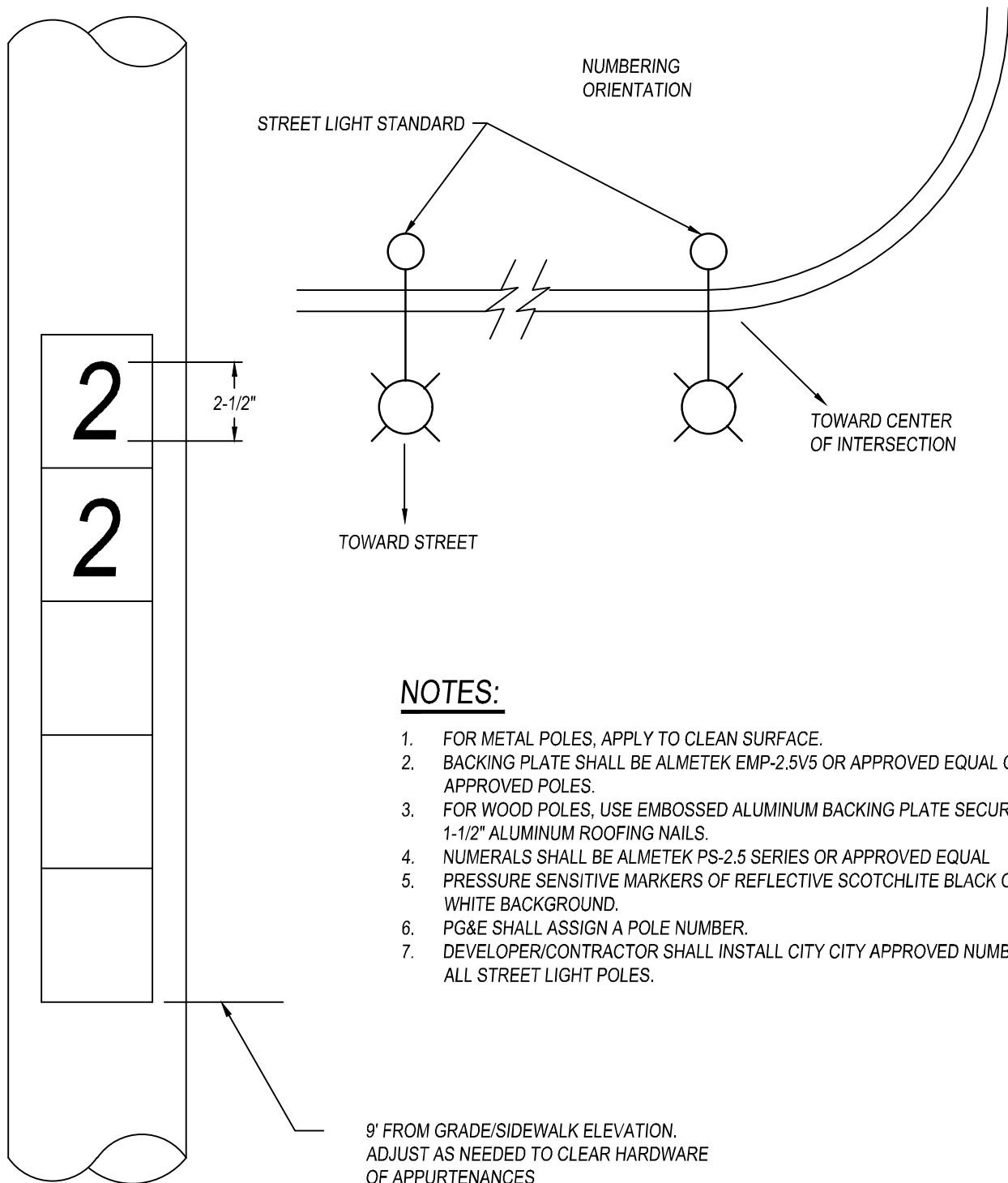
STREETLIGHT CONCRETE PULL BOX

PUBLIC IMPROVEMENT STANDARDS

E-4

REVISIONS

NAME BY DATE



NOTES:

1. FOR METAL POLES, APPLY TO CLEAN SURFACE.
2. BACKING PLATE SHALL BE ALMETEK EMP-2.5V5 OR APPROVED EQUAL ON CITY APPROVED POLES.
3. FOR WOOD POLES, USE EMBOSSED ALUMINUM BACKING PLATE SECURED W/ 1-1/2" ALUMINUM ROOFING NAILS.
4. NUMERALS SHALL BE ALMETEK PS-2.5 SERIES OR APPROVED EQUAL
5. PRESSURE SENSITIVE MARKERS OF REFLECTIVE SCOTCHLITE BLACK ON WHITE BACKGROUND.
6. PG&E SHALL ASSIGN A POLE NUMBER.
7. DEVELOPER/CONTRACTOR SHALL INSTALL CITY CITY APPROVED NUMBERS ON ALL STREET LIGHT POLES.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

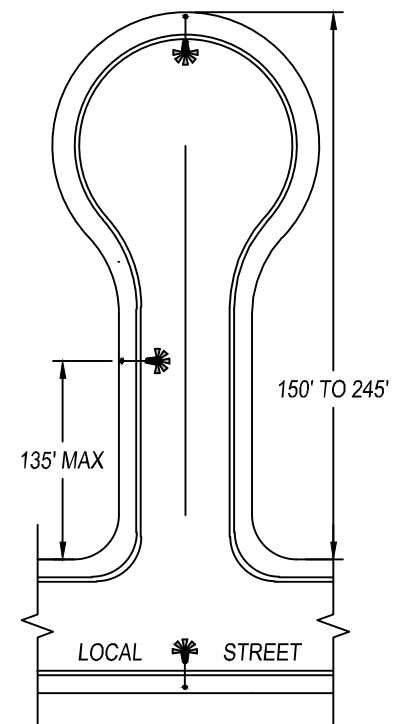
STREETLIGHT POLE NUMBERING

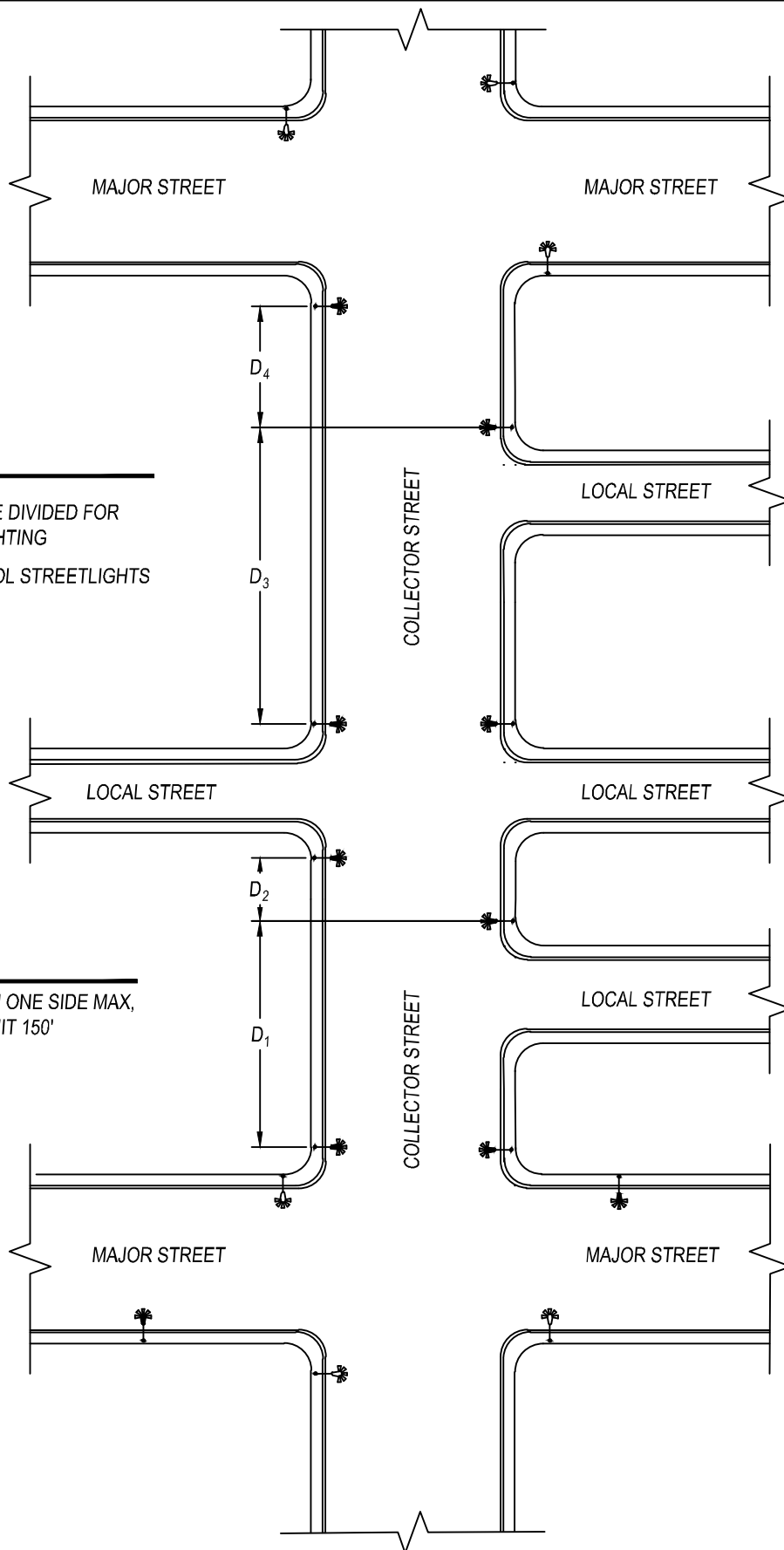
PUBLIC IMPROVEMENT STANDARDS

E-5

REVISIONS

NAME	BY	DATE





LEGEND

D_n = DISTANCE TO BE DIVIDED FOR
MID-BLOCK LIGHTING

★ → DESIGN CONTROL STREETLIGHTS

NOTES:

STAGGER OR ALL ON ONE SIDE MAX,
SPACING UNIT TO UNIT 150'



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

STREETLIGHT PLACEMENT - COLLECTOR STREET

PUBLIC IMPROVEMENT STANDARDS

E-8

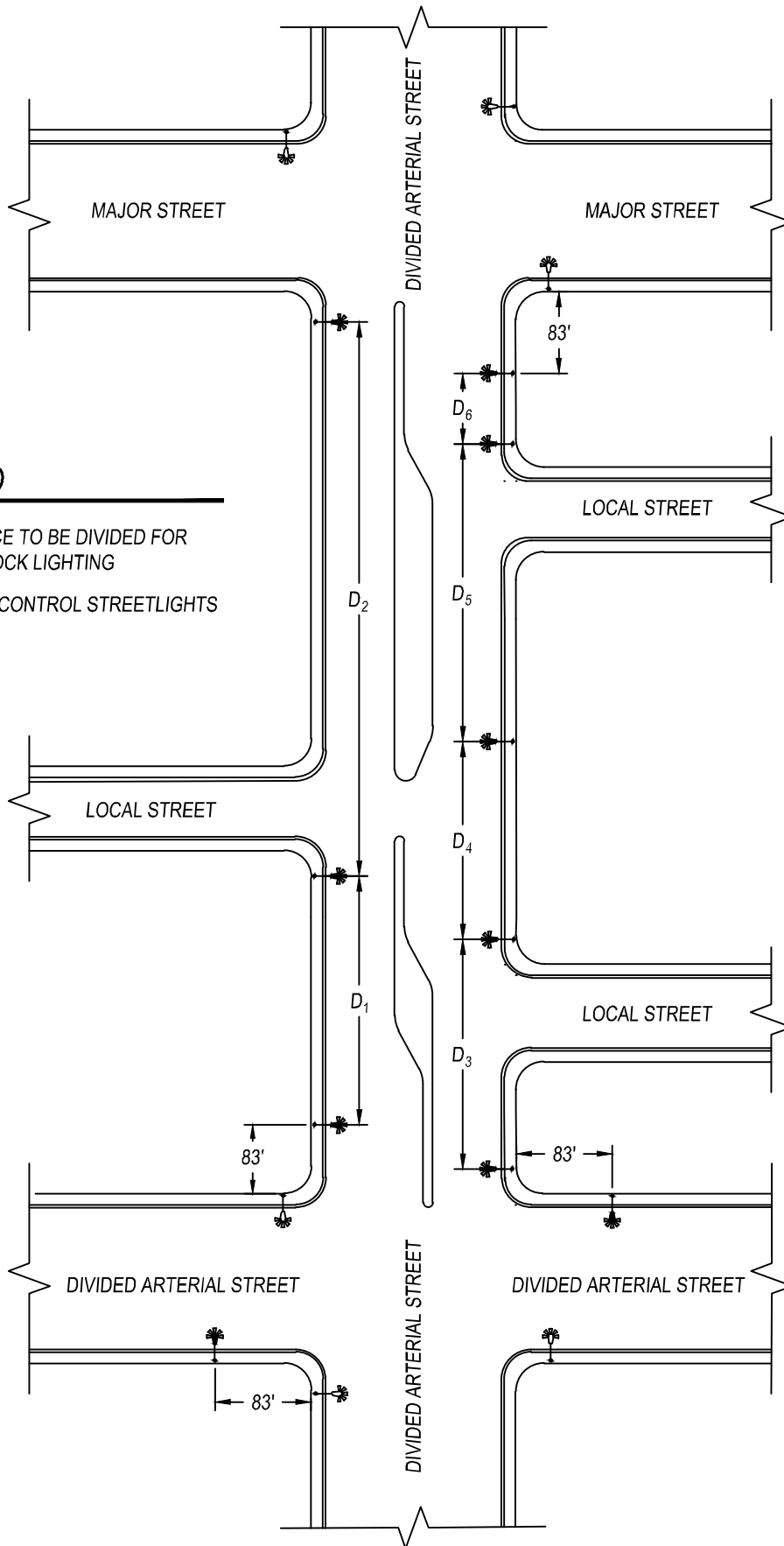
REVISIONS

NAME	BY	DATE

LEGEND

D_n = DISTANCE TO BE DIVIDED FOR
MID-BLOCK LIGHTING

 DESIGN CONTROL STREETLIGHTS



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

STREETLIGHT PLACEMENT - DIVIDED ARTERIAL STREETS

PUBLIC IMPROVEMENT STANDARDS

E-9

REVISIONS

NAME	BY	DATE

CITY OF DINUBA LANDSCAPE DESIGN & CONSTRUCTION STANDARDS

SOIL MODIFICATION

1. Soil samples shall be taken by the Contractor and recommendations from the laboratory shall be provided to the City for their approval & records.
2. Certified compost shall be installed to a depth of 12".
3. The finished grade of all planting areas shall be between 1-2" below the adjacent pavement after settlement.
4. The Contractor shall provide all product delivery receipts of the amendments for their records.

IRRIGATION

1. The backflow prevention device shall be a Zurn 375 XLB or approved equal and located in a green strong box low profile expanded metal cage or approved equal with a freeze blanket. Backflow prevention device shall be installed on a 4" thick concrete pad. Galvanized/metal pipe shall be wrapped with a 10 mil pipe wrap to prevent corrosion.
2. The booster pump (if required) shall be single phase 230 power.
3. A water hammer arrestor shall be located between the backflow prevention device and master valve or booster pump and master valve whichever is applicable.
4. The master valve shall be a Hunter ICV normally open irrigation valve or approved equal.
5. The flow sensor shall be a CST T Series or approved equal.
6. Hydrometers (flow sensor/master valve) shall be normally open. Confirm with the controller manufacturer regarding the register output (photo diode vs. reed switch).
7. Irrigation systems with more than 12 zones shall have a Amiad disk filter with a minimum 200 mesh screen installed after the backflow prevention device and before the flow sensor and master valve.
8. The irrigation mainline shall be Sch. 40 PVC for all pipes less than 2.5" in size. For pipes larger than 2.5" it shall be Class 200 bell gasketed. 1-1/4" pipe is excluded on all projects.
9. Lateral line pipes shall be Class 200 for all sizes. 1-1/4" pipe is excluded on all projects.
10. Irrigation locator tape shall be placed six inches (6") directly above the mainline for its entire run.
11. All irrigation wire shall be located in 1.5" Sch. 40 PVC electrical conduit.
12. Irrigation wire shall be 2-wire that is compatible with the irrigation controller manufacturer.
13. All irrigation wire connections shall be made with 3M DBR/Y-6 grease packs or approved equal.
14. Irrigation mainline and main lateral line headers shall be located no further than two feet (2') from the adjacent pavement. If the planting area is less than six feet (6') the mainline and main lateral line header shall be located no further than one foot (1') from adjacent pavement.
15. All mainline changes in direction shall be reinforced with thrust blocks.
16. All irrigation piping located under pavement shall be placed in Sch. 40 PVC two times the diameter of the pipe being sleeved. Sleeving under vehicular paving shall be to a depth of two feet (2') below the top of pavement and sleeving under pedestrian paving shall be to a depth of one foot (1') below the top of pavement. All sleeving shall extend one foot (1') past the edge of pavement.
17. Resilient wedge cast iron gate valves with a square operating nut shall be located on the mainline system where there is a tee in the irrigation mainline or prior to the mainline crossing vehicular pavement.
18. Hunter 1" locking quick coupler valves or approved equal shall be located every five hundred feet (500') on the mainline eighteen inches (18") off of the mainline.
19. Remote control irrigation valves shall be Hunter 1" ICV's or approved equal with a Sch. 80 tru-union ball valve on the inflow side and a Sch. 80 union on the outflow side.
20. All non-overhead remote control irrigation valves shall have a Rainbird XCZ-PRB-200-COM pressure regulator and filter or approved equal installed on the outflow side of the remote control irrigation valve. If a mainline disk filter is installed only a 30 psi pressure regulator shall be installed on each non overhead irrigation valve.
21. All irrigation valves, surge arrestors, quick couplers, gate valves, flow sensors, master valves, filter/pressure regulators, pull boxes and mainline stub outs shall be located in tan valve boxes. Quick couplers and pull boxes shall be located in circular valve boxes. All other equipment shall be located in rectangular valve boxes. The boxes shall be located on four (4) bricks and have 1/4" welded wire mesh placed at the bottom with 2" of pea gravel or approved equal installed. All valve boxes shall be branded.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

LANDSCAPE DESIGN & CONSTRUCTION STANDARDS

PUBLIC IMPROVEMENT STANDARDS

L-1

REVISIONS

NAME	BY	DATE

CITY OF DINUBA LANDSCAPE DESIGN & CONSTRUCTION STANDARDS

22. Trees between 5 gallons and 24" box shall be installed with one (1) Rainbird 1400 series PCB .25 gallon per minute flood bubbler. 36" box trees shall be installed with shall be irrigation with two (2) Rainbird 1400 series PCB .25 gallon per minute flood bubbler or approved equal.
23. Shrubs and vines shall be irrigated with one (1) Salco 2GPH emitter or approved equal for one (1) and five (5) gallon plants. Two (2) Salco 2GPH emitters or approved equal for shrubs 15 gallon and larger. Emitters shall be installed on Hunter 1/2" x 12" swing joints or approved equal.
24. Active turf play areas shall be irrigated with Hunter MP rotators on PRS 40 bodies or Hunter I-20's on Hunter 12" swing joints or an approved equal.
25. All vine and shrub irrigation zones shall have one (1) GPH flush/indicator valve on a Rainbird six inch (6") pop up or approved equal installed on either end of the irrigation zone.
26. The irrigation controller shall be a Hunter stainless steel wall mounted ACC2 2-wire decoder controller or approved equal. Pedestal options are acceptable only in the event a wall mounting is not available.
27. The irrigation controller shall be grounded according to the controller manufacturer's specifications and recommendations.
28. The irrigation controller shall be certified after installation by the controller manufacturer or distributor indicating the controller set up meets the following minimum:
 - Flows for each irrigation zone has been learned.
 - Like zones have been placed in the same program.
 - Irrigation schedule has been programmed to run multiple zones based on the design parameters.
 - Flow management has been set up to turn off the system an notify the City and installing Contractor of an unexpected flow or high flow.
 - Communication to the controller manufacturer's online management platform has been set up and both the City and installing Contractor have access (if applicable).

PLANTING

1. 80% of all plants shall on the plans shall considered low or very low under the most current WUCOLS water use for the City of Dinuba. 20% of the plant material may be medium water use.
2. Shrubs shall be designed to have a density of 20 plants per 1,000 sq. feet.
3. All trees shall be a minimum of 15 gallon in size, vines shall be 5 gallon in size and shrubs 1 gallon in size. The maximum size for trees shall be 36" box and 15 gallon for shrubs.
4. Plant substitutions are allowed based on availability with written approval from the City and Architect of Record.
5. All plant material shall be reviewed and accepted by the City.
6. All trees located within ten feet (10') of paving, curb or wall shall have a 12" root barrier by Deep Root or approved equal installed five feet (5') in either direction.
7. All trees shall be staked with one (1) 10' Reddy Stake and secured with rubber strap.
8. Active play turf shall be Black Jack Bermuda from seed or approved equal.
9. All planting areas shall be mulched with a five (5") thick layer of 'Screened Orchard' mulch.
10. All City maintained landscape areas shall be separated with an 8" concrete mow curbs delineating different landscape & lighting districts, phases of landscape lighting districts and/or City and Non-City owner property.
11. The Contractor shall provide to the City copies for their records of the plant material invoices and delivery receipts of the mulch.

SPECIALTY ITEMS

1. All playground material shall have twelve inches (12") of certified playground mulch installed after settling.
2. All playground equipment installed shall be certified by a 3rd party.
3. Copies of the 3rd party certification shall be provided to the City for their records.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
 APPROVED BY PUBLIC WORKS DIRECTOR

LANDSCAPE DESIGN & CONSTRUCTION STANDARDS

PUBLIC IMPROVEMENT STANDARDS

L-2

REVISIONS

NAME	BY	DATE

CITY OF DINUBA LANDSCAPE DESIGN & CONSTRUCTION STANDARDS

CITY REQUIRED INSPECTIONS

1. Mainline & lateral line sleeving.
2. Mainline and lateral line installation.
3. Mainline pressure test shall be performed to 150 psi over an 8 hour period with a loss no more of 5psi.
4. Plant material.
5. Irrigation system operation prior to mulching.
6. Project completion to enter into the maintenance period.
7. Project completion at the end of the maintenance period.
8. The City shall provide a letter in writing to the Contractor indicating the entrance into the maintenance period and a letter in writing showing a completion of the maintenance period.

CITY REQUIRED MAINTENANCE PERIOD

1. The City's maintenance period for landscape and lighting districts shall be one (1) year from the date of receiving a notice of completion in writing from the City.
2. The Contractor is required to inspect the site a minimum of one (1) time each week for the duration of the maintenance period.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

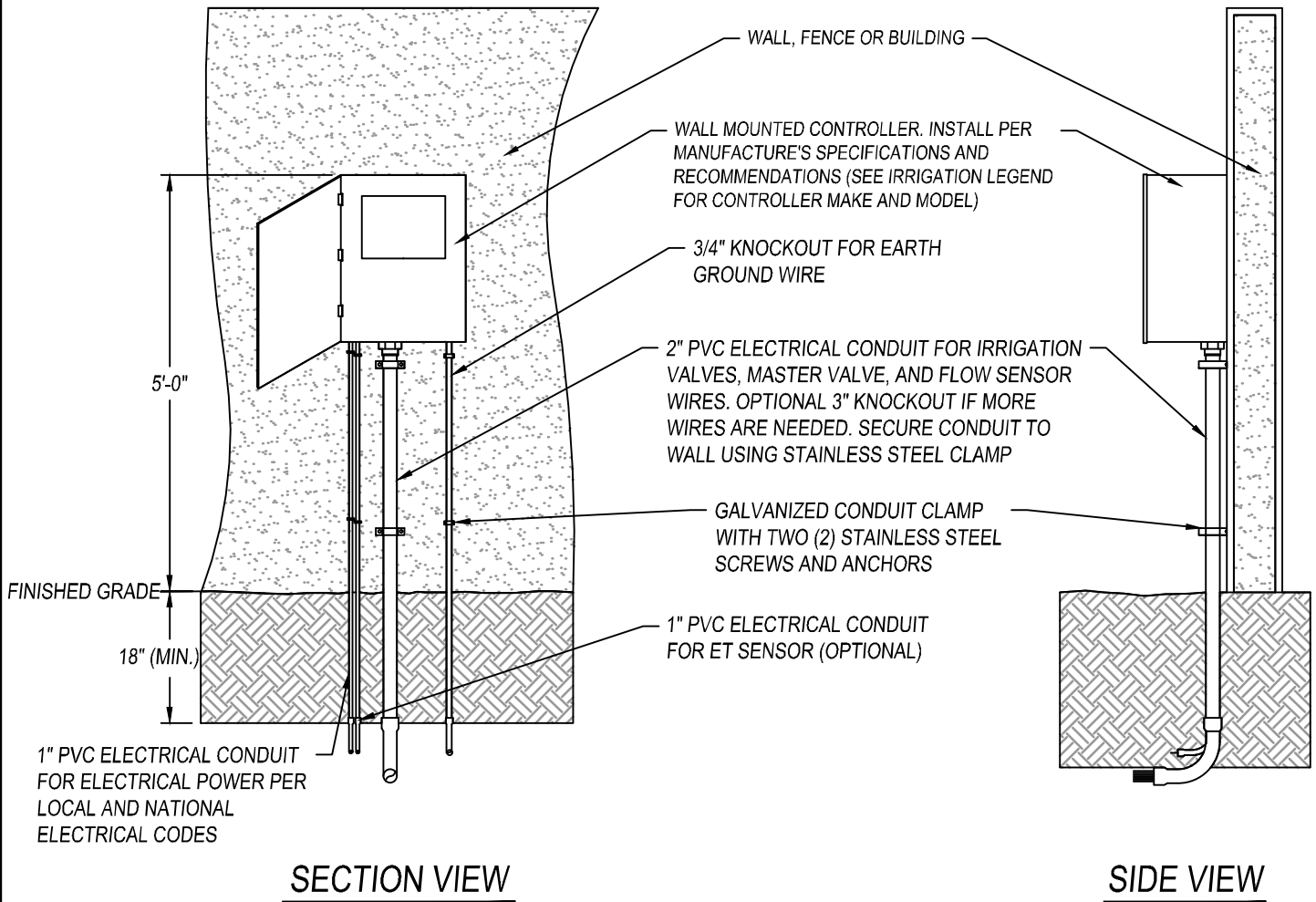
LANDSCAPE DESIGN & CONSTRUCTION STANDARDS

PUBLIC IMPROVEMENT STANDARDS

L-3

REVISIONS

NAME	BY	DATE



NOTES:

1. COMMON AND CONTROLLER WIRE TO BE BUNDLED USING ELECTRICAL TAPE AT 10'-0" ON CENTER.
2. GROUNDING RODS SHALL BE LOCATED BETWEEN 8'- 0" TO 12'- 0" AWAY FROM THE CONTROLLER. GROUNDING RODS SHALL BE 3/8" IN DIAMETER X 8' IN LENGTH. CONNECT THE GROUNDING ROD TO THE CONTROLLER USING 6 GAUGE BARE COPPER WIRE OR PER THE MANUFACTURER'S SPECIFICATIONS. SEE GROUNDING ROD DETAIL.
3. GROUNDING ROD SHALL NOT BE LOCATED WITHIN THE SAME TRENCH AS THE IRRIGATION WIRE.
4. ET STATION SHALL BE INSTALLED NO FURTHER THAN 90' AWAY FROM THE CONTROLLER AND A MINIMUM OF 15' OFF OF THE GROUND, OUT FROM UNDER ANY OVERHEAD OBSTRUCTIONS SUCH AS, BUT NOT LIMITED TO, BUILDING OVERHANGS, TREES, OR UTILITIES.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

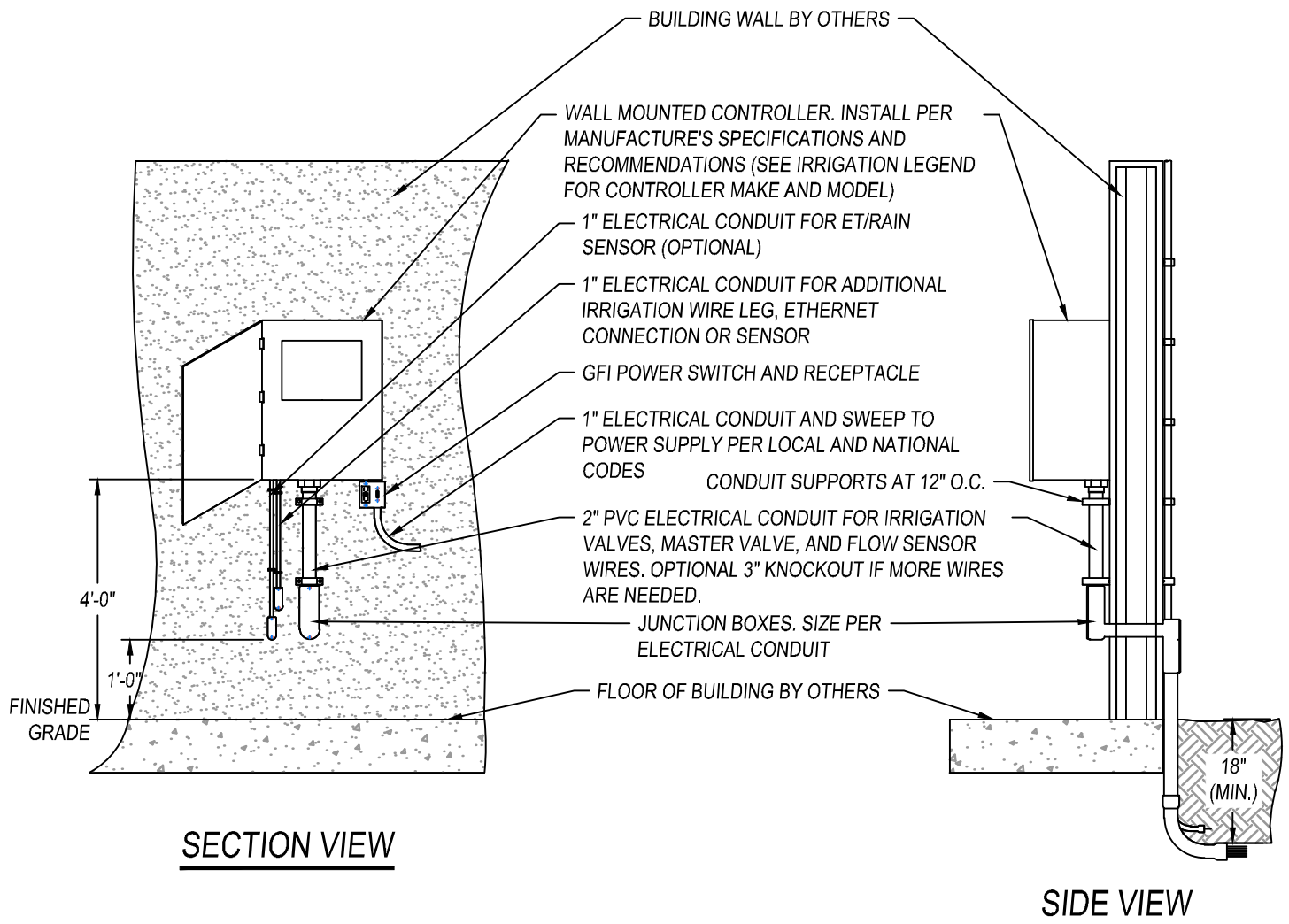
WALL MOUNTED CONTROLLER

PUBLIC IMPROVEMENT STANDARDS

L-4

REVISIONS

NAME	BY	DATE



NOTES:

1. COMMON AND CONTROLLER WIRE TO BE BUNDLED USING ELECTRICAL TAPE AT 10'-0" ON CENTER.
2. CONTROLLER SHALL BE GROUNDED TO EITHER THE BUILDING OR EXTERIOR PLANTING AREA PER ALL LOCAL, STATE AND NATIONAL ELECTRIC CODES.
3. EXTERIOR GROUNDING SHALL BE GROUNDING RODS. GROUNDING RODS SHALL BE LOCATED BETWEEN 8'-0" TO 12'-0" AWAY FROM THE CONTROLLER. GROUNDING RODS SHALL BE $\frac{3}{8}$ " IN DIAMETER X 8' IN LENGTH. CONNECT THE GROUNDING ROD TO THE CONTROLLER USING 6 GAUGE BARE COPPER WIRE OR PER THE MANUFACTURER'S SPECIFICATIONS. SEE GROUNDING ROD DETAIL.
4. GROUNDING ROD SHALL NOT BE LOCATED WITHIN THE SAME TRENCH AS THE IRRIGATION WIRE.
5. ALL CONDUIT ABOVE GRADE SHALL BE STEEL.
6. EACH CONDUIT REQUIRES A J-BOX ON THE INTERIOR AND EXTERIOR OF THE BUILDING.
7. ALL INTERIOR CONDUIT AND J-BOXES SHALL BE STEEL.
8. ALL EXTERIOR J-BOXES SHALL BE WEATHER PROOF.
9. ET STATION SHALL BE INSTALLED NO FURTHER THAN 90' AWAY FROM THE CONTROLLER AND A MINIMUM OF 15' OFF OF THE GROUND, OUT FROM UNDER ANY OVERHEAD OBSTRUCTIONS SUCH AS, BUT NOT LIMITED TO, BUILDING OVERHANGS, TREES, OR UTILITIES.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

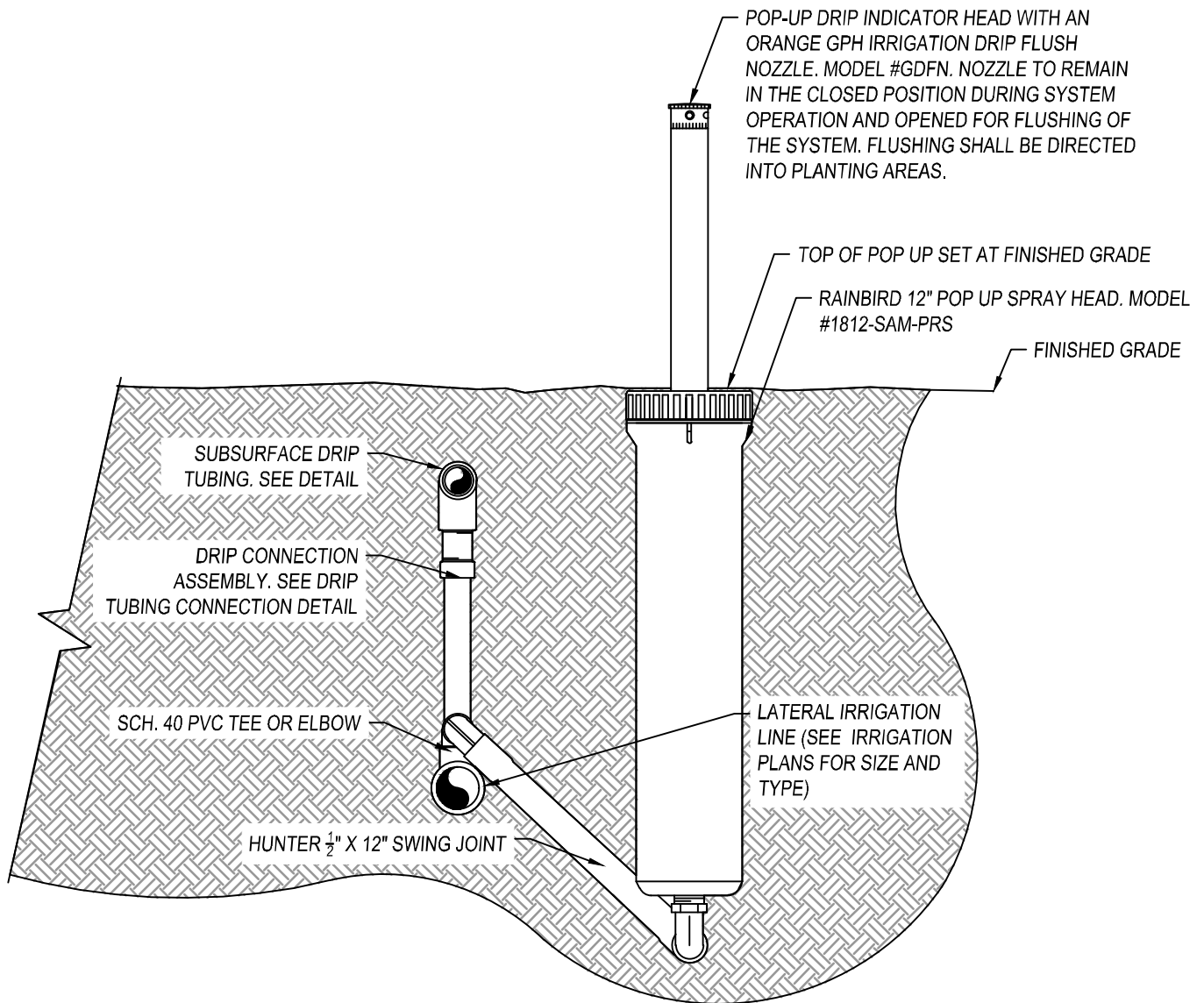
APPROVED BY PUBLIC WORKS DIRECTOR

WALL MOUNTED CONTROLLER-INTERIOR PUBLIC IMPROVEMENT STANDARDS

L-5

REVISIONS

NAME	BY	DATE



NOTES:

1. INSTALL 12" OFF ANY ADJACENT PAVEMENT IN PLANTING AREAS.
2. CONTRACTOR SHALL SETTLE SOIL AROUND THE POP UP AFTER INSTALLATION.
3. ALL POP UP SPRAY HEADS SHALL HAVE CHECK VALVES.
4. ALL SCH. 40 PVC TO SCH. 80 PVC CONNECTIONS SHALL BE MADE USING TEFLON TAPE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

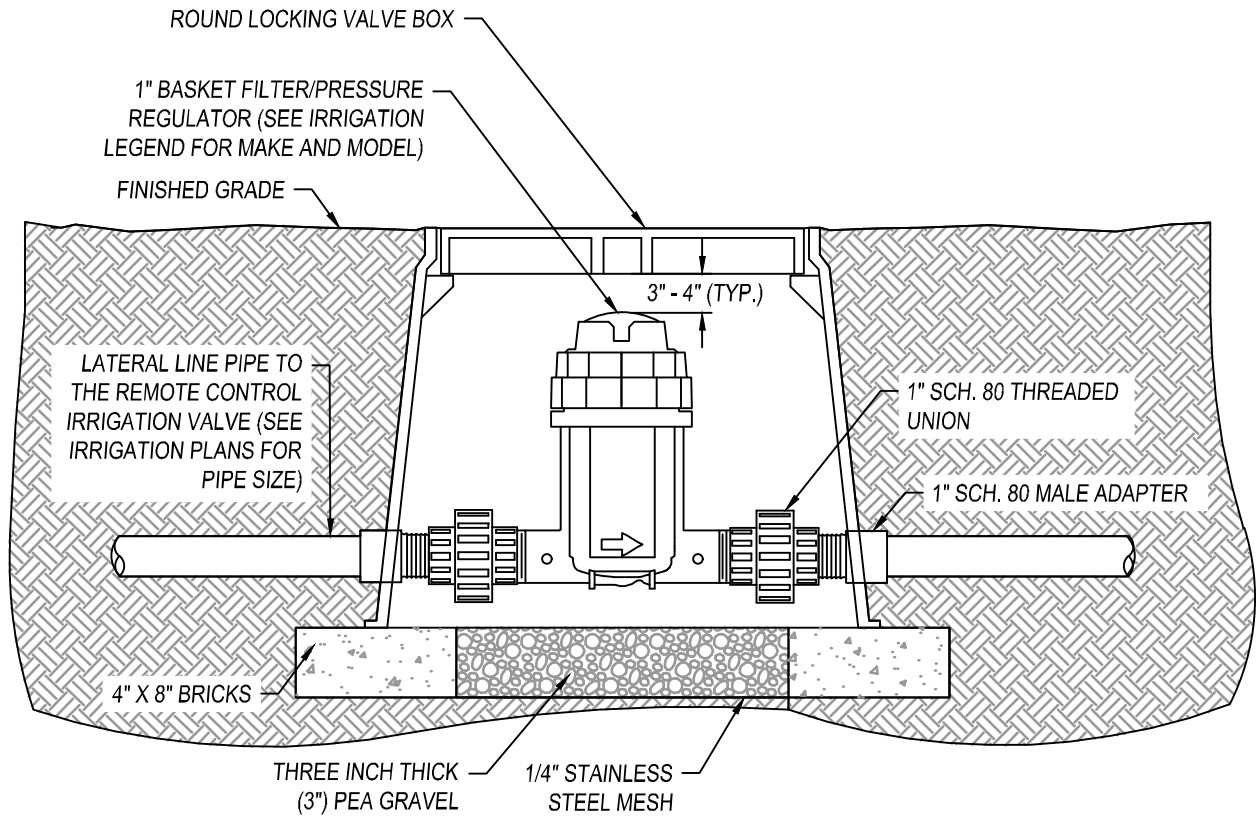
DRIP FLUSH INDICATOR

PUBLIC IMPROVEMENT STANDARDS

L-6

REVISIONS

NAME	BY	DATE



NOTES:

1. CONTRACTOR SHALL THREAD FITTINGS WITH NO MORE THAN TWO (2) WRAPS OF TEFLON TAPE OR MONSTER TAPE.
2. PRIOR TO THE INSTALLATION OF THE DRIP FILTER/PRESSURE REGULATOR, THE CONTRACTOR SHALL FLUSH THE LINES A MINIMUM OF TWO (2) TIMES TO REMOVE ALL GLUE, TAPE AND/OR DEBRIS FROM THE MAINLINE AND LATERAL LINES.
3. AFTER THE INSTALLATION OF THE DRIP FILTER/PRESSURE REGULATOR, THE CONTRACTOR SHALL CAP ALL LATERAL LINES DOWNSTREAM OF THE FILTER AND PRESSURIZE THE IRRIGATION SYSTEM AND VERIFY THERE ARE NO LEAKS OR BREAKS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

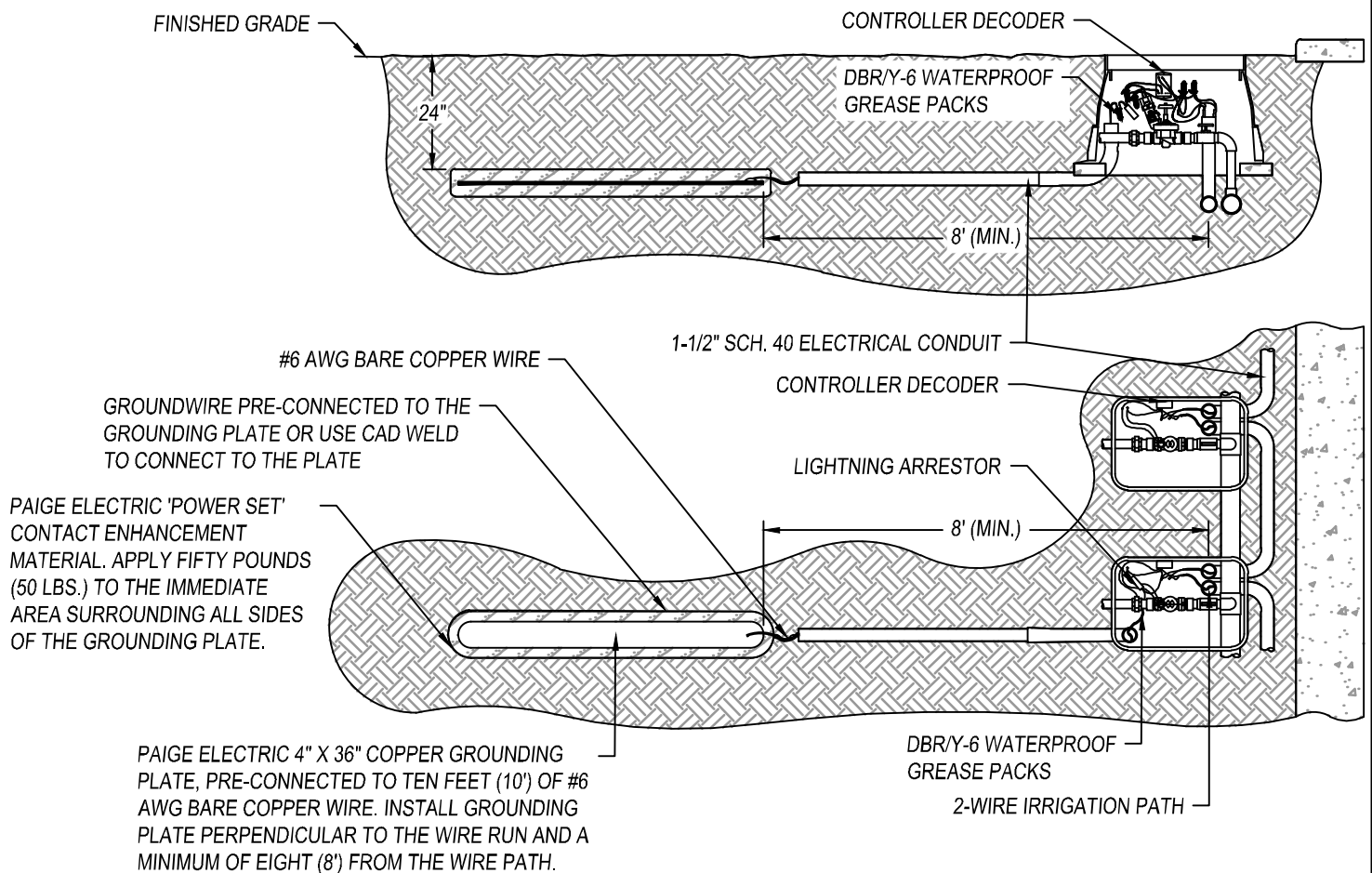
1" BASKET DRIP FILTER/PRESSURE REGULATOR

PUBLIC IMPROVEMENT STANDARDS

L-8

REVISIONS

NAME	BY	DATE



NOTES:

1. DECODER SYSTEM GROUNDING SHALL BE PER THE CONTROLLER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS OR AT A MINIMUM OF EVERY FIVE HUNDRED FEET (500') OF THE IRRIGATION 2-WIRE PATH RUN AND IRRIGATION 2-WIRE PATH SPURS OF FIFTY FEET (50') OR GREATER.
2. ALL SCH. 40 ELECTRICAL CONDUIT OPENINGS SHALL BE FILLED WITH A FOAM SEALANT AFTER GROUNDING INSTALLATION PRIOR TO BACKFILLING.
3. ACCEPTABLE EARTH GROUND SHALL NOT EXCEED 10 OHMS.
4. GROUNDING TESTING SHALL BE PERFORMED BY A CERTIFIED 3RD PARTY AND DOCUMENTATION OF GROUNDING CERTIFICATION SHALL BE PROVIDED TO THE OWNER AND OWNER'S REPRESENTATIVE PRIOR TO PROJECT ACCEPTANCE AND BEGINNING OF THE MAINTENANCE PERIOD.
5. SEE 2-WIRE IRRIGATION CONNECTION DETAIL FOR FURTHER INFORMATION.
6. SEE 2-WIRE REMOTE CONTROL IRRIGATION VALVE DETAIL FOR FURTHER INFORMATION.
7. CONTRACTOR SHALL INCLUDE IN THEIR BID THE ADDITION OF ONE (1) COPPER GROUNDING PLATE AND #6 AWG BARE COPPER WIRE FOR CONTROLLER GROUNDING AS NECESSARY.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

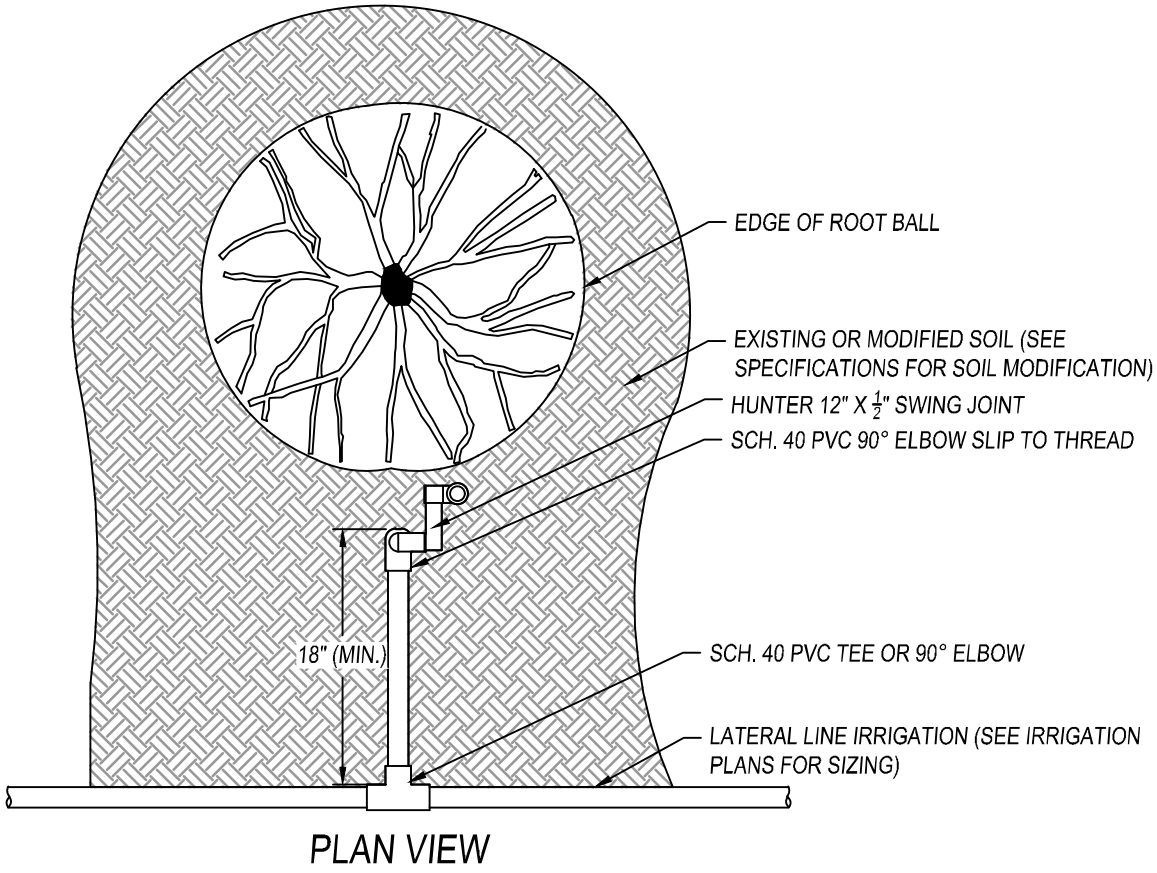
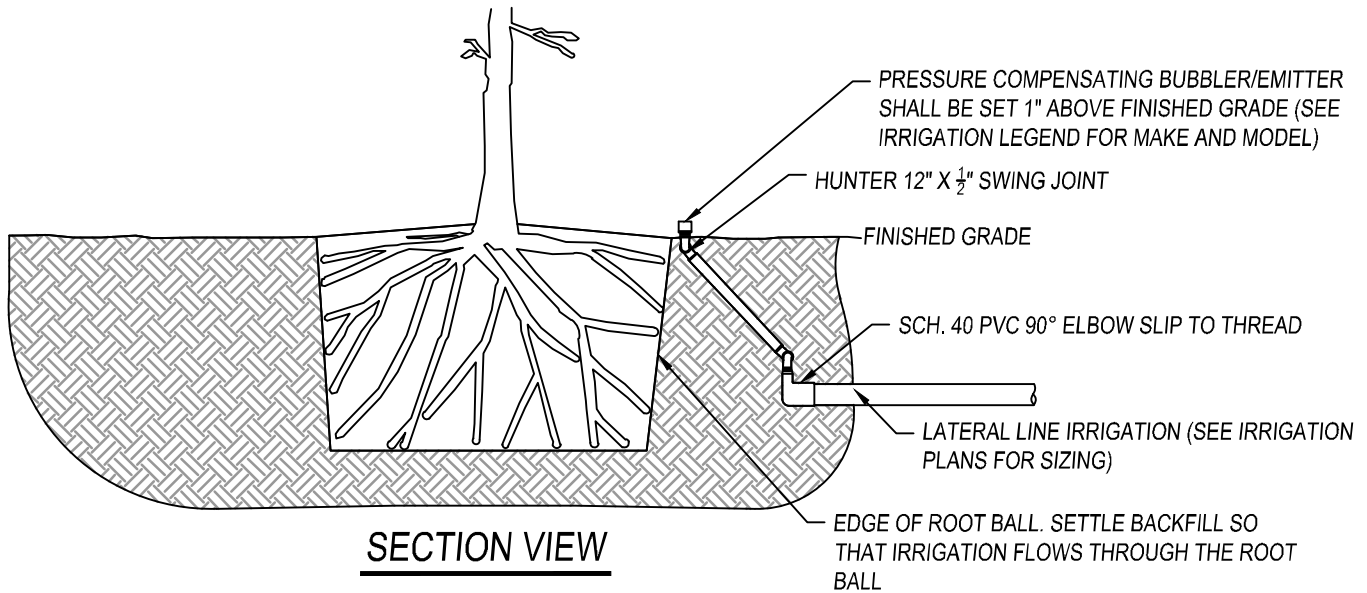
GROUNDING PLATE AND LIGHTNING ARRESTOR

PUBLIC IMPROVEMENT STANDARDS

L-9

REVISIONS

NAME	BY	DATE



NOTES:

1. ALL IRRIGATION FITTINGS SHALL BE SCH. 40 PVC UNLESS SPECIFIED OTHERWISE.
2. ALL THREADED CONNECTIONS FROM SCH. 40 TO SCH. 80 PVC SHALL BE MADE USING TEFLON TAPE.
3. CONTRACTOR SHALL SETTLE THE AREA AROUND THE BUBBLER AND EDGE OF THE ROOT BALL SO THAT ALL IRRIGATION FLOWS THROUGH THE ROOT BALL.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

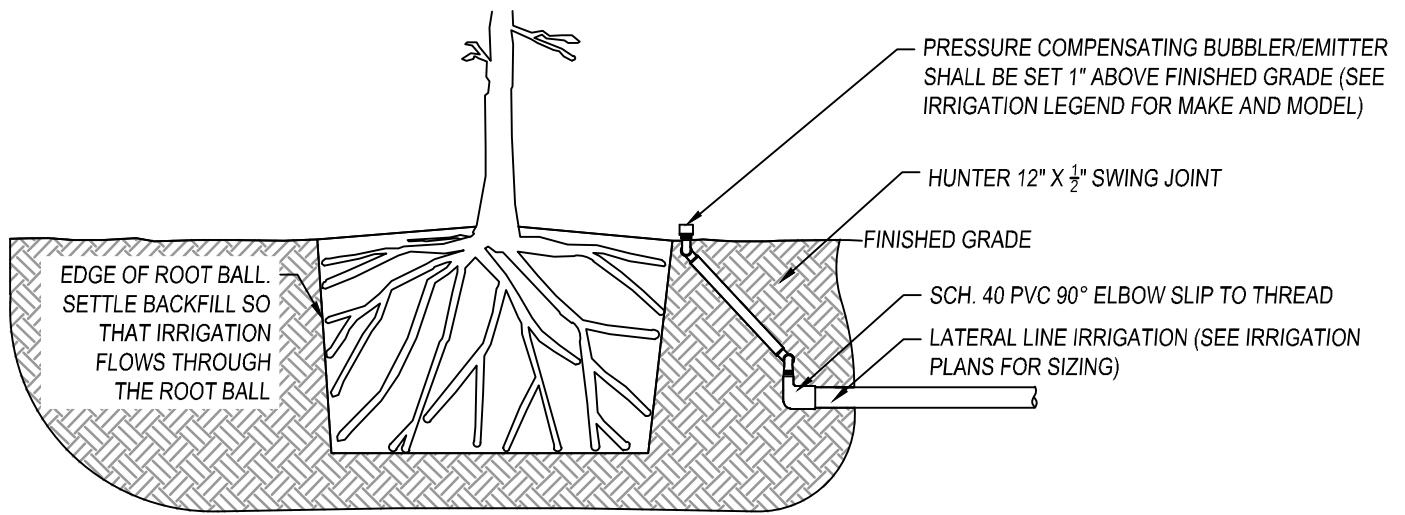
BUBBLER/EMITTER ON ROOT BALL LAYOUT

PUBLIC IMPROVEMENT STANDARDS

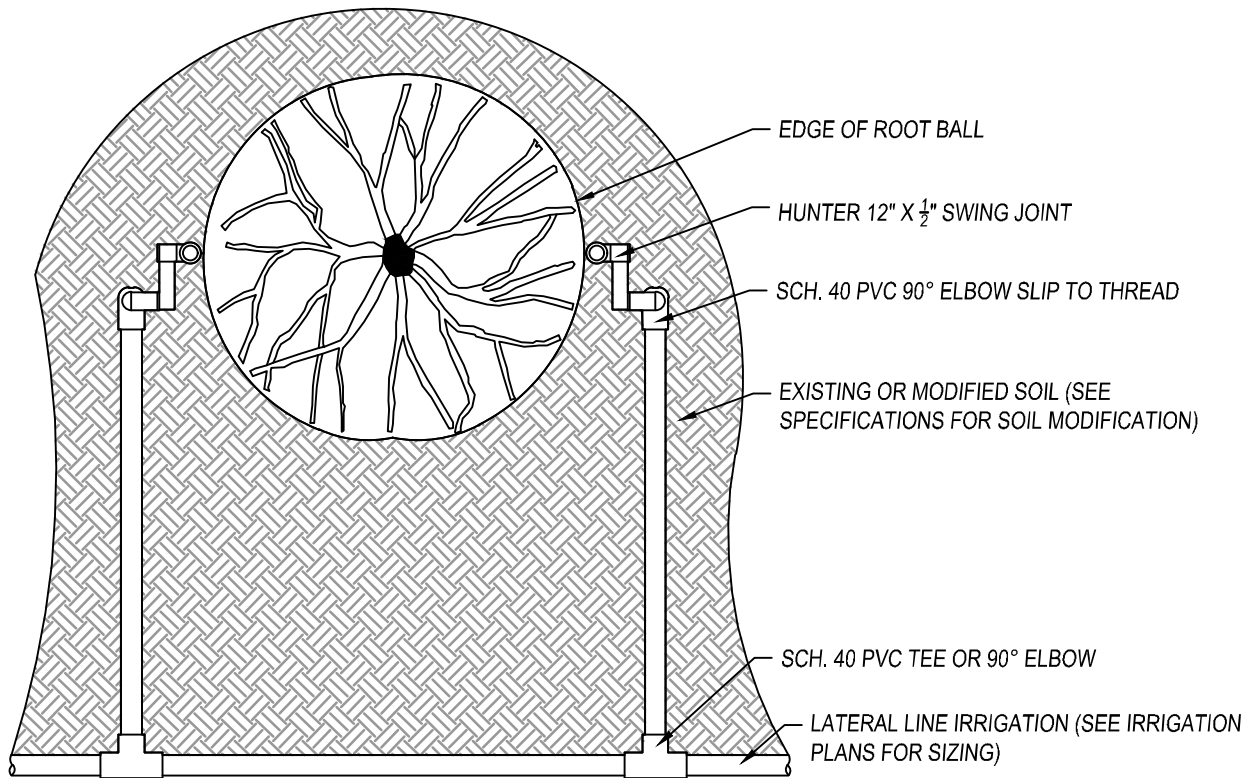
L-10

REVISIONS

NAME	BY	DATE



SECTION VIEW



PLAN VIEW

NOTES:

1. ALL IRRIGATION FITTINGS SHALL BE SCH. 40 PVC UNLESS SPECIFIED OTHERWISE.
2. ALL THREADED CONNECTIONS FROM SCH. 40 TO SCH. 80 PVC SHALL BE MADE USING TEFLON TAPE.
3. CONTRACTOR SHALL SETTLE THE AREA AROUND THE BUBBLER AND EDGE OF THE ROOT BALL SO THAT ALL IRRIGATION FLOWS THROUGH THE ROOT BALL.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

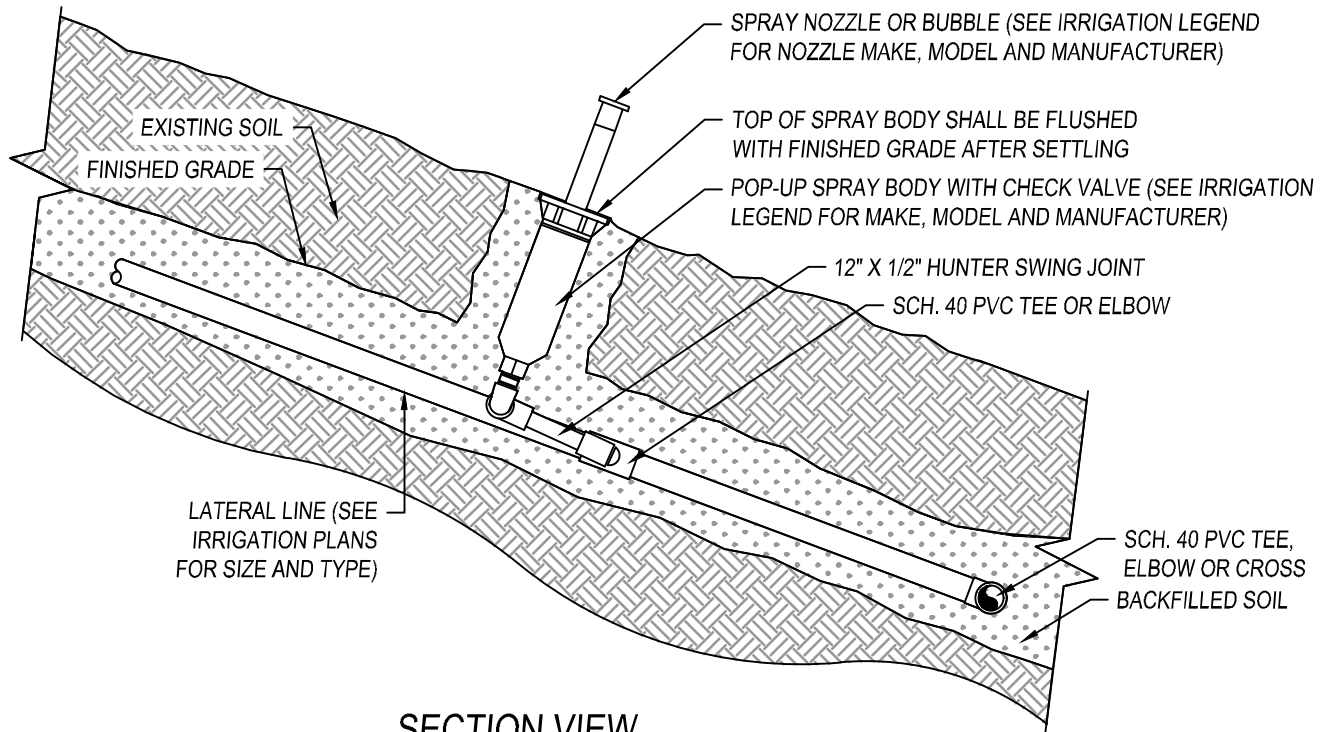
**BUBBLERS/EMITTERS ON ROOT
BALL**

PUBLIC IMPROVEMENT STANDARDS

L-11

REVISIONS

NAME	BY	DATE



SECTION VIEW

NOTES:

1. ALL IRRIGATION FITTINGS UNLESS SPECIFIED OTHERWISE SHALL BE SCH. 40 PVC.
2. ALL POP-UP SPRAY BODIES SHALL BE INSTALLED WITH CHECK VALVES.
3. ELEVATION CHANGES GREATER THAN SEVEN (7') BETWEEN EACH HEAD SHALL HAVE AN ADDITIONAL CHECK VALVE OF THE SAME MANUF. AS THE POP-UP SPRAY BODY INSTALLED BETWEEN THE SWING JOINT AND POP-UP SPRAY BODY TO REDUCE RUNOFF.
4. PRIOR TO MULCHING THE CONTRACTOR SHALL SETTLE ALL OF THE SOIL IN THE IRRIGATION TRENCHES AND AROUND EACH EMITTER SO WATER FLOWS EVENLY THROUGH THE SOIL.
5. THE CONTRACTOR SHALL THOROUGHLY FLUSH THE LINES A MINIMUM OF THREE (3) TIMES PRIOR TO INSTALLING THE NOZZLE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

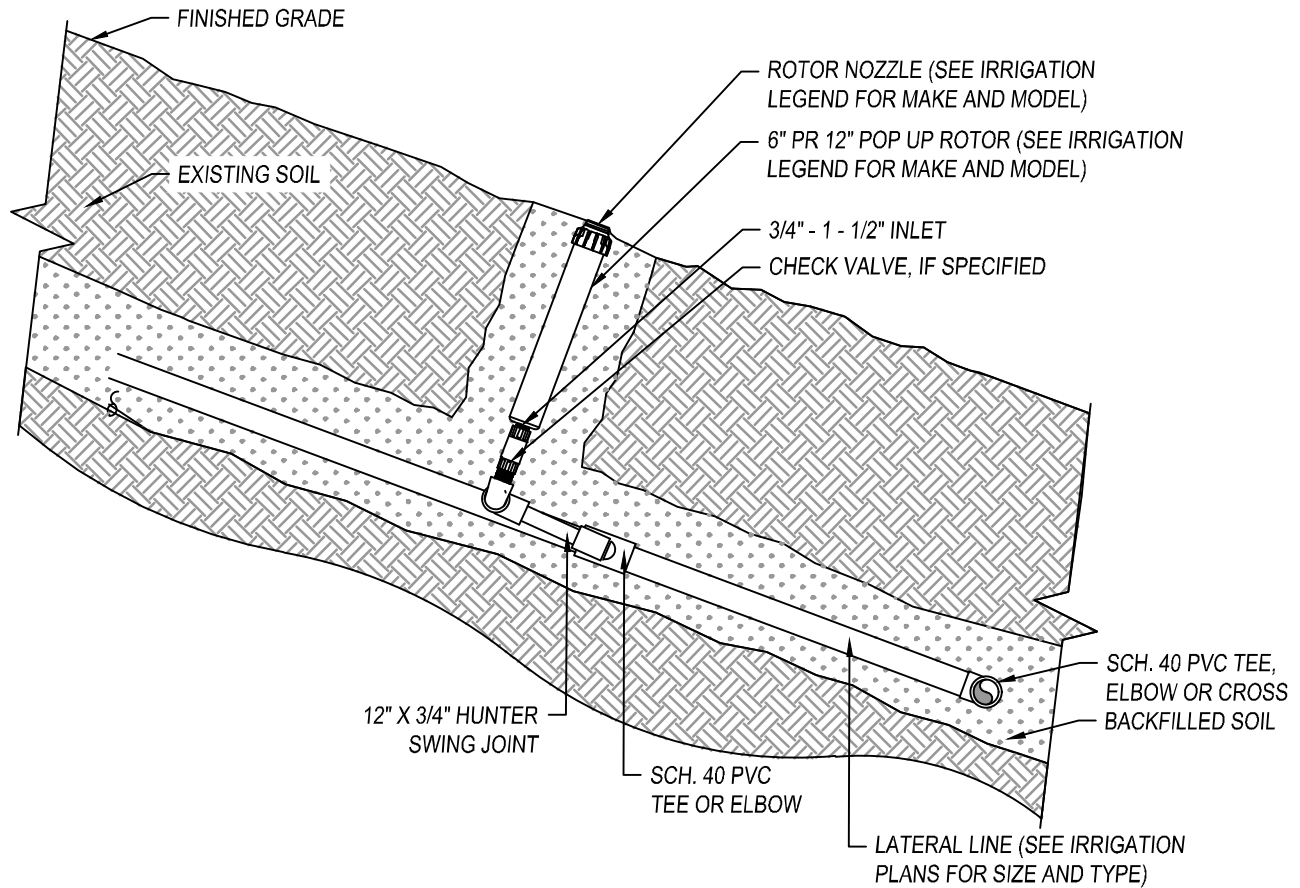
POP UP SPRAY HEAD ON SLOPE

PUBLIC IMPROVEMENT STANDARDS

L-12

REVISIONS

NAME	BY	DATE



SECTION VIEW

NOTES:

1. ALL IRRIGATION FITTINGS UNLESS SPECIFIED OTHERWISE SHALL BE SCH. 40 PVC.
2. A SCH. 80 NIPPLE SHALL BE INSTALLED BETWEEN THE SWING JOINT AND CHECK VALVE SO THE TOP OF THE ROTOR IS FLUSH WITH FINISHED GRADE AS NEEDED.
3. ALL POP-UP ROTOR BODIES SHALL BE INSTALLED WITH CHECK VALVES.
4. ELEVATION CHANGES GREATER THAN SEVEN (7') BETWEEN EACH HEAD SHALL HAVE AN ADDITIONAL CHECK VALVE OF THE SAME MANUF. AS THE ROTOR SPRAY BODY INSTALLED BETWEEN THE SWING JOINT AND POP-UP SPRAY BODY TO REDUCE RUNOFF.
5. PRIOR TO MULCHING THE CONTRACTOR SHALL SETTLE ALL OF THE SOIL IN THE IRRIGATION TRENCHES AND AROUND EACH EMITTER SO WATER FLOWS EVENLY THROUGH THE SOIL.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

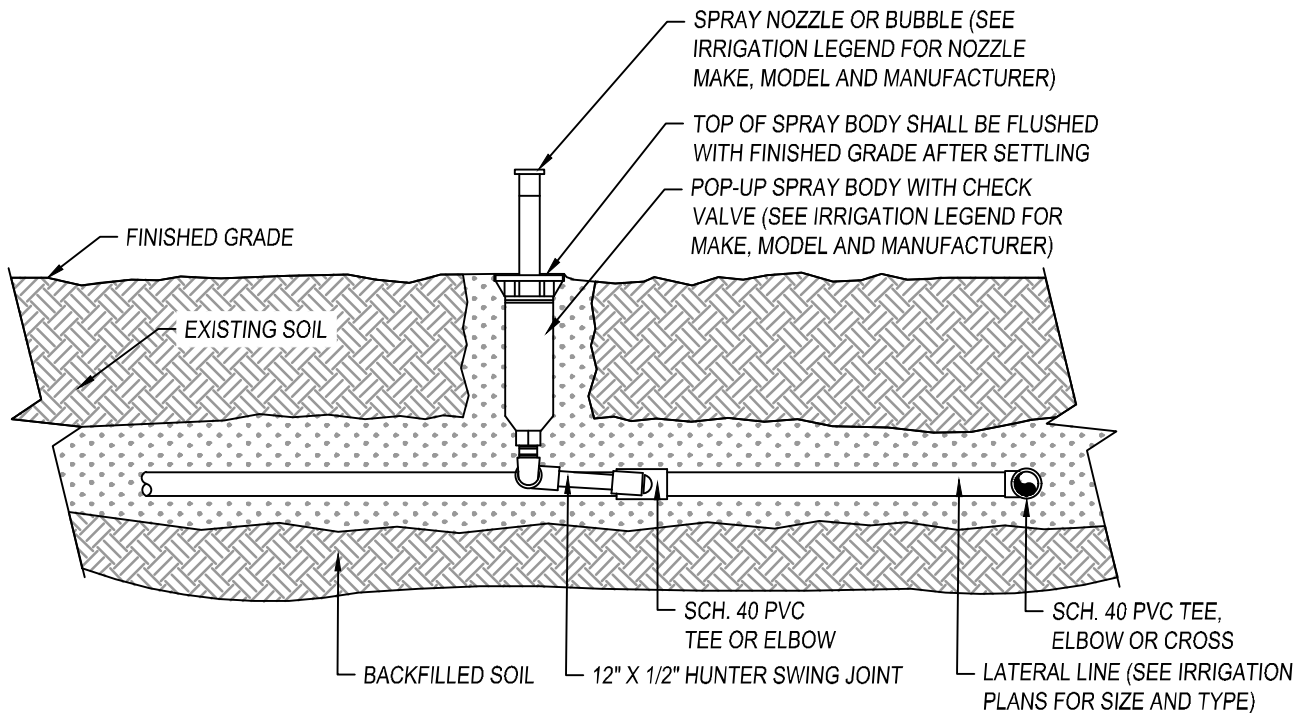
ROTOR SPRAY HEAD ON SLOPE

PUBLIC IMPROVEMENT STANDARDS

L-13

REVISIONS

NAME	BY	DATE



SECTION VIEW

NOTES:

1. ALL IRRIGATION FITTINGS UNLESS SPECIFIED OTHERWISE SHALL BE SCH. 40 PVC.
2. ALL POP-UP SPRAY BODIES SHALL BE INSTALLED WITH CHECK VALVES.
3. PRIOR TO INSTALLING THE NOZZLE, THE CONTRACTOR SHALL BLEED EACH NOZZLE TO REMOVE ANY DIRT, DEBRIS, GLUE OR TEFLON TAPE FROM THE IRRIGATION LINES.
4. PRIOR TO MULCHING THE CONTRACTOR SHALL SETTLE ALL OF THE SOIL IN THE IRRIGATION TRENCHES AND AROUND EACH EMITTER SO WATER FLOWS EVENLY THROUGH THE SOIL.
5. THE CONTRACTOR SHALL THOROUGHLY FLUSH THE LINES A MINIMUM OF THREE (3) TIMES PRIOR TO INSTALLING THE NOZZLE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

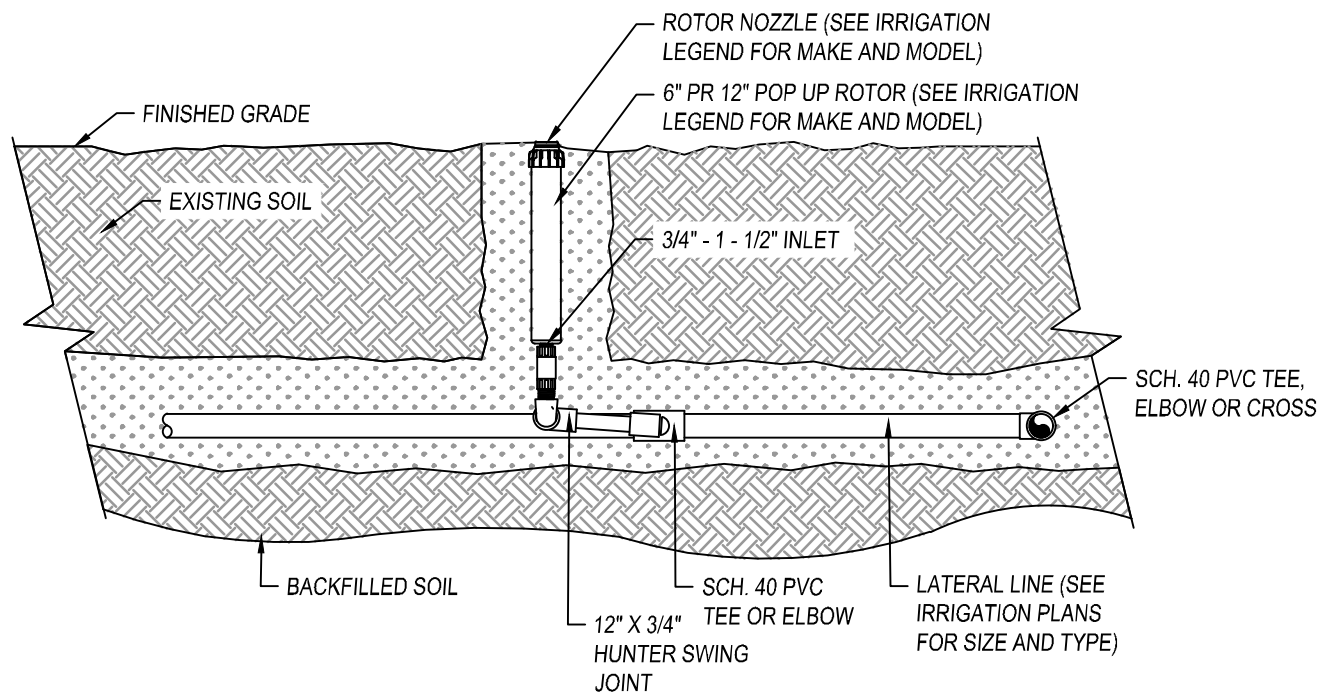
POP UP SPRAY HEAD

PUBLIC IMPROVEMENT STANDARDS

L-14

REVISIONS

NAME	BY	DATE



SECTION VIEW

NOTES:

1. ALL IRRIGATION FITTINGS UNLESS SPECIFIED OTHERWISE SHALL BE SCH. 40 PVC.
2. A SCH. 80 NIPPLE SHALL BE INSTALLED BETWEEN THE SWING JOINT AND CHECK VALVE SO THE TOP OF THE ROTOR IS FLUSH WITH FINISHED GRADE AS NEEDED.
3. PRIOR TO MULCHING THE CONTRACTOR SHALL SETTLE ALL OF THE SOIL IN THE IRRIGATION TRENCHES AND AROUND EACH EMITTER SO WATER FLOWS EVENLY THROUGH THE SOIL.
4. THE CONTRACTOR SHALL THOROUGHLY FLUSH THE LINES A MINIMUM OF THREE (3) TIMES PRIOR TO INSTALLING THE NOZZLE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

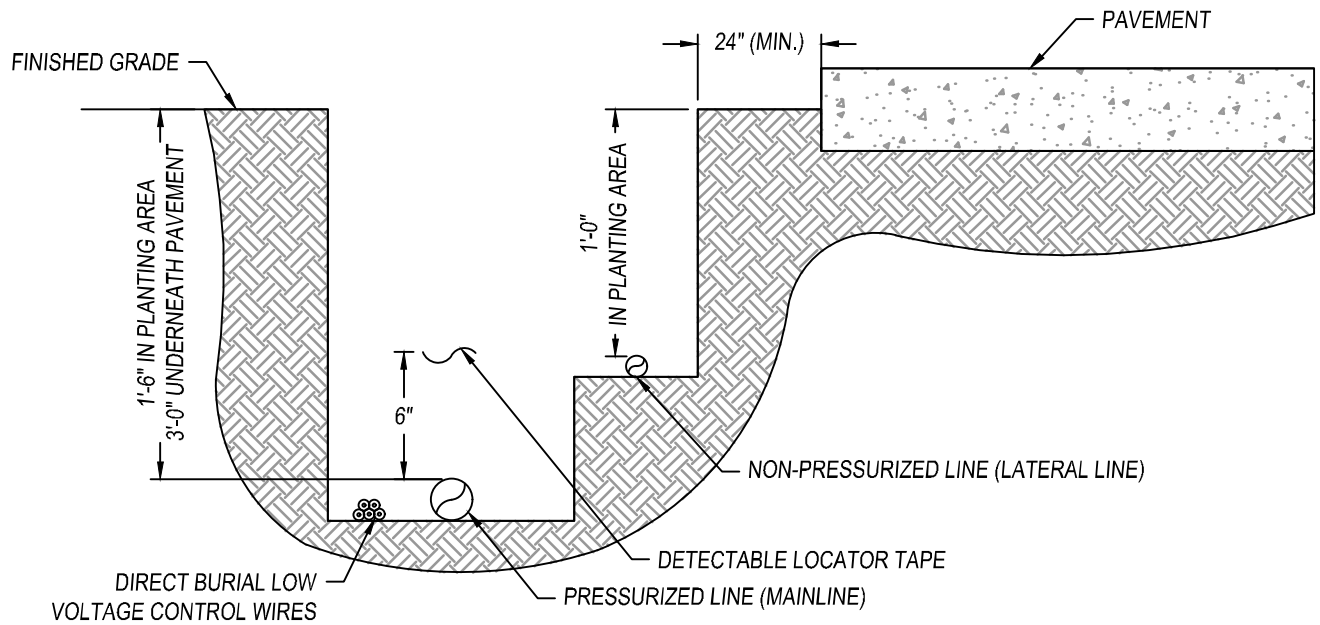
ROTOR SPRAY HEAD

PUBLIC IMPROVEMENT STANDARDS

L-15

REVISIONS

NAME	BY	DATE



NOTES:

1. SEE IRRIGATION LEGEND FOR MAINLINE AND LATERAL LINE PIPE SIZE AND TYPE.
2. 2-WIRE IRRIGATION WIRE SHALL BE INSTALLED IN 1-1/2" SCH. 40 PVC ELECTRICAL CONDUIT.
3. DETECTABLE LOCATOR TAPE SHALL BE LOCATED SIX INCHES (6") ABOVE THE ENTIRE MAINLINE RUN.
4. IN PLANTING AREAS LESS THAN SIX FEET (6') WIDE THE MAINLINES AND LATERAL LINE HEADERS SHALL BE LOCATED NO FURTHER THAN 12" FROM THE ADJACENT PAVEMENT.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

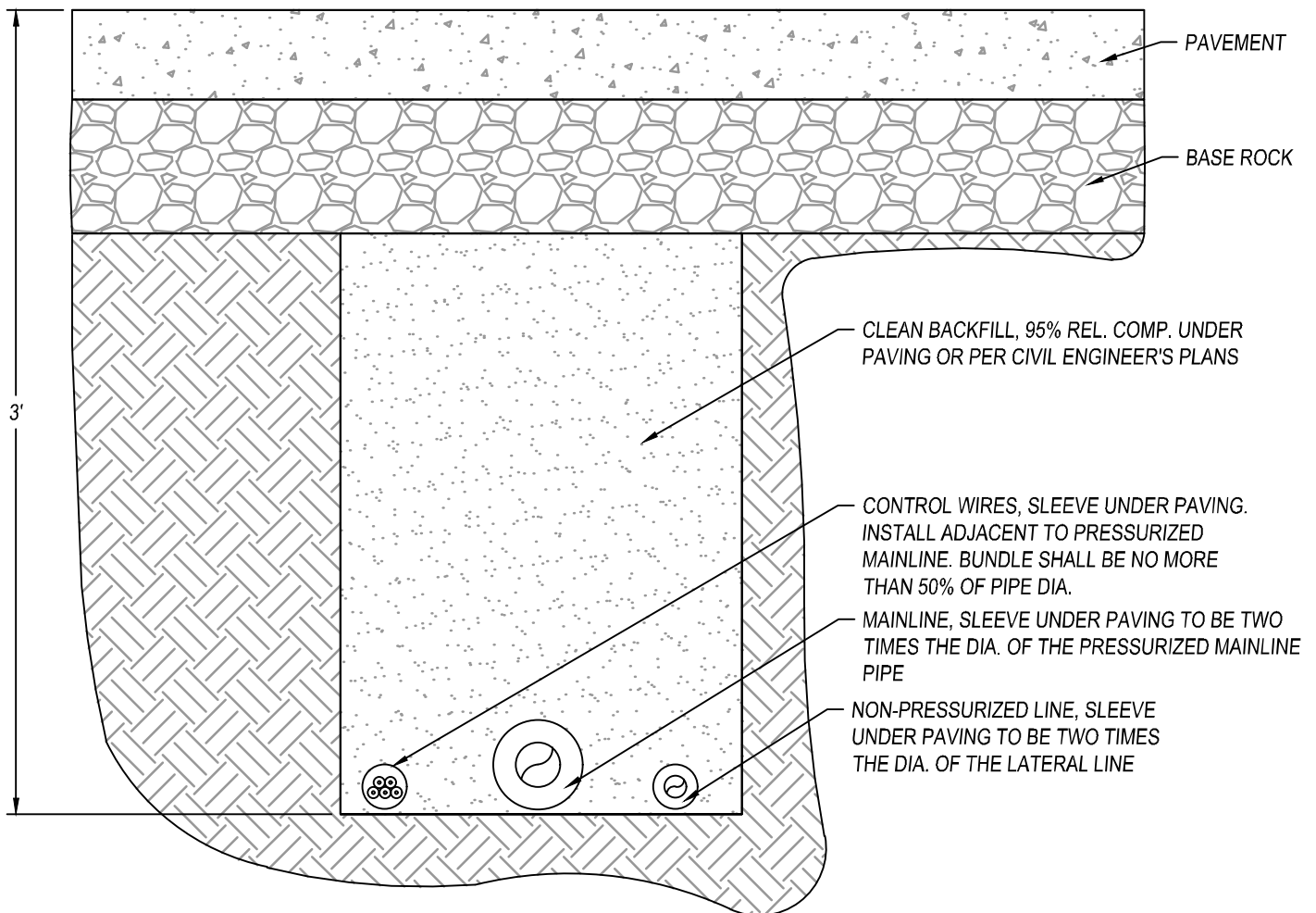
IRRIGATION TRENCHING

PUBLIC IMPROVEMENT STANDARDS

L-16

REVISIONS

NAME	BY	DATE



NOTES:

1. SEE IRRIGATION LEGEND FOR MAINLINE SIZE AND TYPE.
2. ALL SLEEVES SHALL BE SCH. 40 PVC PIPE.
3. ALL SLEEVES SHALL EXTEND 12" BEYOND THE EDGE OF PAVEMENT.
4. END OF SLEEVES SHALL BE LOCATED WITH A WOODEN STAKE OR PVC PIPE. LOCATORS SHALL RUN CONTINUOUSLY FROM THE END OF THE SLEEVE TO FINISHED GRADE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

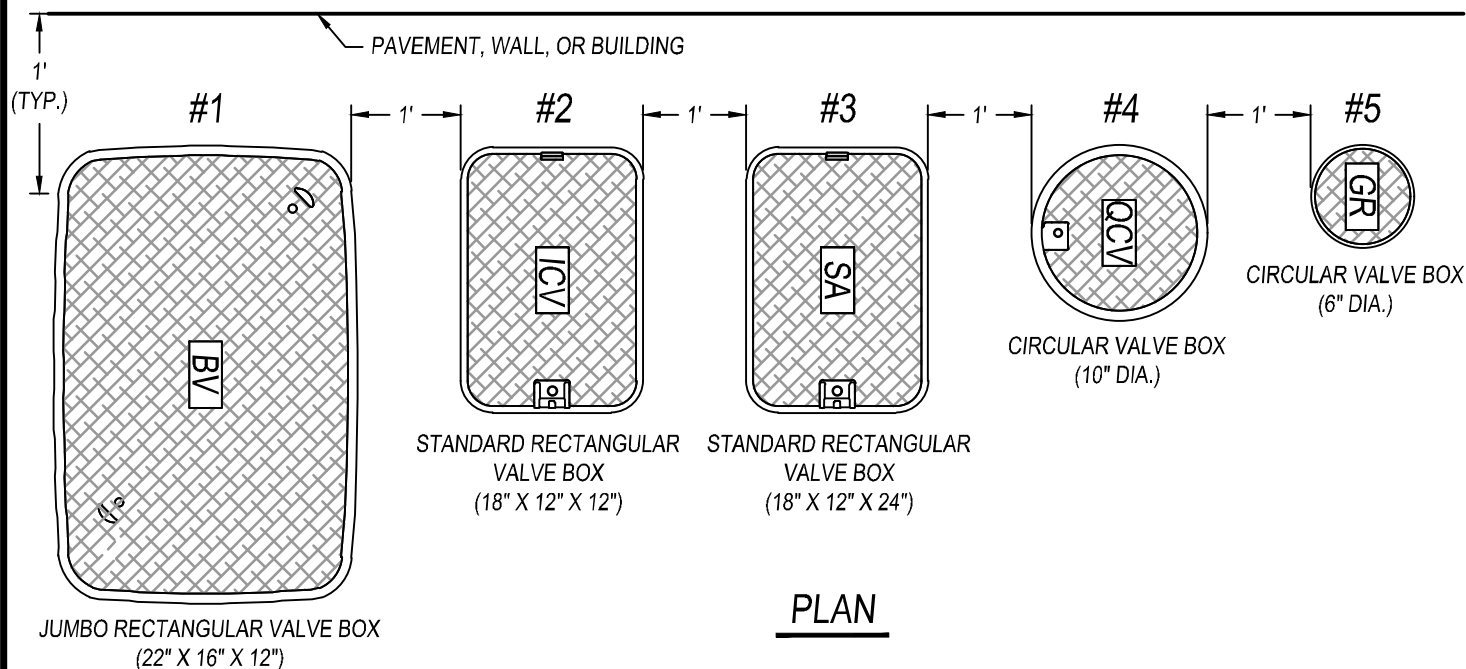
PIPE AT PAVEMENT

PUBLIC IMPROVEMENT STANDARDS

L-17

REVISIONS

NAME	BY	DATE



WATER TYPE	CONTROLLER	DESIGNATION	BOX SIZE	LID COLOR	I.D. GUIDE
PW	A	MV	#2	GREEN	MASTER VALVE
PW	A	FS	#2	GREEN	FLOW SENSOR
PW	A	HM	#2	GREEN	HYDROMETER
PW	A	BV	#2	GREEN	BALL VALVE 3" OR LESS
PW	A	BV	#1	GREEN	BALL VALVE 4" OR MORE
PW	A	GV	#2	GREEN	GATE VALVE
PW	A	ARV	#2	GREEN	AIR RELEASE VALVE
PW	A	QCV	#4	GREEN	QUICK COUPLER VALVE
PW	A	RCV	#2	GREEN	REMOTE CONTROL VALVE
PW	A	MS	#2	GREEN	MOISTURE SENSOR
PW	A	GR	#5	GREEN	GROUNDING ROD
PW	A	SB	#4	GREEN	SPLICE BOX
PW	A	FC	#2	GREEN	FUTURE CONNECTION
PW	A	SA	#3	GREEN	SURGE ARRESTOR

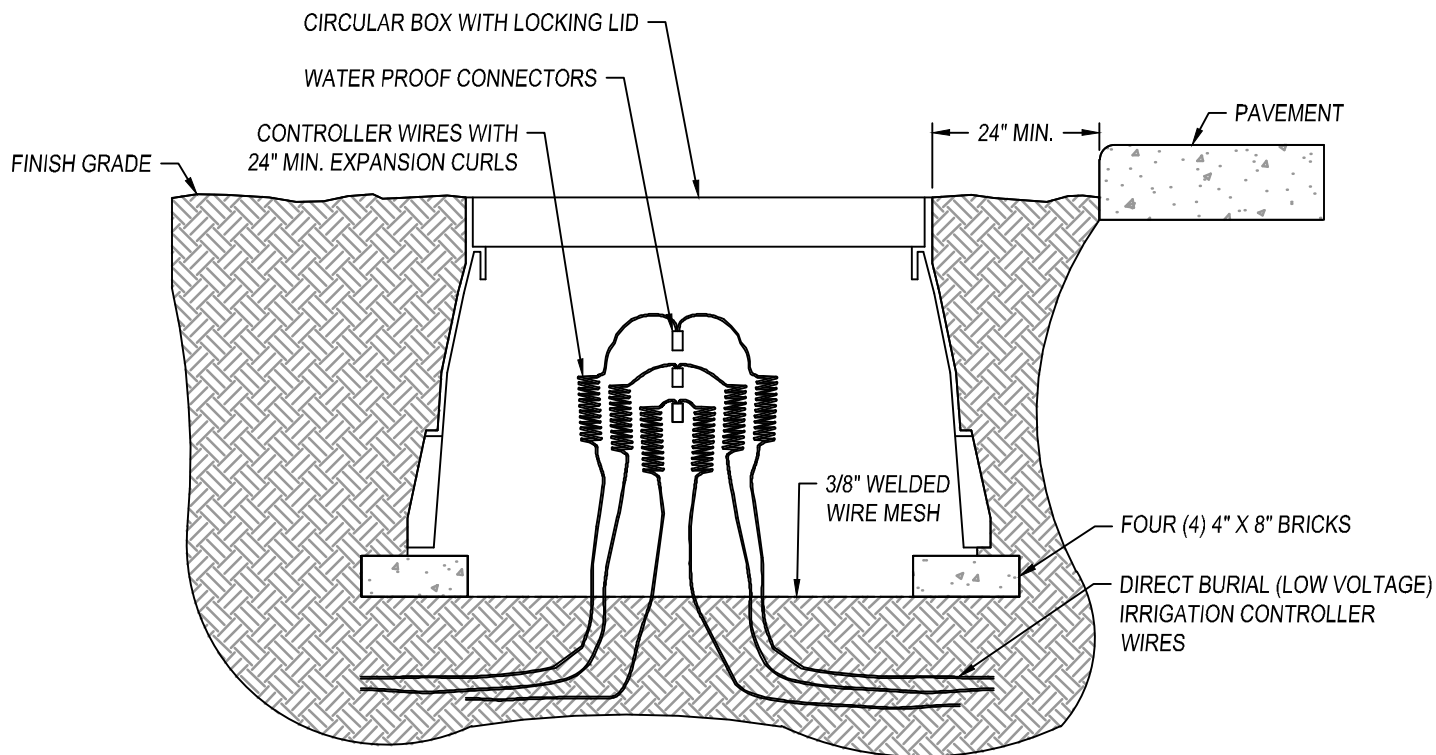
EXAMPLE:

POTABLE WATER SYSTEM ON CONTROLLER 'A',
REMOTE CONTROL VALVE STATION # 3.

NOTES:

1. VALVE BOX # 1 THRU # 4 SHALL HAVE STAINLESS STEEL LOCKING HARDWARE.
2. VALVE BOXES SHALL BE LABELED BY HOT IRON BRANDING OR ALUMINUM ASPHALTIC BASE WATER PROOF PAINT.
3. LOCATE VALVE ASSEMBLIES IN PLANTING AREA.
4. VALVE LOCATIONS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
5. VALVE BOXES SHALL BE CENTERED ABOVE VALVE ASSEMBLIES TO FACILITATE ACCESS AND MAINTENANCE.
6. VALVE BOXES SHALL BE FLUSH WITH FINISHED GRADE.
7. VALVE BOXES SHALL BE SET PARALLEL TO EACH OTHER AND PERPENDICULAR TO THE EDGE OF PAVEMENT.
8. SEE OTHER IRRIGATION DETAILS FOR FURTHER INFORMATION.

	CITY COUNCIL APPROVAL: 01/24/2023	VALVE BOX LAYOUT PUBLIC IMPROVEMENT STANDARDS	L-18		
	APPROVED BY CITY ENGINEER		REVISIONS		
	APPROVED BY PUBLIC WORKS DIRECTOR		NAME	BY	DATE



NOTES:

1. VALVE BOXES SHALL BE LOCATED IN PLANTING AREAS.
2. SPLICES SHALL ONLY BE MADE AT ELECTRICAL PULL BOXES.
3. LOW VOLTAGE WIRES UNDER ROADWAYS MUST BE IN CONTINUOUS CONDUIT WITH 90° SCH. 40 PVC SWEEPS TERMINATING IN PULL BOXES.
4. ALL WIRE CONNECTIONS SHALL BE MADE USING DBR/Y-6 CONNECTORS OR APPROVED EQUAL.
5. VALVE BOX SHALL BE WRAPPED WITH MINIMUM 3 MIL. THICK PLASTIC AND SECURE IT USING DUCT TAPE OR ELECTRICAL TAPE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

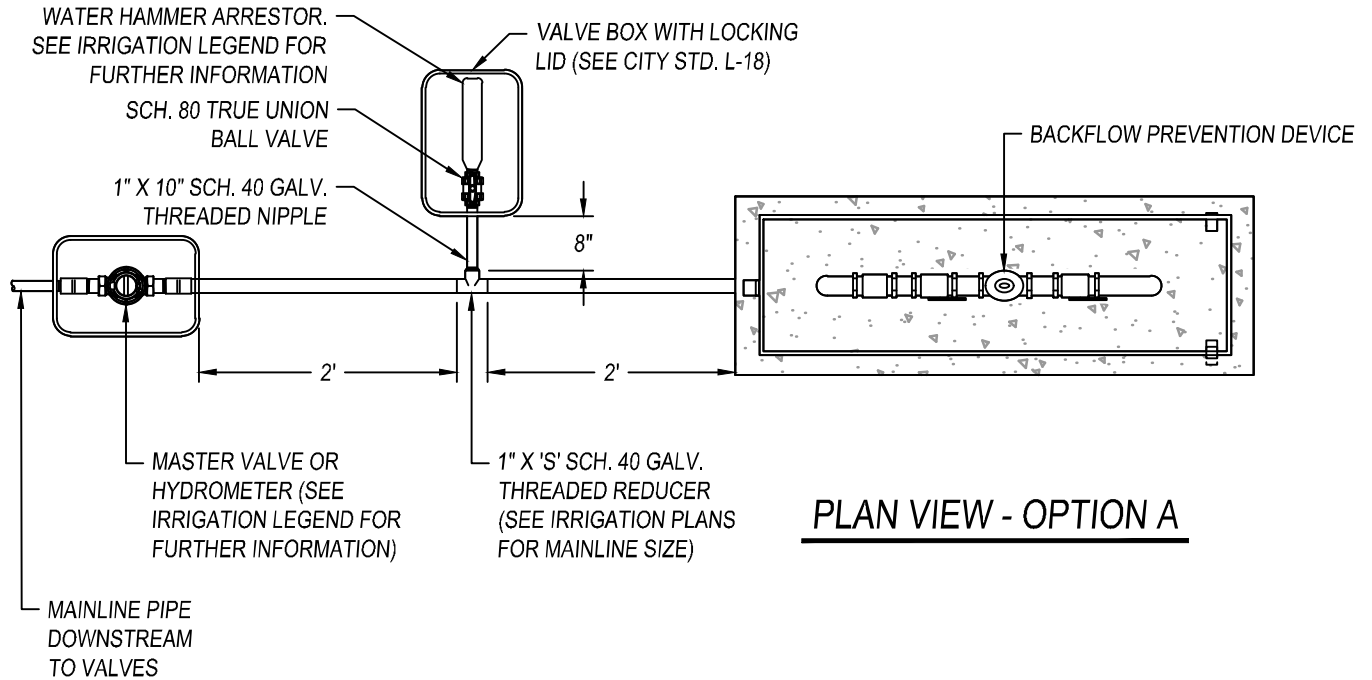
SPLICE BOX

PUBLIC IMPROVEMENT STANDARDS

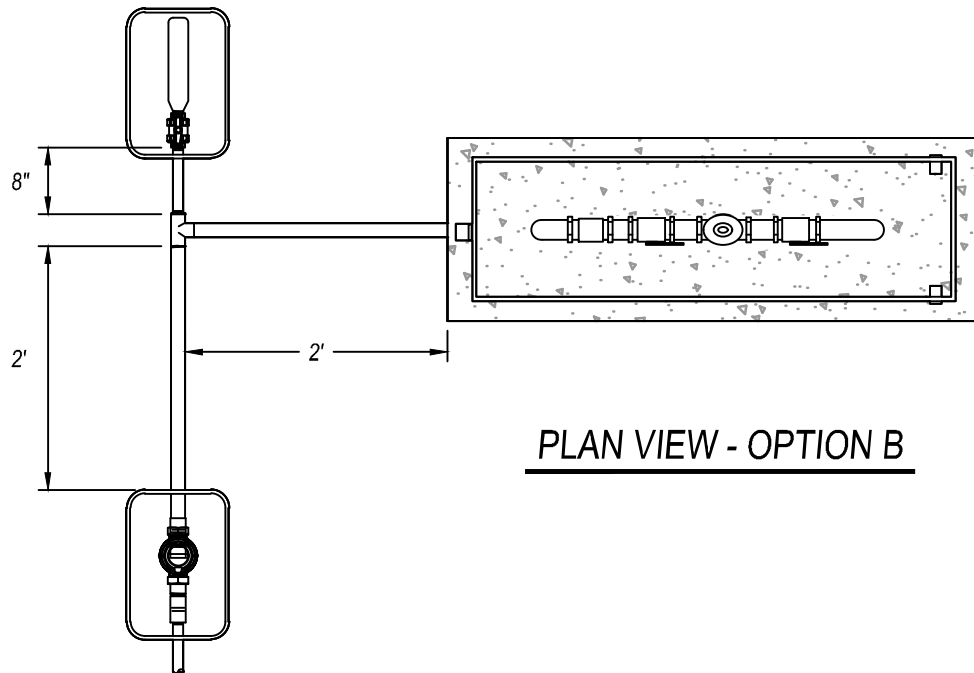
L-19

REVISIONS

NAME	BY	DATE



PLAN VIEW - OPTION A



PLAN VIEW - OPTION B

NOTES:

1. LOCATE VALVE BOXES IN PLANTING AREAS.
2. WRAP VALVE BOXES WITH A MINIMUM OF 3 MIL PLASTIC AND SECURE IT USING DUCT TAPE OR ELECTRICAL TAPE.
3. PLACE ONE (1) BRICK AT EACH CORNER OF THE VALVE BOX FOR STABILIZATION.
4. ALL THREADED CONNECTIONS ARE TO BE MADE WITH PIPE DOPE OR TEFLON TAPE.
5. 3" OF WASHED PEA GRAVEL SHALL BE PLACED AT THE BOTTOM OF THE VALVE BOX.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

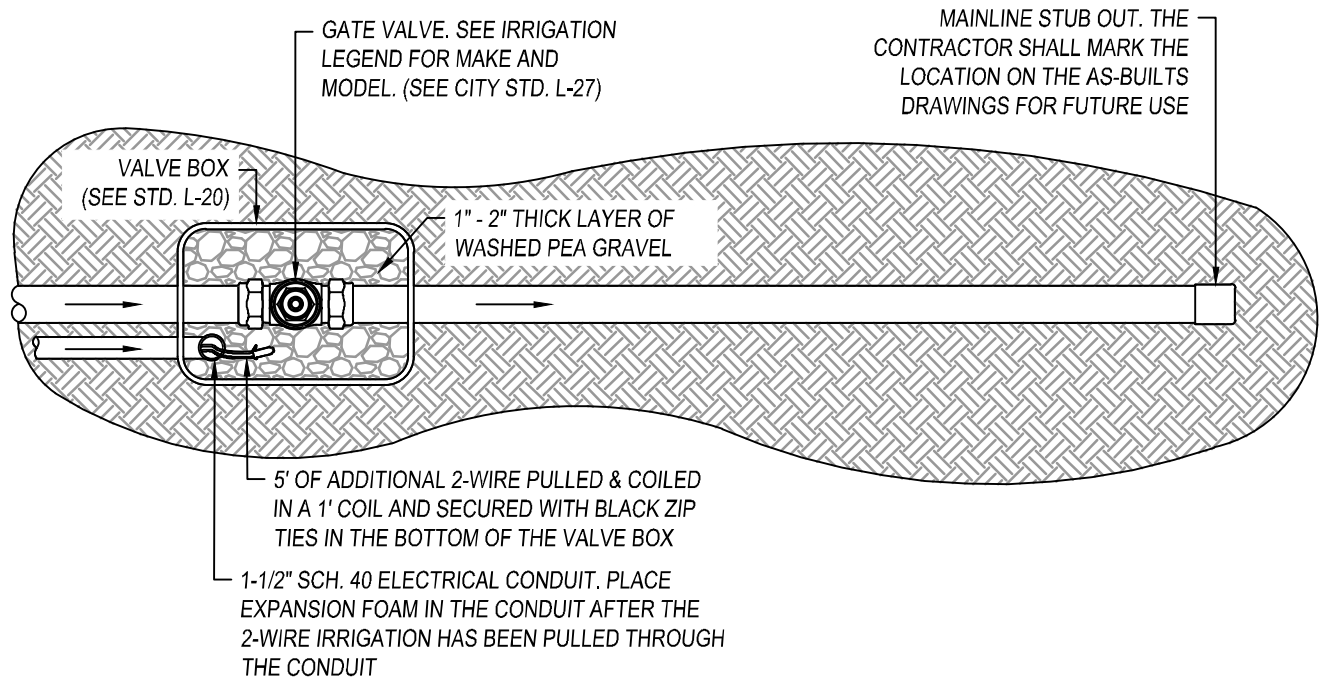
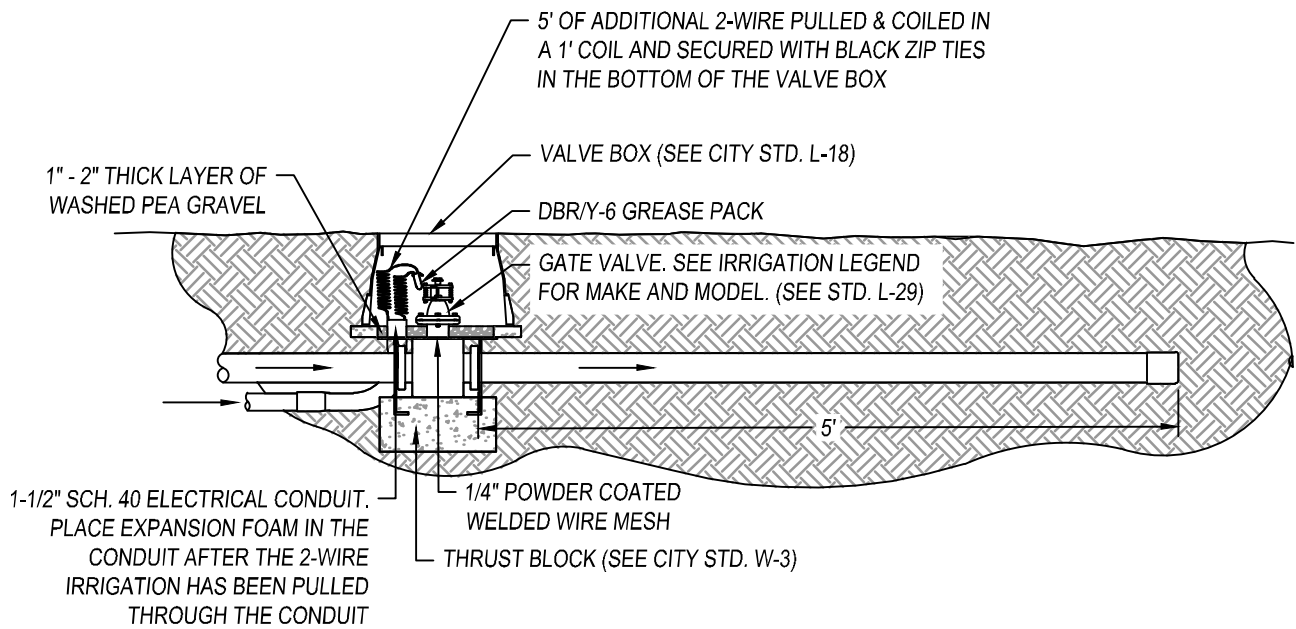
WATER HAMMER ARRESTOR

PUBLIC IMPROVEMENT STANDARDS

L-20

REVISIONS

NAME	BY	DATE



NOTES:

1. THE CONTRACTOR SHALL LOCATE THE MAINLINE SHUT OFF VALVE IN A RECTANGULAR LOCKING VALVE BOX.
2. PRIOR TO INSTALLING THE CAP ON THE MAINLINE THE CONTRACTOR SHALL BLOW OUT THE MAINLINE OF ANY AND ALL DEBRIS INSIDE THE MAINLINE THAT MAY HAVE COLLECTED DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL MARK THE CAP OF THE PIPE WITH A 12" #4 REBAR PLACED 4" - 6" BELOW FINISH GRADE FOR EASE OF LOCATING.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

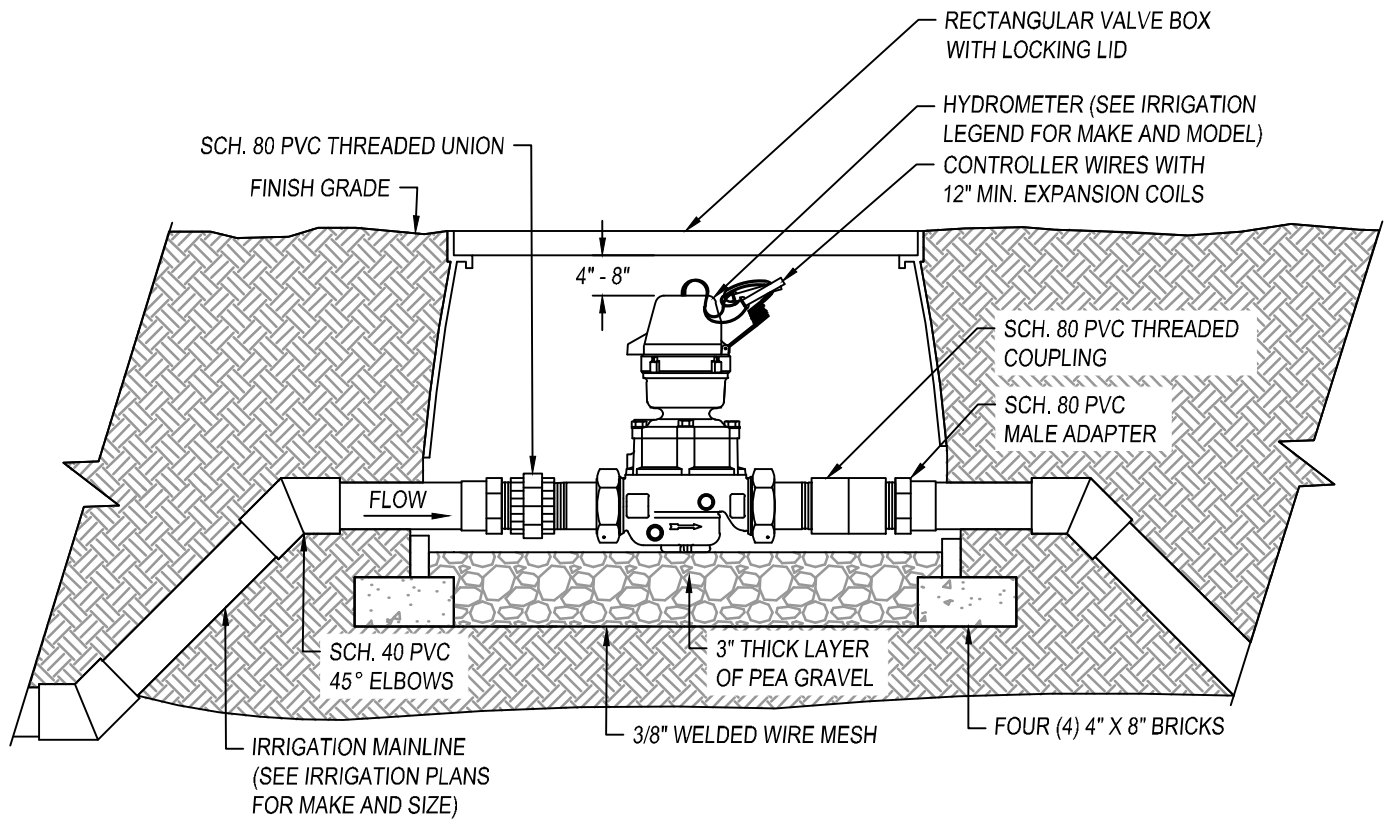
MAINLINE STUB OUT

PUBLIC IMPROVEMENT STANDARDS

L-21

REVISIONS

NAME BY DATE



NOTES:

1. HYDROMETER SHALL BE REED SWITCH (RS) REGISTER OR PHOTO DIODE HIGH FREQUENCY (PDH) REGISTER.
2. CHECK WITH CONTROLLER MANUFACTURER AND INSTALL PER THEIR SPECIFICATIONS AND RECOMMENDATIONS.
3. HYDROMETER SHALL BE INSTALLED PER MANUFACTURE'S SPECIFICATIONS AND RECOMMENDATIONS.
4. HYDROMETER WIRE SHALL BE PER THE IRRIGATION CONTROLLER MANUFACTURER'S SPECIFICATIONS.
5. ALL WIRE RUNS SHALL BE CONTINUOUS WITHOUT ANY SPLICES. WIRE CONNECTIONS SHALL BE MADE USING DBR-Y/6 OR APPROVED EQUAL.
6. VALVE BOX SHALL BE WRAPPED WITH A MINIMUM 3 MIL. THICK PLASTIC AND SECURE IT TO THE VALVE BOX USING DUCT TAPE OR ELECTRICAL TAPE.
7. VALVE BOX SHALL BE LOCATED IN PLANTING AREA.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

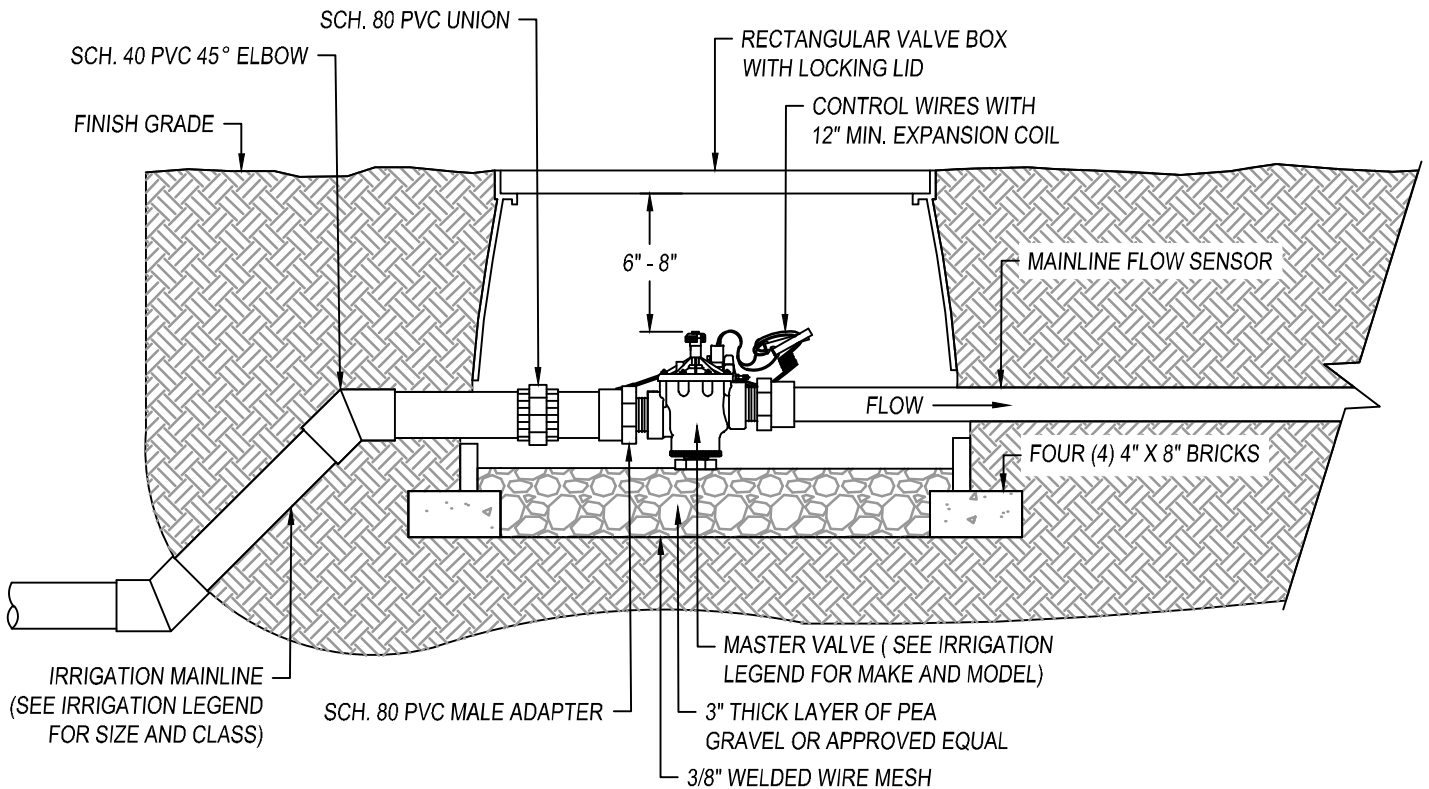
HYDROMETER

PUBLIC IMPROVEMENT STANDARDS

L-22

REVISIONS

NAME	BY	DATE



NOTES:

1. MASTER VALVE SHALL BE MAKE AND MODEL NUMBER AS PRESCRIBED PER THE CONTROLLER MANUFACTURER'S SPECIFICATIONS.
2. INSTALL MASTER VALVE PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
3. MASTER VALVE WIRE SHALL BE 14 AWG OR LARGER, COLOR: BLACK.
4. ALL WIRE RUNS SHALL BE CONTINUOUS WITHOUT ANY SPLICES. WIRE CONNECTIONS SHALL BE MADE USING DBR-Y/6 CONNECTORS OR APPROVED EQUAL.
5. WRAP VALVE BOX WITH MIN. 3 MIL. THICK PLASTIC AND SECURE IT TO THE VALVE BOX USING DUCT TAPE OR ELECTRICAL TAPE.
6. SEE MASTER VALVE/ FLOW SENSOR DETAIL FOR LINEAR DIMENSIONS.
7. VALVE BOXES SHALL BE LOCATED IN PLANTING AREAS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

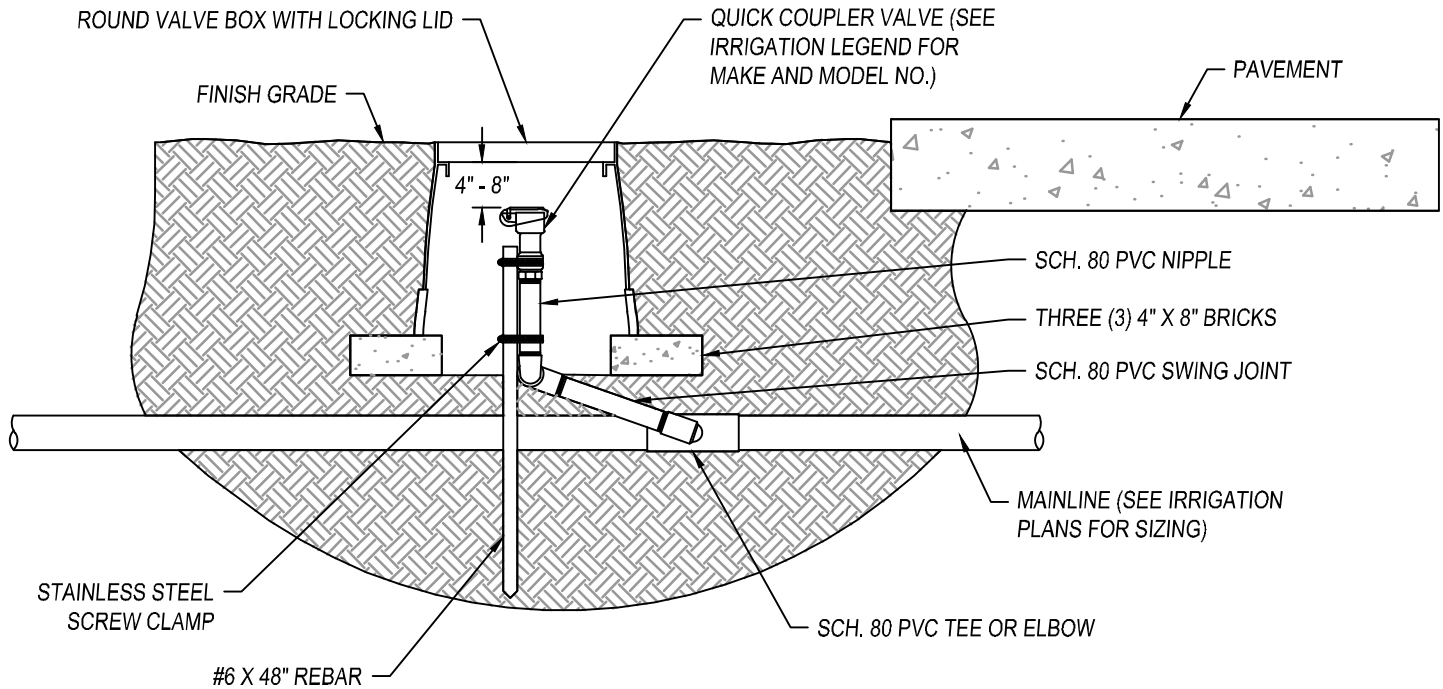
MASTER VALVE

PUBLIC IMPROVEMENT STANDARDS

L-23

REVISIONS

NAME	BY	DATE



NOTES:

1. ALL THREADED CONNECTIONS SHALL BE INSTALLED USING TEFLON TAPE.
2. VALVE BOX SHALL BE WRAPPED WITH A MINIMUM 3 MIL THICK PLASTIC AND SECURED TO THE VALVE BOX USING DUCT TAPE OR ELECTRICAL TAPE.
3. ALL QUICK COUPLERS SHALL BE INSTALLED A MINIMUM OF 18" OFF OF THE MAINLINE.
4. VALVE BOXES SHALL BE LOCATED IN PLANTING AREAS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

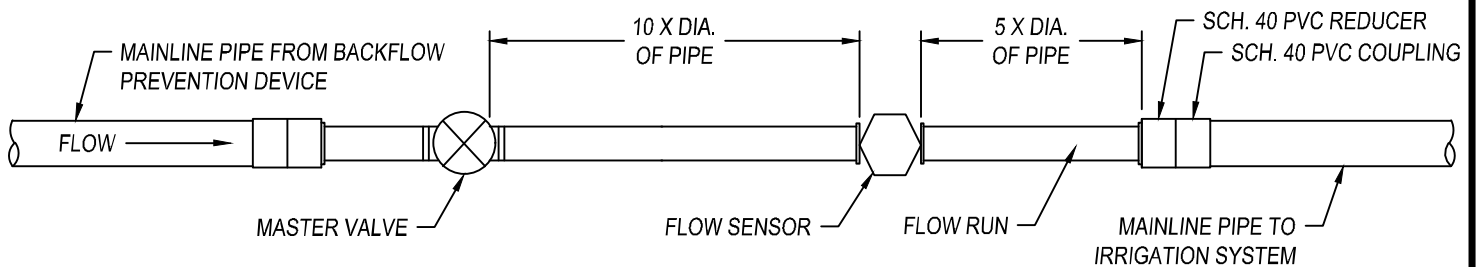
QUICK COUPLER VALVE

PUBLIC IMPROVEMENT STANDARDS

L-24

REVISIONS

NAME	BY	DATE



NOTES:

1. FLOW SENSOR SHALL BE OF MAKE AND MODEL AS RECOMMENDED BY THE CONTROLLER MANUFACTURER.
2. FLOW SENSOR WIRE SHALL BE PER MANUFACTURER'S SPECIFICATIONS.
3. MASTER VALVE WIRE SHALL BE DIRECT BURIAL 14 AWG WIRE (OR LARGER). COLOR: BLACK.
4. ALL WIRE RUNS SHALL BE CONTINUOUS WITHOUT ANY SPLICES.
5. SEE MASTER VALVE DETAIL AND FLOW SENSOR DETAIL FOR FURTHER INFORMATION.
6. FLOW RUN PIPE SHALL BE REDUCED DOWN ONE (1) PIPE SIZE AS INDICATED.

EXAMPLE

3" MAINLINE = 2-1/2" FLOW RUN
 2-1/2" MAINLINE = 2" FLOW RUN
 2" MAINLINE = 1-1/2" FLOW RUN



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

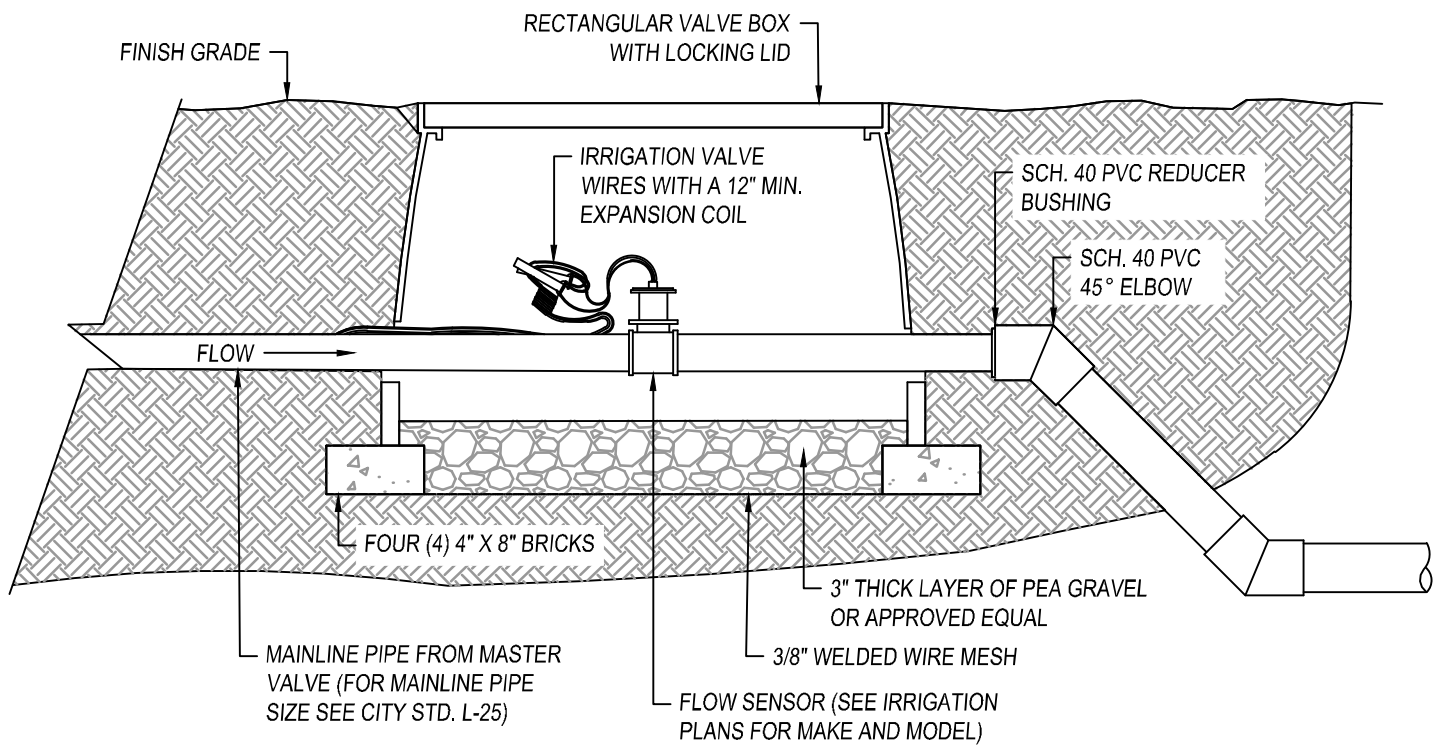
MASTER VALVE & FLOW SENSOR LAYOUT

PUBLIC IMPROVEMENT STANDARDS

L-25

REVISIONS

NAME	BY	DATE



NOTES:

1. FLOW SENSOR MAKE AND MODEL NUMBER SHALL BE PER CONTROLLER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS (SEE IRRIGATION PLANS).
2. FLOW SENSOR WIRE SHALL BE PER THE CONTROLLER MANUFACTURER'S SPECIFICATIONS.
3. INSTALL FLOW SENSOR PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
4. ALL WIRE RUNS SHALL BE CONTINUOUS WITHOUT ANY SPLICES. WIRE CONNECTIONS SHALL BE MADE USING DBR/Y-6 CONNECTORS OR APPROVED EQUAL.
5. VALVE BOX SHALL BE WRAPPED WITH A MIN. OF THREE (3) MIL THICK PLASTIC AND SECURE IT TO THE VALVE BOX USING DUCT TAPE OR ELECTRICAL TAPE.
6. SEE CITY STD. L-27 FOR LINEAR DIMENSIONS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

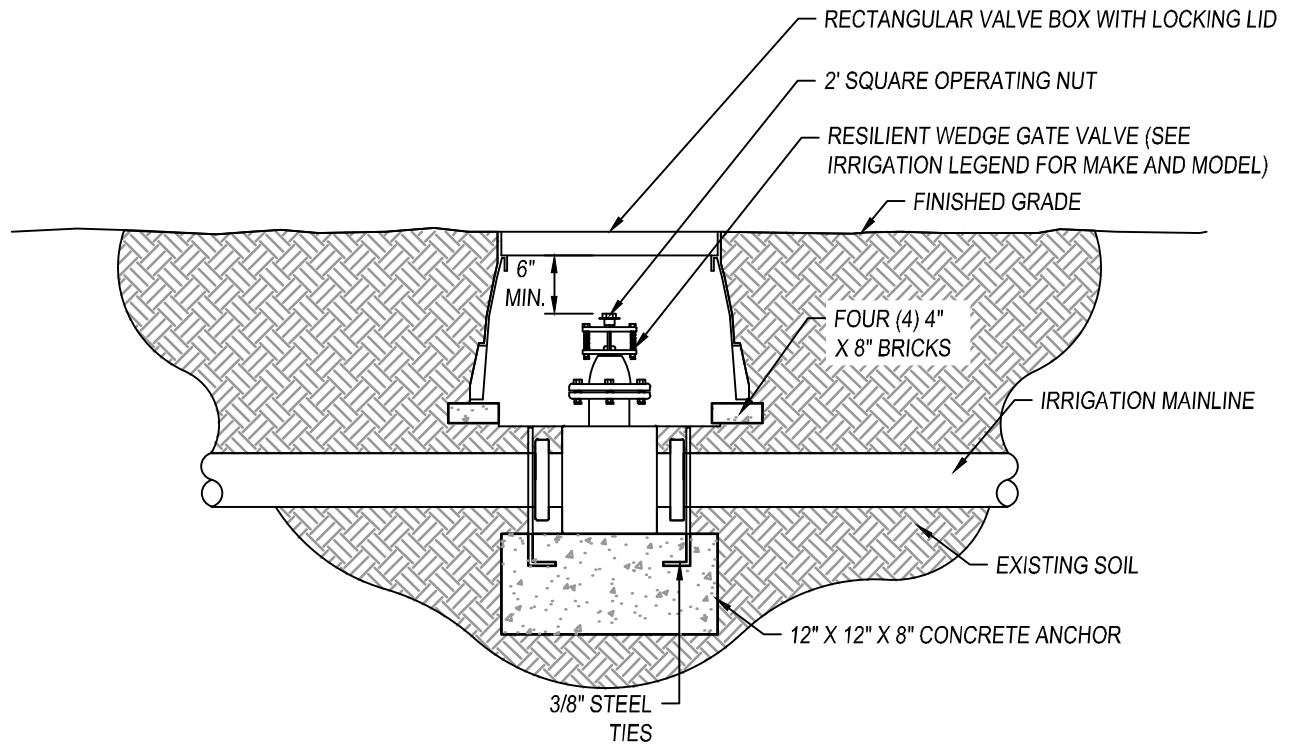
FLOW SENSOR

PUBLIC IMPROVEMENT STANDARDS

L-26

REVISIONS

NAME	BY	DATE



NOTES:

1. INSTALL GATE VALVE PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
2. VALVE BOX SHALL BE WRAPPED WITH MINIMUM 3 MIL. THICK PLASTIC AND SECURE IT TO VALVE BOX USING DUCT TAPE OR ELECTRICAL TAPE.
3. VALVE BOX SHALL BE LOCATED IN PLANTING AREA.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

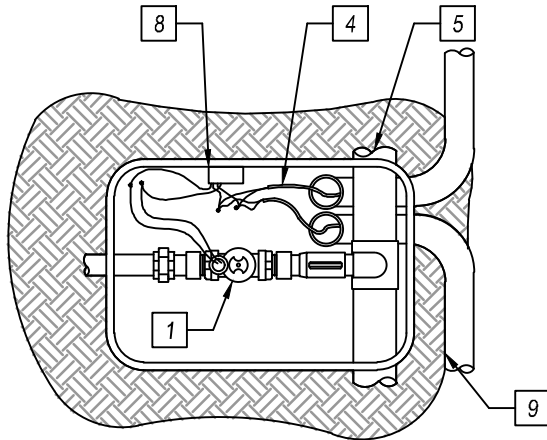
GATE VALVE AND ANCHOR

PUBLIC IMPROVEMENT STANDARDS

L-27

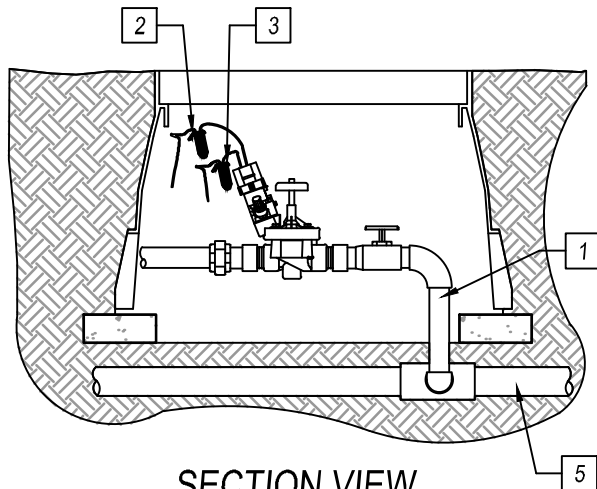
REVISIONS

NAME	BY	DATE

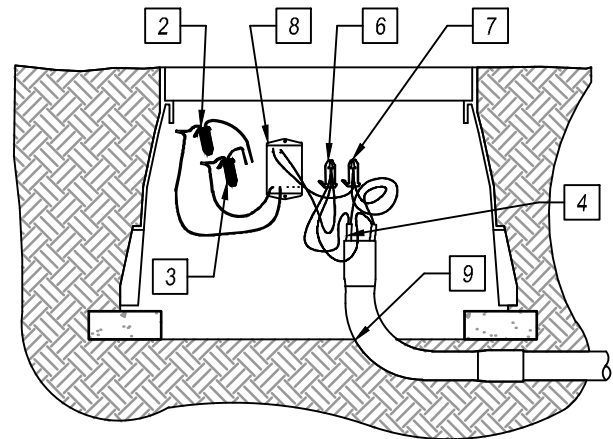


PLAN VIEW

- 1 SEE DETAIL FOR IRRIGATION VALVE. SEE IRRIGATION PLANS FOR PIPING.
- 2 WATERPROOF CONNECTIONS TO VALVE. 3M DBR-Y/6 GREASE PACKS OR APPROVED EQUAL.
- 3 WATERPROOF CONNECTIONS FOR COMMON WIRE TO VALVE. 3M DBR-Y/6 GREASE PACKS OR APPROVED EQUAL.
- 4 TWO-WIRE IRRIGATION WIRE. (SEE SPECIFICATIONS FOR FURTHER INFORMATION).
- 5 IRRIGATION MAINLINE, SEE IRRIGATION PLANS FOR FURTHER INFORMATION.
- 6 TWO-WIRE RED WIRE TO RED BICODER WIRE WITH A WATERPROOF CONNECTOR 3M DBR-Y/6 GREASE PACKS OR APPROVED EQUAL.
- 7 BLACK TWO-WIRE IRRIGATION WIRE TO WATERPROOF CONNECTOR 3M DBR-Y/6 GREASE PACKS OR APPROVED EQUAL.
- 8 TWO-WIRE IRRIGATION DECODER. SEE IRRIGATION PLANS FOR MAKE AND MODEL. ATTACH TO THE VALVE BOX USING A STAINLESS STEEL SELF TAPPING SCREW.
- 9 1-1/2" SCH. 40 ELECTRICAL CONDUIT.



SECTION VIEW



SECTION VIEW

NOTES:

1. CONTRACTOR SHALL PROVIDE FIVE (5') ADDITIONAL FEET OF 2-WIRE AT EACH VALVE LOCATION AND COIL IT UNDERNEATH THE IRRIGATION VALVE AND SECURE IT WITH BLACK ZIP TIES.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

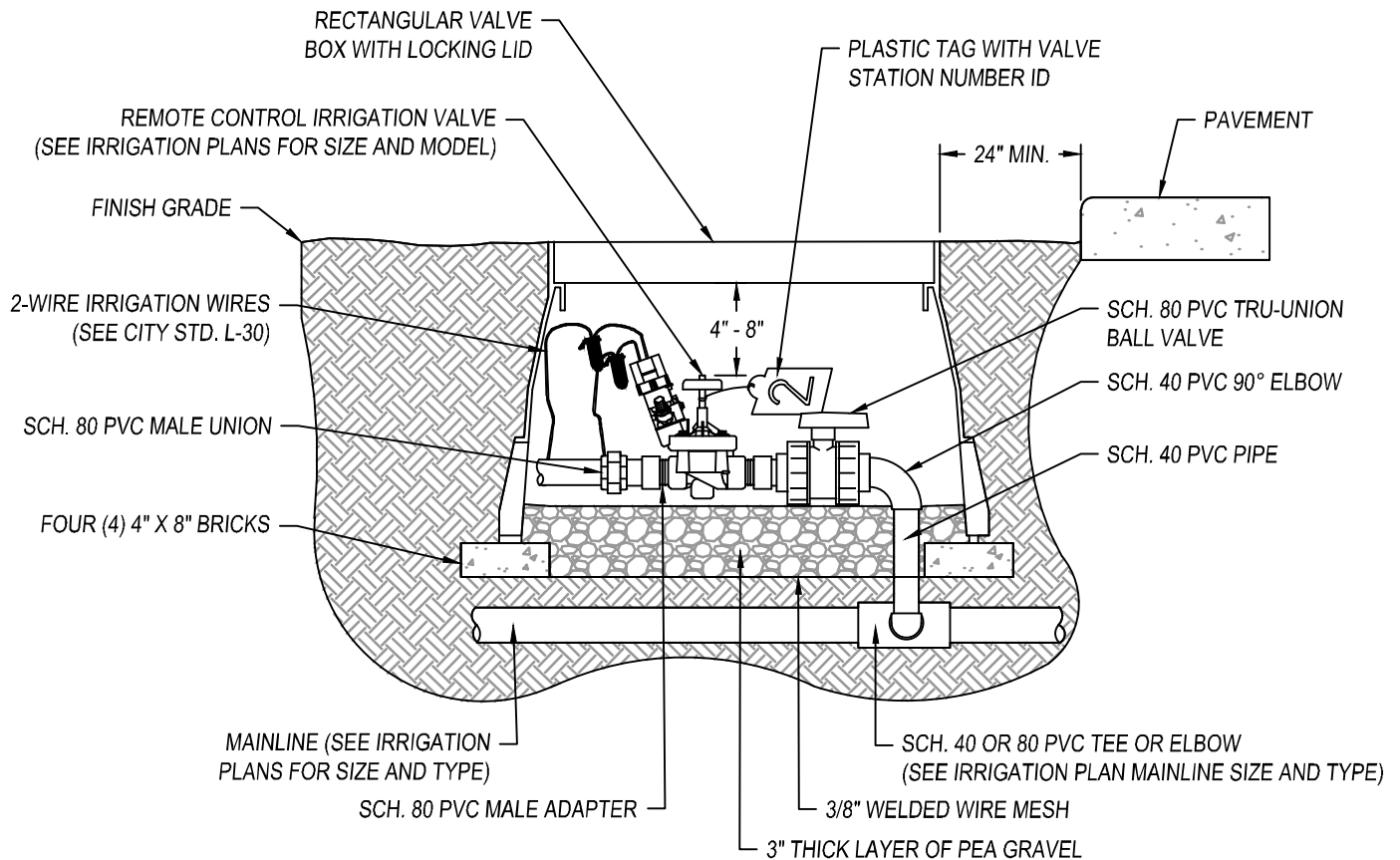
2-WIRE IRRIGATION CONNECTIONS

PUBLIC IMPROVEMENT STANDARDS

L-28

REVISIONS

NAME BY DATE



NOTES:

- COMMON WIRE AND CONTROLLER WIRE SHALL BE DIRECT BURIAL 14 AWG OR LARGER CONTROLLER MANUFACTURER APPROVED 2-WIRE IRRIGATION WIRE .
- ALL WIRE RUNS SHALL BE CONTINUOUS WITHOUT ANY SPLICES UNLESS APPROVED BY THE OWNER'S REPRESENTATIVE. SEE SPLICE BOX DETAIL. WIRE CONNECTIONS SHALL BE MADE USING DBR/Y-6 CONNECTORS OR APPROVED EQUAL.
- CONTRACTOR SHALL COIL AND ADDITIONAL FIVE FEET (5') OF 2-WIRE IRRIGATION WIRE AT EACH VALVE FOR FUTURE USE AND SECURE IT BELOW THE VALVE USING BLACK ZIP TIES.
- VALVE BOX SHALL BE WRAPPED WITH MIN. 3 MIL THICK PLASTIC AND SECURED USING DUCT TAPE OR ELECTRICAL TAPE.
- MAINLINES 4" OR LARGER SHALL USE SADDLES AT THE CONNECTION POINTS TO THE IRRIGATION VALVE. (SEE SPECIFICATIONS FOR IRRIGATIONS SADDLES).
- ALL SCH. 80 PVC TO SCH. 40 PVC THREADED CONNECTIONS SHALL BE MADE USING TEFLON TAPE.
- VALVE BOXES SHALL BE LOCATED IN PLANTING AREAS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

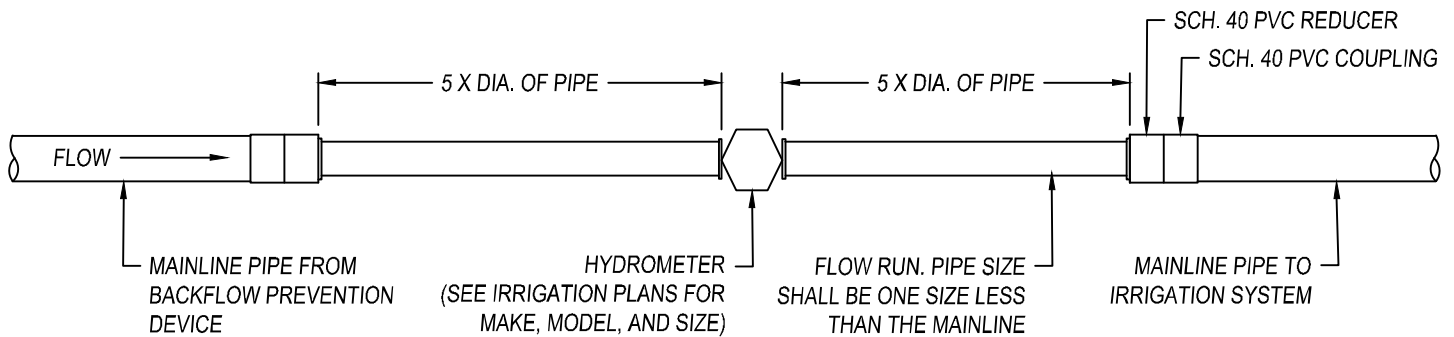
2-WIRE REMOTE CONTROL VALVE

PUBLIC IMPROVEMENT STANDARDS

L-29

REVISIONS

NAME	BY	DATE



NOTES:

1. HYDROMETER SHALL BE OF MAKE AND MODEL AS RECOMMENDED BY THE CONTROLLER MANUFACTURER.
2. HYDROMETER WIRE SHALL BE PER MANUFACTURER'S SPECIFICATIONS.
3. ALL WIRE RUNS SHALL BE CONTINUOUS WITHOUT ANY SPLICES.
4. ALL WIRE SHALL BE PLACED IN 1-1/2" SCH. 40 ELECTRICAL CONDUIT.
5. SEE CITY STD. L-24 FOR FURTHER INFORMATION.
6. FLOW RUN PIPE SHALL BE REDUCED DOWN ONE (1) PIPE SIZE AS INDICATED.

EXAMPLE

3" MAINLINE = 2-1/2" FLOW RUN
 2-1/2" MAINLINE = 2" FLOW RUN
 2" MAINLINE = 1-1/2" FLOW RUN



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

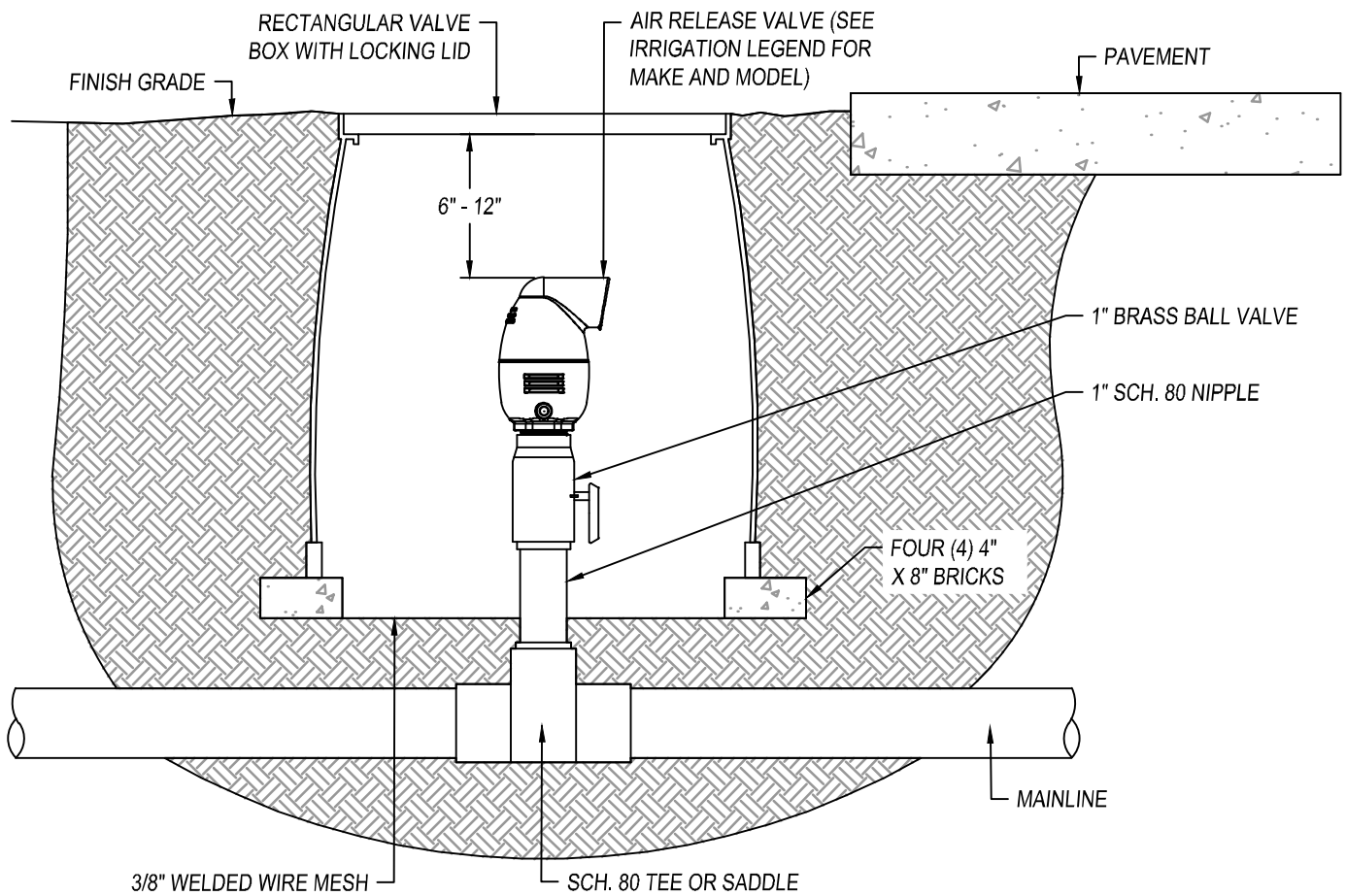
HYDROMETER LAYOUT

PUBLIC IMPROVEMENT STANDARDS

L-30

REVISIONS

NAME	BY	DATE



NOTES:

1. LOCATE VALVE BOXES IN PLANTING AREAS.
2. WRAP VALVE BOX WITH A MINIMUM OF 3 MIL THICK PLASTIC AND SECURE IT USING DUCT TAPE OR ELECTRICAL TAPE.
3. ALL THREADED CONNECTION TO BE MADE USING TEFLON TAPE OR PIPE DOPE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

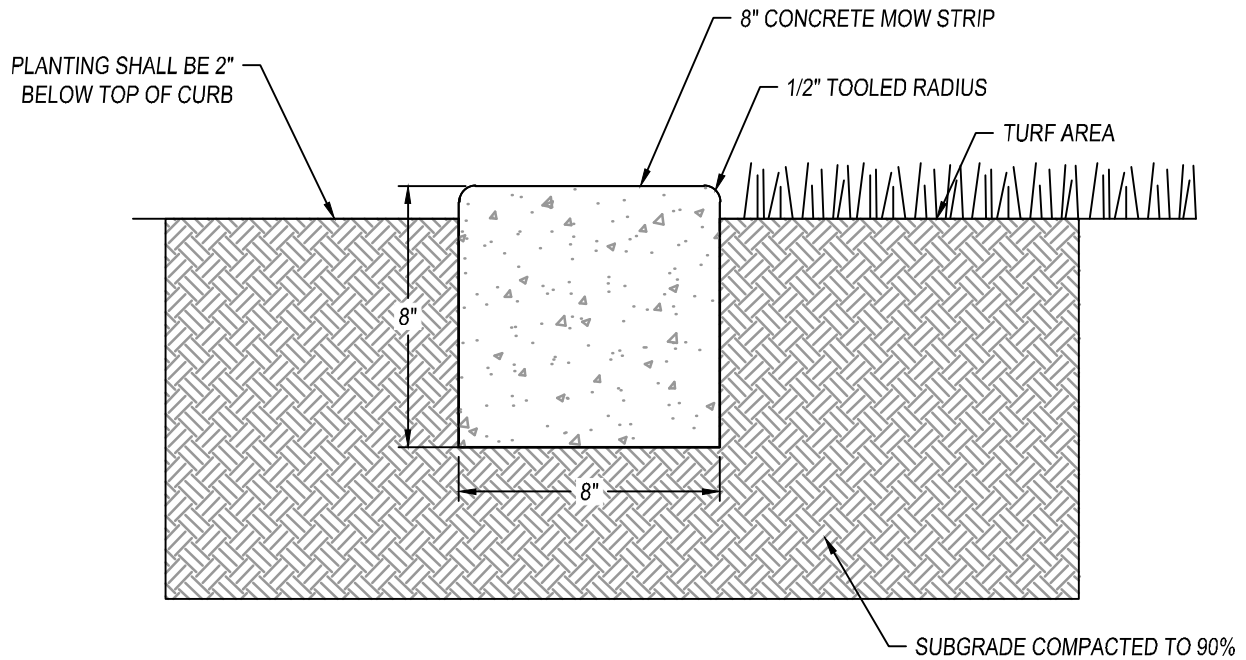
1" AIR RELEASE VALVE

PUBLIC IMPROVEMENT STANDARDS

L-31

REVISIONS

NAME	BY	DATE



NOTES:

1. PROVIDE SCORE JOINTS AT 10'-0" O.C.
2. CONCRETE SHALL BE CLASS B, 5 SACK MIX.
3. EXPANSION JOINTS SHALL BE PROVIDED AT CORNERS OR WALLS AND EVERY 30'-0" O.C. MAXIMUM.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

8" CONCRETE MOW STRIP

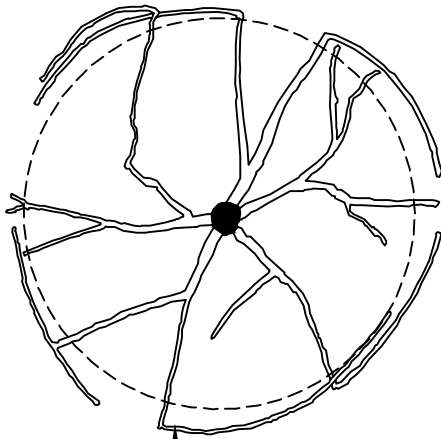
PUBLIC IMPROVEMENT STANDARDS

L-32

REVISIONS

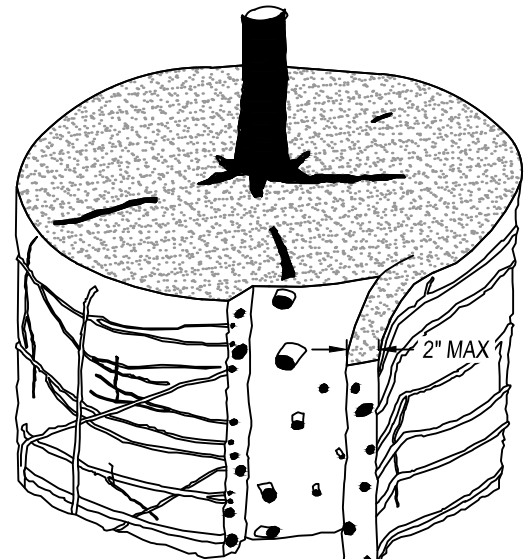
NAME	BY	DATE

BEFORE SHAVING



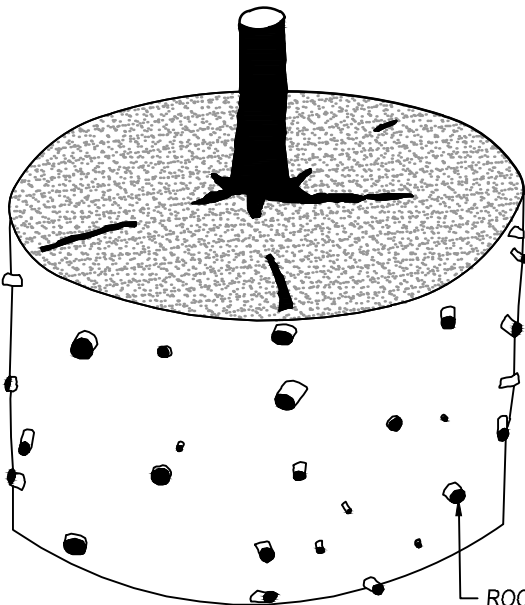
SHAVE ROOT BALL HERE
TO REMOVE ALL ROOTS
GROWING ON PERIPHERY

SHAVING PROCESS



SHAVE OUTER
PERIPHERY OF
THE ROOT BALL A
MAX. OF 2" THICK

SHAVING COMPLETE



ROOTS TIPS EXPOSED AT PERIPHERY
OF ROOT BALL. ALL RODS GROWING
AROUND PERIPHERY ARE REMOVED

NOTES:

1. SHAVING TO BE CONDUCTED USING A SHARP BLADE OR HAND SAW ELIMINATING NO MORE THAN NEEDED TO REMOVE ALL ROOTS ON THE PERIPHERY OF ROOT BALL.
2. SHAVING CAN BE PERFORMED JUST PRIOR TO PLANTING OR AFTER PLACING IN THE HOLE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

ROOT BALL SHAVING

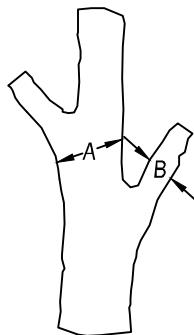
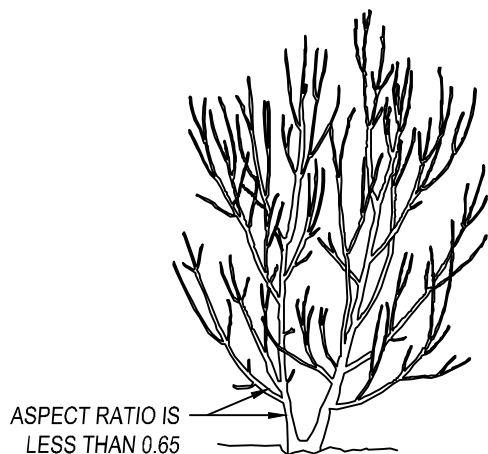
PUBLIC IMPROVEMENT STANDARDS

L-33

REVISIONS

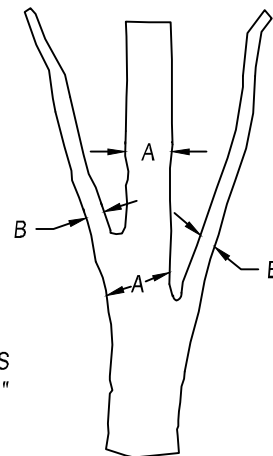
NAME	BY	DATE

ACCEPTABLE

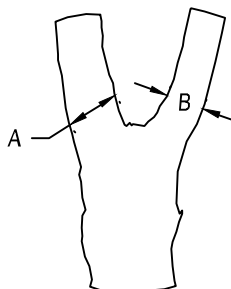


EXAMPLE		
A	B	ASPECT RATIO
1.50"	0.50"	0.33
2.50"	0.09"	0.36
2.00"	1.00"	0.50
2.50"	1.60"	0.64

ASPECT RATIO OF B:A LESS THAN 0.66 AS MEASURED 1" ABOVE THE TOP OF THE BRANCH UNION

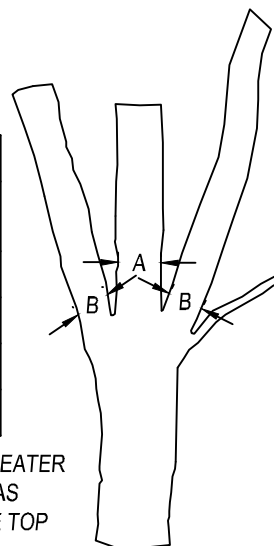


REJECTABLE



EXAMPLE		
A	B	ASPECT RATIO
2.50"	1.80"	0.72
2.0"	2.0"	1.0
2.5"	2.0"	0.80
4.0"	3.0"	0.75

ASPECT RATIO OF B:A GREATER THAN OR EQUAL TO 0.66 AS MEASURED 1" ABOVE THE TOP OF THE BRANCH UNION



NOTES:

1. ASPECT RATIO SHALL BE LESS THAN 0.66 ON ALL BRANCH UNIONS. ASPECT RATIO IS THE DIAMETER OF BRANCH (B) DIVIDED BY THE DIAMETER OF THE TRUNK (A) AS MEASURED 1" ABOVE THE TOP OF THE BRANCH UNION.
2. ANY TREE NOT MEETING THE CROWN OBSERVATIONS DETAIL MAY BE REJECTED.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

CROWN OBSERVATION - MULTI

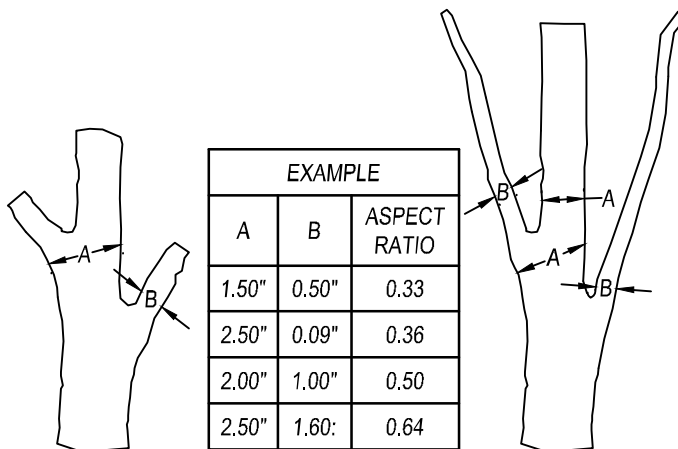
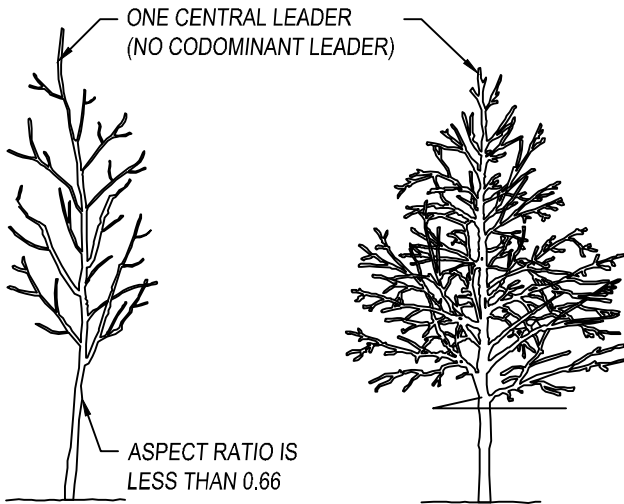
PUBLIC IMPROVEMENT STANDARDS

L-34

REVISIONS

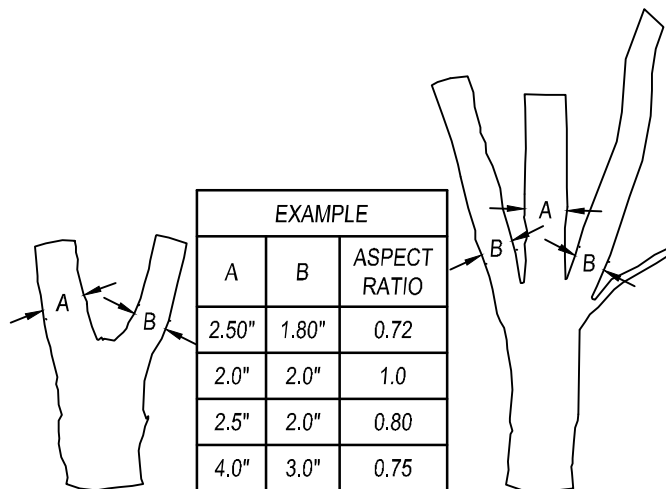
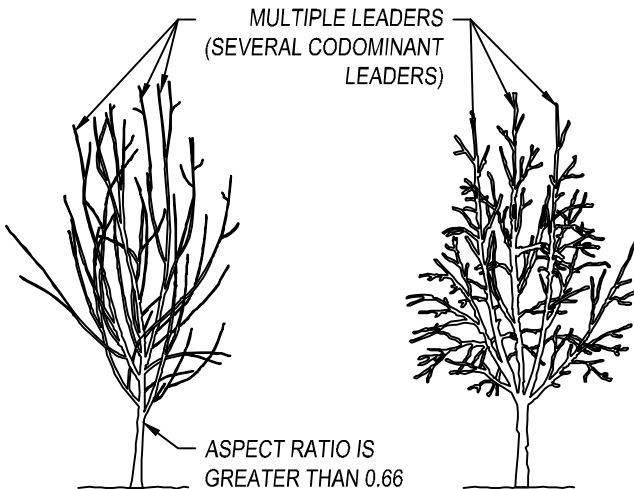
NAME BY DATE

ACCEPTABLE



ASPECT RATIO OF B:A LESS THAN 0.66 AS MEASURED
1" ABOVE THE TOP OF THE BRANCH UNION

REJECTABLE



ASPECT RATIO OF B:A GREATER THAN OR EQUAL TO 0.66 AS MEASURED 1" ABOVE THE TOP OF THE BRANCH UNION.

NOTES:

1. ASPECT RATIO SHALL BE LESS THAN 0.66 ON ALL BRANCH UNIONS. ASPECT RATIO IS THE DIAMETER OF BRANCH (B) DIVIDED BY THE DIAMETER OF THE TRUNK (A) AS MEASURED 1" ABOVE THE TOP OF THE BRANCH UNION.
2. ANY TREE NOT MEETING THE CROWN OBSERVATIONS DETAIL MAY BE REJECTED.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

CROWN OBSERVATION - HIGH
BRANCHED

PUBLIC IMPROVEMENT STANDARDS

L-35

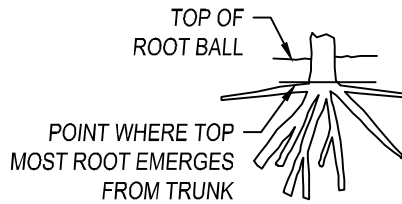
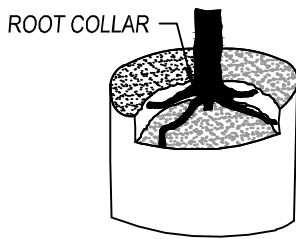
REVISIONS

NAME _____

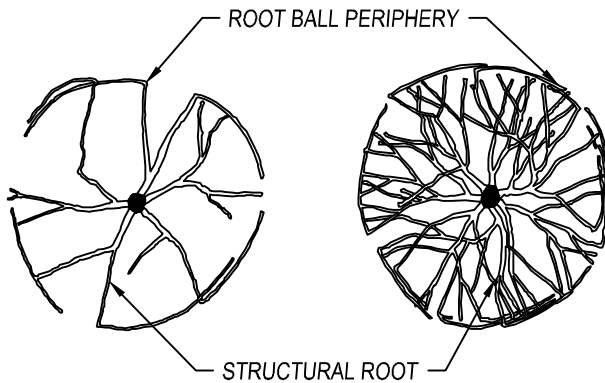
BY

DATE _____

ACCEPTABLE

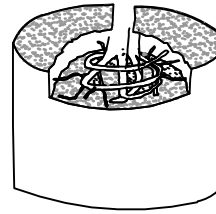


THE POINT WHERE TOP-MOST ROOT(S) EMERGES FROM THE TRUNK (ROOT COLLAR) SHOULD BE WITHIN THE TOP 2" OF SUBSTRATE. THE ROOT COLLAR AND THE ROOT BALL INTERIOR SHOULD BE FREE OF DEFECTS INCLUDING CIRCLING, KINKED, ASCENDING, AND STEM GIRDLING ROOTS. STRUCTURAL ROOTS SHALL REACH THE PERIPHERY NEAR THE TOP OF THE ROOT BALL.

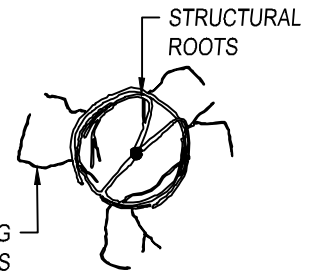


ROOTS RADIATE FROM TRUNK AND REACH SIDE OF ROOT BALL WITHOUT DEFLECTING DOWN OR AROUND.

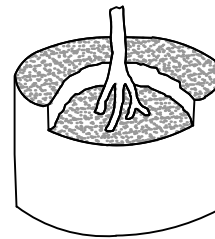
REJECTABLE



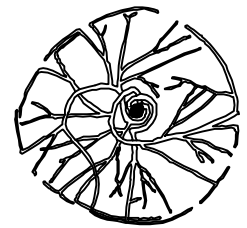
STRUCTURAL ROOTS CIRCLE INTERIOR OF ROOT BALL. NO STRUCTURAL ROOTS ARE HORIZONTAL AND REACH THE ROOT BALL PERIPHERY NEAR THE TOP OF THE ROOT BALL.



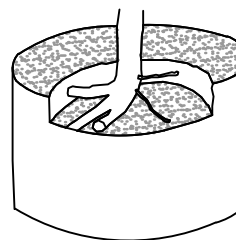
ONLY ABSORBING ROOTS REACH THE PERIPHERY NEAR THE TOP OF THE ROOT BALL. STRUCTURAL ROOTS MOSTLY WRAP OR ARE DEFLECTED ON THE ROOT BALL INTERIOR.



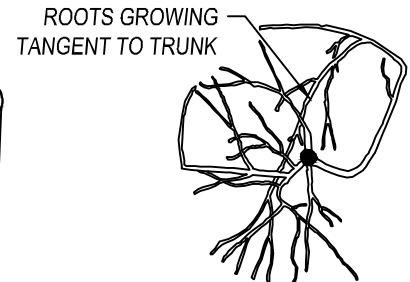
STRUCTURAL ROOTS DESCEND INTO ROOT BALL INTERIOR. NO STRUCTURAL ROOTS ARE HORIZONTAL AND REACH THE ROOT BALL PERIPHERY NEAR THE TOP OF THE ROOT BALL.



STRUCTURAL ROOTS CIRCLE AND DO NOT RADIATE FROM THE TRUNK.



STRUCTURAL ROOTS PRIMARILY GROW TO ONE SIDE.



STRUCTURAL ROOTS MISSING FROM ONE SIDE, AND/OR GROW TANGENT TO TRUNK.

NOTES:

- OBSERVATIONS OF ROOTS SHALL OCCUR PRIOR TO ACCEPTANCE. ROOTS AND SUBSTRATE MAY BE REMOVED DURING THE OBSERVATION PROCESS; SUBSTRATE/SOIL SHALL BE REPLACED AFTER OBSERVATION HAS BEEN COMPLETED.
- SMALL ROOTS ($\frac{1}{4}$ " OR LESS) THAT GROW AROUND, UP, OR DOWN THE ROOT BALL PERIPHERY ARE CONSIDERED A NORMAL CONDITION IN CONTAINER PRODUCTION AND ARE ACCEPTABLE HOWEVER THEY SHOULD BE ELIMINATED AT THE TIME OF PLANTING. ROOTS ON THE PERIPHERY CAN BE REMOVED AT THE TIME OF PLANTING. (SEE ROOT BALL SHAVING CONTAINER DETAIL).
- SEE SPECIFICATIONS FOR OBSERVATION PROCESS AND REQUIREMENTS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

ROOT OBSERVATION - CONTAINER

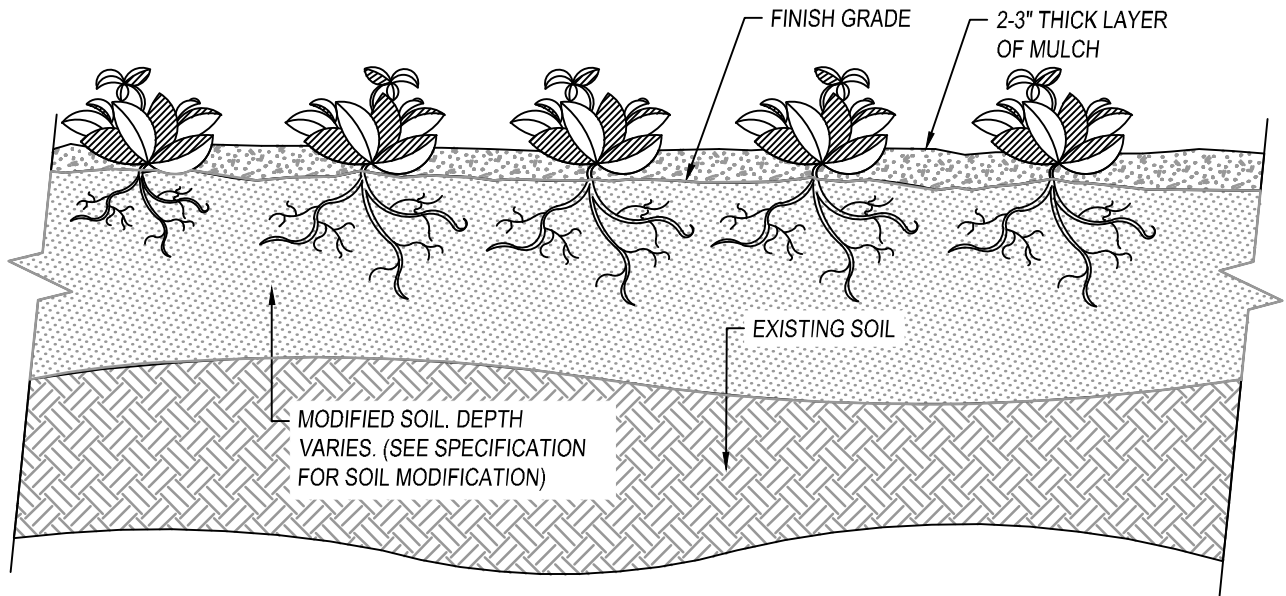
PUBLIC IMPROVEMENT STANDARDS

L-36

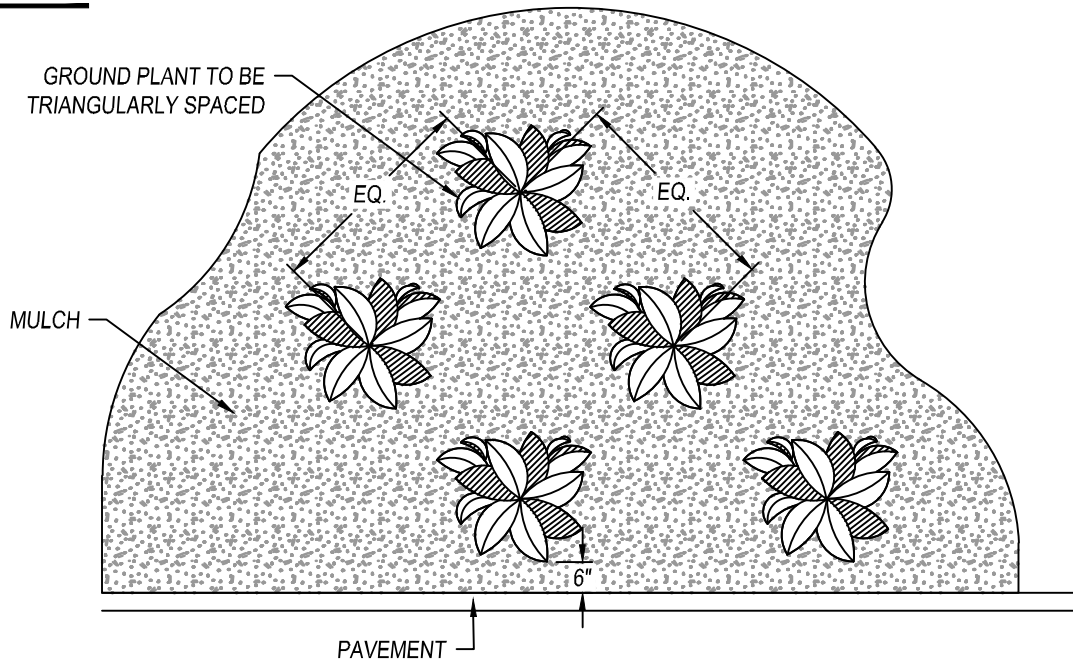
REVISIONS

NAME BY DATE

SECTION VIEW



PLAN VIEW



NOTES:

1. SEE PLANTING LEGEND FOR GROUNDCOVER SPECIES, SIZE, AND SPACING DIMENSION.
2. SMALL ROOTS (1/4" OR LESS) THAT GROW AROUND, UP, OR DOWN THE ROOT BALL PERIPHERY ARE CONSIDERED A NORMAL CONDITION IN CONTAINER PRODUCTION AND ARE ACCEPTABLE HOWEVER THEY SHOULD BE ELIMINATED AT THE TIME OF PLANTING. ROOTS ON THE PERIPHERY CAN BE REMOVED AT THE TIME OF PLANTING. (SEE ROOT BALL SHAVING CONTAINER DETAIL).
3. SETTLE SOIL AROUND ROOT BALL OF EACH GROUNDCOVER PRIOR TO MULCHING.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

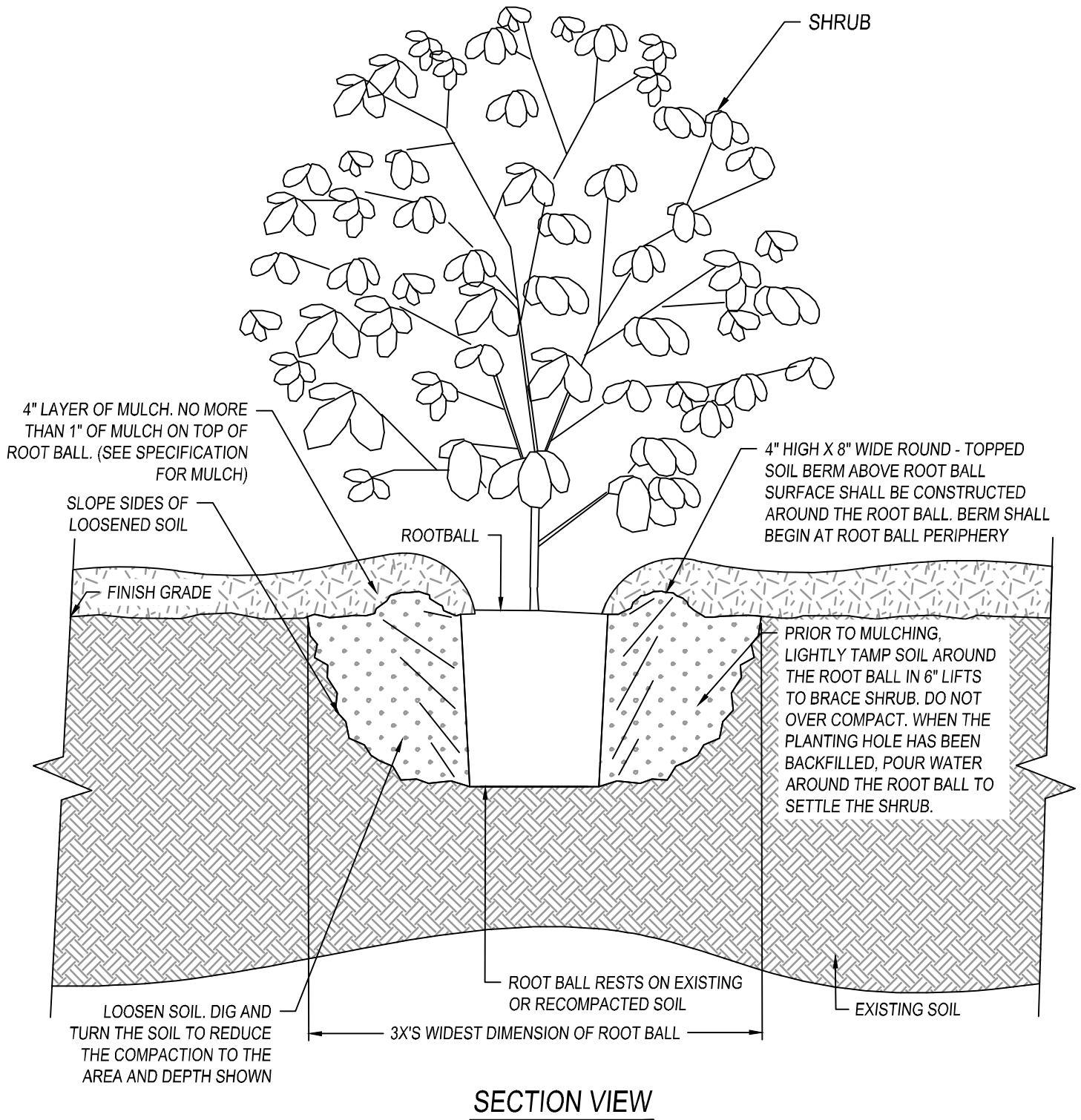
GROUNDCOVER

PUBLIC IMPROVEMENT STANDARDS

L-37

REVISIONS

NAME	BY	DATE
------	----	------



NOTES:

- SHRUBS SHALL BE OF QUALITY PRESCRIBED IN THE ROOT OBSERVATIONS DETAIL AND SPECIFICATIONS.
- SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

SHRUB - UNMODIFIED SOIL

PUBLIC IMPROVEMENT STANDARDS

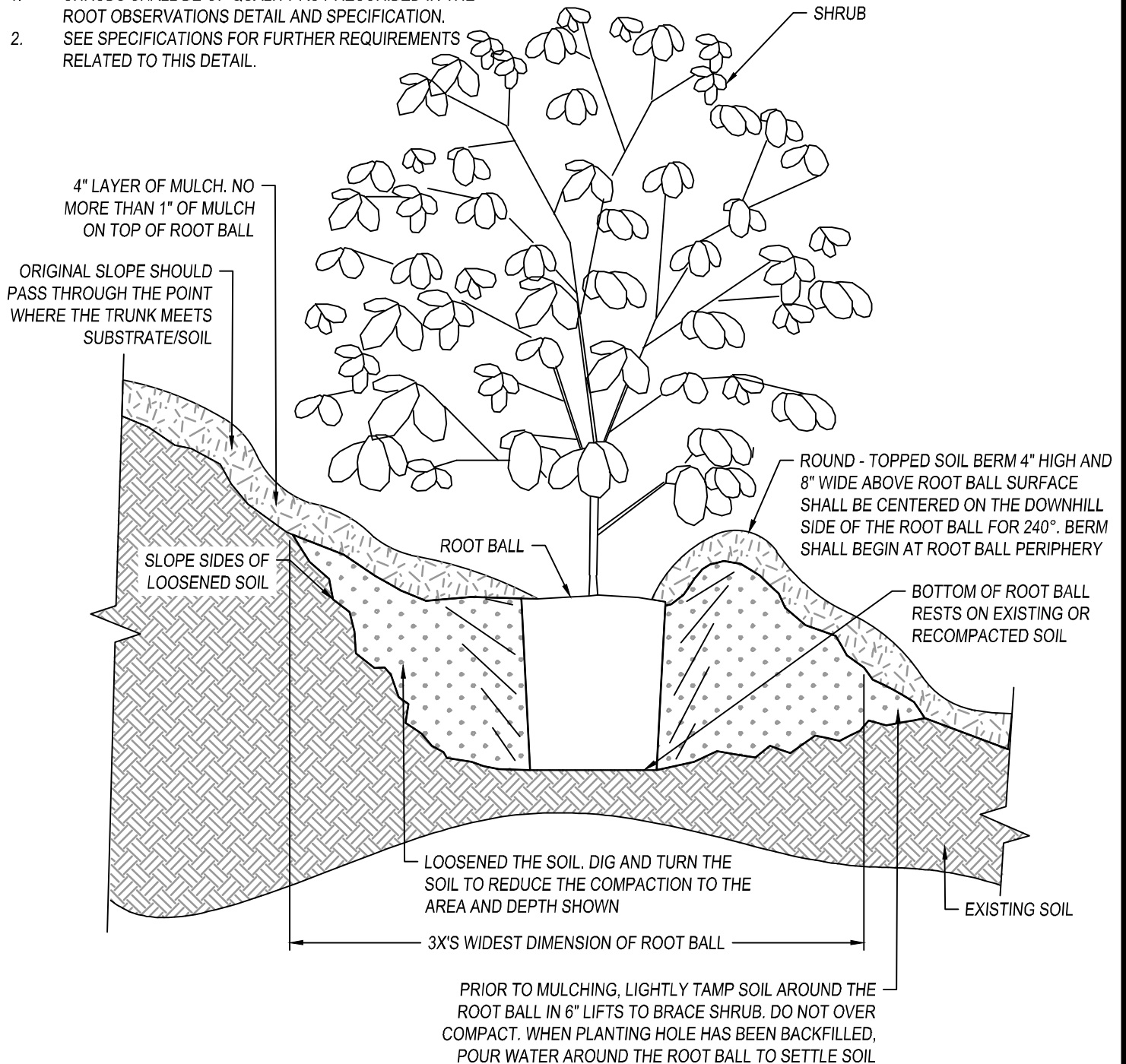
L-38

REVISIONS

NAME	BY	DATE

NOTES:

1. SHRUBS SHALL BE OF QUALITY AS PRESCRIBED IN THE ROOT OBSERVATIONS DETAIL AND SPECIFICATION.
2. SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.



SECTION VIEW



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

SHRUB ON SLOPE (5% TO 50%)

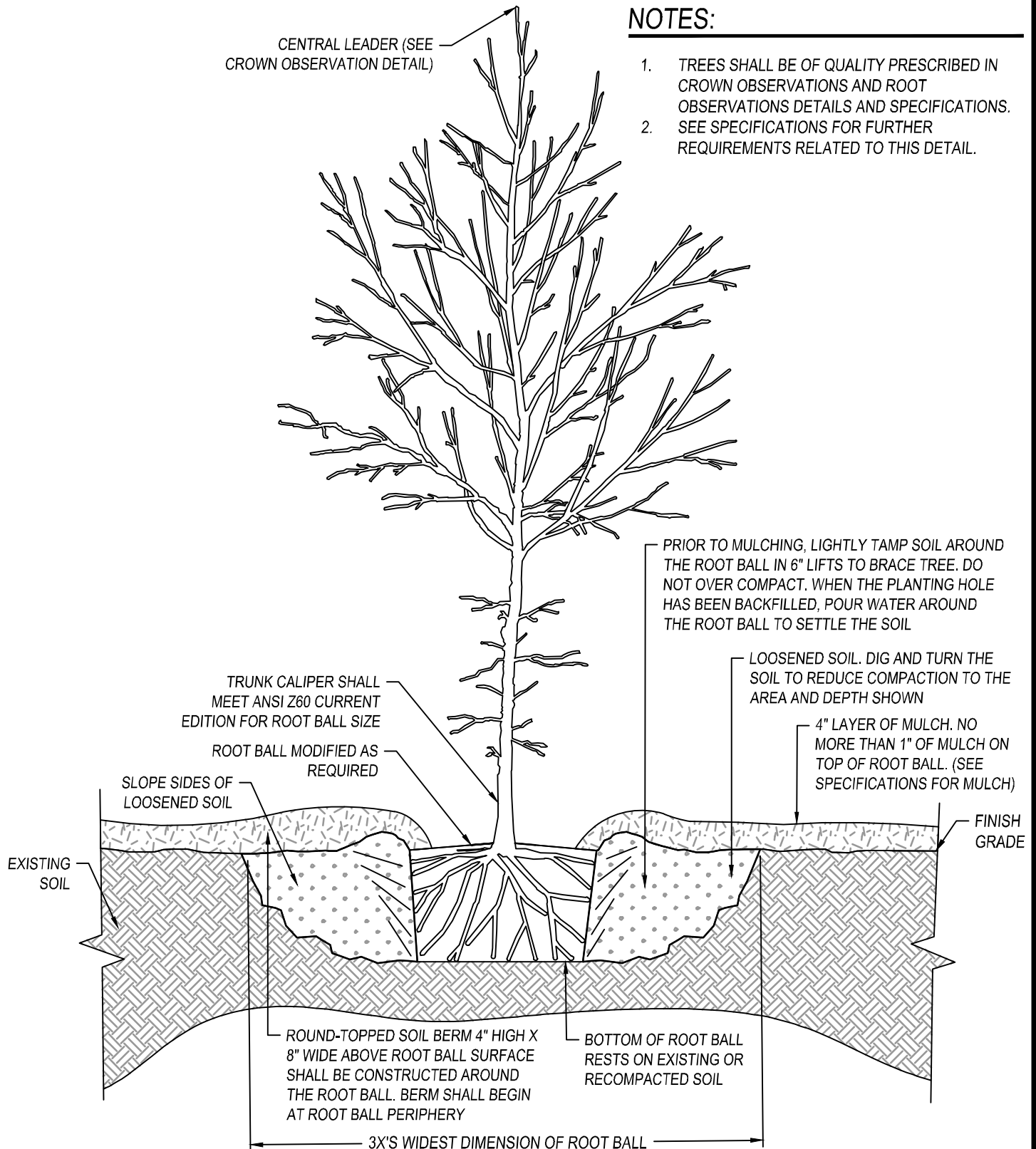
PUBLIC IMPROVEMENT STANDARDS

L-39

REVISIONS

NAME	BY	DATE

1. TREES SHALL BE OF QUALITY PRESCRIBED IN CROWN OBSERVATIONS AND ROOT OBSERVATIONS DETAILS AND SPECIFICATIONS.
2. SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.



SECTION VIEW



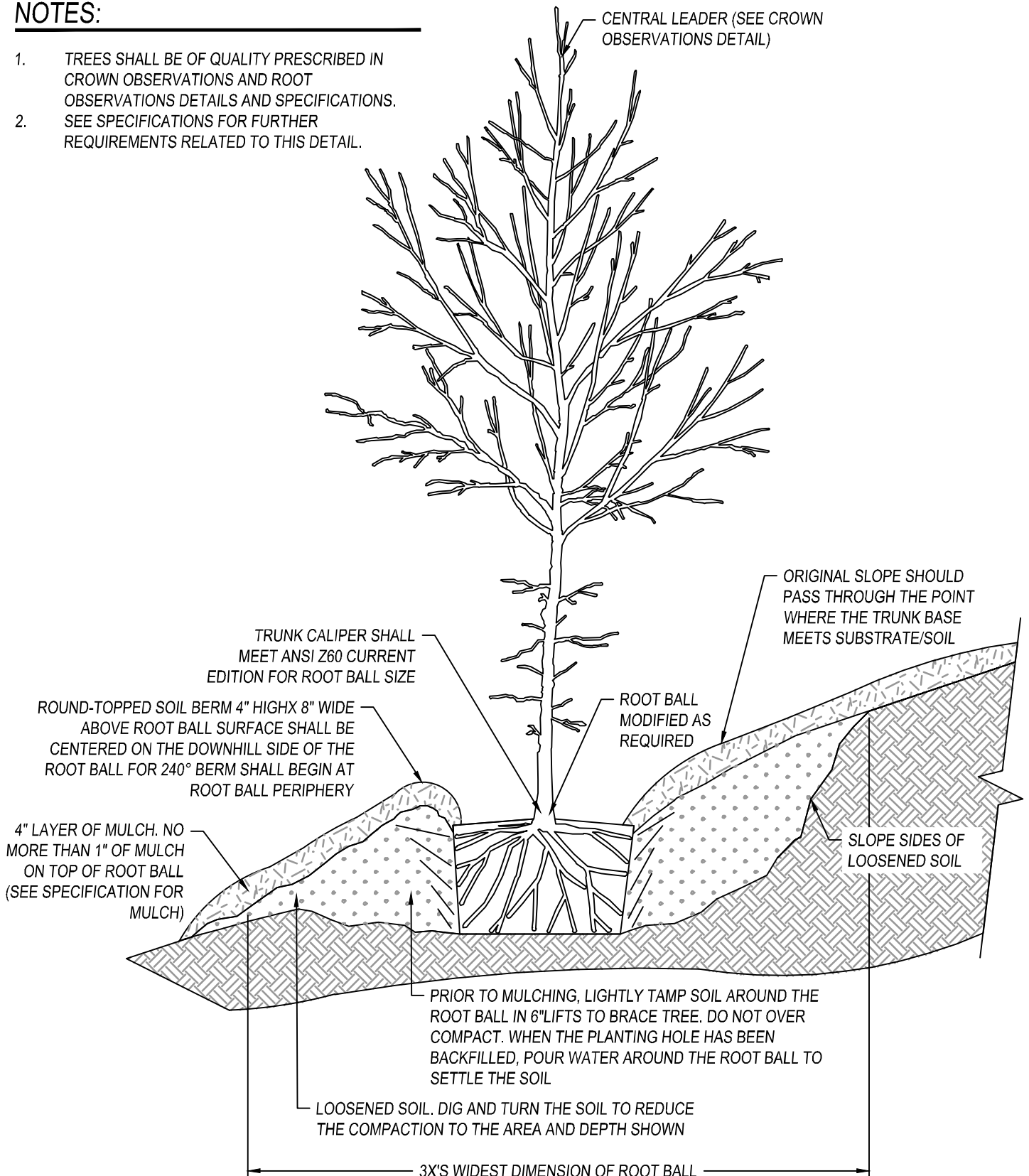
PUBLIC IMPROVEMENT STANDARDS

REVISIONS

REVISIONS		
NAME	BY	DATE

NOTES:

1. TREES SHALL BE OF QUALITY PRESCRIBED IN CROWN OBSERVATIONS AND ROOT OBSERVATIONS DETAILS AND SPECIFICATIONS.
2. SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.



SECTION VIEW



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

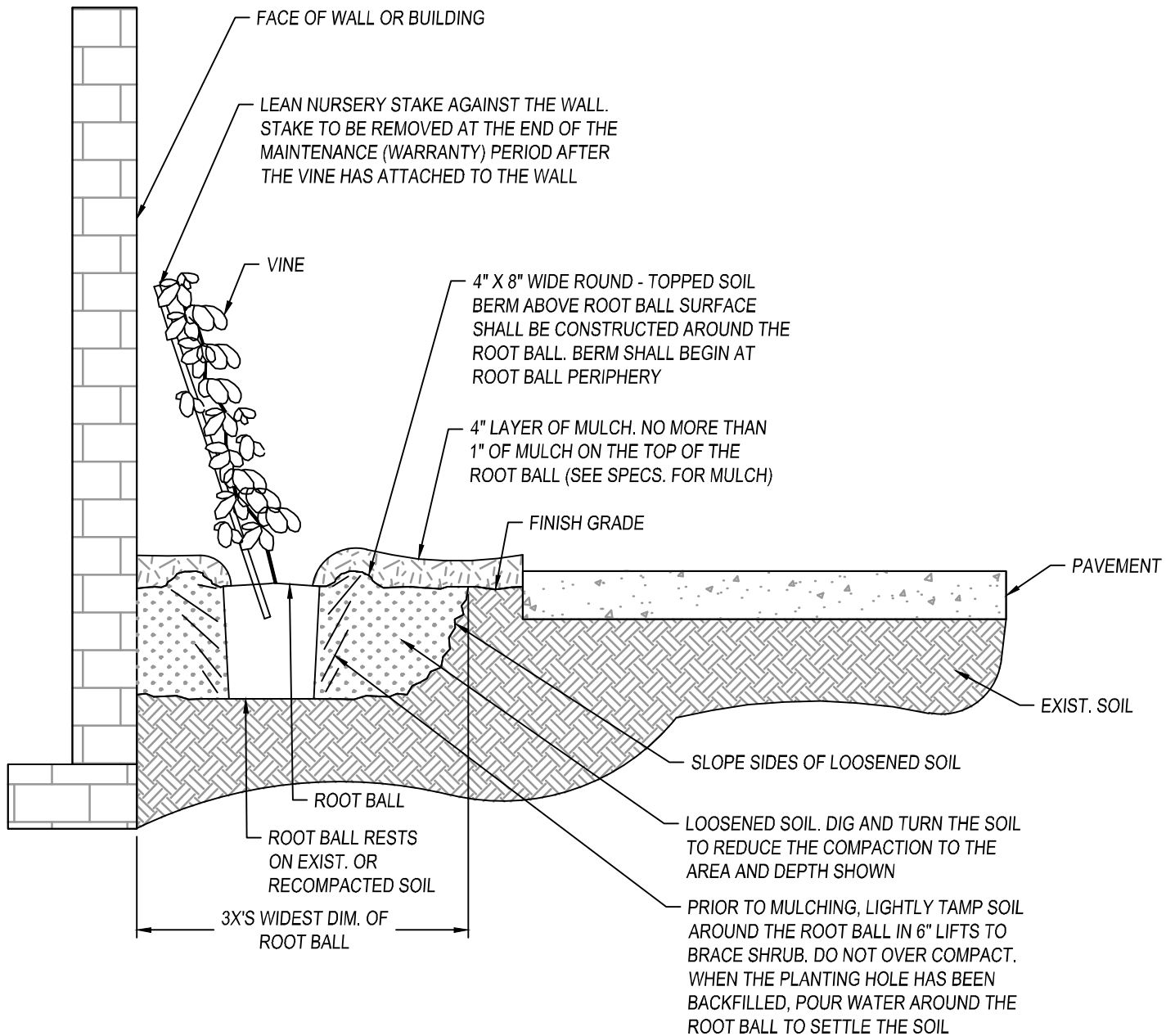
TREE ON SLOPE (5% TO 50%)

PUBLIC IMPROVEMENT STANDARDS

L-41

REVISIONS

NAME	BY	DATE



NOTES:

- VINES SHALL BE OF QUALITY AS PRESCRIBED IN THE ROOT OBSERVATIONS DETAIL AND SPECIFICATIONS.
- SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

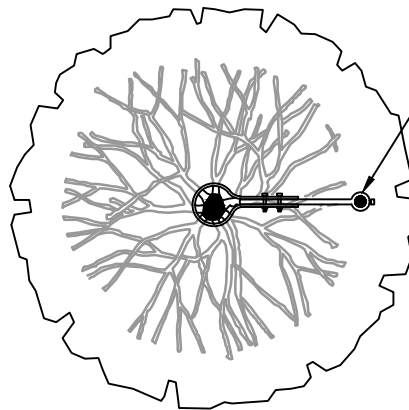
VINE - UNMODIFIED SOIL

PUBLIC IMPROVEMENT STANDARDS

L-42

REVISIONS

NAME	BY	DATE

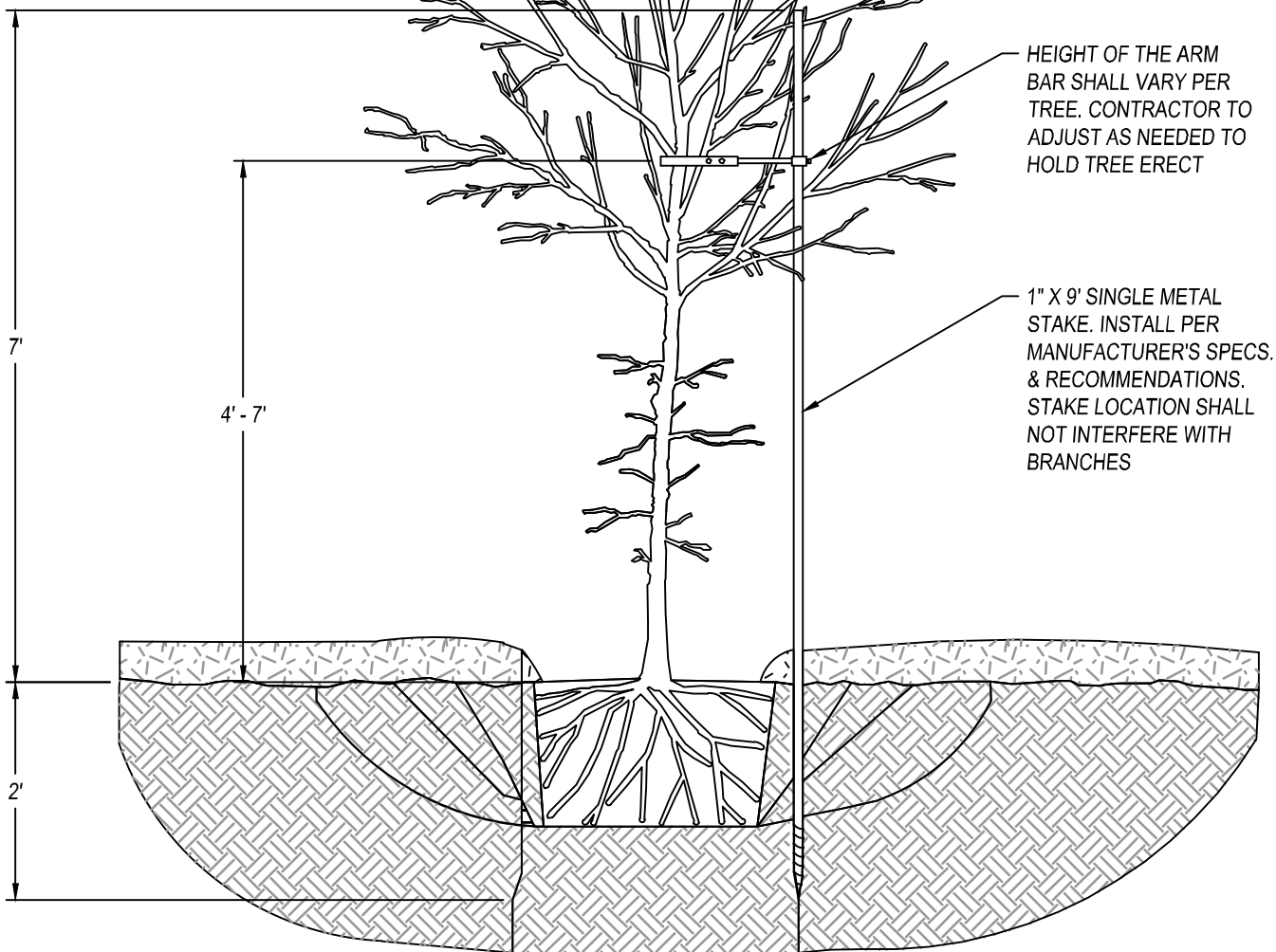


PLAN VIEW

1" X 9' SINGLE METAL STAKE WITH
METAL ARM BAR SECURED TO STAKE
AND RUBBER STRAP AROUND TRUNK

PREVAILING WIND

REMOVE NURSERY STAKE. IF
CENTRAL LEADER NEEDS TO BE
STRAIGHTENED OR HELD ERECT, IT
IS ACCEPTABLE TO ATTACH A 1/2"
X 8' BAMBOO POLE TO THE
CENTRAL LEADER AND TRUNK



SECTION VIEW

HEIGHT OF THE ARM
BAR SHALL VARY PER
TREE. CONTRACTOR TO
ADJUST AS NEEDED TO
HOLD TREE ERECT

1" X 9' SINGLE METAL
STAKE. INSTALL PER
MANUFACTURER'S SPECS.
& RECOMMENDATIONS.
STAKE LOCATION SHALL
NOT INTERFERE WITH
BRANCHES



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

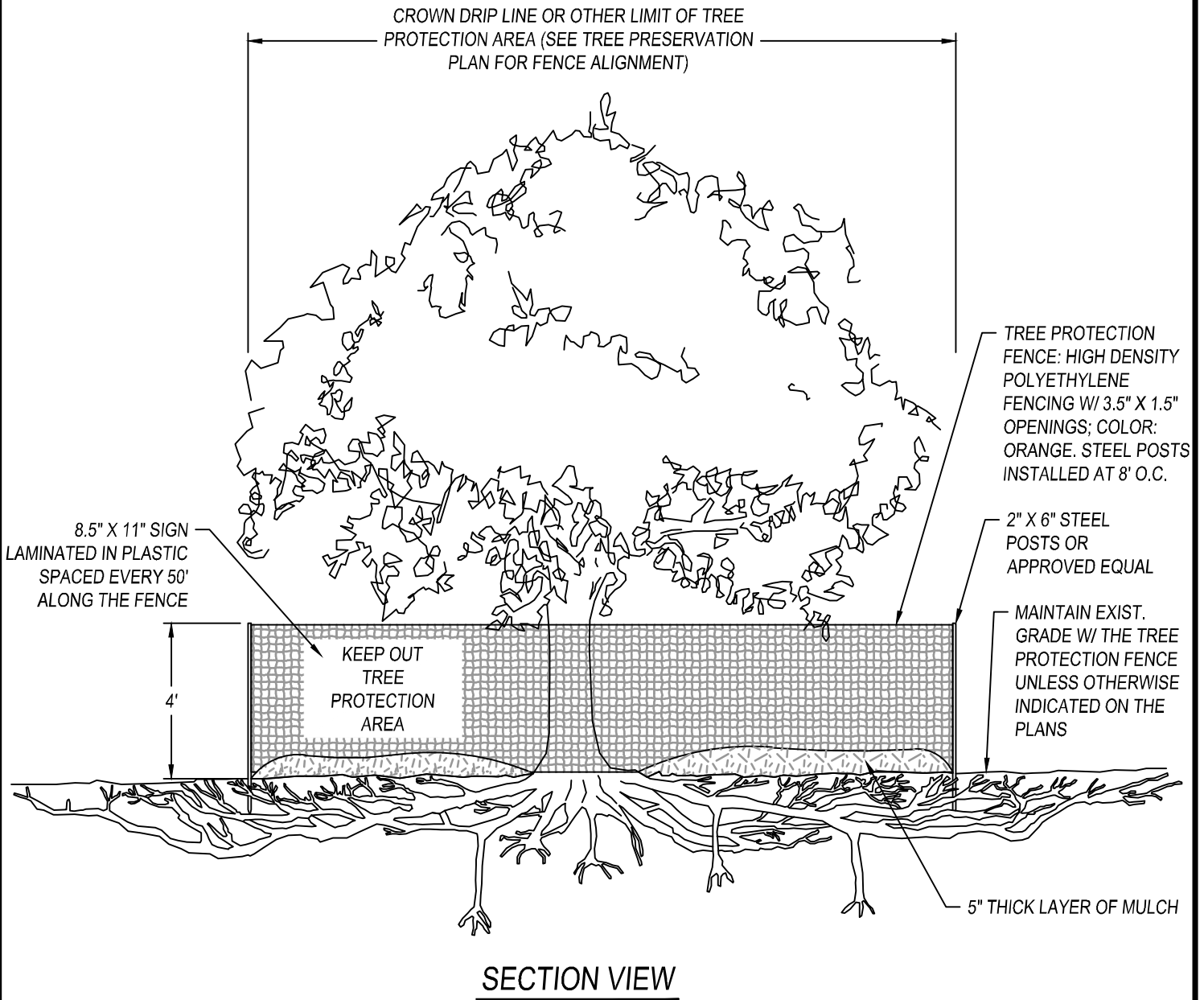
TREE STAKING - SINGLE METAL STAKE

PUBLIC IMPROVEMENT STANDARDS

L-43

REVISIONS

NAME	BY	DATE



NOTES:

1. SEE SPECIFICATIONS FOR ADDITIONAL TREE PROTECTION REQUIREMENTS.
2. IF THERE IS NO EXISTING IRRIGATION, SEE SPECIFICATIONS FOR WATERING REQUIREMENTS.
3. NO PRUNING SHALL BE PERFORMED EXCEPT BY APPROVED ARBORIST.
4. NO EQUIPMENT SHALL OPERATE INSIDE THE PROTECTIVE FENCING INCLUDING DURING FENCE INSTALLATION AND REMOVAL.
5. SEE SITE PREPARATION PLAN FOR ANY MODIFICATIONS WITH THE TREE PROTECTION AREA.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

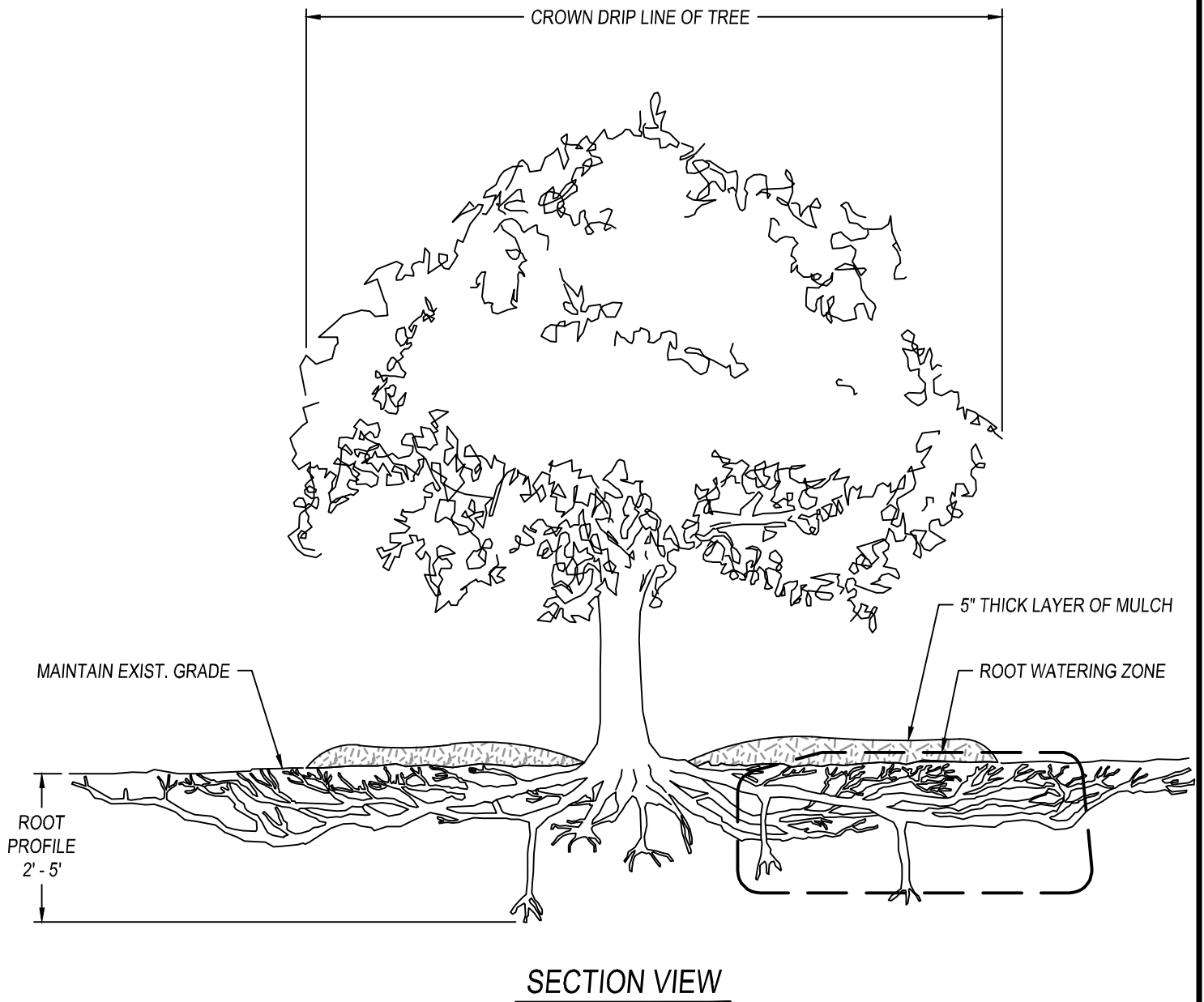
TREE PROTECTION

PUBLIC IMPROVEMENT STANDARDS

L-44

REVISIONS

NAME	BY	DATE



NOTES:

1. APPLY 10 GALLONS OF WATER PER 1" OF TRUNK SIZE MEASURED AT DIAMETER BREAST HEIGHT EVERY 2-3 WEEKS.
2. WATER APPLICATION SHOULD BE DETERMINED BY IRRIGATION EMITTER. IE. OVERHEAD, DRIP, OR HAND HELD.
3. LONGER, SLOWER APPLICATION OF WATER IS IDEAL WHICH ALLOWS WATER TO SLOWLY PERCOLATE INTO THE TREES ROOT ZONE AND BE UTILIZED BY THE TREES ROOT SYSTEM.
4. DO NOT SPRAY THE TREE TRUNK OR APPLY WATER DIRECTLY ADJACENT TO THE TRUNK.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

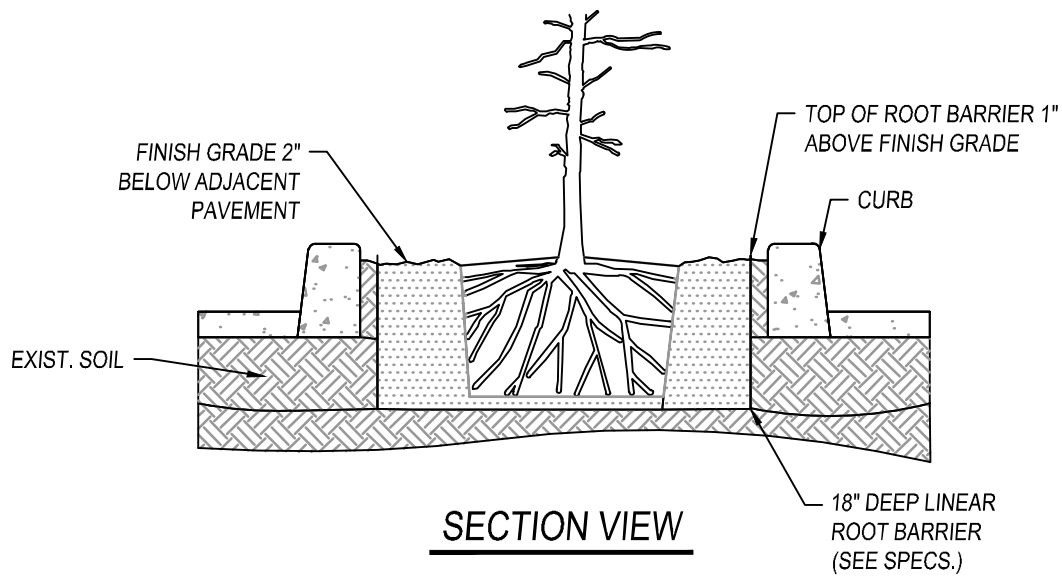
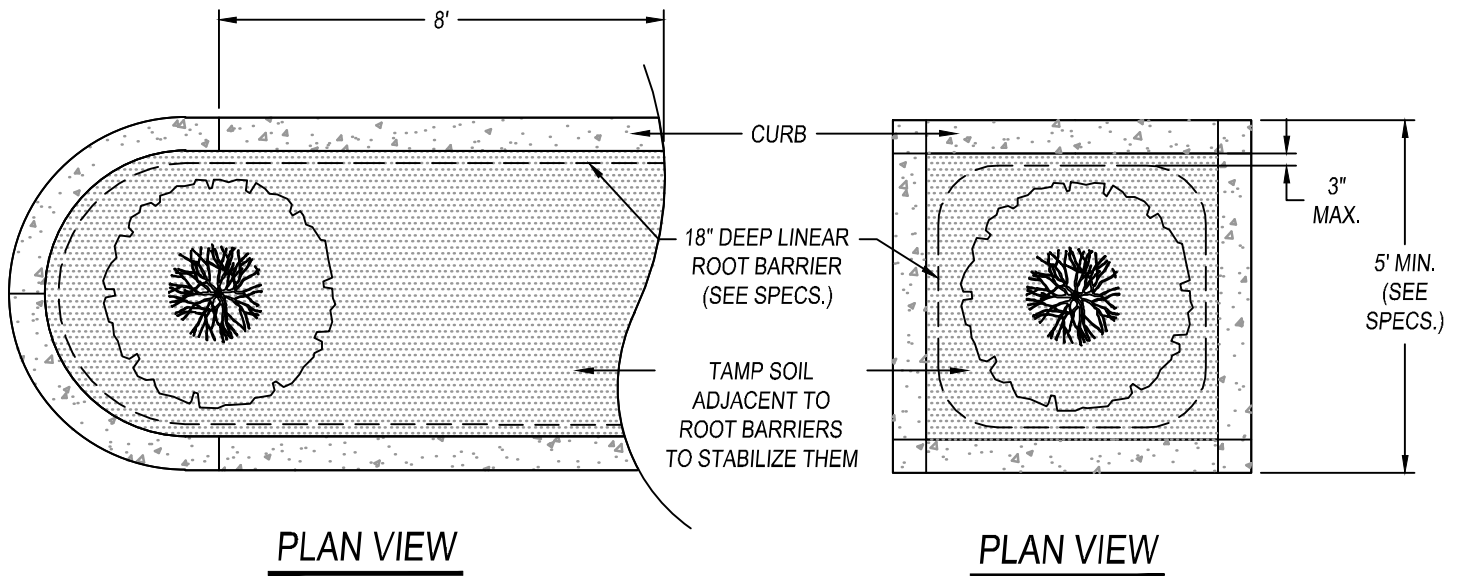
WATERING MATURE TREES

PUBLIC IMPROVEMENT STANDARDS

L-45

REVISIONS

NAME	BY	DATE



NOTES:

1. ROOT BARRIERS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
2. ROOT BARRIERS SHALL BE INSTALLED WHEN ROOT BALL IS LOCATED WITHIN 8' OF PAVEMENT.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

LINEAR ROOT BARRIERS - PARKING
LOT ISLANDS

PUBLIC IMPROVEMENT STANDARDS

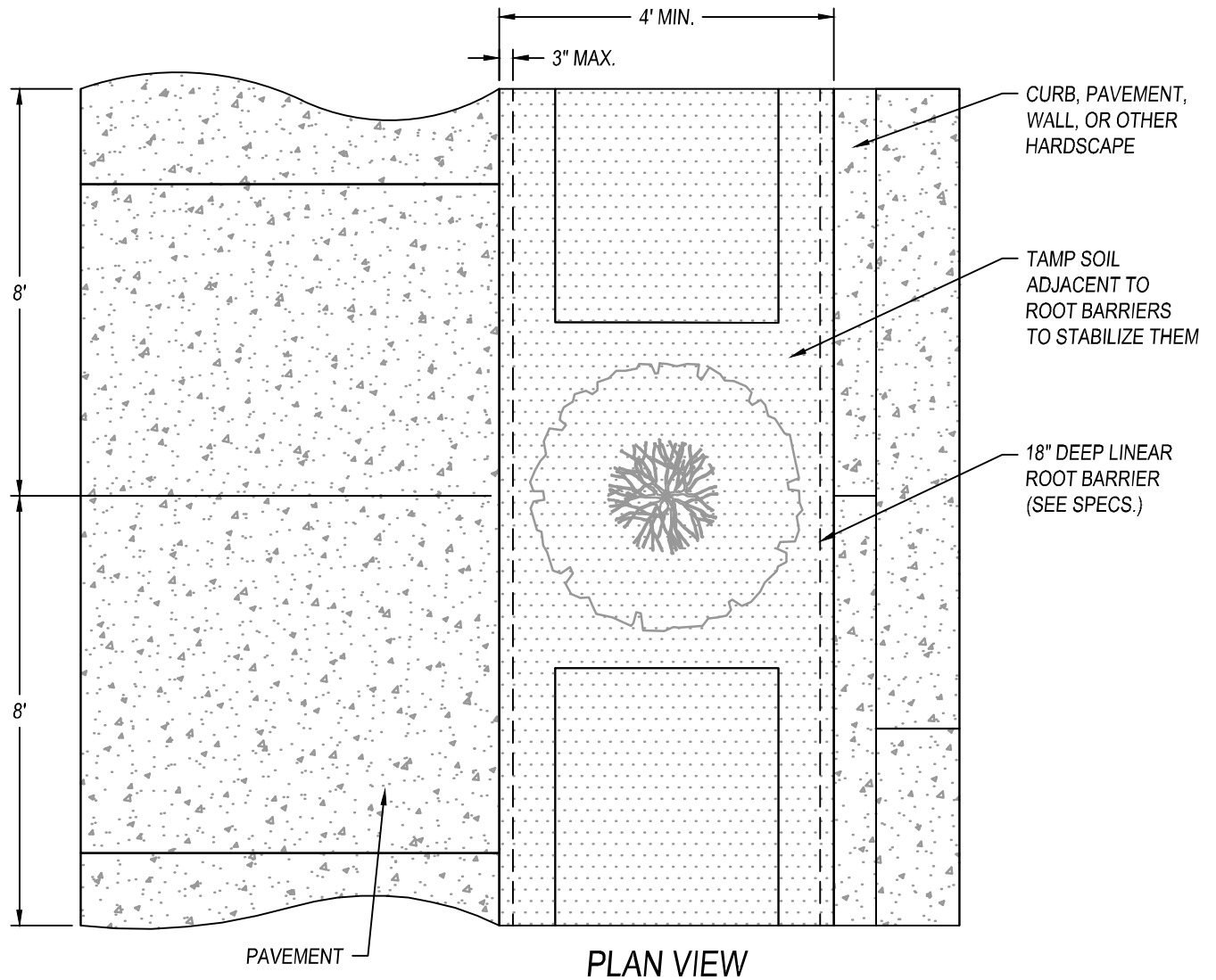
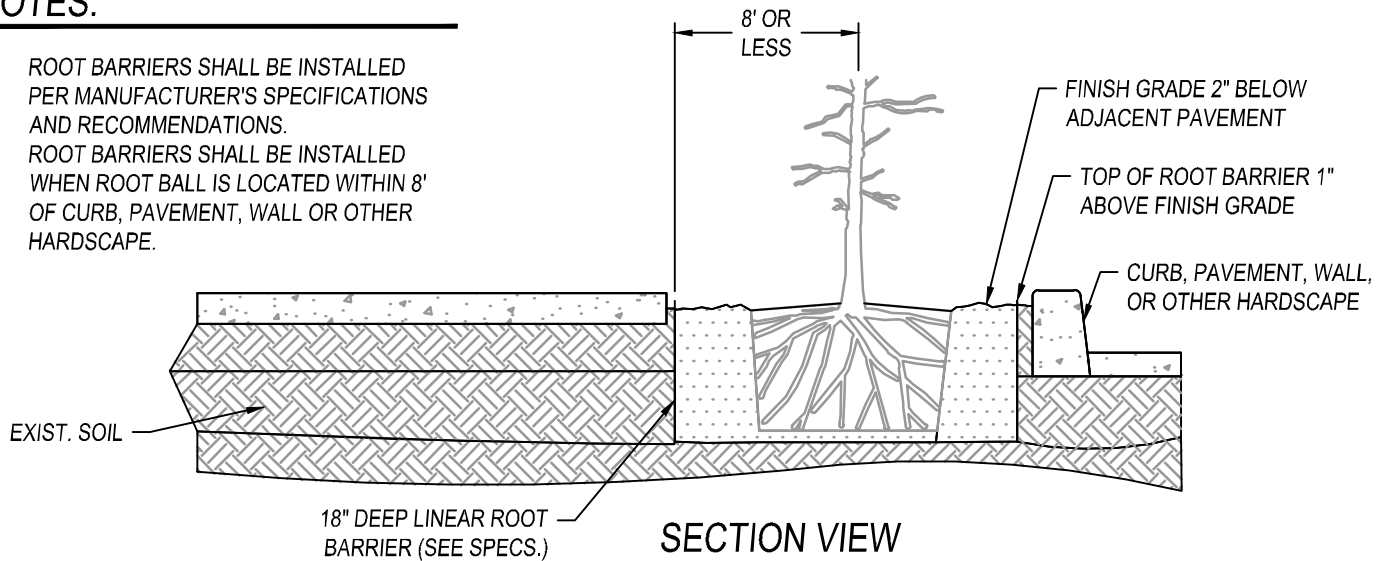
L-46

REVISIONS

NAME	BY	DATE

NOTES:

1. ROOT BARRIERS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
2. ROOT BARRIERS SHALL BE INSTALLED WHEN ROOT BALL IS LOCATED WITHIN 8' OF CURB, PAVEMENT, WALL OR OTHER HARDSCAPE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

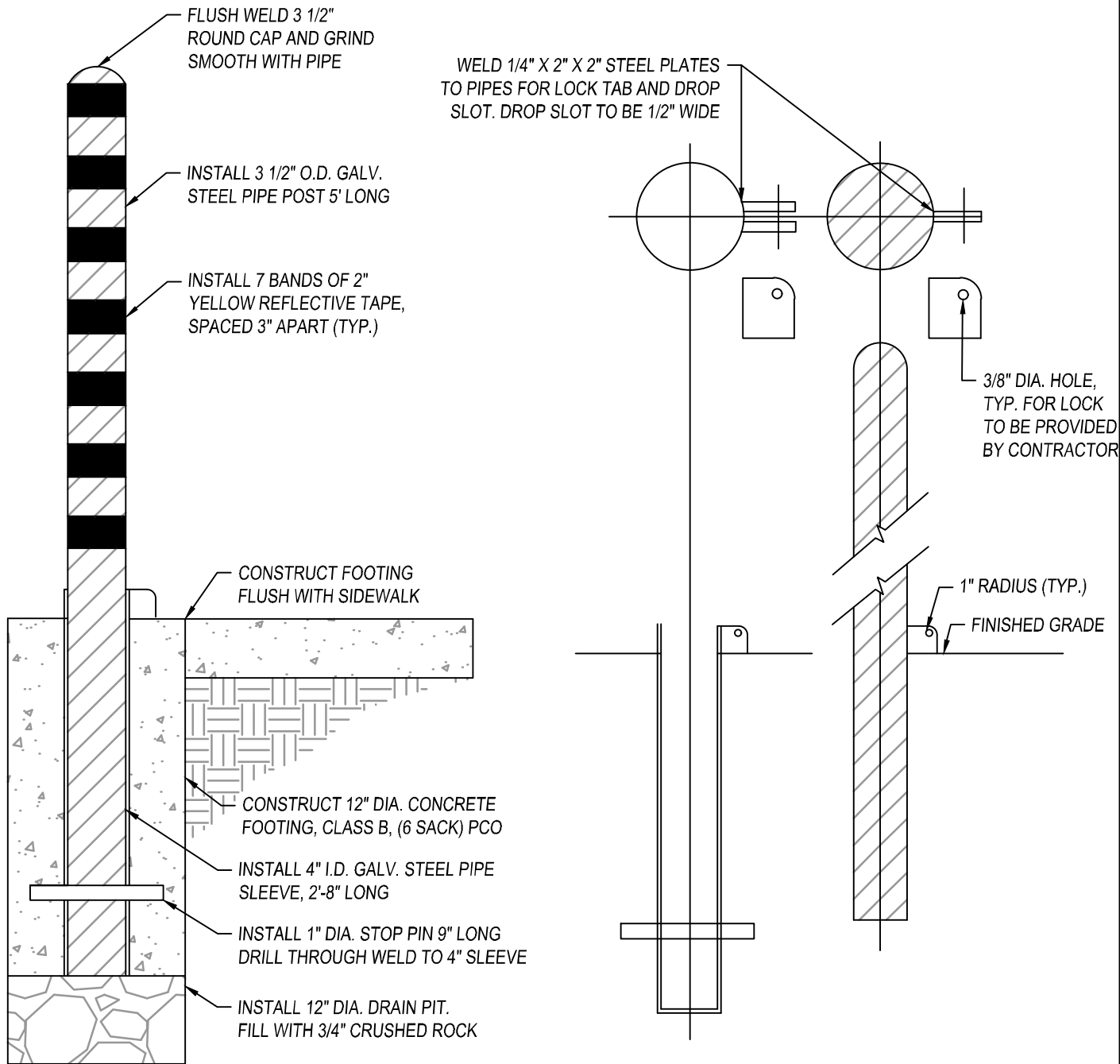
LINEAR ROOT BARRIERS

PUBLIC IMPROVEMENT STANDARDS

L-47

REVISIONS

NAME	BY	DATE



LOCKING DETAIL



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

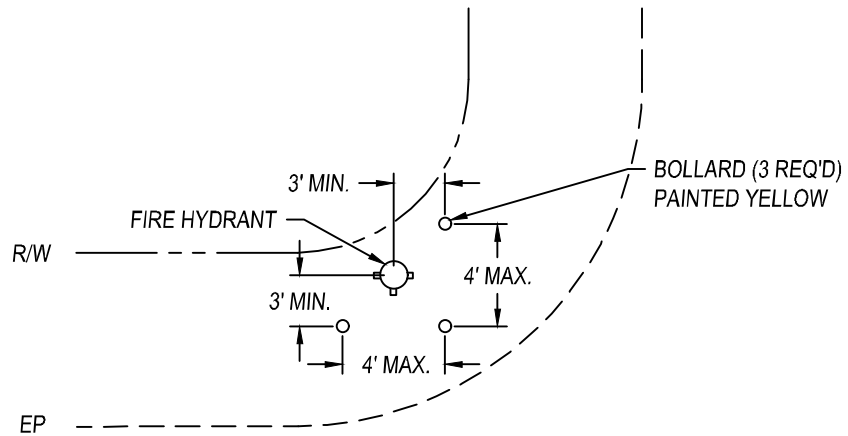
GALVANIZED STEEL BOLLARD

PUBLIC IMPROVEMENT STANDARDS

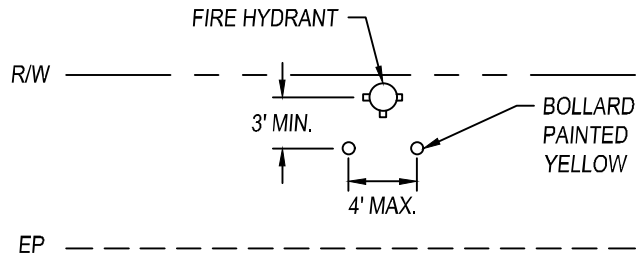
M-1

REVISIONS

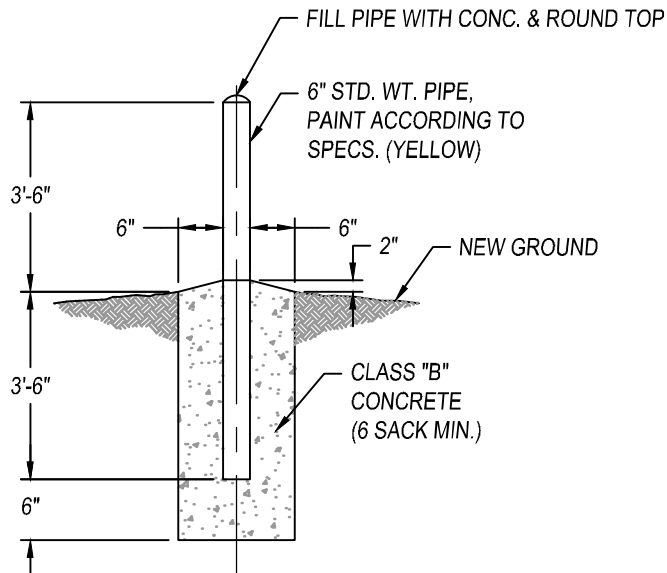
NAME	BY	DATE



TYPICAL LAYOUT FOR FIRE HYDRANT NEAR STREET INTERSECTION



TYPICAL LAYOUT FOR FIRE HYDRANT >50 FROM STREET INTERSECTION



BOLLARD



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

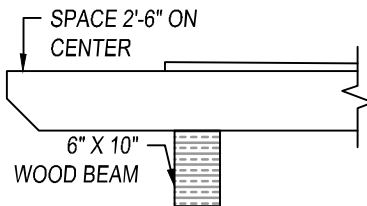
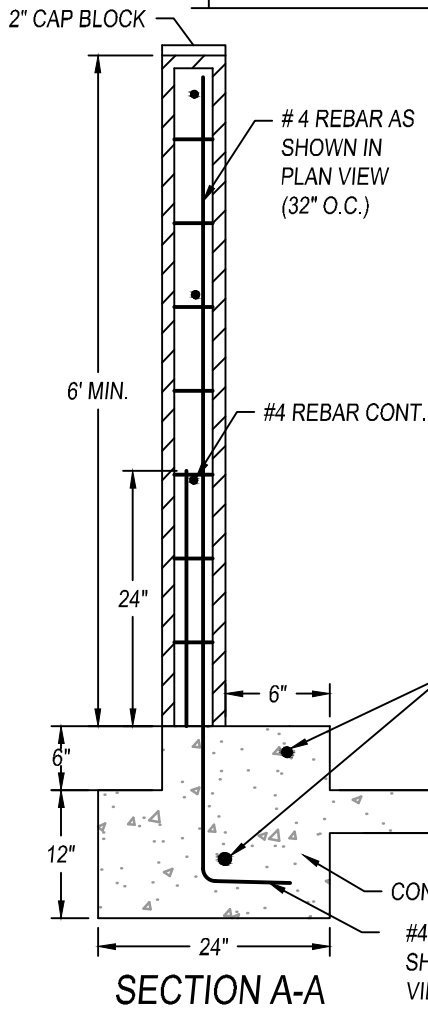
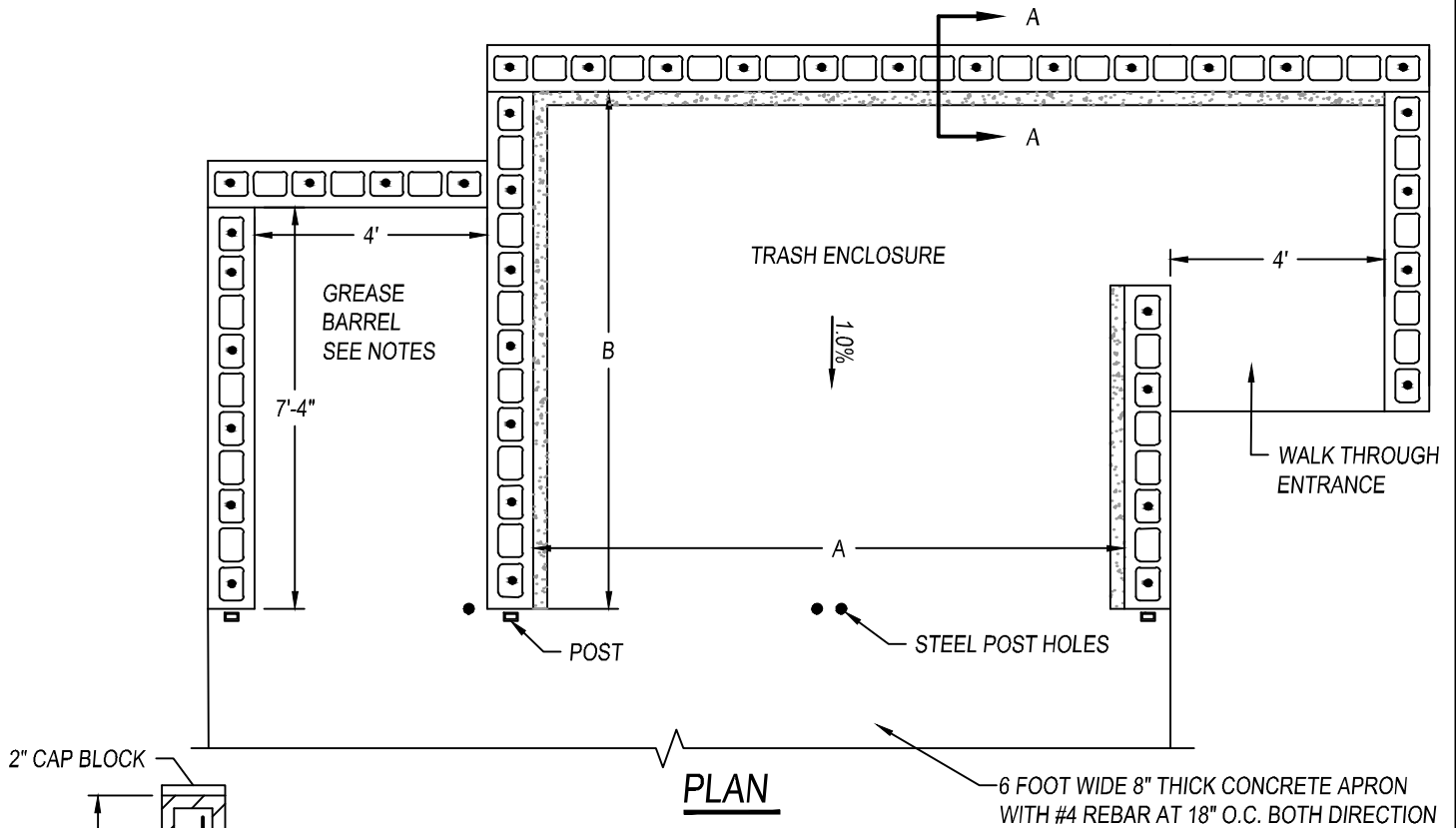
TYPICAL FIRE HYDRANT BOLLARD LOCATION

PUBLIC IMPROVEMENT STANDARDS

M-2

REVISIONS

NAME	BY	DATE



INSIDE DIMENSIONS OF THE ENCLOSURE		
	A	B
TYPE I	10'-8"	10'-4"
TYPE II	14'-8"	10'-4"
TYPE III	18'-8"	10'-4"
TYPE IV	14'-8"	15'-4"
TYPE V	18'-8"	15'-4"

NOTES:

1. THE GROUND SHALL BE SLOPED AWAY FROM THE WALLS AT A MAXIMUM SLOPE OF 1%.
2. LOCATION OF THE BIN SHALL BE APPROVED BY THE CITY.
3. BUILDING PERMIT SHALL BE OBTAINED FROM THE CITY AND ONCE COMPLETED INSPECTED BY THE CITY.
4. ALL ENCLOSURE TO BE CONSTRUCTED 6"X8X16" 2000 PSI CONCRETE BLOCK TO MATCH BUILDING FEATURES.
5. GREASE BARREL ENCLOSURES ARE REQUIRED FOR ALL RESTAURANTS AND FOOD SERVICE ESTABLISHMENT.
6. FOOTINGS AND FLOORS SHALL BE CONCRETE 2500 PSI @28 DAYS, INCLUDING GATE POST FOOTINGS.
7. THE ROOF SHALL HAVE A MINIMUM SLOPE OF 2% SLOPING TOWARDS THE BACK OF THE ENCLOSURE.
8. FINISH PAD ELEVATION SHALL MATCH EXISTING ELEVATION.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

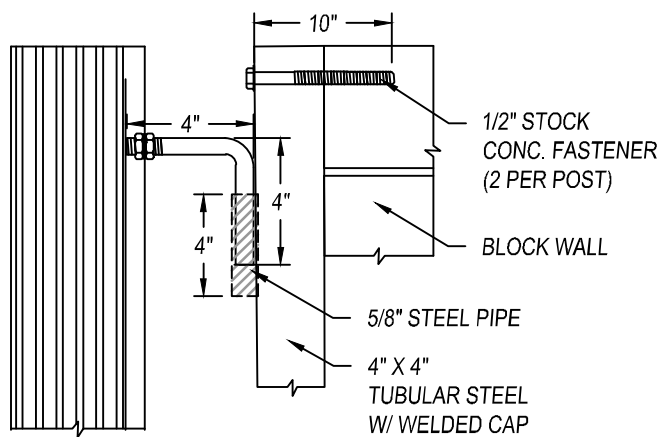
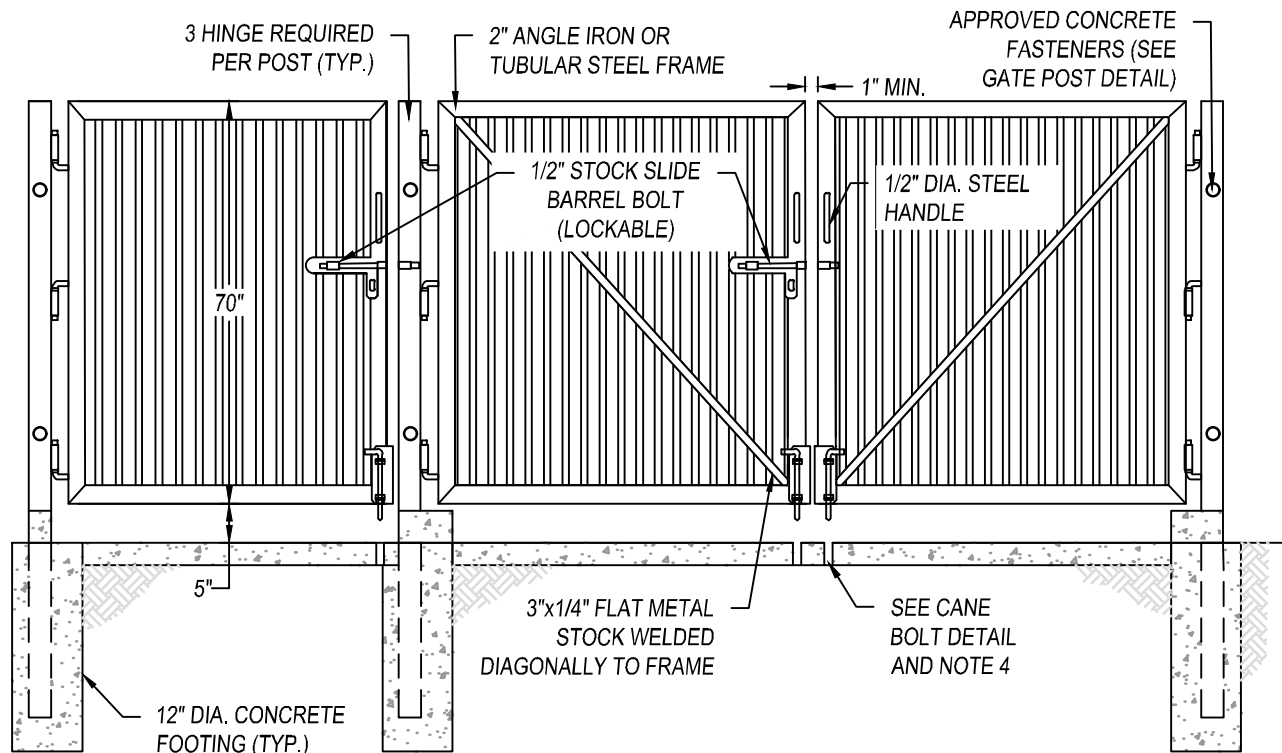
TRASH BIN BLOCK ENCLOSURE

PUBLIC IMPROVEMENT STANDARDS

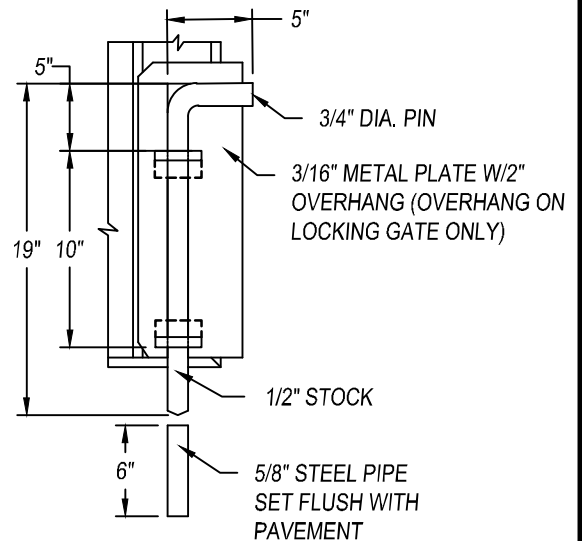
M-3

REVISIONS

NAME	BY	DATE



GATE POST DETAIL



CANE BOLT DETAIL

NOTES:

1. CUT CORNER BLOCK ENDS AND CENTER WEB TO FORM A CONT. BOND BEAM.
2. LOCATION OF THE BIN ENCLOSURE TO BE APPROVED BY THE CITY.
3. DOOR COLOR 1C1 ANTIQUE BISQUE #6-8534.
4. SECONDARY CANE BOLT RETAINER TO BE PLACED FOR EACH GATE SUCH THAT IS HELD IN A POSITION 90 DEGREES TO THE CLOSED POSITION.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

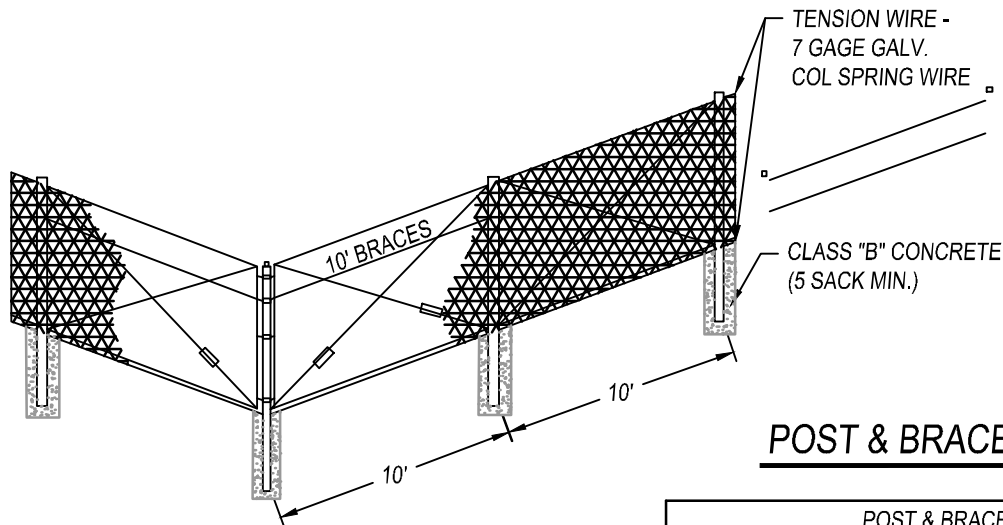
TRASH ENCLOSURE GATE DETAIL

PUBLIC IMPROVEMENT STANDARDS

M-4

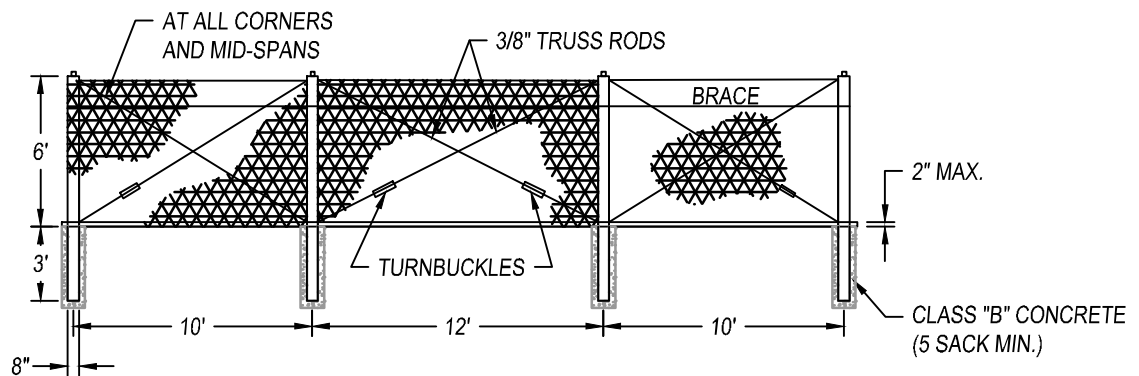
REVISIONS

NAME	BY	DATE



POST & BRACE REQUIREMENTS

POST & BRACE REQUIREMENTS			
LOCATION	TYPE	MIN. SIZE	MIN. WT. (LB/LF)
END & CORNER POST	PIPE	2.351 O.D.	3.10
LINE POSTS	PIPE	1.869 O.D.	2.31
BRACES	PIPE	1.630 O.D.	1.93
GATE POSTS	PIPE	3.960 O.D.	8.65



NOTES:

- GATE FRAME SHALL BE CONSTRUCTED OF NOT LESS THAN 1-1/2" GALVANIZED PIPE AND SHALL BE CROSS TRUSSED WITH 3/8" ADJUSTABLE TRUSS RODS. THE CORNER OF GATE FRAMES SHALL BE FASTENED TOGETHER WITH A MALLEABLE IRON FITTING.
- THE GATE SHALL BE HUNG BY AT LEAST 2 STEEL OR MALLEABLE IRON HINGES NOT LESS THAN 3" IN WIDTH, AND A MALLEABLE CATCH AND LOCKING ATTACHMENT.
- ALL POSTS SHALL BE MINIMUM OF 9' LONG.
- ALL FENCES SHALL HAVE REQUIRED SAFETY SIGNS INSTALLED TO CITY STANDARDS (EVERY 100').
- END, CORNER, AND GATE POSTS SHALL BE BRACED TO THE NEAREST LINE POST WITH GALVANIZED DIAGONAL OR HORIZONTAL BRACES USED AS COMPRESSION MEMBERS AND GALVANIZED 3/8" STEEL TRUSS RODS WITH TURNBUCKLES USED AS TENSION MEMBERS.
- LINE POSTS SHALL BE SPACED AT NOT MORE THAN 10-FOOT INTERVALS, MEASURED FROM CENTER TO CENTER OF POSTS.
- POST TOPS, EXTENSION ARMS, STRETCHER BARS AND OTHER REQUIRED FITTING AND HARDWARE SHALL BE STEEL OR MALLEABLE IRON OR WROUGHT IRON AND SHALL BE GALVANIZED.
- WIRE USED IN THE MANUFACTURE OF THE FABRIC SHALL BE 11-GAGE FOR ALL FENCE 84" OR LESS IN HEIGHT, AND SHALL BE WOVEN INTO APPROXIMATE 2" MESH, PVC COATED, AND COLOR SPECIFIED.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

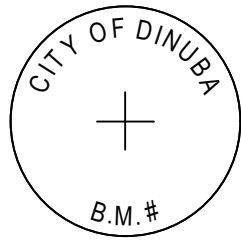
CHAIN LINK FENCE DETAIL

PUBLIC IMPROVEMENT STANDARDS

M-5

REVISIONS

NAME BY DATE



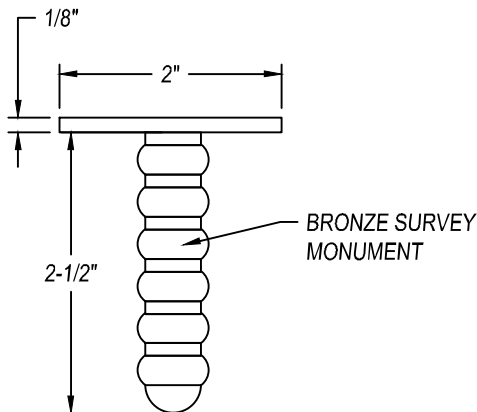
TOP



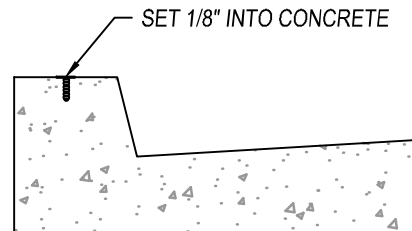
LOCATE MONUMENT AT THE
END OF RADIUS AS SHOWN



BENCHMARK LOCATION



SURVEY MONUMENT



STANDARD CURB & GUTTER

NOTES:

1. LOCATE BENCHMARKS AT THE NORTHEAST CORNER OF INTERSECTIONS-APPROVED BY THE CITY.
2. COMPLETE NOTES SHOWING LOCATIONS, ELEVATIONS, AND CLOSURES SHALL BE FILED WITH THE CITY.
3. ELEVATIONS SHALL BE BASED ON DATUM USED ON U.S.C., G.S., AND CITY RECORD BENCHMARK NUMBERS SHALL BE STAMPED WITH DIES ON TOP.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

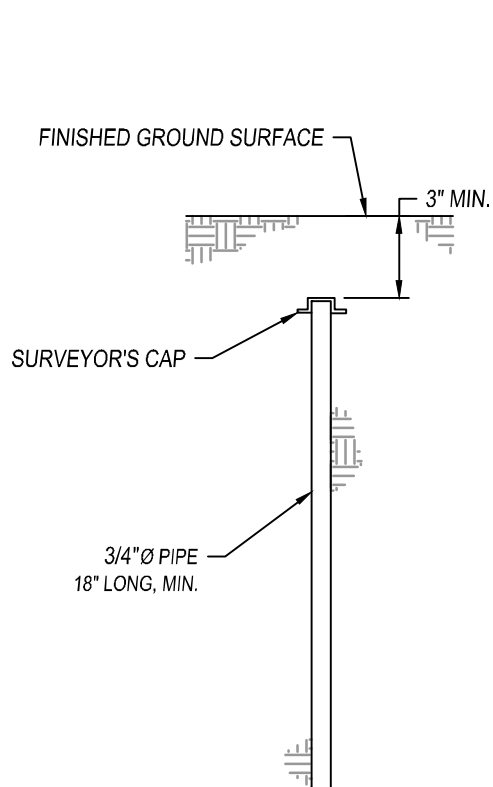
ELEVATION BENCHMARK DETAILS

PUBLIC IMPROVEMENT STANDARDS

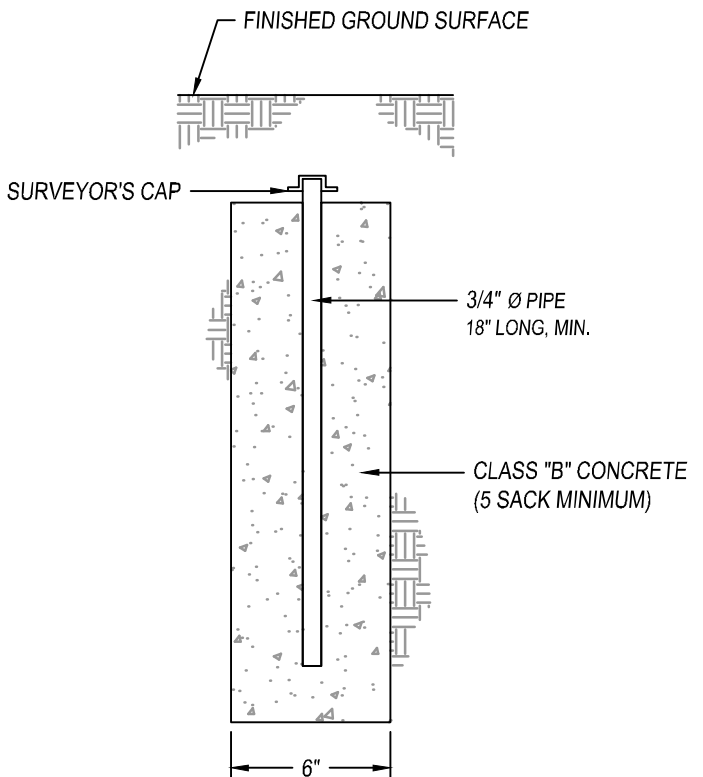
M-6

REVISIONS

NAME	BY	DATE



TYPE A
LOT CORNERS



TYPE B
SUBDIVISION CORNERS

NOTES:

1. STATE LAW REQUIRES ALL CORNERS TO BE TAGGED WITH SURVEYOR'S NUMBER.
2. ALL SUBDIVISION LOT CORNERS SHALL REQUIRE TYPE A MONUMENTS.
3. REGULAR SHAPED SUBDIVISIONS SHALL REQUIRE TYPE B MONUMENTS AT ALL CORNERS.
IRREGULAR SHAPED SUBDIVISION SHALL HAVE ALL ANGLE AND CURVE POINTS MARKED WITH TYPE B MONUMENTS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

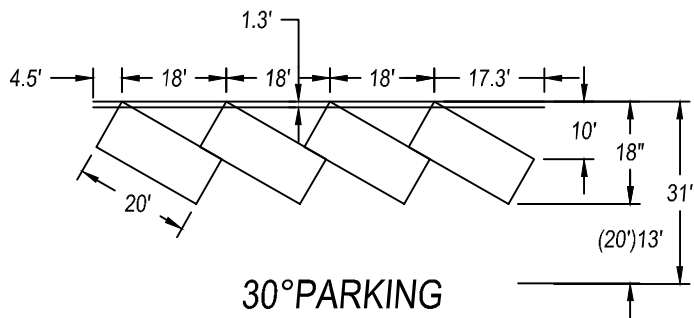
PROPERTY MONUMENT DETAILS

PUBLIC IMPROVEMENT STANDARDS

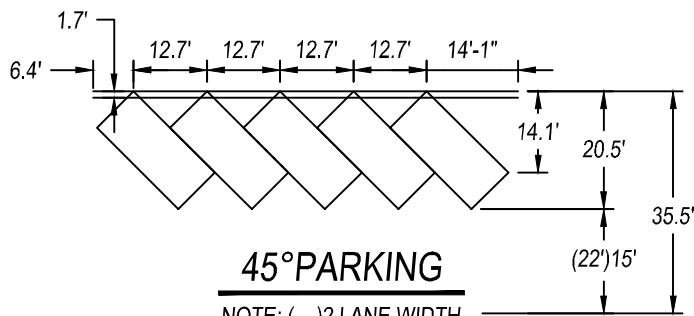
M-7

REVISIONS

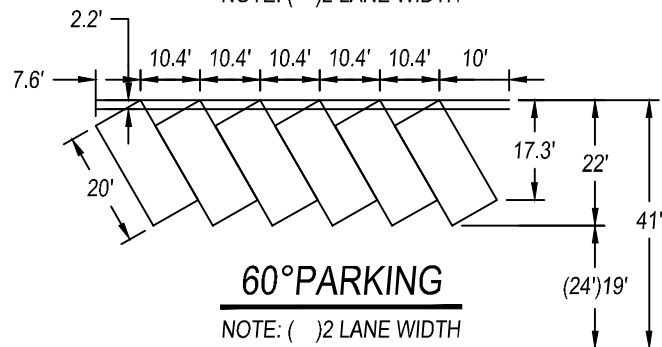
NAME	BY	DATE



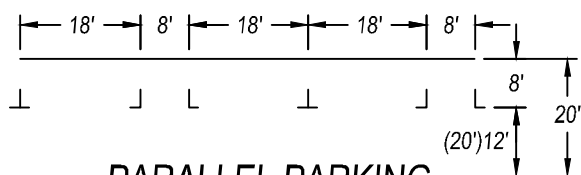
30° PARKING
NOTE: () 2 LANE WIDTH



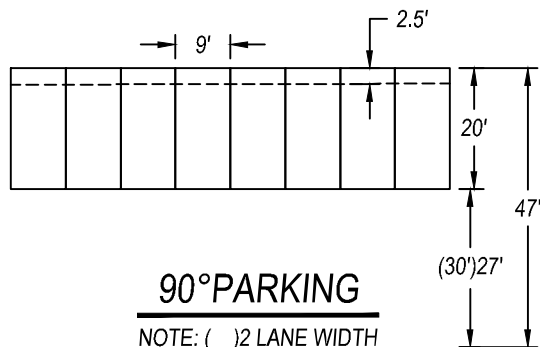
45° PARKING
NOTE: () 2 LANE WIDTH



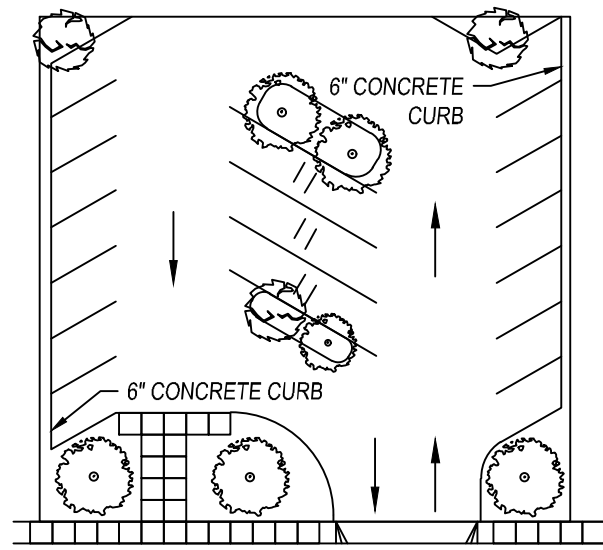
60° PARKING
NOTE: () 2 LANE WIDTH



PARALLEL PARKING
NOTE: () 2 LANE WIDTH



90° PARKING
NOTE: () 2 LANE WIDTH



TYPICAL PARKING LOT
DESIGN AND LANDSCAPE

NOTES:

1. LANDSCAPE PARKING AREA - SEE STANDARDS HEREIN.
2. PROVIDE THE REQUIRED NUMBER OF PARKING STALLS AS REQUIRED BY THE CITY OF DINUBA BASED ON ZONING AND LAND USE.
3. INSTALL WHEEL OR BUMPER STOPS TO PREVENT PARKED CARS FROM ENCROACHING OVER SIDEWALKS, ADJOINING PROPERTY, OR CITY RIGHT OF WAY.
4. PROVIDE DRAINAGE PLAN DETAILS PRIOR TO APPROVAL.
5. AISLE WAY WHICH PROVIDES DIRECT ACCESS TO PARKING STALLS SHALL BE ONE-WAY EXCEPT FOR PARKING WHICH IS PARALLEL OR PERPENDICULAR TO IT.
6. PAVING OF LOTS SHALL STOP AT PROPERTY LINE AND NOT ENCROACH ON CITY RIGHT OF WAY.
7. SINGLE SPACE SHALL BE 14' WIDE (9' PARKING - 5' LOADING)
8. ALL STALLS SHALL INCLUDE SIGNAGE AS REQUIRE BY CITY, STATE, AND FEDERAL REGULATIONS.
9. PARKING LOTS SHALL COMPLY WITH THE LATEST EDITION OF THE CALIFORNIA BUILDING CODE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

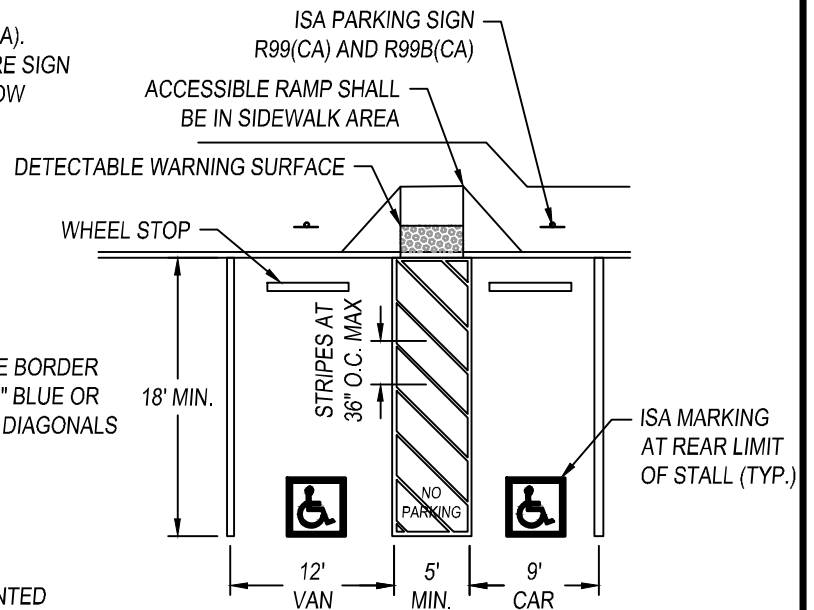
**TYPICAL PARKING LOT
DESIGN & LANDSCAPE**

PUBLIC IMPROVEMENT STANDARDS

M-8

REVISIONS

NAME BY DATE



DOUBLE PARKING STALLS



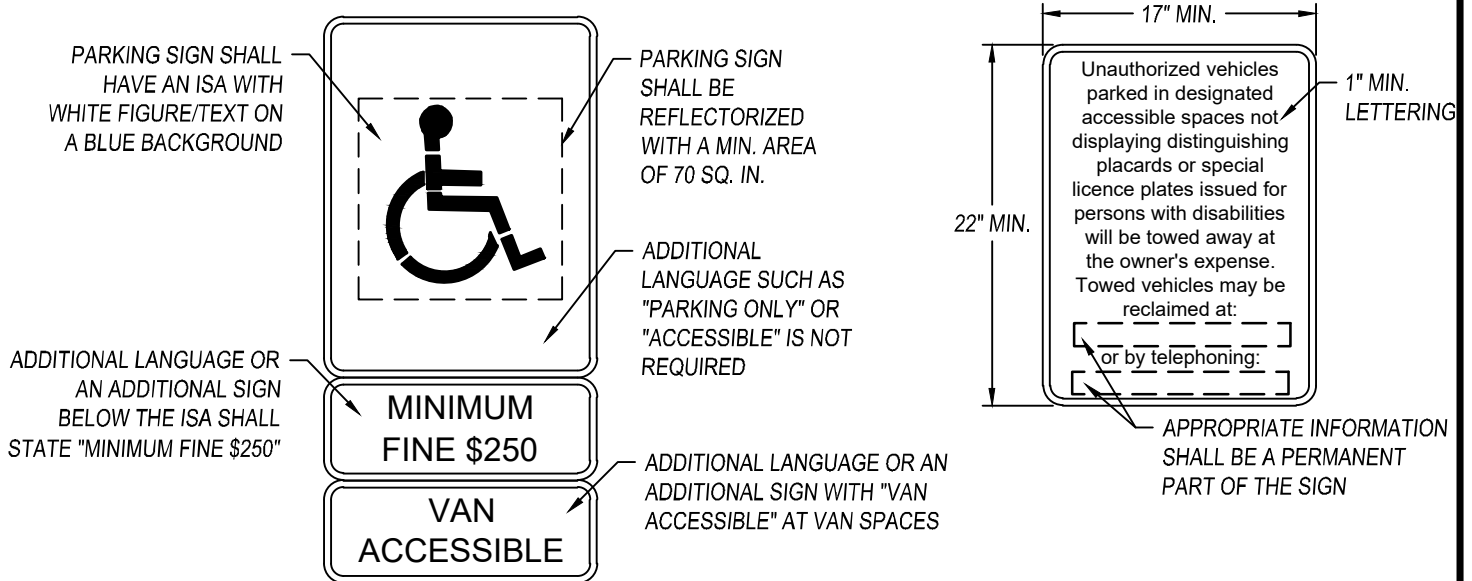
1. ACCESS AISLE SHALL SERVE THE FULL DEPTH OF EACH ACCESSIBLE PARKING SPACE.
2. HATCHED LINES SHALL BE A COLOR CONTRASTING WITH THAT OF THE AISLE SURFACE, PREFERABLY BLUE OR WHITE.
3. ACCESS AISLE SHALL BE ON THE PASSENGER SIDE OF VAN PARKING SPACES. ACCESS AISLES ARE PERMITTED ON EITHER SIDE OF CAR PARKING SPACES. ACCESS AISLES SHALL EXTEND THE FULL REQUIRED LENGTH OF THE PARKING SPACES THEY SERVE. ACCESS AISLES SHALL ADJOIN AN ACCESSIBLE ROUTE.
4. PARKING SPACES AND ACCESS AISLES SHALL BE DESIGNED SO THAT CARS AND VANS, WHEN PARKING, CANNOT OBSTRUCT THE REQUIRED CLEAR WIDTH OF ADJACENT ACCESSIBLE ROUTES.
5. SIGNS SHALL BE PERMANENTLY POSTED EITHER IMMEDIATELY ADJACENT TO THE PARKING SPACE OR WITHIN THE PROJECTED PARKING SPACE WIDTH AT THE HEAD END OF THE PARKING SPACE. SIGNS MAY ALSO BE PERMANENTLY POSTED ON A WALL AT THE INTERIOR END OF THE PARKING SPACE.
6. ACCESS AISLES OUTLINED IN BLUE WITH DIAGONAL HATCH MARKINGS AT 36" MAX. O.C. IN EITHER BLUE OR WHITE.
7. PARKING SPACES AND ACCESS AISLES SERVING THEM SHALL HAVE A 1:48 MAXIMUM SLOPE IN ALL DIRECTIONS.
8. FOR ANGLED PARKING THE ACCESS AISLE SHALL SERVE THE FULL DEPTH FOR EACH PARKING SPACE THAT IT SERVES. RELOCATE THE CURB RAMP OUTSIDE OF THE ACCESS AISLE. AND REVISE DETAIL.

DIAGONAL PARKING STALLS

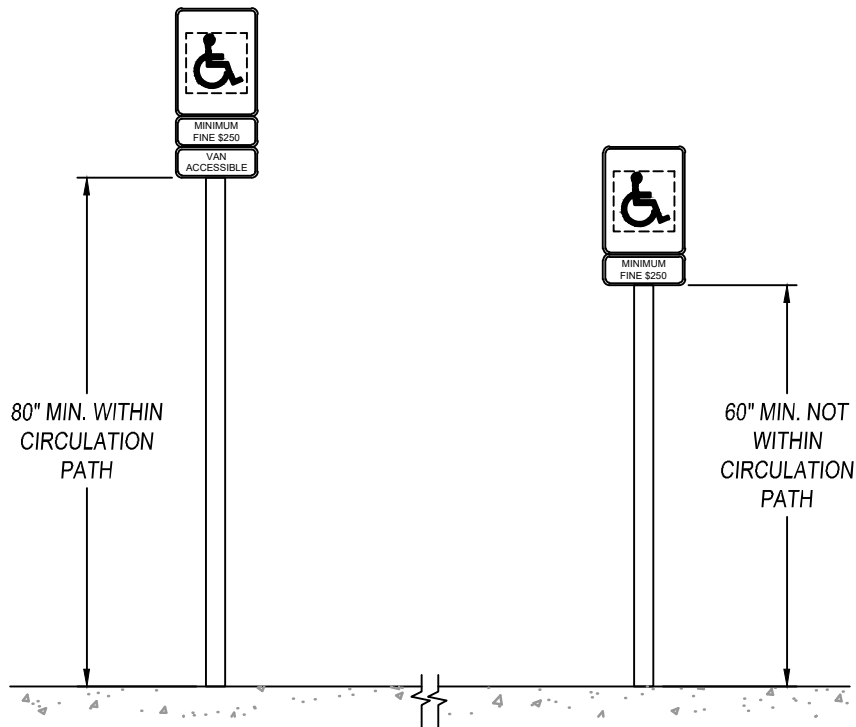


PUBLIC IMPROVEMENT STANDARDS

M-9		
REVISIONS		
NAME	BY	DATE



ACCESSIBLE PARKING SPACE SIGNS



ACCESSIBLE PARKING SIGN LOCATION

NOTES:

1. THE NO PARKING SIGN (OPTIONAL) SHALL BE POSTED EITHER: IN A CONSPICUOUS PLACE AT EACH ENTRANCE TO AN OFF-STREET PARKING FACILITY OR IMMEDIATELY ADJACENT TO ON-SITE ACCESSIBLE PARKING AND VISIBLE FROM EACH PARKING SPACE.
2. THE COLOR BLUE SHALL APPROXIMATE COLOR NO. 15090 IN FEDERAL STANDARD 595C.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

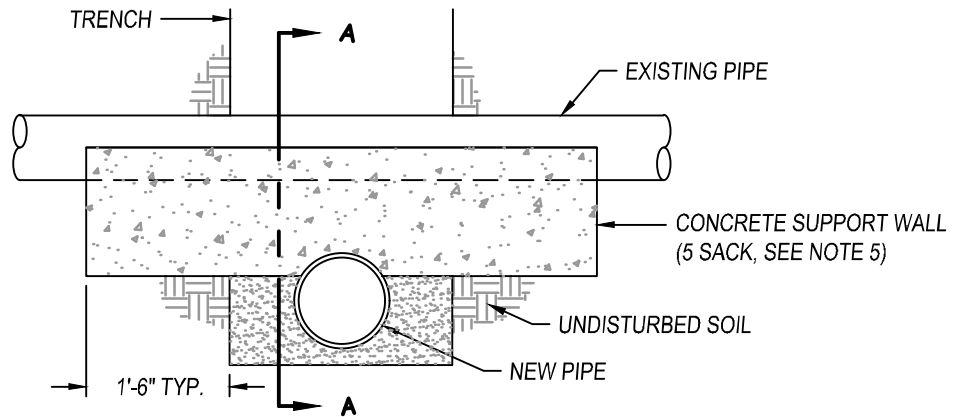
ACCESSIBLE PARKING SIGN

PUBLIC IMPROVEMENT STANDARDS

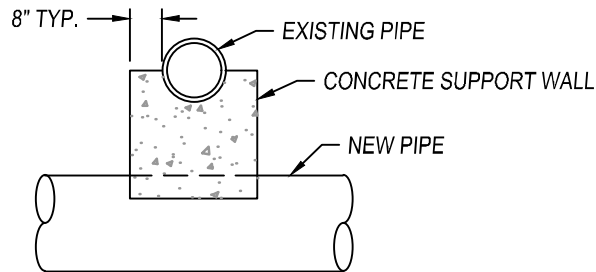
M-10

REVISIONS

NAME	BY	DATE



TYPICAL SECTION



SECTION A-A

NOTES:

1. THIS STANDARD APPLIES WHEN THE PIPE SEPARATION IS LESS THEN A FOOT.
2. THE SUPPORTING WALL SHALL HAVE A FIRM BEARING ON THE SUBGRADE AND AGAINST THE SIDES OF THE EXCAVATION.
3. THE WALL SHALL BE AT LEAST 6" FREE AND CLEAR OF WATER MAINS OR OTHER CONDUITS OR DUCTS.
4. THE WALL THICKNESS SHALL BE EQUAL TO THE O.D. OF THE PIPE +8".
5. THE EXISTING PIPE SHALL BE ENCASED TO THE SPRINGLINE.
6. VERIFY WITH UTILITY COMPANIES FOR CLEARANCE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

PIPE SUPPORTS ACROSS TRENCHES

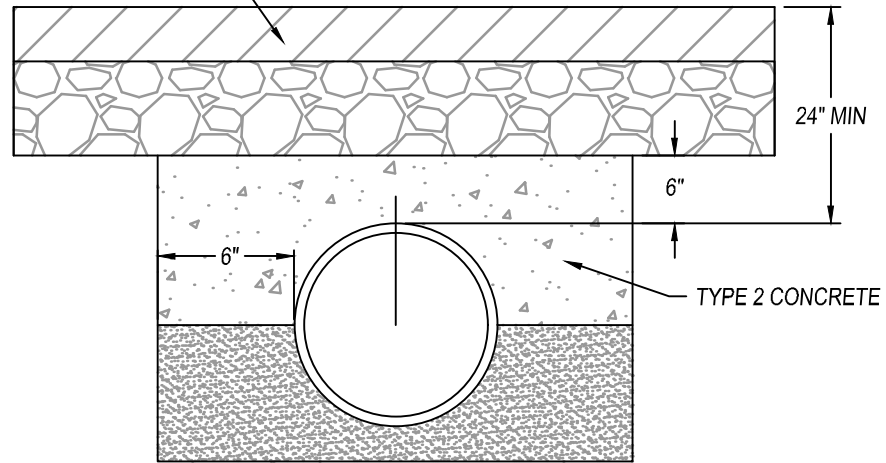
PUBLIC IMPROVEMENT STANDARDS

M-13

REVISIONS

NAME	BY	DATE

SEE CITY STD FOR ASPHALT AND
AGGREGATE BASE DEPTH



SHALLOW PIPE BACKFILL

NOTES:

1. CONCRETE BACKFILL SHALL BE REQUIRED FOR ALL PIPES WITHIN LESS THEN 24" OF COVER AS OR AS DIRECTED BY THE CITY ENGINEER
2. CONCRETE BACKFILL SHALL BE PLACED IN THE TRENCH AGAINST UNDISTURBED SOIL AND SHALL BE PLACED IN A MANNER THAT WILL PREVENT FLOATING OR SHIFTING OF THE PIPE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

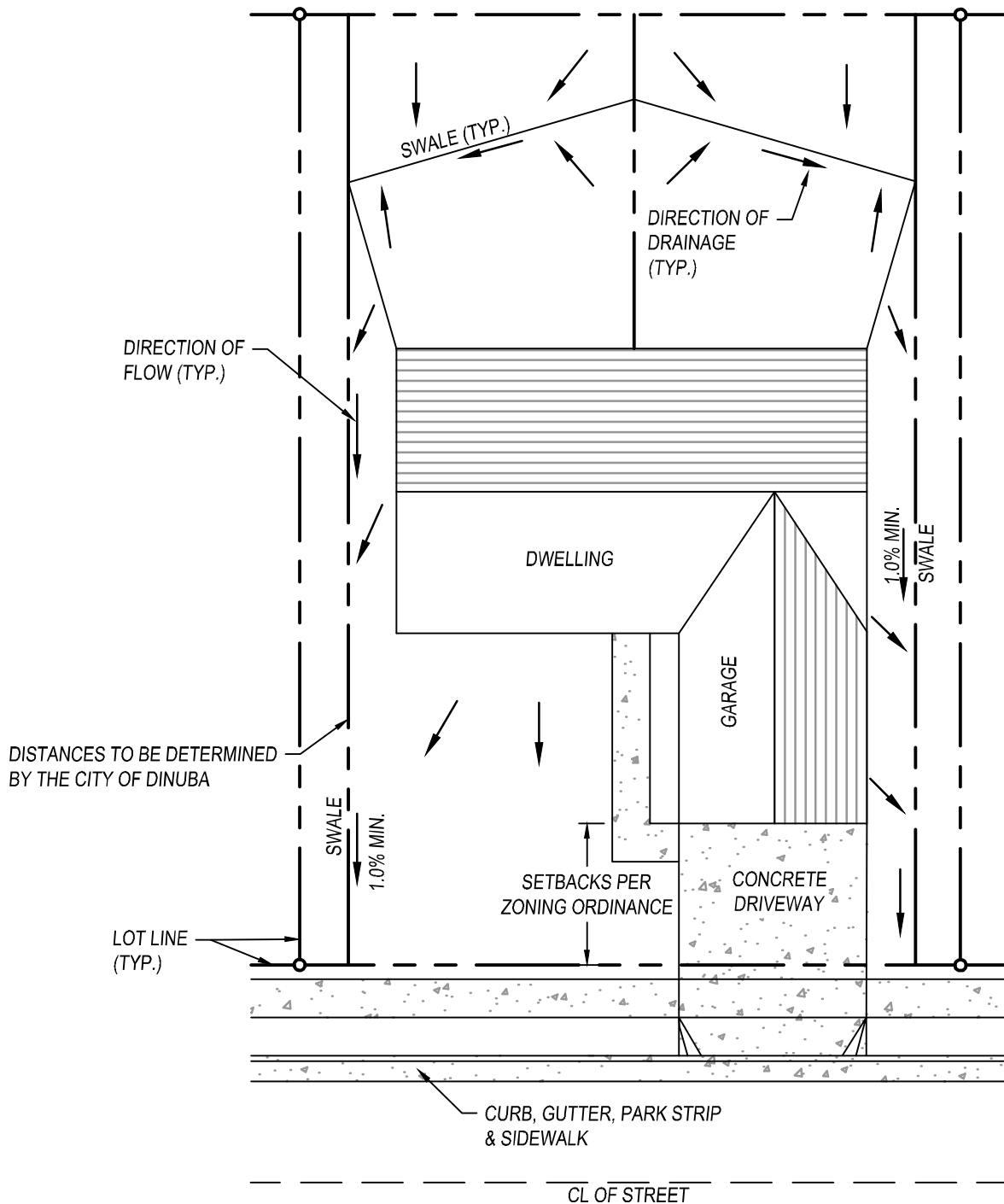
SHALLOW PIPE BACKFILL

PUBLIC IMPROVEMENT STANDARDS

M-14

REVISIONS

NAME	BY	DATE



NOTES:

1. LOTS SHALL BE GRADED TO DRAIN TO THE STREETS.
2. FINISH FLOOR ELEVATION SHALL BE A MIN. OF 18" FROM FLOWLINE OF CURB AT LOWEST POINT ALONG PROP. FRONTAGE.
3. MAINTAIN POSITIVE DRAINAGE AWAY FROM DWELLING STRUCTURE, MINIMUM 5' AT 2%.
4. A RETAINING STRUCTURE SHALL BE REQUIRED ALONG ALL SIDE AND BACKYARD PROPERTY LINES WHERE GRADE DIFFERENTIAL EXCEEDS 6", UNLESS APPROVED OTHERWISE BY THE CITY ENGINEER.
5. LANDSCAPING SHALL NOT ALTER LOT DRAINAGE DESIGN.
6. LOT DRAINAGE SHALL FOLLOW THE LATEST EDITION OF THE CBC.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

TYPICAL LOT DRAINAGE WITH PARK STRIPS SHOWN

PUBLIC IMPROVEMENT STANDARDS

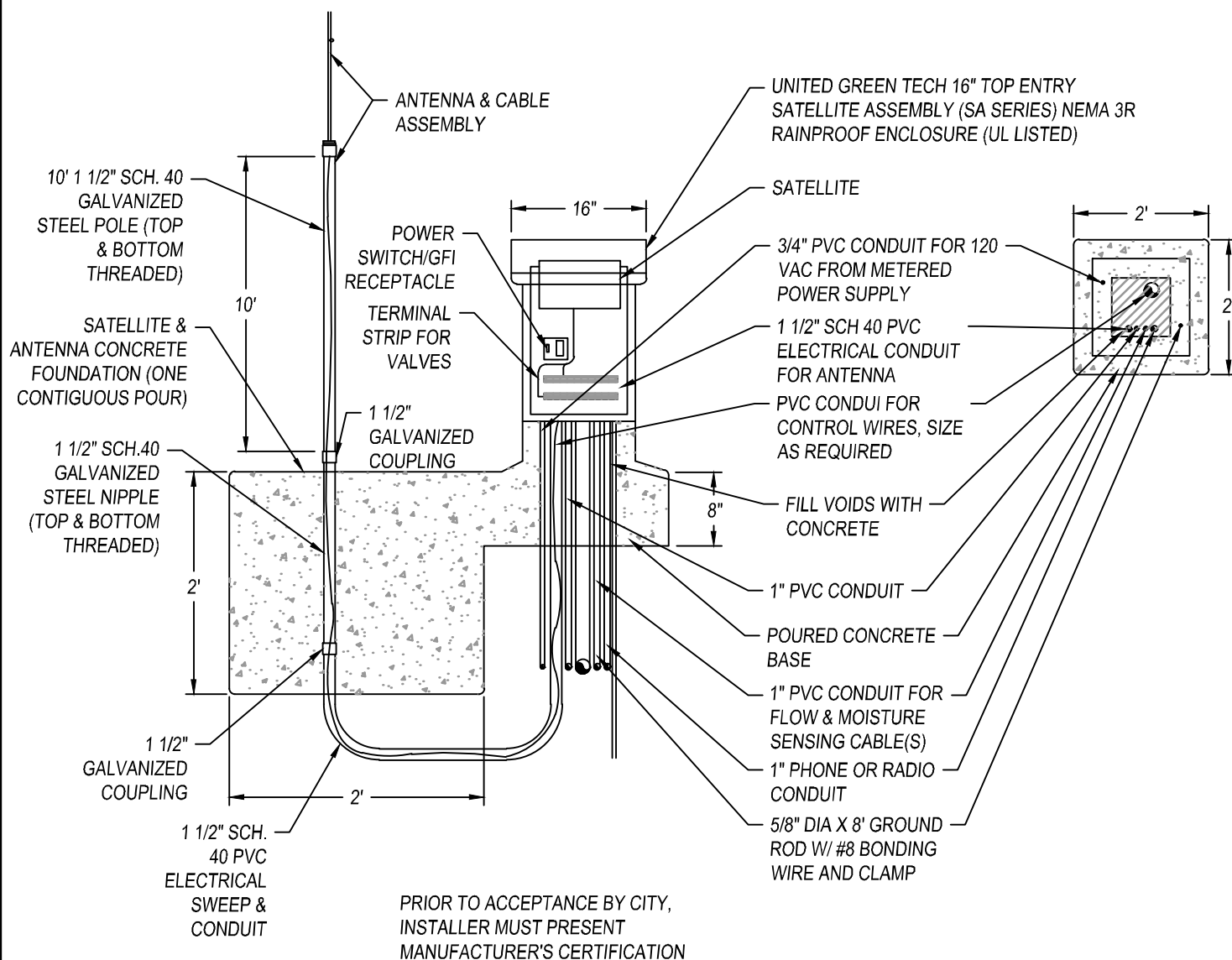
M-15

REVISIONS

NAME	BY	DATE

CONTROLLER MODEL AS SPECIFIED
SA ASSEMBLY TO INCLUDE:

- OPTIONS AS SPECIFIED
- TERMINAL STRIPS
- TEMPLATE & BOLTS
- 8' COPPER GROUND ROD
- GROUND ROD CLAMP
- 10' OF GROUND WIRE



1. FOR USE WITHIN ALL PUBLIC RIGHT-OF-WAY OR PUBLICLY OWNED PROPERTY



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

SATELLITE ASSEMBLY (CONTROLLER)

PUBLIC IMPROVEMENT STANDARDS

M-16

REVISIONS

NAME _____

BY

DATE _____

WITH GRADE DIFFERENCE
LESS THEN 2'

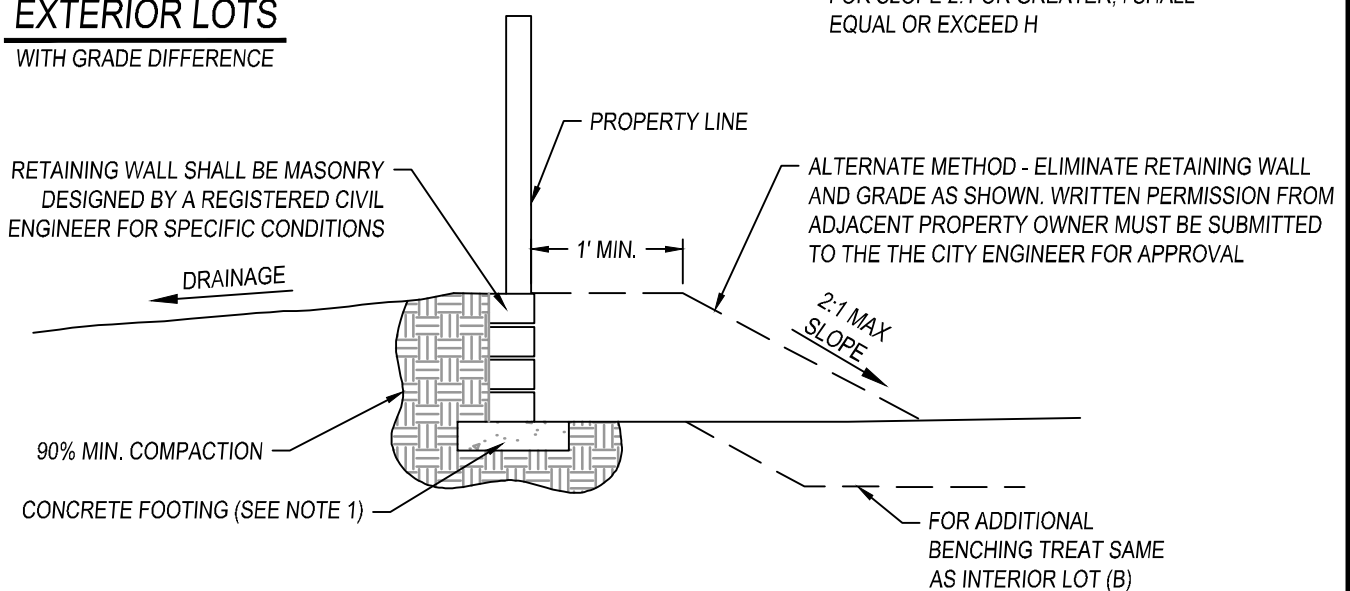


1. ALL CONCRETE FOOTINGS SHALL BE 2500 PSI @ 28 DAYS.
2. RETAINING WALL REQUIRE CITY BUILDING PERMIT, & MEET REQUIREMENTS IF STD. DRAWING M-12

WITH GRADE DIFFERENCE
2' OR GREATER.



WITH GRADE DIFFERENCE



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

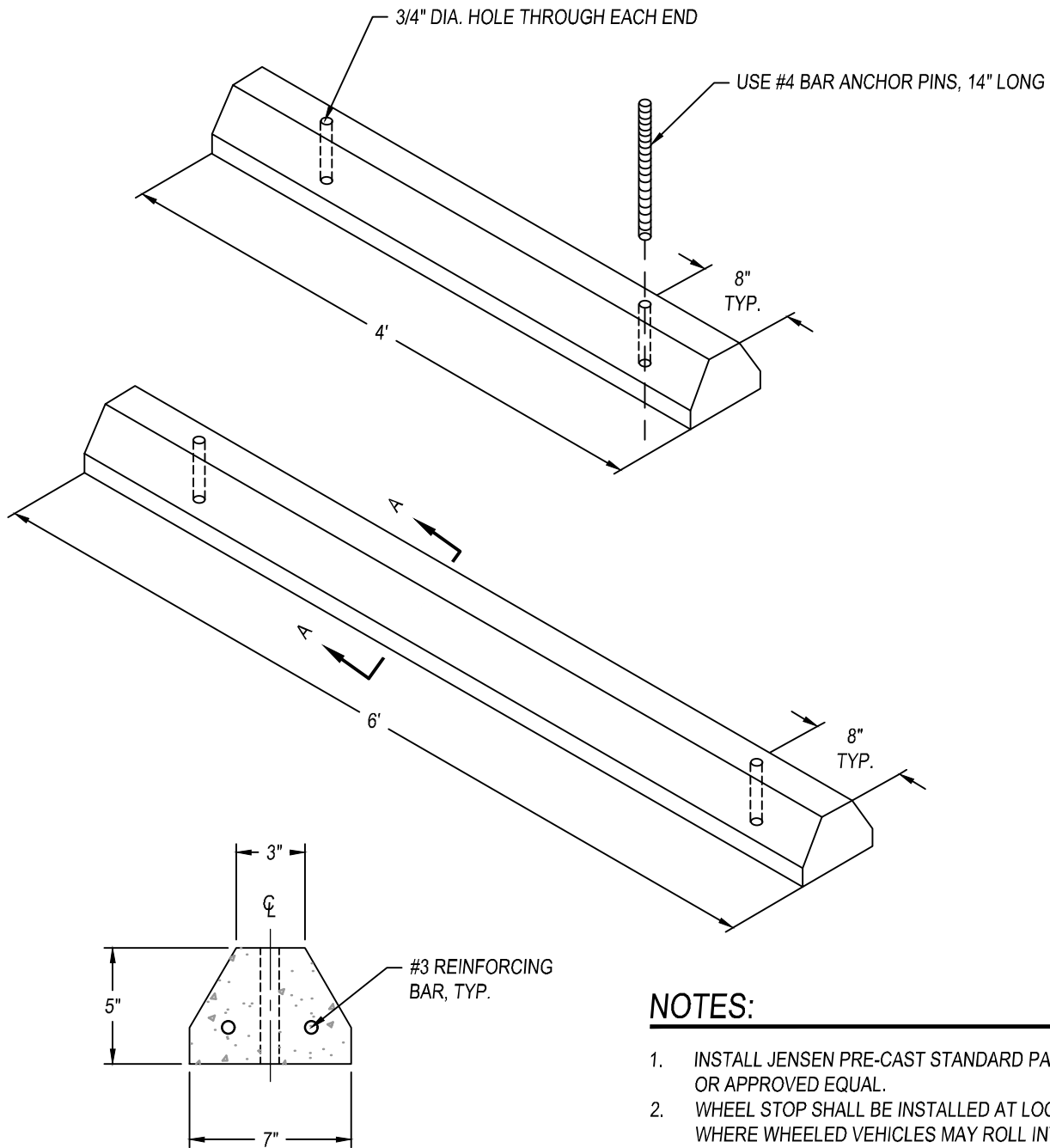
LOT LINE GRADING STANDARD

PUBLIC IMPROVEMENT STANDARDS

M-17

REVISIONS

REVISIONS		
NAME	BY	DATE



SECTION A-A

NOTES:

1. INSTALL JENSEN PRE-CAST STANDARD PARKING CURB OR APPROVED EQUAL.
2. WHEEL STOP SHALL BE INSTALLED AT LOCATION WHERE WHEELED VEHICLES MAY ROLL INTO PEDESTRIAN, STRUCTURES, OR HAZARDOUS AREA. WHEEL STOP LOCATION SHALL NOT CREATE A BARRIER FOR PEDESTRIANS.
3. WHEEL STOP SHALL BE SECURELY ATTACHED ONTO AT-GRADE CONCRETE AND AT-GRADE ASPHALT PAVEMENT WITH #4 BAR ANCHOR PINS EMBEDDED IN HOLES CAST INTO WHEEL STOPS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

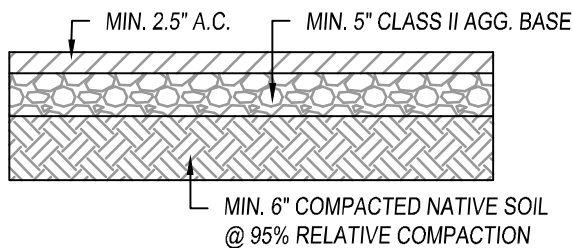
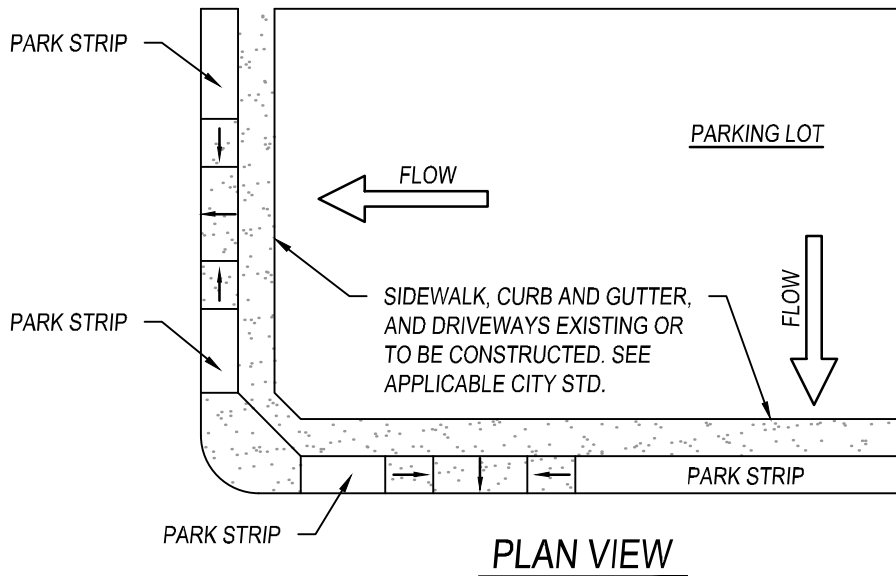
WHEEL STOP

PUBLIC IMPROVEMENT STANDARDS

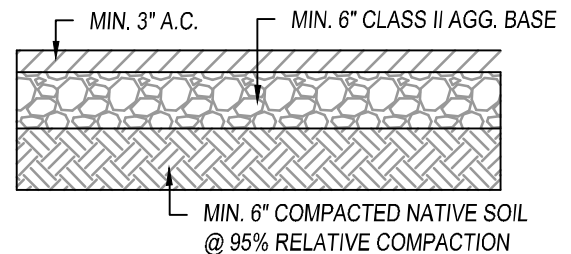
M-18

REVISIONS

NAME	BY	DATE



PARKING LOT CROSS-SECTION



INDUSTRIAL PARKING LOT AND LOADING ZONE CROSS-SECTION

NOTES:

1. A COMPLETE DRAINAGE PLAN AND PARKING STALL LAYOUT SHALL BE SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO ANY CONSTRUCTION.
2. MINIMUM SLOPE SHALL BE 1.5% FOR ASPHALT SURFACE AND 0.25% FOR FLOWLINES.
3. PROVIDE ADEQUATE DRAINAGE THROUGH APPROVED CATCH BASINS AND PIPES TO THE NEAREST STORM DRAIN SYSTEM SURFACE FLOW OVER SIDEWALKS OR LANDSCAPE AREA IS NOT PERMITTED.
4. SURFACE DRAINAGE TO ALLEY MAY BE ALLOWED ONLY BY WRITTEN APPROVAL OF THE CITY OF DINUBA.
5. WEED KILLER SHALL BE APPLIED IN ACCORDANCE WITH MFGRS. RECOMMENDATIONS, TO BASE ROCK PRIOR TO PAVING.
6. THE DESIGN SHALL MAXIMIZE ON-SITE DRAINAGE RETENTION.
7. SURFACE DRAINAGE SHALL BE TO APPROVED LOCATIONS.
8. PAVEMENT STRUCTURAL SECTION SHALL BE DESIGNED BY A REGISTERED CIVIL ENGINEER BASED UPON THE R-VALUE CALCULATIONS. DETAIL ABOVE ONLY PROVIDE MINIMUM PAVEMENT SECTIONS.
9. PARKING BUMPERS TO BE PLACED SO THAT PARKED CARS WILL NOT ENCROACH ON SIDEWALKS OR PARKWAYS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

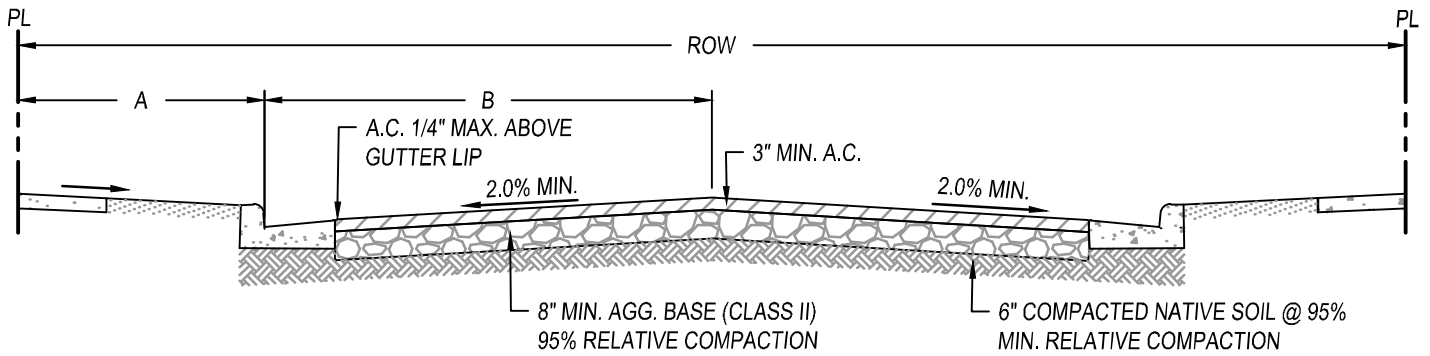
PARKING LOT PAVEMENT STANDARDS

PUBLIC IMPROVEMENT STANDARDS

P-1

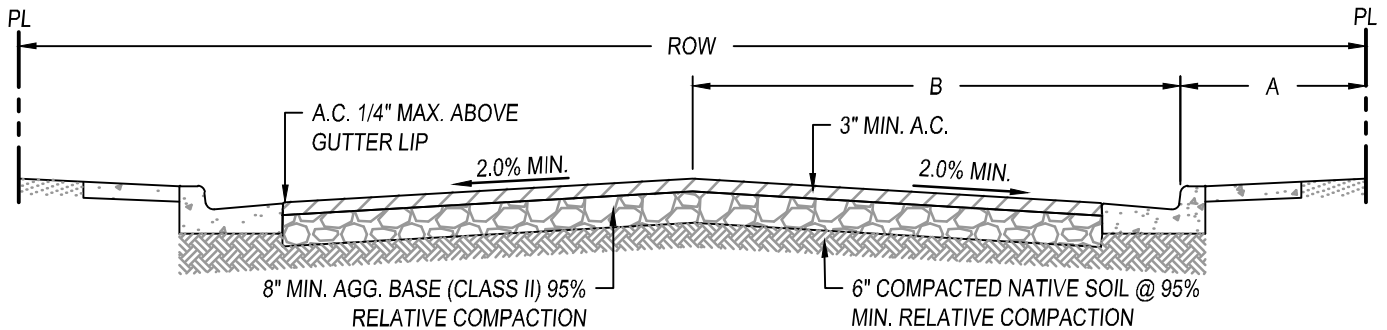
REVISIONS

NAME	BY	DATE



STREET SECTION TABLE			
TYPE OF STREET	ROW	A	B
ARTERIAL STREET (2 TRAVEL LANE)	90'	15'	30'
ARTERIAL STREET (2 TRAVEL LANE)	108'	15'	39'
MAJOR COLLECTOR STREET (2 TRAVEL LANE)	90'	15'	30'
MINOR COLLECTOR STREET	72'	10'	26'
LOCAL COLLECTOR STREET	60'	10'	20'
LOCAL STREET	56'	10'	18'

STREET CROSS-SECTION WITH PLANTER



STREET SECTION TABLE			
TYPE OF STREET	ROW	A	B
ARTERIAL STREET (2 TRAVEL LANE)	90'	15'	30'
ARTERIAL STREET (2 TRAVEL LANE)	108'	15'	39'
MAJOR COLLECTOR STREET (2 TRAVEL LANE)	90'	15'	30'
MINOR COLLECTOR STREET	72'	10'	26'
LOCAL COLLECTOR STREET	60'	10'	20'
LOCAL STREET	56'	10'	18'

STREET CROSS-SECTION WITHOUT PLANTER

NOTES:

1. ASPHALT AND AGGREGATE BASE ARE SHOWN AT MIN. REQUIRED DEPTHS, SUBJECT TO R-VALUE AND TRAFFIC INDEX BASED CALCULATIONS BY A REGISTERED CIVIL ENGINEER.
2. RECYCLED AGGREGATE BASE IS ALLOWED IF CERTIFIED PER CALTRANS STDS. & APPROVED BY CITY STAFF.
3. PROVIDE A CALTRANS CERTIFICATE OF COMPLIANCE FROM SUPPLIER FOR ALL MATERIALS.
4. R-VALUE AND PAVEMENT CALCULATIONS SHALL BE SUBMITTED TO THE CITY OF DINUBA BY GEOTECHNICAL ENGINEER.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

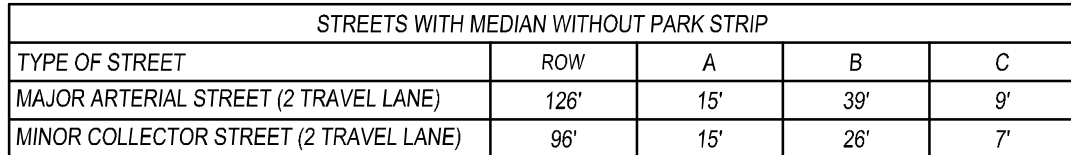
STREET CROSS-SECTION

PUBLIC IMPROVEMENT STANDARDS

P-2

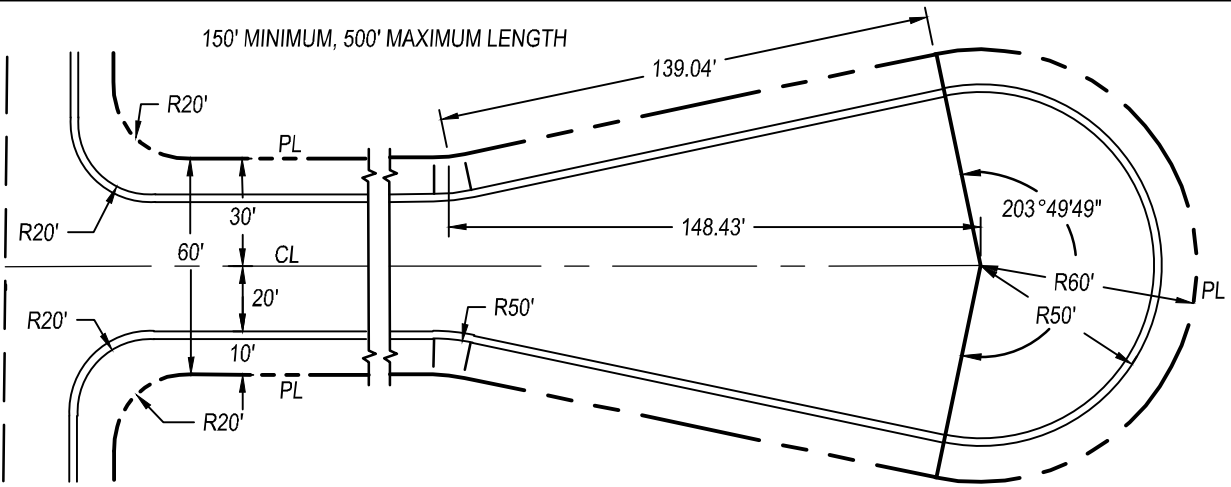
REVISIONS

NAME	BY	DATE

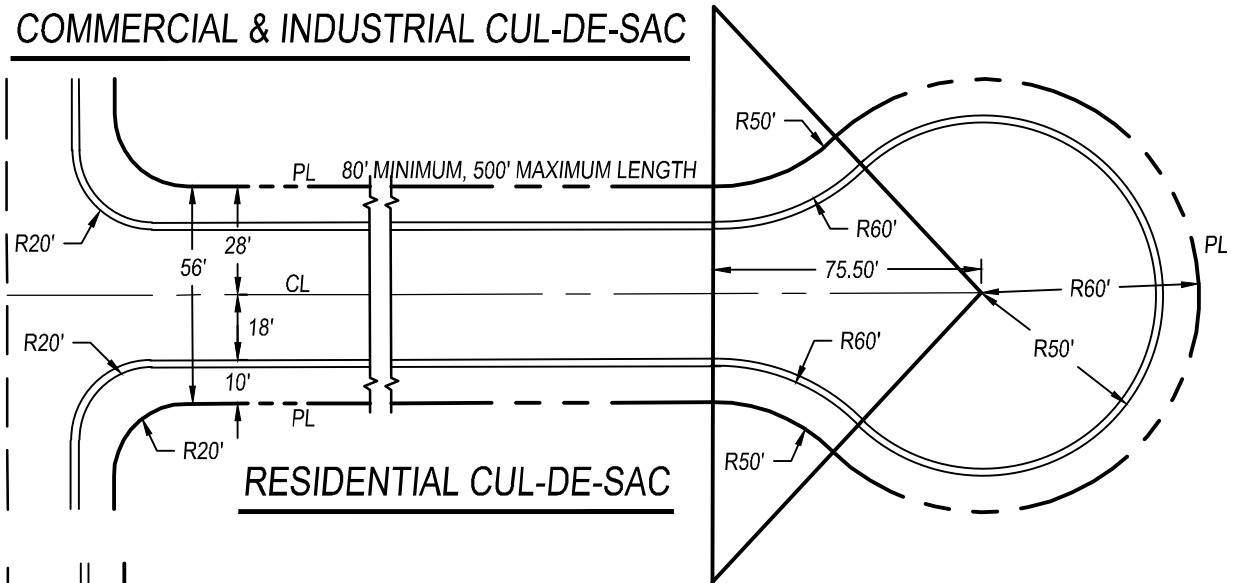


STREETS WITH MEDIAN WITH PARK STRIP				
TYPE OF STREET	ROW	A	B	C
MAJOR ARTERIAL STREET	126'	15'	39'	9'
MINOR COLLECTOR STREET	96'	15'	26'	7'

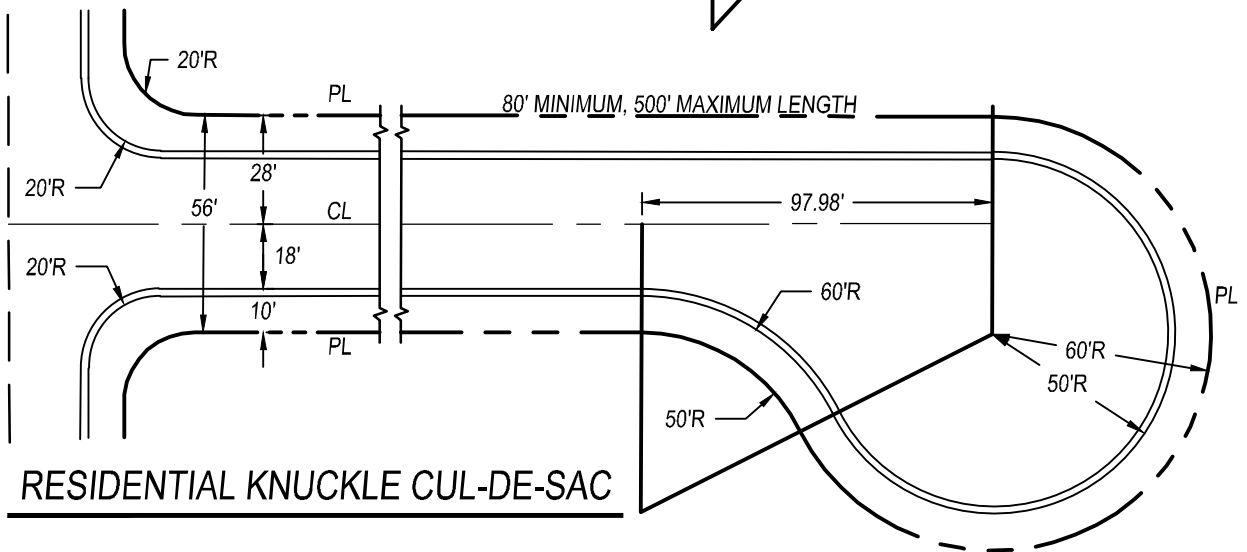
Page 1012 of 1180



COMMERCIAL & INDUSTRIAL CUL-DE-SAC



RESIDENTIAL CUL-DE-SAC



RESIDENTIAL KNUCKLE CUL-DE-SAC

NOTES:

- DESIGN TO PERMIT PARKING IN CUL-DE-SAC CENTERS ARE SUBJECT TO APPROVAL OF THE CITY ENGINEER



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

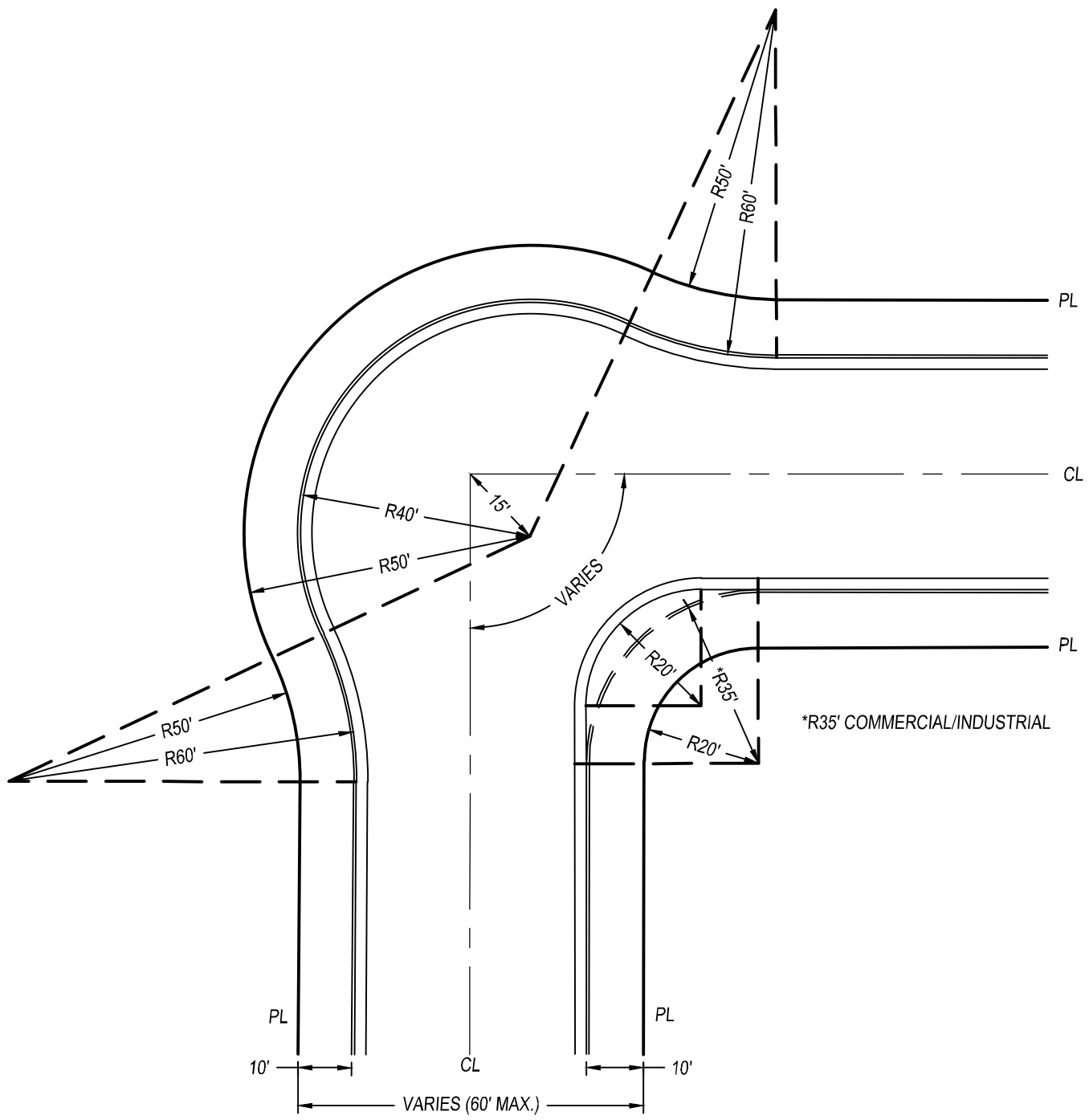
APPROVED BY PUBLIC WORKS DIRECTOR

TYPICAL COMMERCIAL, INDUSTRIAL AND RESIDENTIAL CUL-DE-SAC PUBLIC IMPROVEMENT STANDARDS

P-4

REVISIONS

NAME BY DATE



NOTES:

1. TYPICAL STREET BULB CONNECTION WITH 10' DISTANCE CURB FACE TO RIGHT OF WAY.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
 APPROVED BY PUBLIC WORKS DIRECTOR

STREET KNUCKLE CONNECTIONS

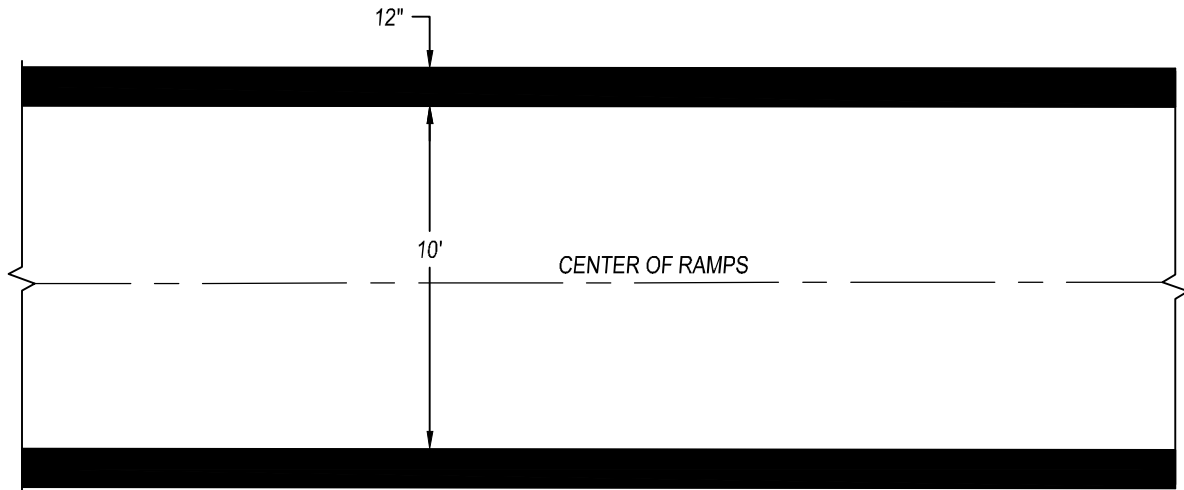
PUBLIC IMPROVEMENT STANDARDS

P-5

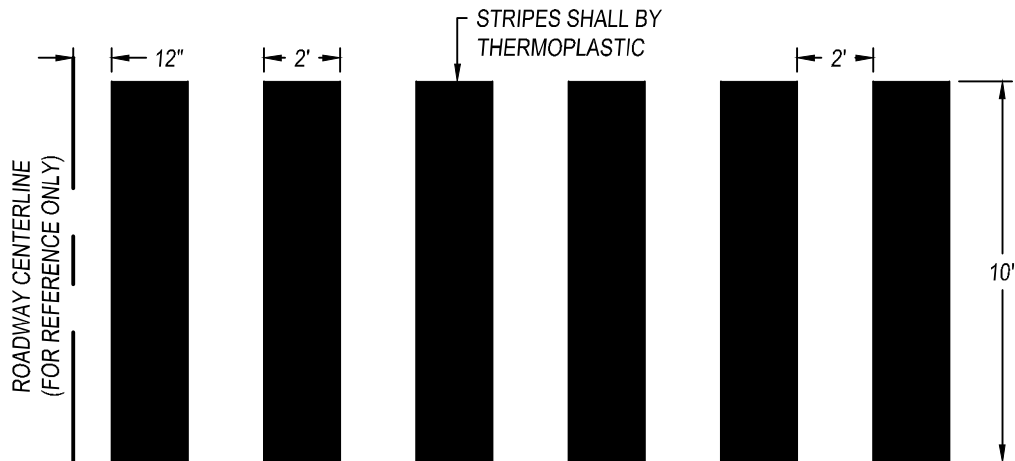
REVISIONS

NAME	BY	DATE

NON-HIGH VISIBILITY CROSSWALK



HIGH VISIBILITY CROSSWALK



NOTES:

1. SCHOOL CROSSWALKS TO BE YELLOW PER THE LATEST EDITION OF THE CA MUTCD (OTHER PEDESTRIAN CROSSWALKS SHALL BE WHITE).
2. ALL PAVEMENT MARKINGS AND STRIPING SHALL BE THERMOPLASTIC WITH REFLECTIVE GLASS BEADS AND CONFORM TO THE LATEST VERSION OF THE CA MUTCD.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

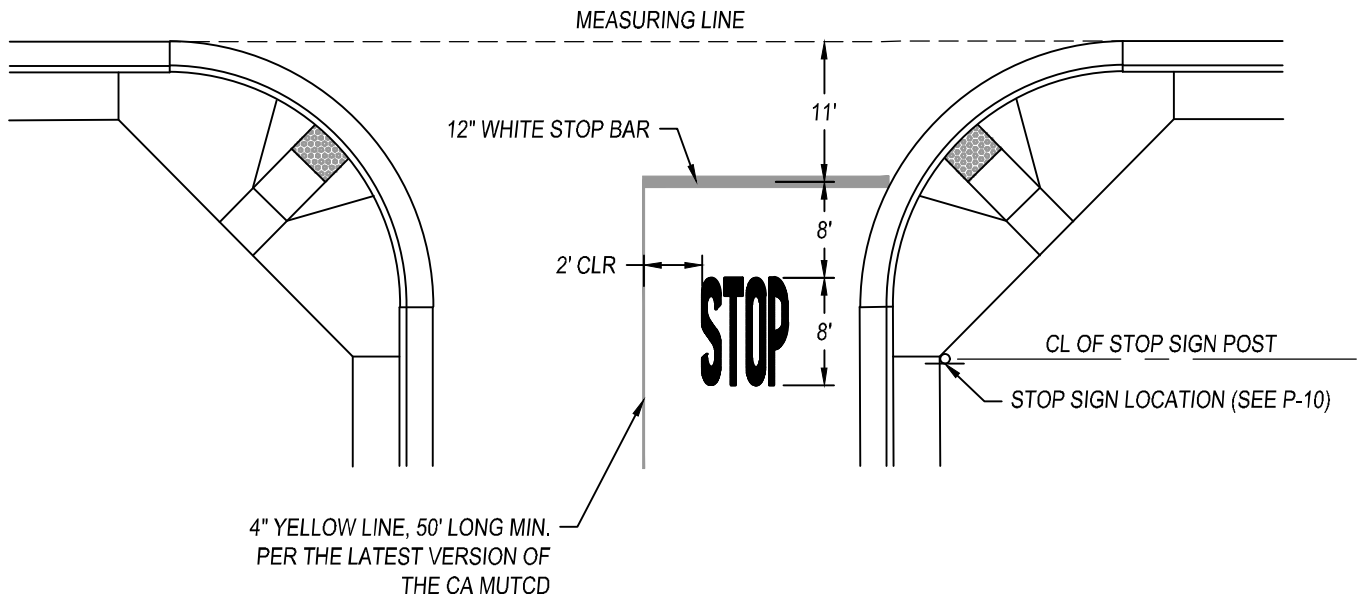
CROSSWALK MARKINGS

PUBLIC IMPROVEMENT STANDARDS

P-6

REVISIONS

NAME	BY	DATE



STANDARD STOP BAR MARKING

NOTES:

1. STRIPING/MARKINGS SHALL BE THERMOPLASTIC WITH REFLECTIVE GLASS BEADS AND SHALL CONFORM TO THE LATEST EDITION OF THE CA MUTCD.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

 APPROVED BY PUBLIC WORKS DIRECTOR


STOP BAR MARKING AND STOP SIGNS LOCATION

PUBLIC IMPROVEMENT STANDARDS

P-7

REVISIONS

NAME	BY	DATE

INSTALLATION REQUIREMENTS AND MATERIALS:

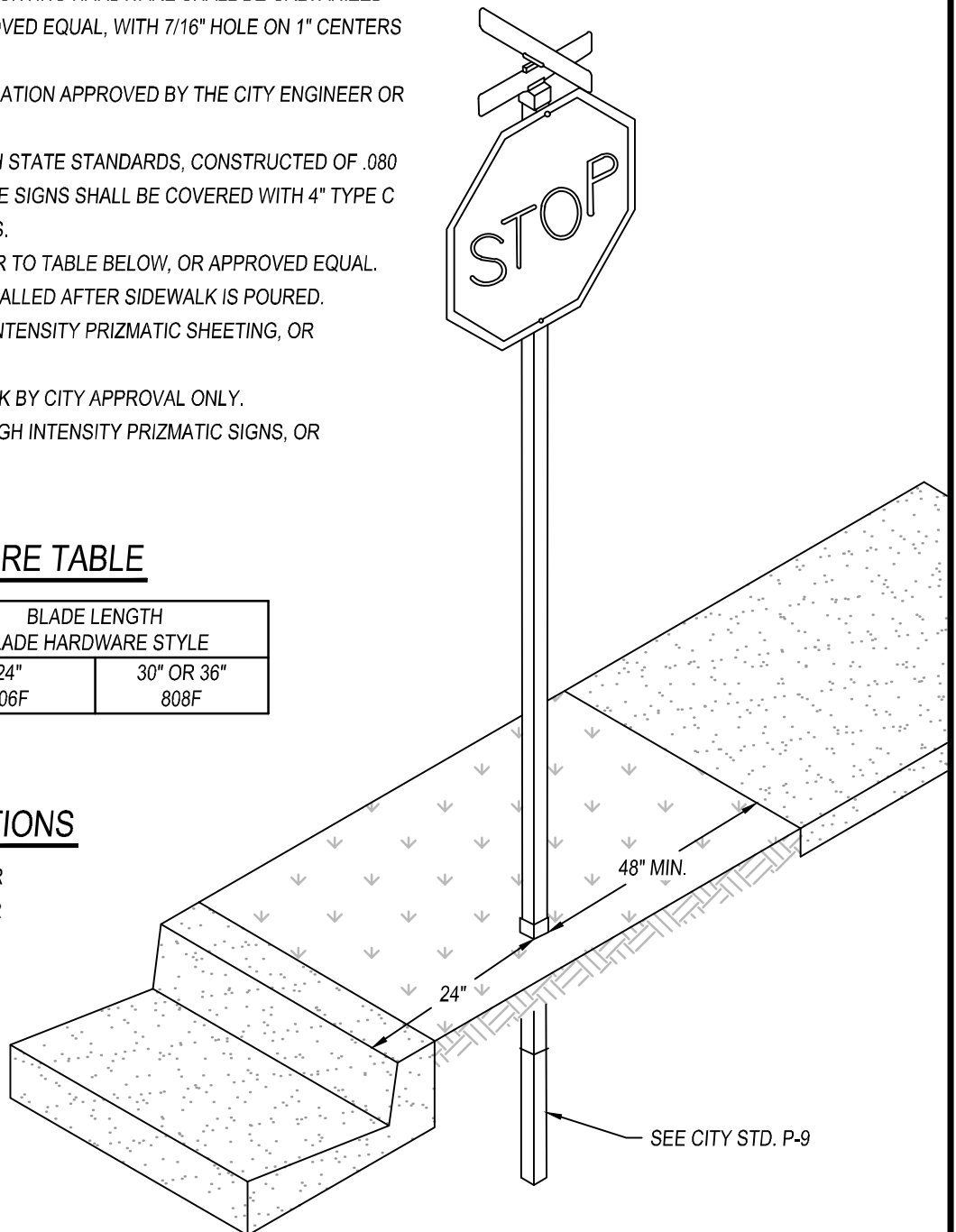
1. ATTACH SIGNS, SLEEVE AND ANCHOR TO POST WITH MULTI-GRIP DRIVE RIVETS ("UNISTRUT" TL-3806, OR APPROVED EQUAL).
2. POST, ANCHOR, SLEEVE AND MOUNTING HARDWARE SHALL BE GALVANIZED "UNISTRUT" TELSPAR, OR APPROVED EQUAL, WITH 7/16" HOLE ON 1" CENTERS ON ALL FOUR (4) SIDES.
3. INSTALL SIGNS AND POST IN LOCATION APPROVED BY THE CITY ENGINEER OR PUBLIC WORKS DEPARTMENT.
4. ALL SIGNS ARE TO COMPLY WITH STATE STANDARDS, CONSTRUCTED OF .080 GAUGE ALUMINUM, STREET NAME SIGNS SHALL BE COVERED WITH 4" TYPE C HIGH INTENSITY SILVER LETTERS.
5. STREET SIGN HARDWARE: REFER TO TABLE BELOW, OR APPROVED EQUAL.
6. SAWCUT REQUIRED IF SIGN INSTALLED AFTER SIDEWALK IS POURED.
7. STOP SIGNS SHALL HAVE HIGH INTENSITY PRIZMATIC SHEETING, OR APPROVED EQUAL.
8. ALL SIGNS LOCATED IN SIDEWALK BY CITY APPROVAL ONLY.
9. STREET NAME SIGN SHALL BE HIGH INTENSITY PRIZMATIC SIGNS, OR APPROVED EQUAL.

STREET SIGN HARDWARE TABLE

MANUFACTURER	BLADE LENGTH	
	BLADE HARDWARE STYLE	
ZUMAR MANUFACTURING	24"	30" OR 36"
	606F	808F

APPROVED ABBREVIATIONS

COURT.....CT	CIRCLE.....CR
STREET.....ST	DRIVE.....DR
AVENUE.....AVE	ROAD.....RD
PLACE.....PL	LANE.....LN
BOULEVARD..BLVD	



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

STREET SIGN STANDARD (1 OF 2)

PUBLIC IMPROVEMENT STANDARDS

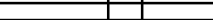
P-8

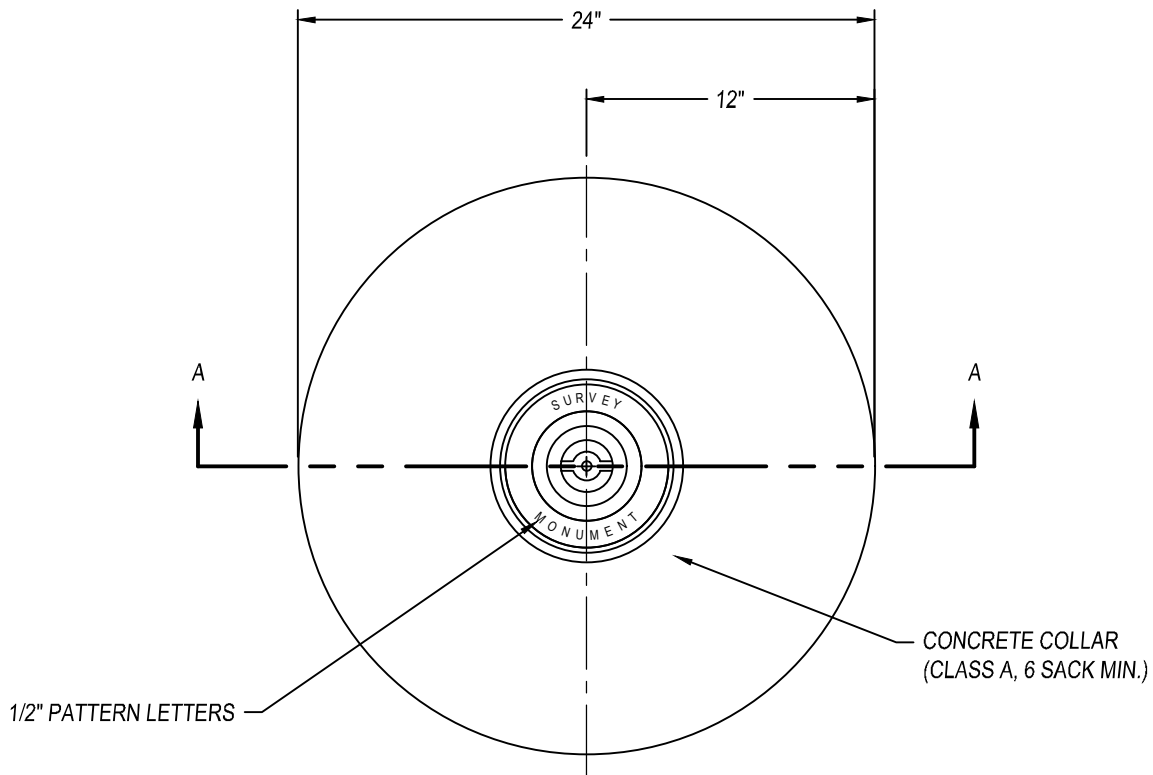
REVISIONS

NAME	BY	DATE

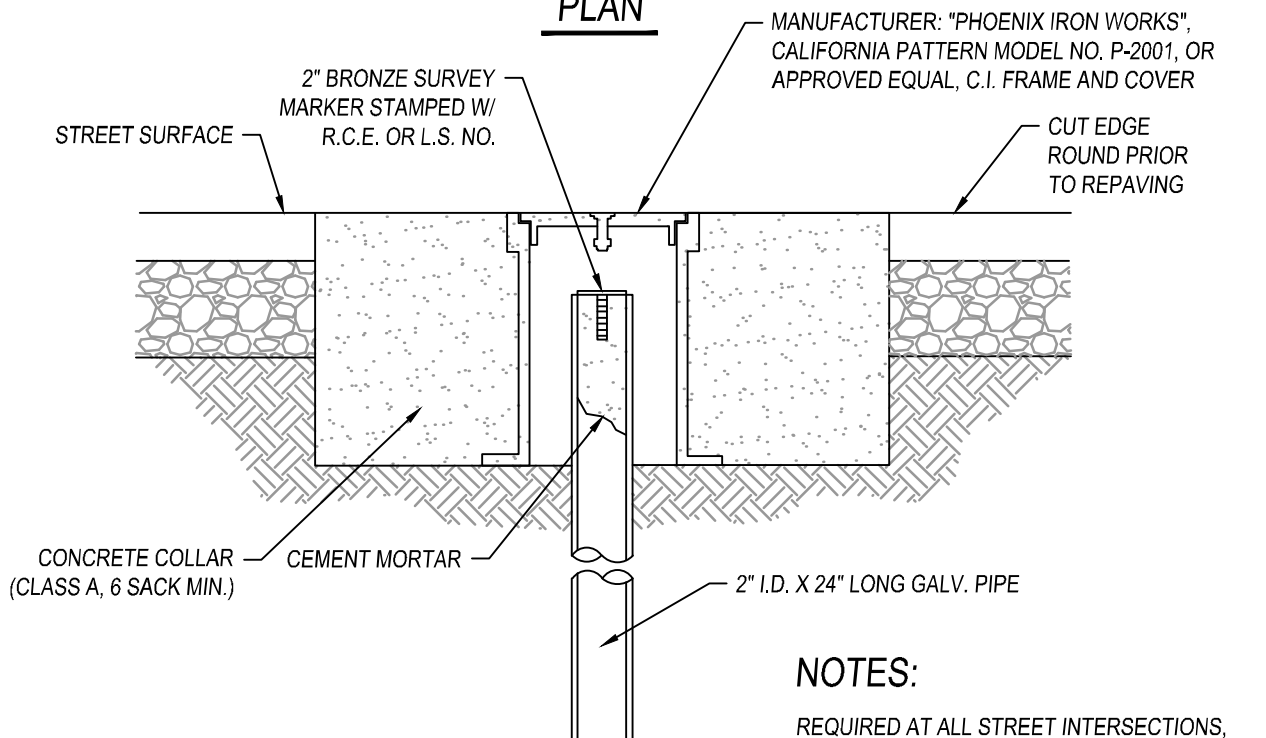


PRIOR APPROVAL NEEDED FROM PUBLIC WORKS DEPARTMENT





PLAN



NOTES:

REQUIRED AT ALL STREET INTERSECTIONS,
STREET OFF-SETS, CUL-DE-SACS AND STREET
RADIUS POINTS.

SECTION A-A



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

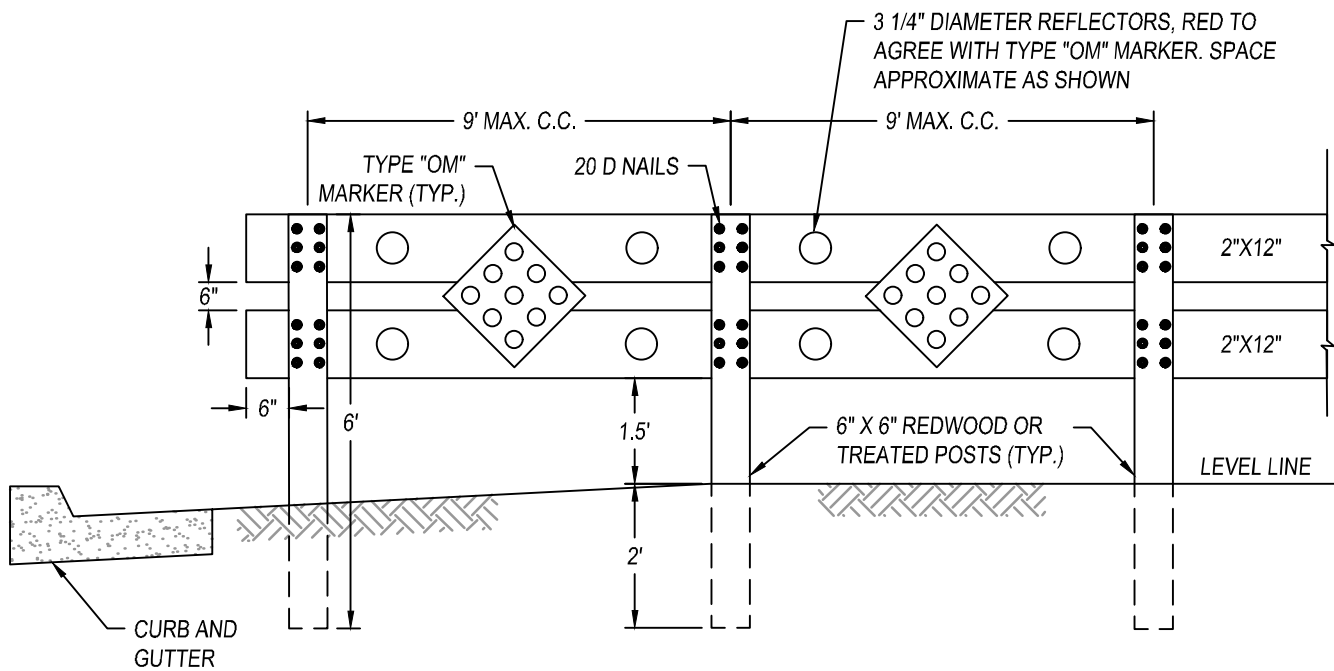
APPROVED BY PUBLIC WORKS DIRECTOR

TYPE-A STREET INTERSECTION AND CURVE RADIUS SURVEY MONUMENT PUBLIC IMPROVEMENT STANDARDS

P-10

REVISIONS

NAME	BY	DATE



NOTES:

1. BARRICADES SHALL BE 2 FEET LESS THAN FULL WIDTH OF PAVEMENT OR TRAVELED WAY, OR AS SHOWN ON PROJECT PLANS.
2. APPLY TWO COATS OF EXTERIOR FLAT WHITE PAINT TO ALL EXPOSED WOOD MEMBERS.
3. ANY DEVIATION FROM THE ABOVE FOR TEMPORARY INSTALLATIONS, SHALL BE SUBJECT TO APPROVAL OF THE CITY ENGINEER.
4. UPRIGHT POSTS SHALL BE REDWOOD OR PRESSURE-TREATED DOUGLAS FIR.
5. ALTERNATE HORIZONTAL LAPS WHERE POSSIBLE.
6. STATE OF CALIFORNIA OM4-1, RED REFLECTORIZED SIGN WITH 9 RED REFLECTORS AT DEAD END STREETS.
7. MUTCD SIGN OM1-1, YELLOW REFLECTORIZED SIGN WITH 9 YELLOW REFLECTORS AND W1-6 OR W1-7 AT "T" OR "L" INTERSECTIONS.
8. REFLECTORIZED SIGNS ARE TO BE INSTALLED AT A HEIGHT AND POSITION.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

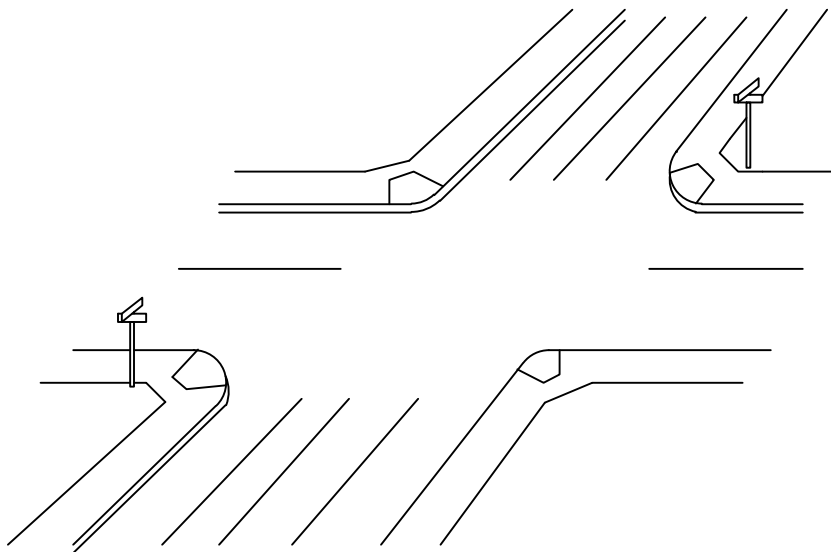
TIMBER BARRICADE

PUBLIC IMPROVEMENT STANDARDS

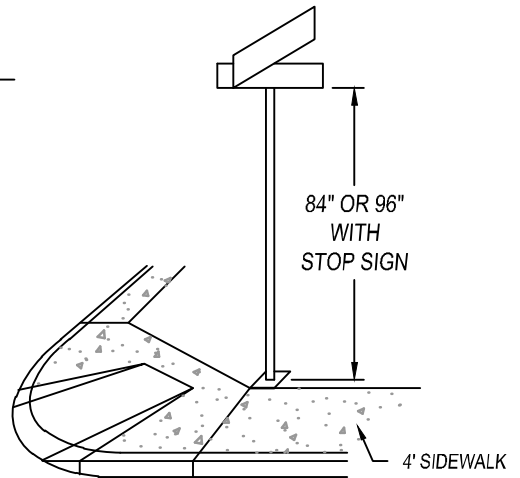
P-11

REVISIONS

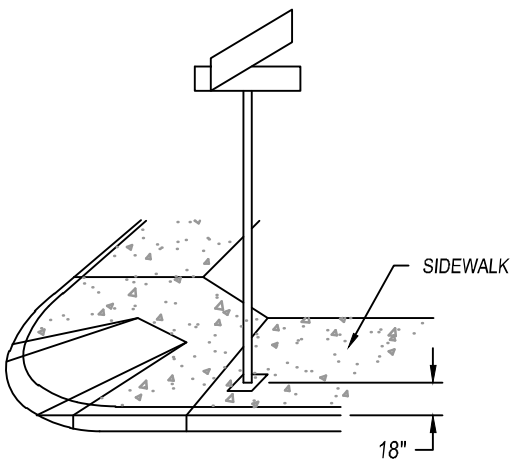
NAME	BY	DATE



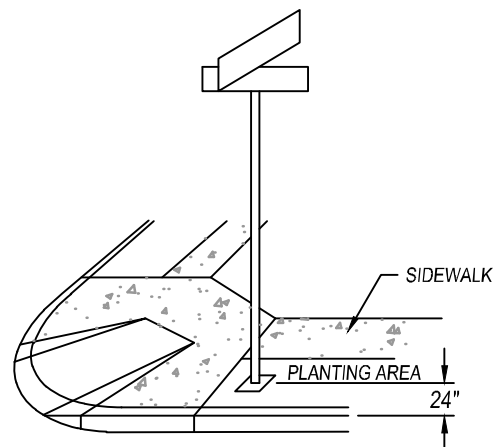
LOCATION AT INTERSECTION



LOCATION IN 4 FT. MONOLITHIC SIDEWALK



LOCATION IN FULL WIDTH SIDEWALK



LOCATION IN PLANTING STRIP

NOTES:

1. SAWCUT REQUIRED IF SIGN INSTALLED AFTER SIDEWALK IS POURED.
2. WHEN INSTALLED IN SIDEWALK, POLES WILL BE SET PRIOR TO SIDEWALK POUR.
3. SAME PIPE FOR STOP SIGN AND STREET NAME SIGN MAY BE UTILIZED WHERE APPROVED.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

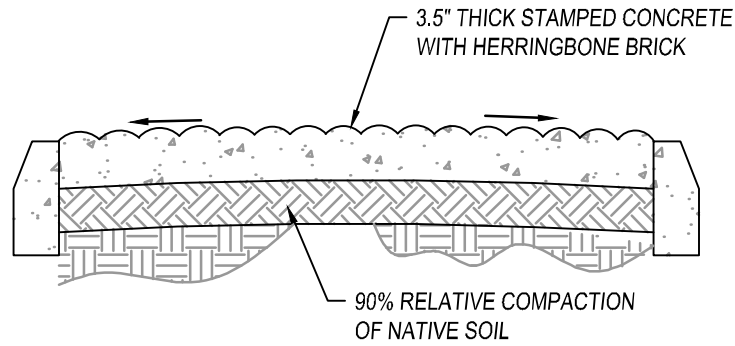
STREET NAME SIGN LOCATION

PUBLIC IMPROVEMENT STANDARDS

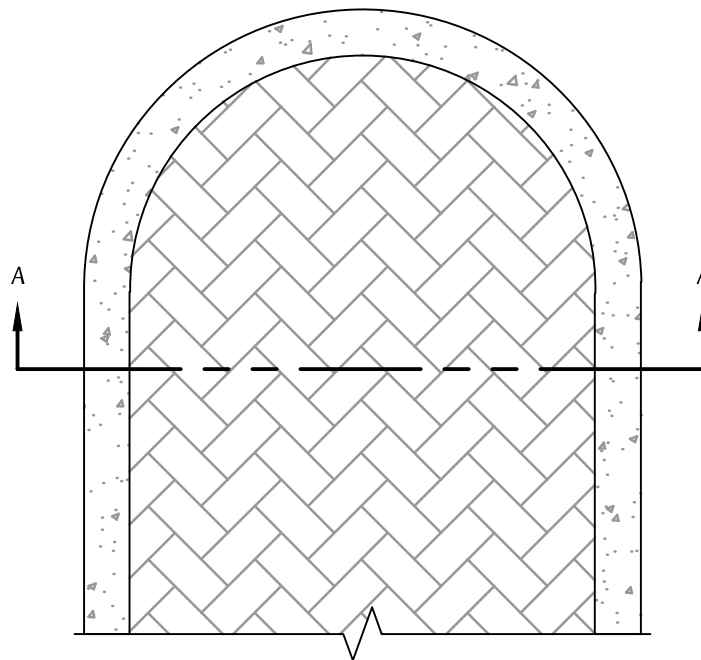
P-12

REVISIONS

NAME	BY	DATE



SECTION A-A



PLAN

NOTES:

1. CONCRETE STAMPED SHALL BE A HERRINGBONE BRICK PATTERN AND BE DAVIS IN COLOR BRICK RED.
2. LIQUID RELEASE AGENT SHALL BE USED.
3. CURE AND SEAL PRODUCT SHALL BE APPLIED IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATIONS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

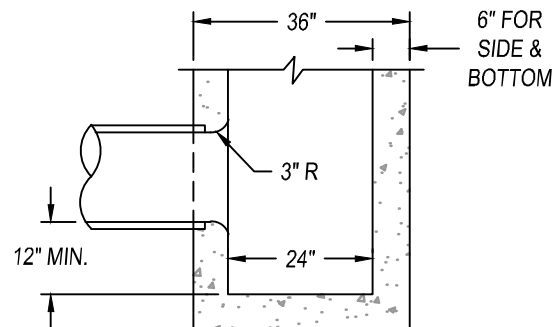
**DECORATIVE STAMPED
CONCRETE MEDIAN**

PUBLIC IMPROVEMENT STANDARDS

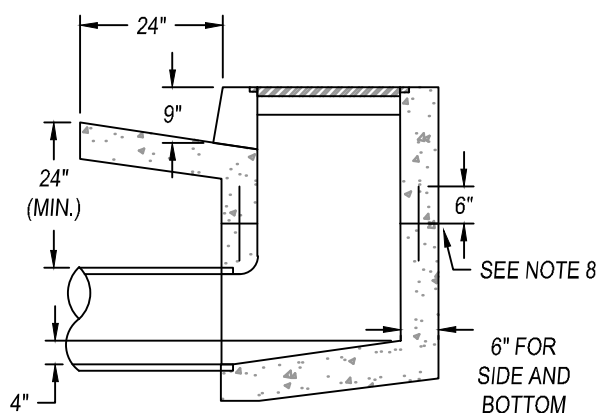
P-13

REVISIONS

NAME	BY	DATE



SECTION A-A
OUTLET SEE NOTE 2

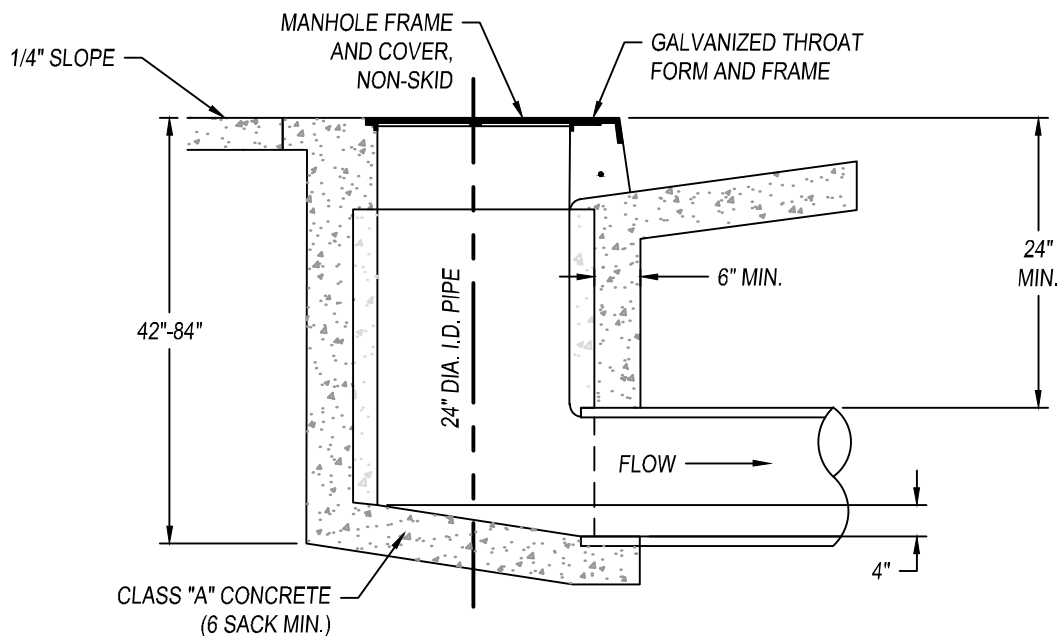
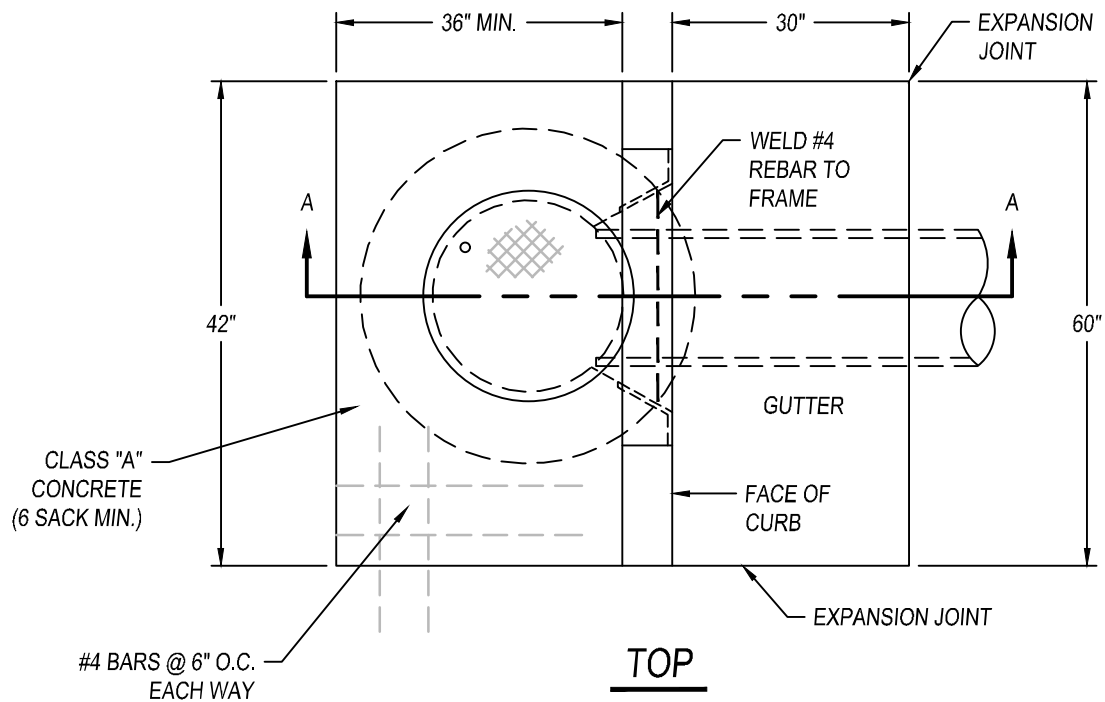


SECTION B-B
INLET

1. AN OUTLET STRUCTURE THROAT SHALL BE FORMED WITH 6" FROM FLOWLINE TO TOP OF CURB.
2. WHEN EMPLOYED AS OUTLET, ELIMINATE THE 1/2" DIA. ROD AND PLACE GALV. FRAME AND GRATE 6" BELOW TOP OF CURB.
3. THE INLET OR OUTLET MAY BE MODIFIED SLIGHTLY TO MATCH EXISTING IMPROVEMENTS, AS DIRECTED BY THE CITY.
4. STRUCTURE SHALL BE CLASS "A" CONCRETE (6 SACK MINIMUM). CURB, GUTTER AND LOCAL DEPRESSIONS SHALL BE CLASS "A" CONCRETE (5 SACK MINIMUM).
5. CURB AND GUTTER SHALL BE RECONSTRUCTED ON EACH SIDE OF BOX AS INDICATED ON THE PLANS.
6. THE FLOOR OF THE INLET SHALL SLOPE FROM ALL WALLS TO THE LAT. FLOWLINE AND BE GIVEN A STEEL TROWELED FINISH.
7. AT THE CONTACT POINT OF THE STRUCTURE WALL AND THE LATERAL, A SMOOTH 3" RADIUS CURVE SHALL BE CONSTRUCTED.
8. IF THE STRUCTURE IS CONSTRUCTED IN A TWO-STAGE POUR, PROVIDE A ROUGHENED CONSTRUCTION JOINT AND PLACE ON #4 REBAR, 12" LONG, IN EACH OF THE FOUR WALLS, AS SHOWN.
9. APPROVAL EQUAL: "CHRISTY" U36 PRE-CAST CONCRETE CATCH BASIN WITH U37 (2 X 4) PRE-CAST CONCRETE CURB INLET.
10. MAXIMUM GUTTER SHALL NOT EXCEED 1,300'.



SD-1		
REVISIONS		
NAME	BY	DATE



SECTION A-A

NOTES:

1. BY CITY STAFF APPROVAL ONLY.
2. MAXIMUM GUTTER RUN NOT TO EXCEED 1,300'.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

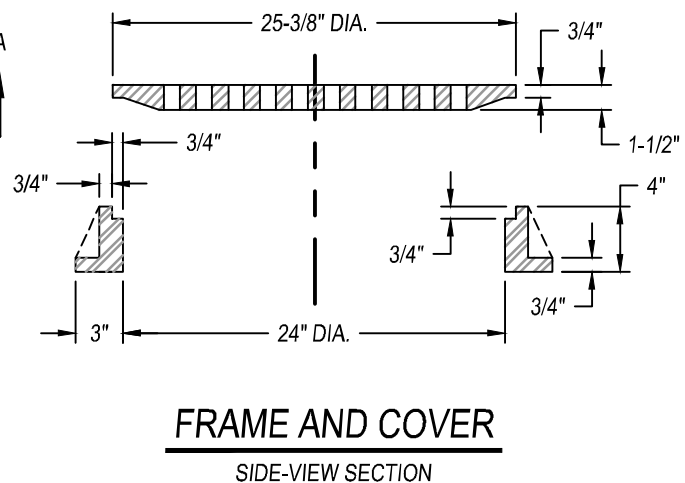
**TYPE 'C' CATCH BASIN 24"
DIAMETER INLET DRAIN PIPE**

PUBLIC IMPROVEMENT STANDARDS

SD-3

REVISIONS

NAME	BY	DATE



1. BY CITY STAFF APPROVAL ONLY.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

TYPE 'D' CATCH BASIN
STANDARD FLAT GRATE

PUBLIC IMPROVEMENT STANDARDS

SD-4

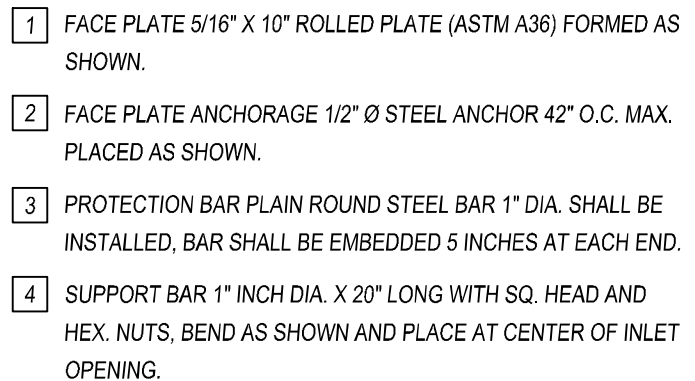
REVISIONS

REVISIONS		
NAME	BY	DATE



1. THE INLET MAY BE MODIFIED SLIGHTLY TO MATCH EXISTING IMPROVEMENTS, AS DIRECTED BY THE ENGINEER.
2. STRUCTURE SHALL BE CLASS "A" CONCRETE (6 SACK MIN.). EXPOSED SURFACES SHALL BE FINISHED AS PER CURB SPECIFICATIONS.
3. COST OF FRAME, THROAT FORM, AND CURB AND GUTTER WINGS SHALL BE INCLUDED IN PRICE OF INLET.
4. ADDITIONAL CURB AND GUTTER SHALL BE CONSTRUCTED OR RECONSTRUCTED ON EACH SIDE OF BOX AS INDICATED ON THE PLANS AND COST THEREOF SHALL BE INCLUDED IN PRICE OF INLET.
5. FLOOR OF THE INLET SHALL SLOPE FROM ALL WALLS TO THE LATERAL LINE AND SHALL BE GIVEN A STEEL TROWELED FINISH.
6. AT THE CONTACT POINT BETWEEN THE LATERAL LINE AND THE INLET WALL A SMOOTH 3" RADIUS CURVE SHALL BE CONSTRUCTED.
7. IN INLET IS CONSTRUCTED IN A TWO STAGE POUR, PROVIDE A ROUGHENED CONSTRUCTION JOINT AND PLACE ONE #4 BAR 12" LONG IN EACH OF THE FOUR WALLS, AS SHOWN.
8. PIPE MINIMUM DEPTH MAY BE ADJUSTED BY THE DESIGNER OR ENGINEER. MAY REQUIRE PIPE CLASS CHANGE OR SPECIAL BACKFILL.





1. ALL EXPOSED METAL PARTS SHALL BE GALVANIZED.

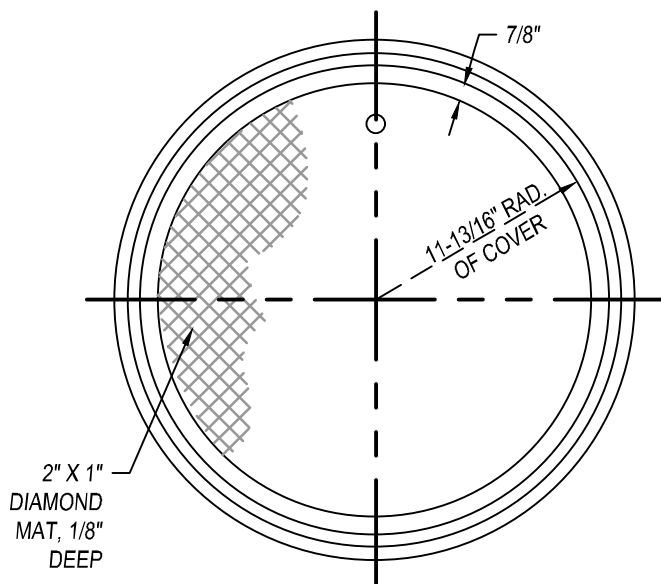


PUBLIC IMPROVEMENT STANDARDS

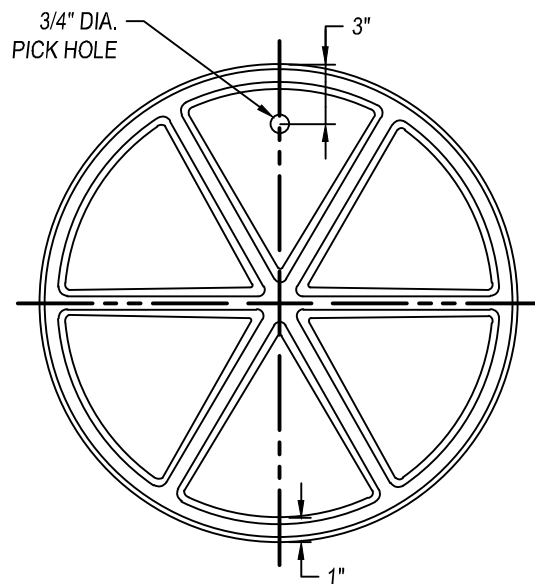
NAME	BY	DATE

TOP OF MANHOLE FRAME AND COVER

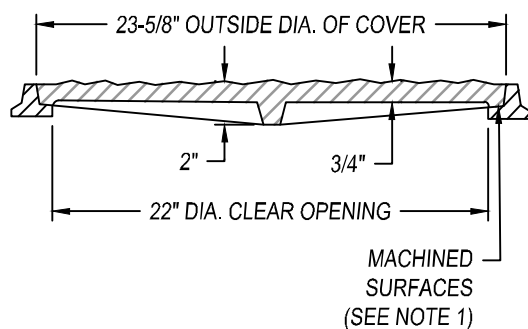
TOTAL WT. = 130 LBS.



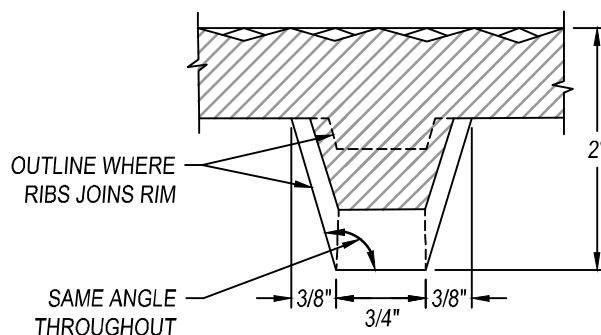
BOTTOM OF MANHOLE COVER



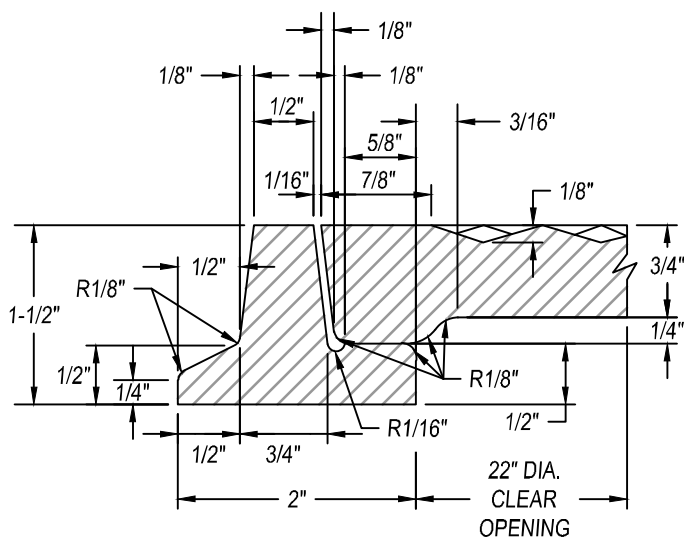
CROSS SECTION THRU FRAME AND COVER



CROSS SECTION THRU RIM AT MID RADIUS



CROSS SECTION THRU RIM



NOTE:

1. FRAME AND COVER SHALL BE GRAY CAST IRON CONFORMING TO THE LATEST A.S.T.M. STANDARD A 48, CLASS 30 OR BETTER GALVANIZE PER A.S.T.M. A385.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

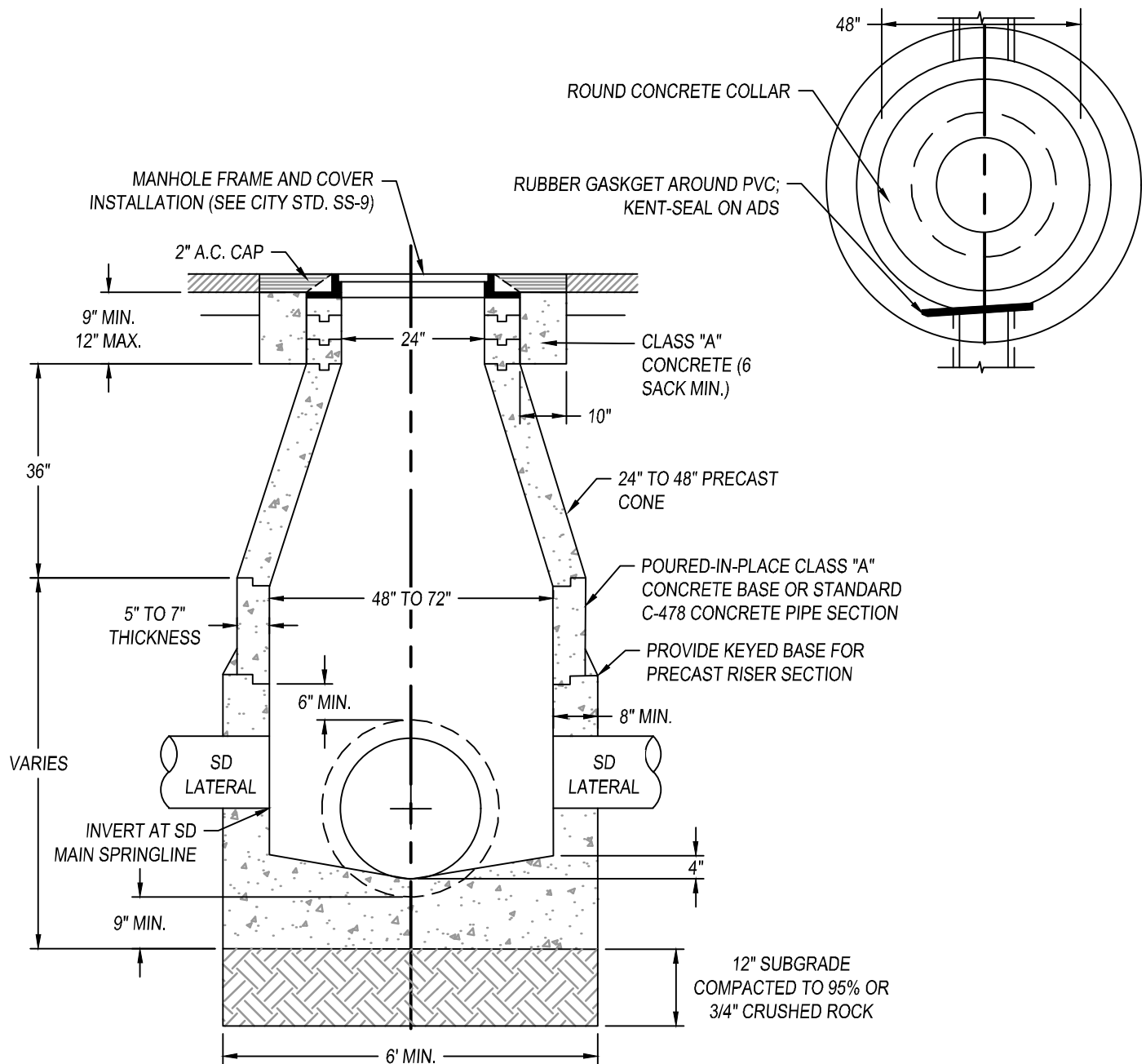
MANHOLE FRAME AND COVER FOR TYPE 'E' & 'G' INLET

PUBLIC IMPROVEMENT STANDARDS

SD-10

REVISIONS

NAME	BY	DATE
------	----	------



NOTES:

1. ALL CONCRETE SHALL BE CLASS "A" (6 SACK MIN.).
2. CONCRETE CONE AND GRADE RINGS SHALL BE PRECAST REINFORCED AS PER ASTM C-478.
3. GROUT AND BAND ALL PIPE JOINTS. "KENT" SEAL NO. 2 OR APPROVED EQUAL SHALL BE APPLIED BETWEEN EACH JOINT.
4. GROUT MIXTURE SHALL BE 1:2 CEMENT TO SAND.
5. WHERE MANHOLES ARE NOT IN STREETS OR TRAVEL WAYS, PLACE TOP 12" ABOVE EXISTING GROUND WITH A 24" CONCRETE RING UNLESS OTHERWISE SHOWN ON THE PLANS.
6. IF LARGEST PIPE SIZE IS 24" OR LARGER, A 72" DIAMETER MANHOLE IS REQUIRED.
7. WHEN ADJUSTING A MANHOLE, REFER TO CITY STD. SS-9.
8. NO FLOODING OR JETTING COMPACTION.
9. MAXIMUM DISTANCE BETWEEN MANHOLES SHALL BE 400'.
10. STORM DRAIN LATERALS 6" AND LARGER CONNECTED TO A MAIN REQUIRE A STORM DRAIN MANHOLE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

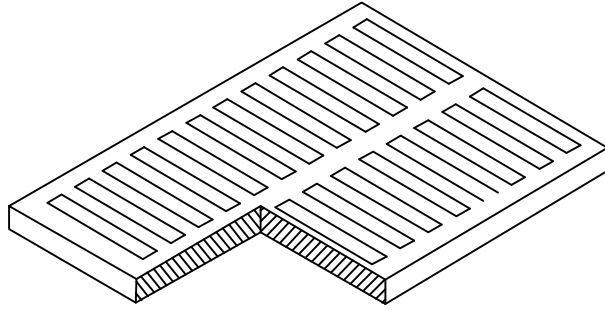
STORM DRAIN MANHOLE

PUBLIC IMPROVEMENT STANDARDS

SD-11

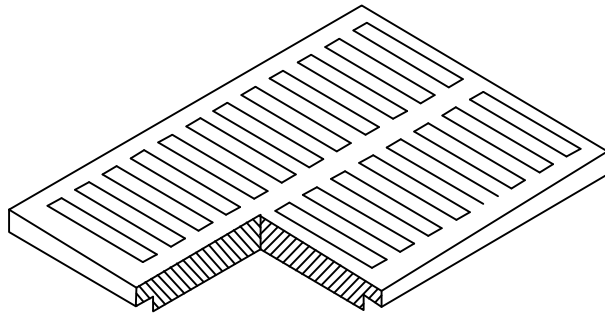
REVISIONS

NAME	BY	DATE



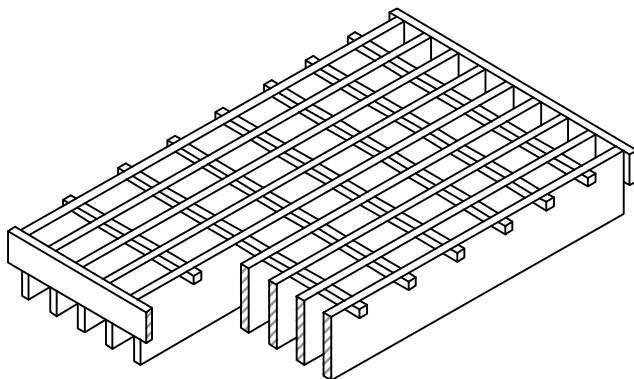
LIGHT DUTY CAST IRON

CATCH BASIN NO.	I.D. CATCH BASIN	FRAME AND GRATE NO.	APPROX. WEIGHT PER SET
U21	2'X2'	71C420	125
U23	2'X2'	71C420	125
U32	2'X3'	71C430	180
48% OPEN FLOW AREA			



HEAVY DUTY CAST IRON

CATCH BASIN NO.	I.D. CATCH BASIN	FRAME AND GRATE NO.	APPROX. WEIGHT PER SET
U21	2'X2'	71C422	230
U23	2'X2'	71C422	230
U32	2'X3'	71C432	180
41% OPEN FLOW AREA			



WELDED STEEL GRATES WITH CROSS BARS

CATCH BASIN NO.	I.D. CATCH BASIN	FRAME AND GRATE NO.	APPROX. WEIGHT PER SET
U21	2'X2'	71W422	165
U23	2'X2'	71W422	165
U32	2'X3'	71W432	195
U36	2'X4'	71C442	270
U43	3'X3'	71C452	295
U52	3'X4'	71C462	390 2PC
77% OPEN FLOW AREA			

NOTE:

1. ALL GRATES WITHIN AN ADA DEDICATED PATH OF TRAVEL SHOULD BE AN ADA APPROVED GRATE PER THE LATEST EDITION OF THE CBC.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

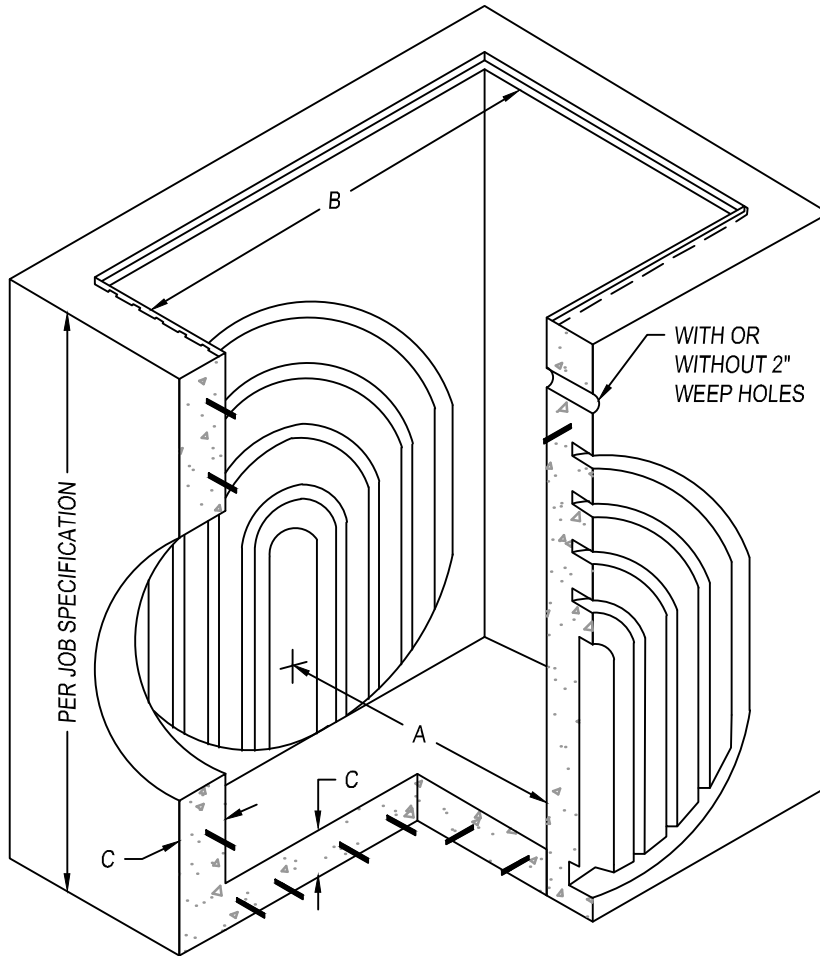
CATCH BASIN GRATE

PUBLIC IMPROVEMENT STANDARDS

SD-12

REVISIONS

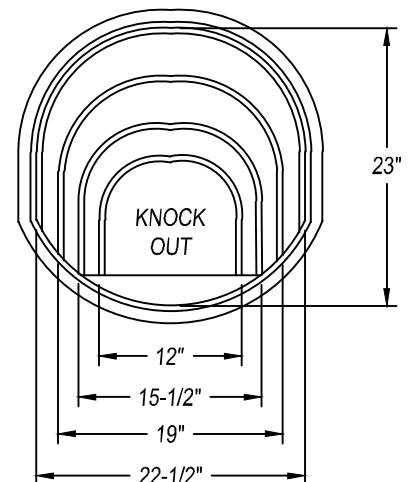
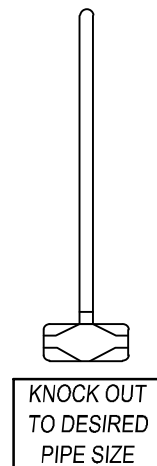
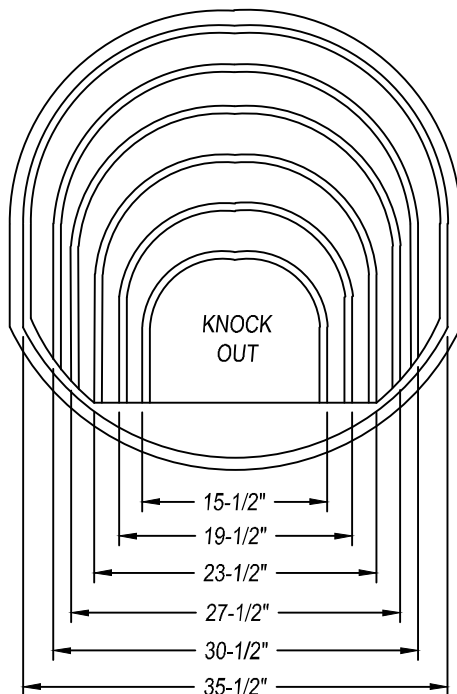
NAME	BY	DATE



PRODUCT NUMBER	DIMENSIONS		
	A	B	C
U21	2'	2'	4'
U23	2'	2'	6'
U32	2'	3'	6'
U36	2'	4'	5'
U43	3'	3'	6'
U52	3'	4'	6'

NOTES:

1. STANDARD GRADE RINGS ARE AVAILABLE IN 6" INCREMENTS UP TO 4' HIGH.
2. CUSTOMER SPECIFIED TOP EDGE CHOICES CAST INTO CATCH BASIN OR GRADE RINGS (SEE CITY STD. SD-14).



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

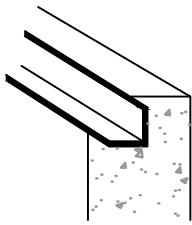
"CHRISTY" U SERIES CATCH BASINS

PUBLIC IMPROVEMENT STANDARDS

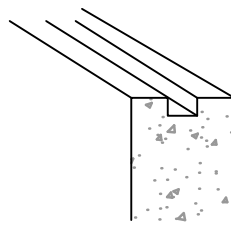
SD-13

REVISIONS

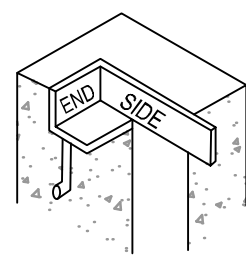
NAME BY DATE



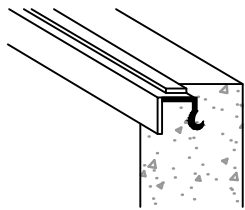
CAST-IN GALVANIZED FRAME FOR
GRATES 1-1/2" X 1-1/2" ANGLE IRON WITH
ANCHOR BOLTS



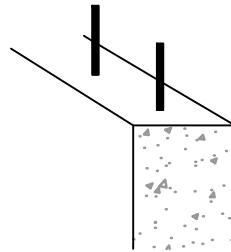
GROOVED TO RECEIVE TONGUE OF
GRADE RINGS, CURB INLETS, ETC.



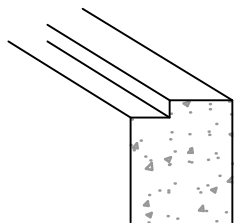
CAST-IN GALVANIZED FRAME FOR
STATE TYPE GRATES 4"x3"x1/4" ANGLE
IRON ENDS WITH ANCHOR BOLTS
3-1/2"x1/4" SIDE BARS



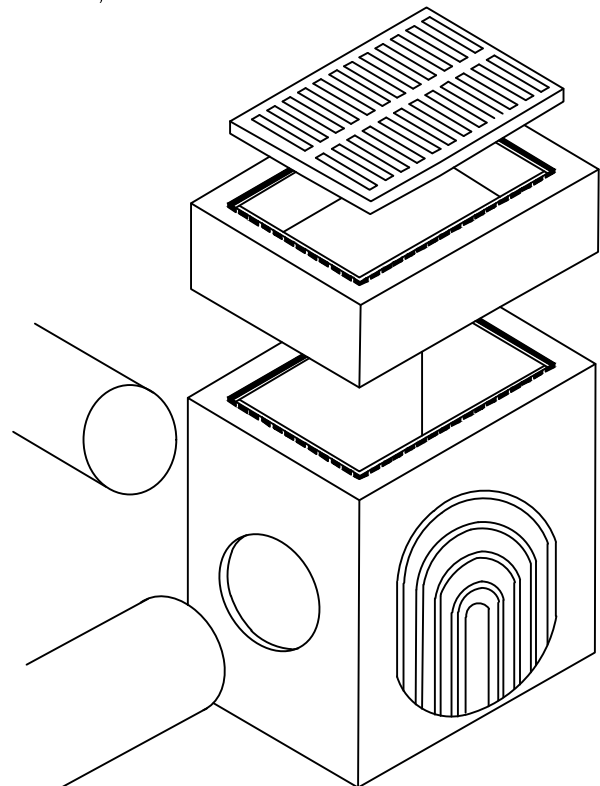
CAST-IN GALVANIZED FRAME FOR 1/4" STEEL LIDS WITH BOLT DOWN PROVISIONS



6" EXPOSED REBAR TO ALLOW JOB
SITE POURING OF SPECIAL CURB
SHAPES AT GRADE LEVEL, ETC.



RECESSED FOR 1/4" STEEL LIDS
WITH BOLT DOWN PROVISIONS



NOTES:

1. OPENINGS, LOCATIONS AND SIZES TO JOB SPECIFICATIONS.
2. WITH OR WITHOUT BOTTOM.
3. PROGRESSIVE WEBBED KNOCK-OUTS PROVIDE MAXIMUM FLEXIBILITY PERMITTING PIPE OF ANY SIZE TO BE NEATLY AND QUICKLY GROUTED IN AT JOB SITE.
4. STANDARD TONGUE AND GROOVE GRADE RINGS ARE AVAILABLE IN 6" INCREMENTS UP TO 4' HIGH.
5. ALL REINFORCING STEEL MEETS ASTM SPECIFICATIONS AS REQUIRED.
6. CITY APPROVAL REQUIRED FOR APPLICATION.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

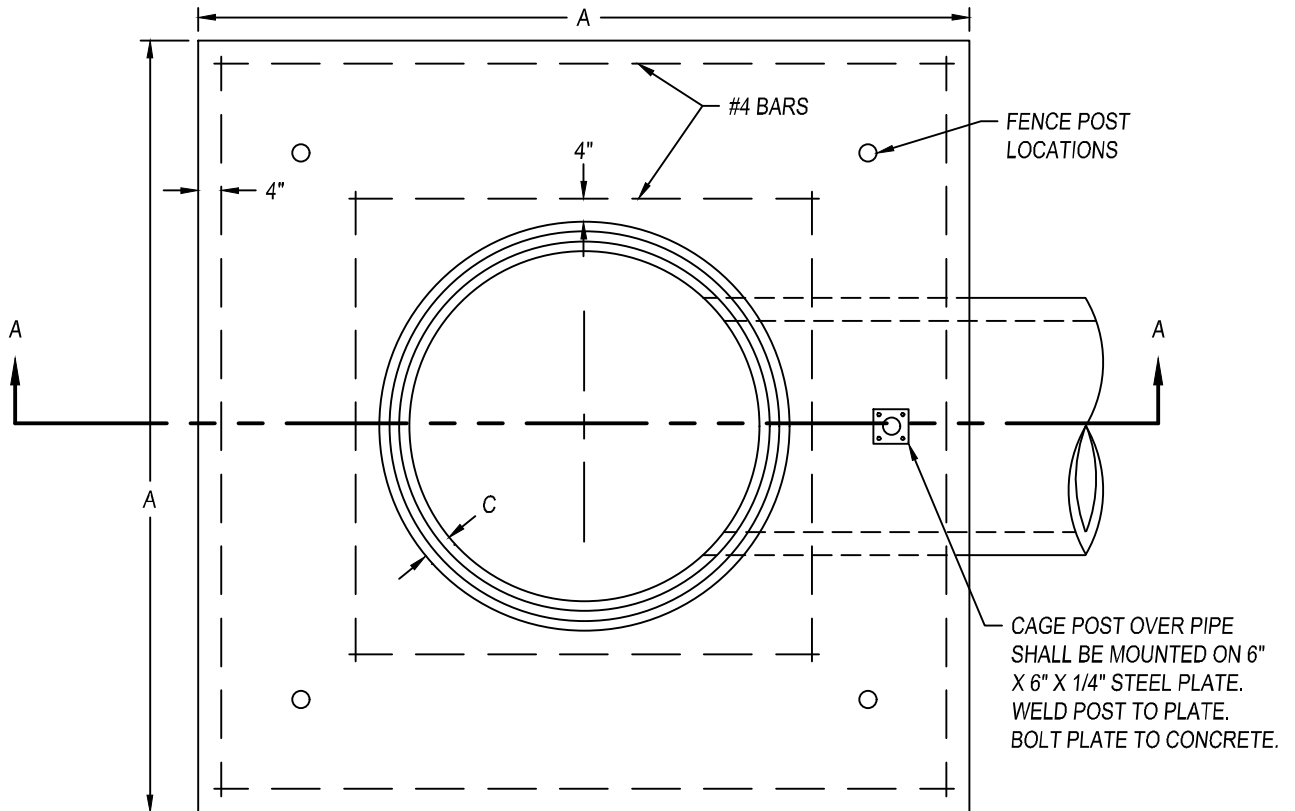
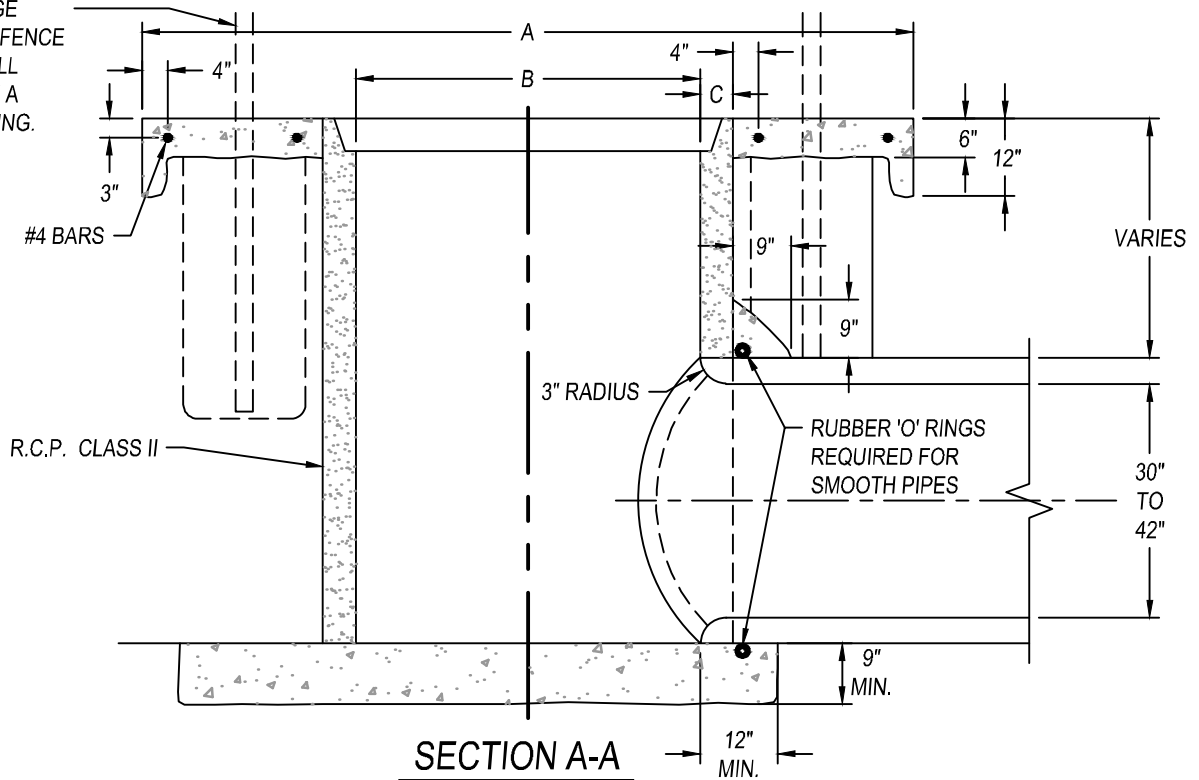
TOP EDGE CHOICES FOR CATCH
BASIN AND/OR GRATE RING
PUBLIC IMPROVEMENT STANDARDS

SD-14

REVISIONS

NAME	BY	DATE
------	----	------

FOR OUTFALL CAGE
STRUCTURE, SEE FENCE
CAGE FOR OUTFALL
STRUCTURE TYPE A
STANDARD DRAWING.



NOTES:

PLAN

- FOR DIMENSIONS SEE DESIGN TABLE FOR OUTFALL STRUCTURE TYPE A STANDARD DRAWING.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

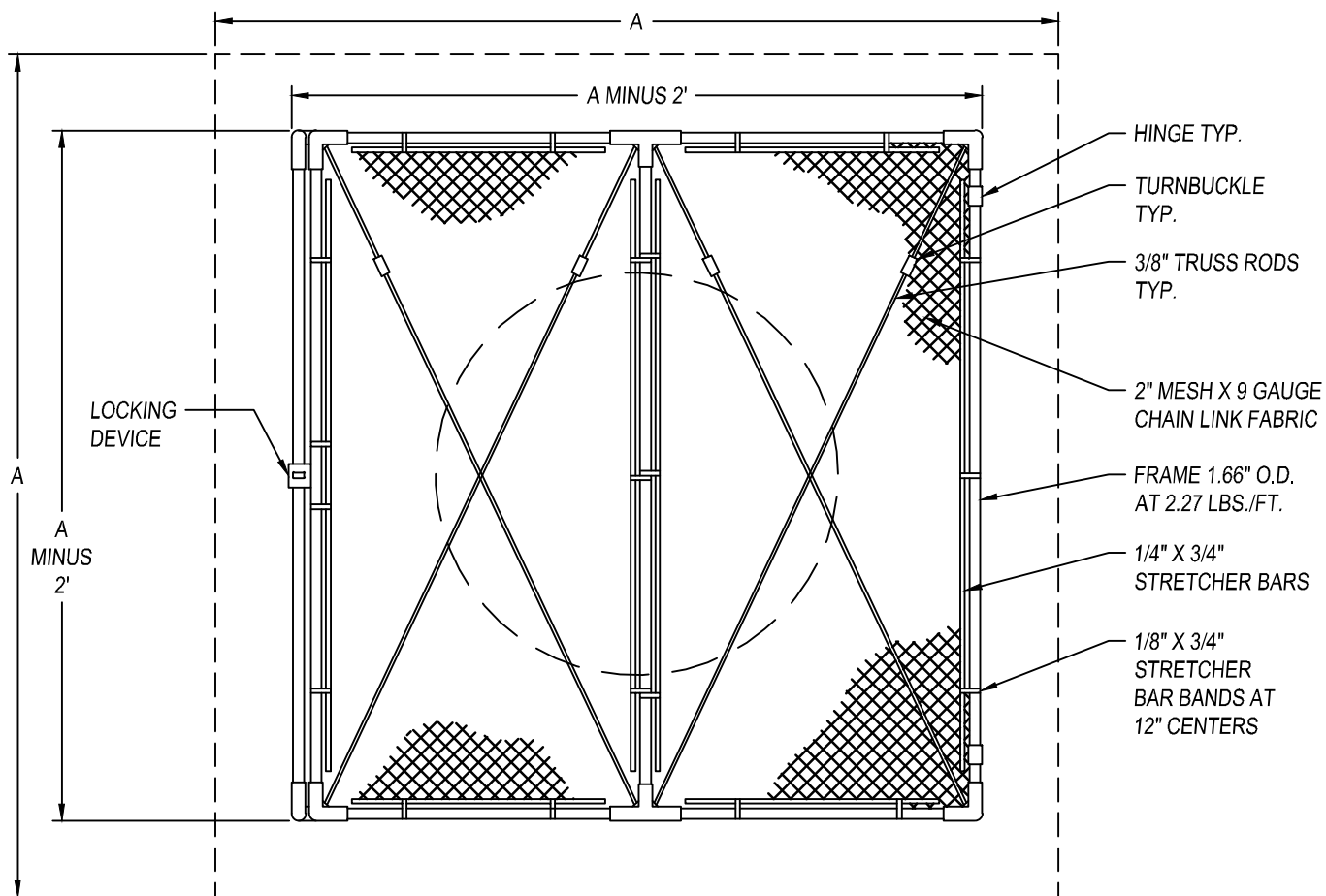
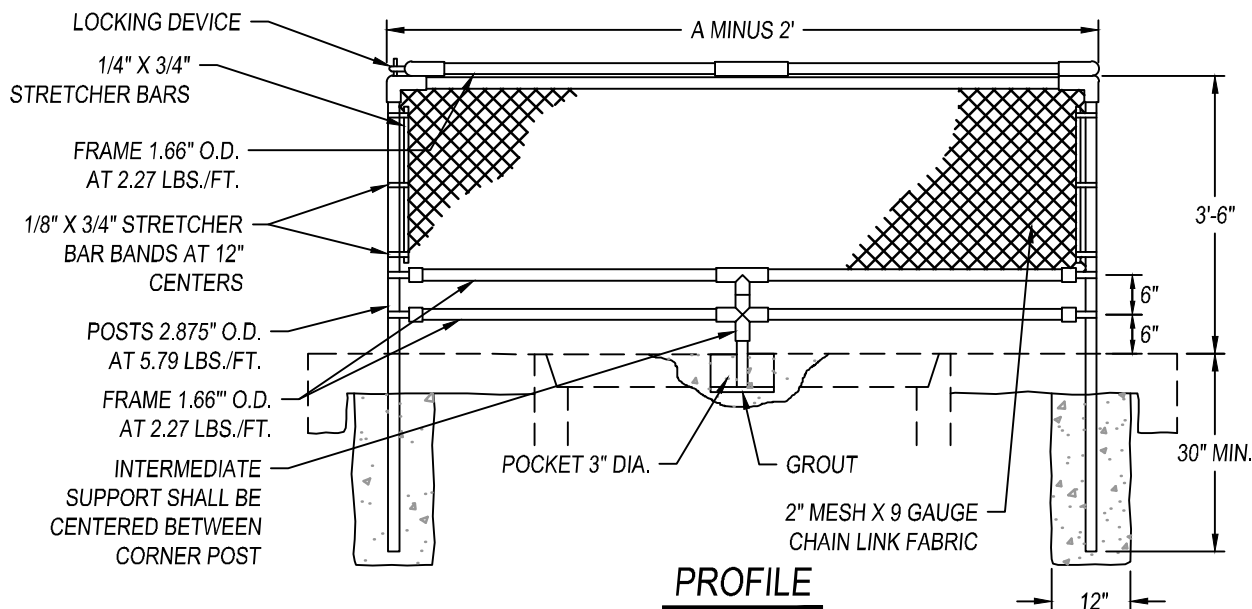
OUTFALL STRUCTURE TYPE A

PUBLIC IMPROVEMENT STANDARDS

SD-15

REVISIONS

NAME	BY	DATE



NOTES:

1. LOCKING DEVICE SHALL BE APPROVED BY THE CITY ENGINEER.
2. FOR DIMENSIONS, SEE DESIGN TABLE FOR OUTFALL STRUCTURE TYPE A STANDARD DRAWING.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

FENCE CAGE FOR OUTFALL STRUCTURE TYPE A

PUBLIC IMPROVEMENT STANDARDS

SD-16

REVISIONS

NAME	BY	DATE

TYPE	MAX. PIPE SIZE	DESIGN (C.F.S.)	A	B	C
A	30"	12-16	8'-0"	42"	3 1/2"
A	36"	16-21	9'-0"	48"	4"
A	42"	21-29	10'-0"	54"	4 1/2"

DESIGN TABLE

TYPE A

NOTES:

1. ALL CONCRETE SHALL BE CLASS 3 CONCRETE.
2. REINFORCING BARS SHALL BE DEFORMED STEEL BARS AND SHALL BE GRADE 40 MINIMUM. REINFORCING BARS SHALL BE FREE OF RUST OR DIRT AND SHALL BE THOROUGHLY CLEANED BEFORE PLACEMENT.
3. REINFORCING BARS SHALL HAVE A MINIMUM OF 2" OF CLEAR COVERAGE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

 APPROVED BY PUBLIC WORKS DIRECTOR

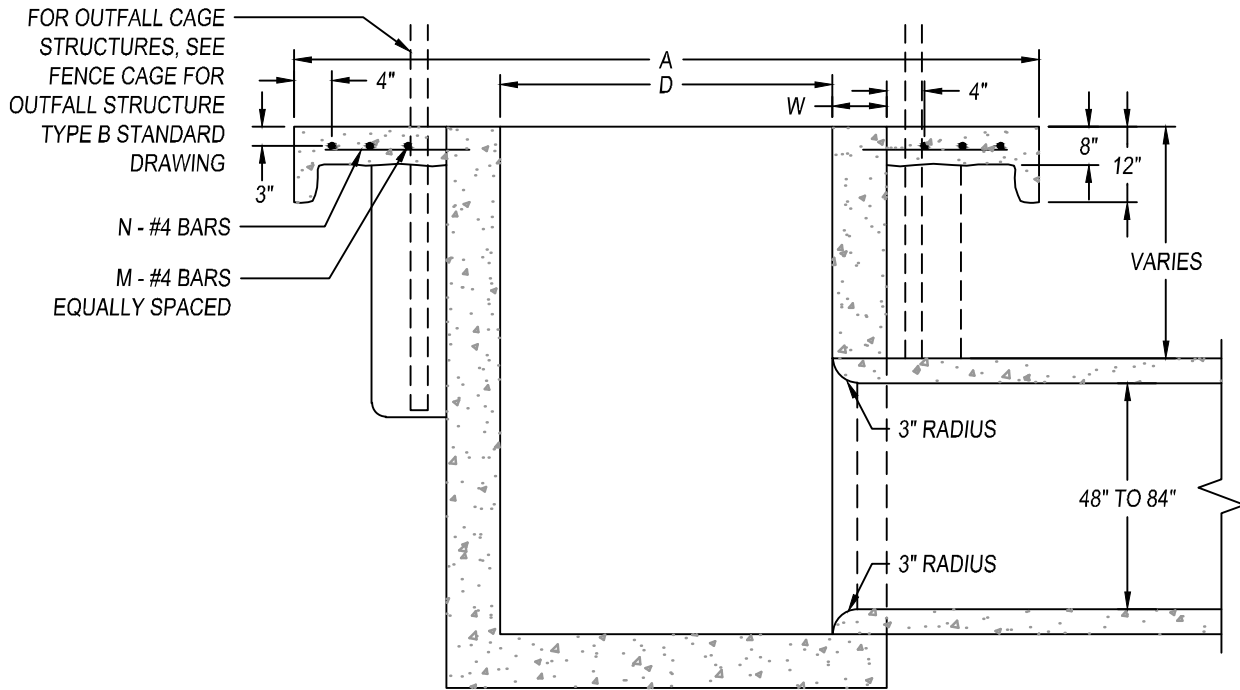
**DESIGN TABLE FOR OUTFALL
STRUCTURE TYPE A**

PUBLIC IMPROVEMENT STANDARDS

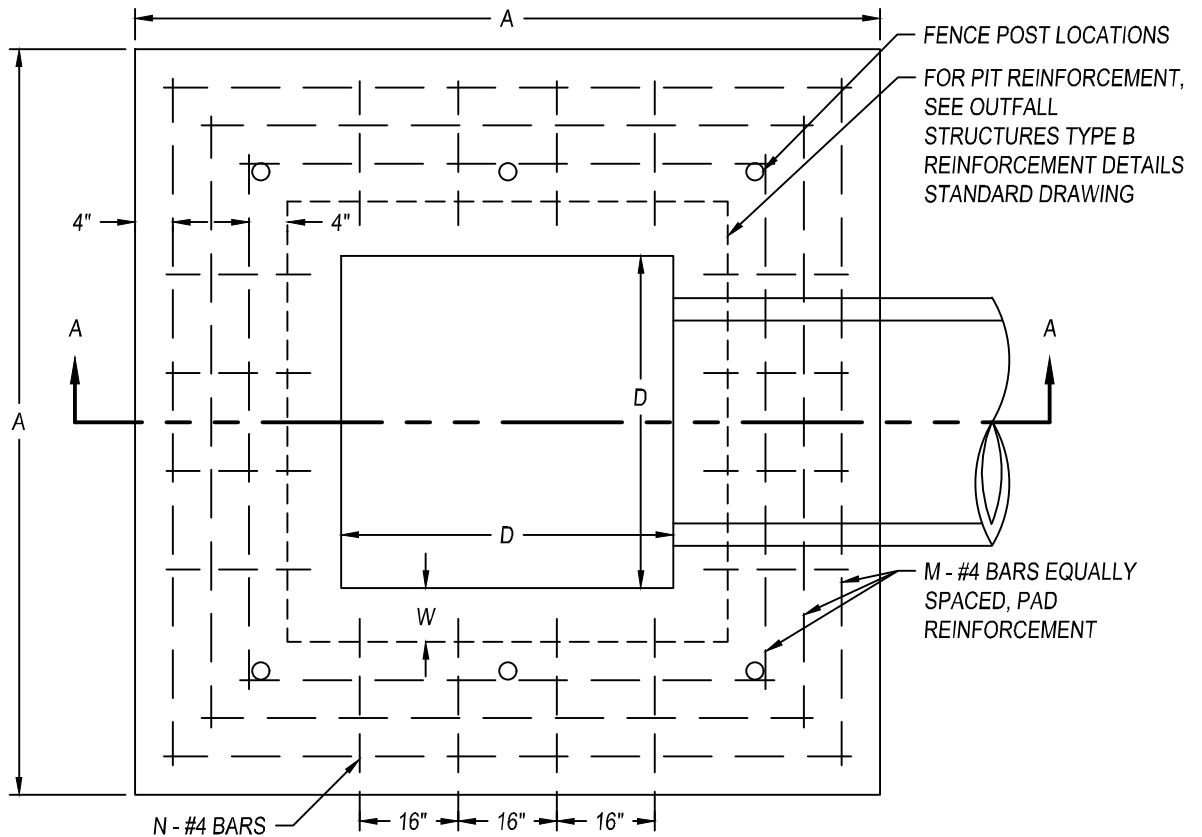
SD-17

REVISIONS

NAME	BY	DATE



SECTION A-A



NOTES:

1. FOR DIMENSIONS SEE DESIGN TABLE FOR OUTFALL STRUCTURE TYPE A STANDARD DRAWING.

PLAN



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

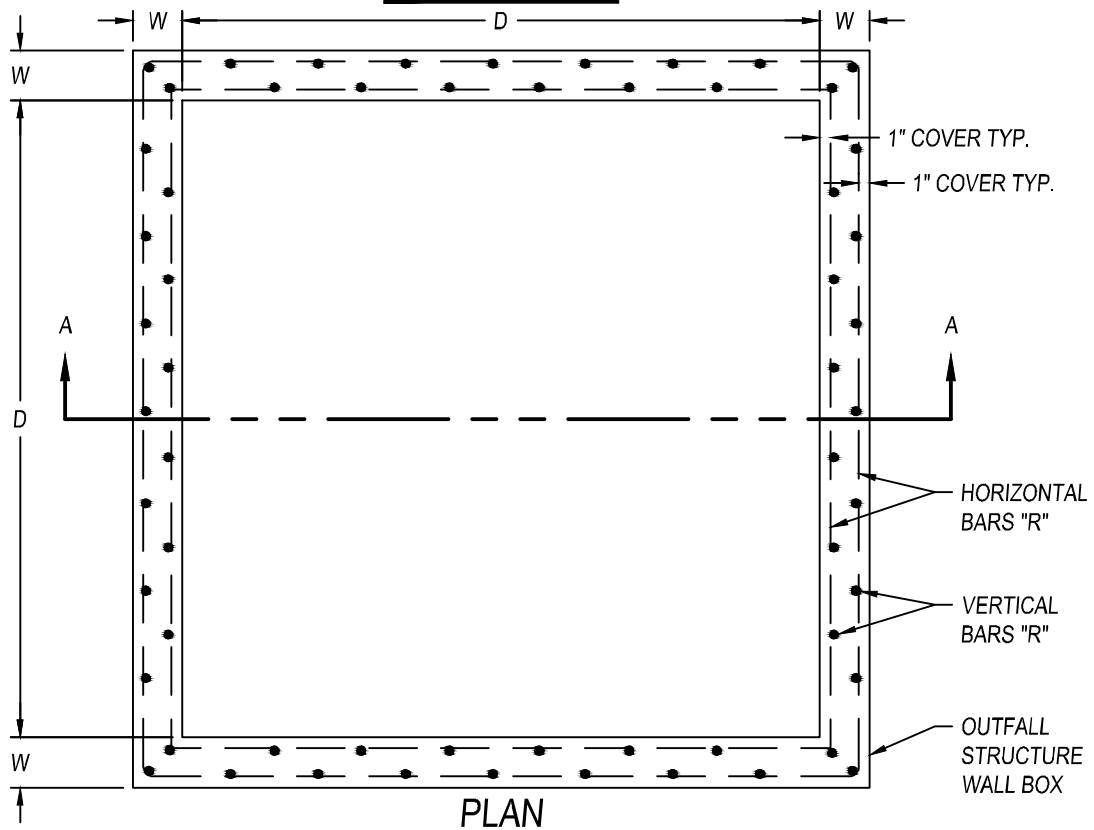
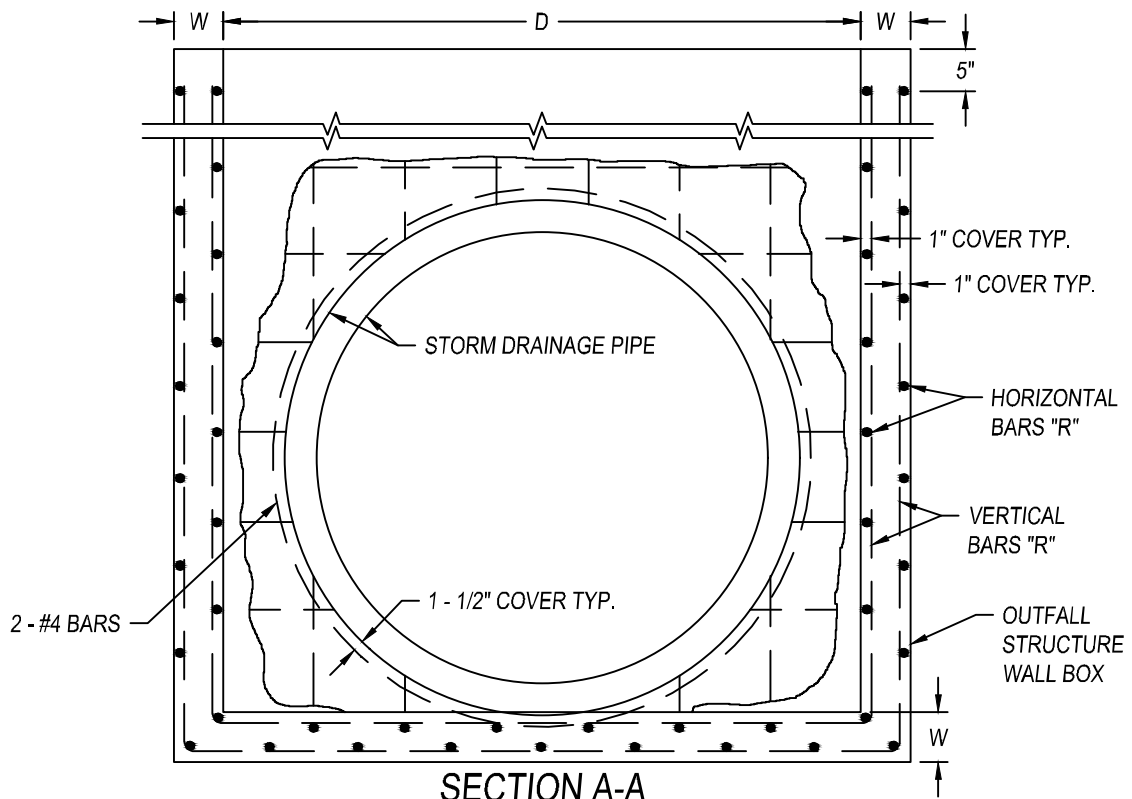
OUTFALL STRUCTURE TYPE B

PUBLIC IMPROVEMENT STANDARDS

SD-18

REVISIONS

NAME	BY	DATE



NOTES:

1. FOR DIMENSIONS AND REBAR SIZE AND SPACING, SEE DESIGN TABLE FOR OUTFALL STRUCTURE TYPE B STANDARD DRAWING.
2. ALL REINFORCEMENT SHALL CONFORM WITH THE CITY OF VISALIA STANDARD SPECIFICATIONS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

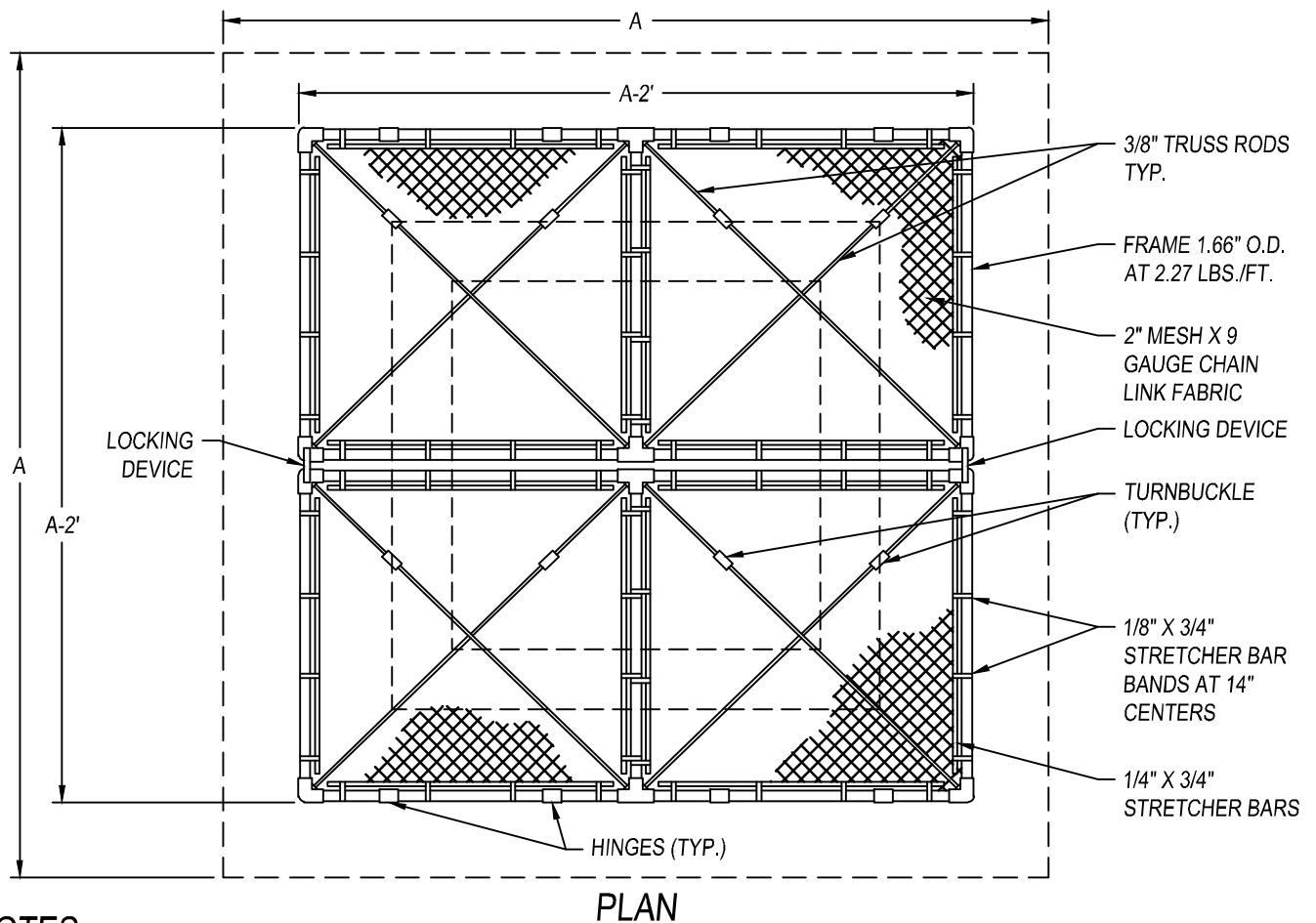
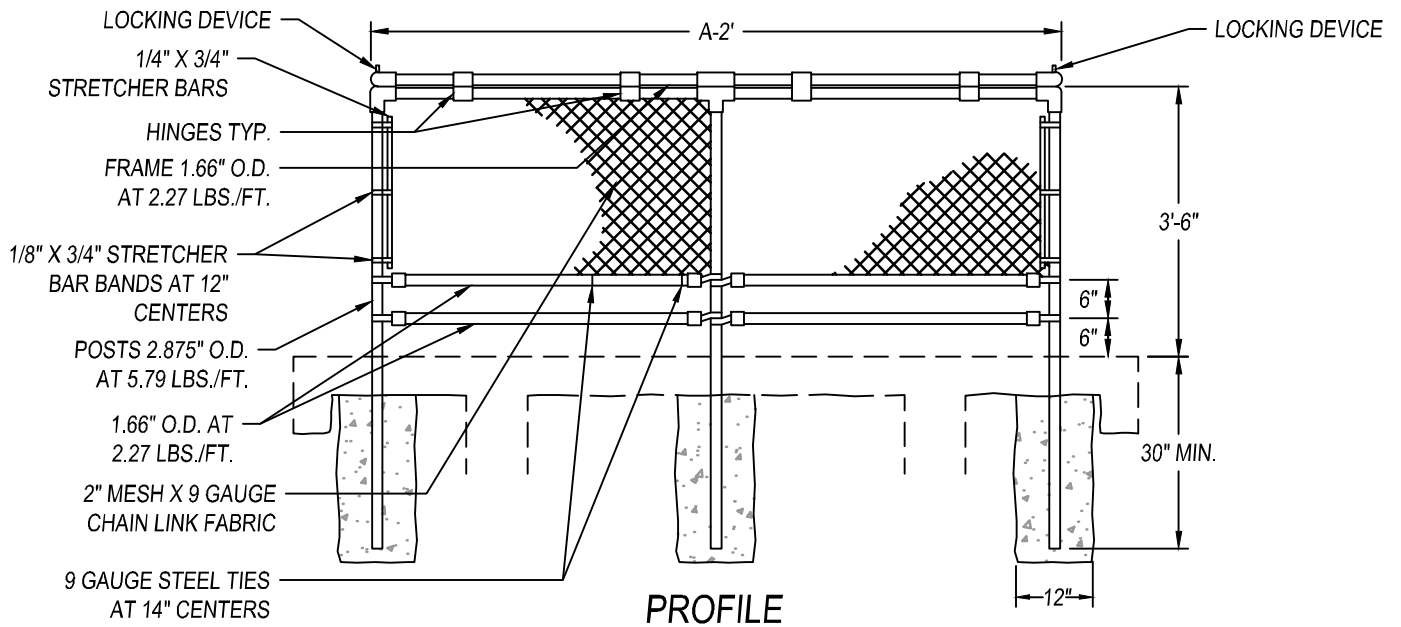
**OUTFALL STRUCTURE TYPE B
REINFORCEMENT DETAILS**

PUBLIC IMPROVEMENT STANDARDS

SD-19

REVISIONS

NAME	BY	DATE



NOTES:

1. LOCKING DEVICE SHALL BE APPROVED BY THE CITY ENGINEER.
2. FOR DIMENSIONS, SEE DESIGN TABLE FOR OUTFALL STRUCTURE TYPE B STANDARD DRAWING.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

FENCE CAGE FOR OUTFALL STRUCTURE TYPE B

PUBLIC IMPROVEMENT STANDARDS

SD-20

REVISIONS

NAME	BY	DATE

TYPE	MAX. PIPE SIZE	DESIGN (C.F.S.)	A	D	F	M	N	W	R*
B	48"	38-50	10'-0"	5'-0"	2'-0"	2	3	8"	#4 AT 12"
B	60"	50-65	12'-0"	6'-0"	3'-0"	3	4	8"	#4 AT 12"
B	66"	65-85	14'-0"	7'-0"	3'-6"	3	5	8"	#4 AT 12"
B	72"	85-110	16'-0"	8'-0"	4'-0"	3	6	10"	#5 AT 10"
B	84"	110-140	18'-0"	9'-0"	4'-6"	4	8	10"	#5 AT 10"

DESIGN TABLE

TYPE B

NOTES:

1. ALL CONCRETE SHALL BE CLASS 3 CONCRETE.
 2. REINFORCING BARS SHALL BE DEFORMED STEEL BARS AND SHALL BE GRADE 40 MINIMUM. REINFORCING BARS SHALL BE FREE OF RUST OR DIRT AND SHALL BE THOROUGHLY CLEANED BEFORE PLACEMENT.
 3. REINFORCING BARS SHALL HAVE A MINIMUM OF 2" OF CLEAR COVERAGE.
- * REINFORCEMENT SHALL CONSIST OF A DOUBLE CURTAIN BOTH DIRECTIONS OF THE SIZE AND SPACING NOTED. SEE OUTFALL STRUCTURE TYPE B REINFORCEMENT DETAILS STANDARD DRAWING.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

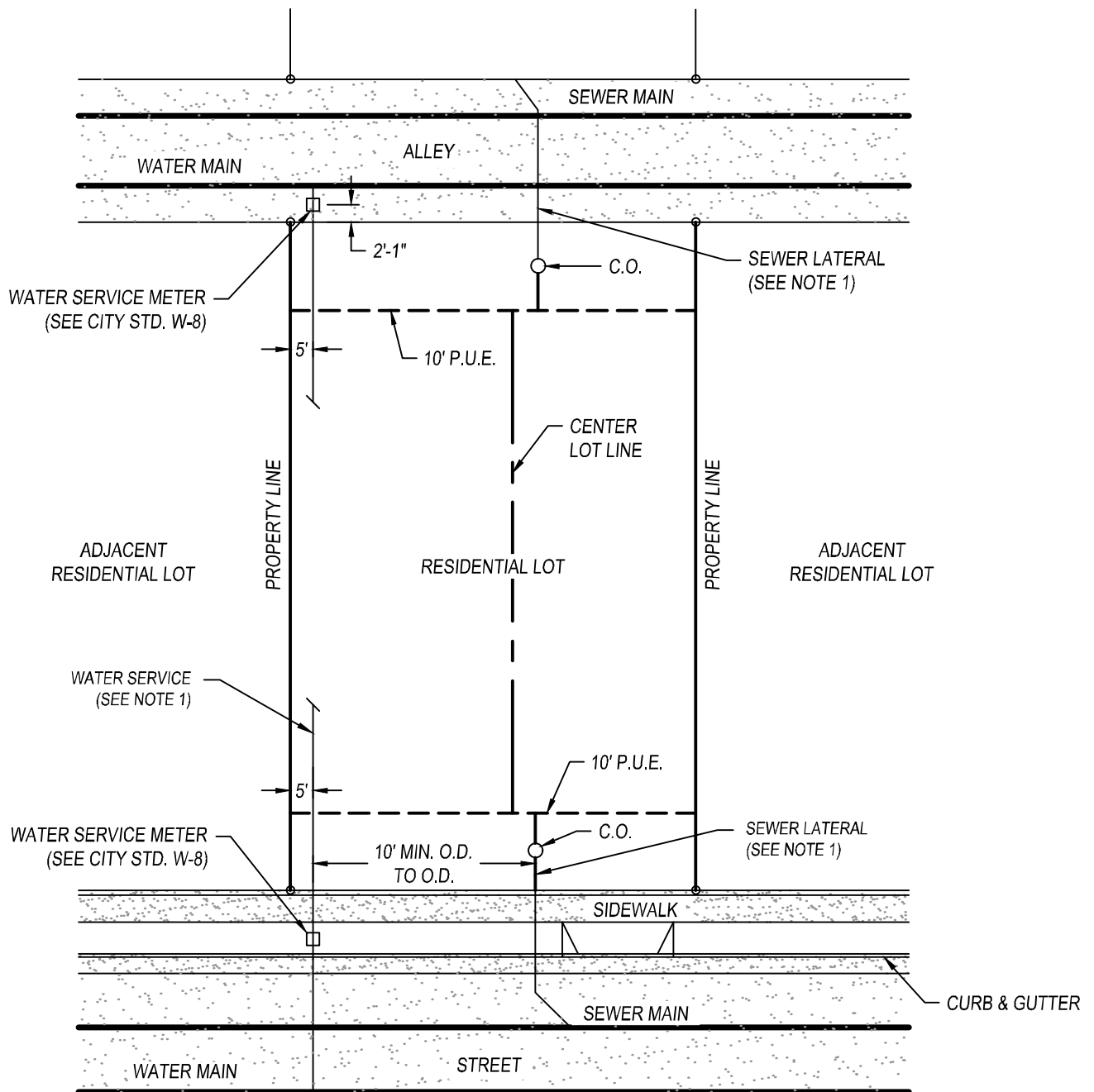
DESIGN TABLE FOR OUTFALL STRUCTURE TYPE B

PUBLIC IMPROVEMENT STANDARDS

SD-21

REVISIONS

NAME	BY	DATE



NOTES:

1. SEWER LATERAL TO BE LOCATED 5' FROM CENTER LOT LINE; WATER SERVICE TO BE LOCATED 5' FROM PROPERTY LINE. MINIMUM DISTANCE BETWEEN WATER SERVICES AND SEWER LATERALS SHALL BE 10' MIN. FROM O.D. TO O.D.
2. SEWER LATERAL ON PROPERTY WITH CLEANOUT ON BOTH STREET AND ALLEY SIDE. SEE CITY STD. SS-9.
3. ALL UTILITIES AND DRIVEWAYS SHALL BE LOCATED NEAR OPPOSING PROPERTY LINE FROM WATER METER LOCATION.
4. FOR WATER METER INSTALLATION, SEE CITY STD. W-8.
5. TWO WAY CLEANOUT AT BUILDING TO REPLACE CLEANOUT IN P.U.E.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

SEWER AND WATER SERVICE PROPERTY LOCATIONS

PUBLIC IMPROVEMENT STANDARDS

SS-1

REVISIONS

NAME	BY	DATE

WATER LINE AND SEWER LINE SEPARATION

A. NEW CONSTRUCTION - WHEN NEITHER WATER MAINS NOR SEWER MAINS ARE EXISTING, THE FOLLOWING SHALL APPLY WHEREVER POSSIBLE:

1. **PARALLEL MAINS** - THE HORIZONTAL SEPARATION BETWEEN PRESSURE WATER MAINS AND SANITARY SEWER MAINS SHALL BE AT LEAST 10 FEET FROM OUTSIDE OF PIPE TO OUTSIDE OF PIPE.
2. **CROSSING MAINS** - PRESSURE WATER MAINS SHALL HAVE A MIN. THREE FEET OF SEPARATION ABOVE THE SANITARY SEWER MAINS, WHERE THESE LINES MUST CROSS.
3. ALL WATER MAIN AND SEWER MAIN SEPARATIONS SHALL FOLLOW THE CALIFORNIA STATE WATER BOARDS' REQUIREMENTS.

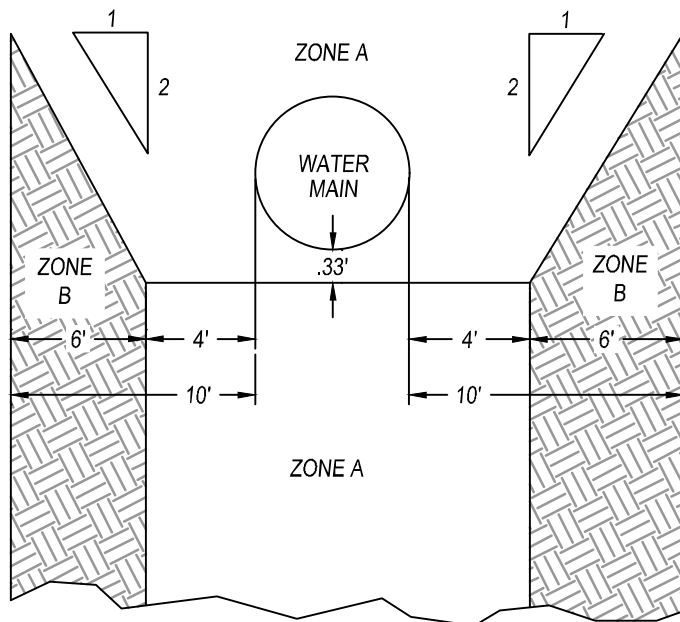
ALTERNATIVE CONDITIONS:

WHERE REQUIRED SEPARATION CANNOT BE MAINTAINED

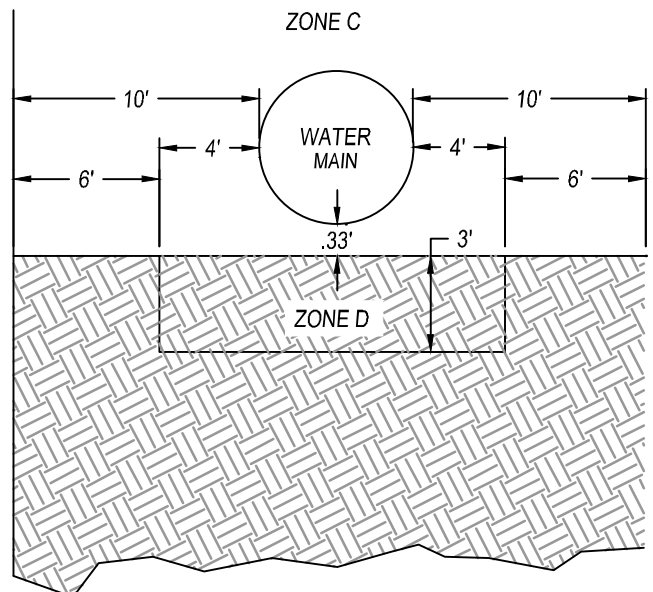
B. ALTERNATIVE CONDITIONS - WHEN EITHER WATER MAINS OR SEWER MAINS ARE EXISTING, OR THE CONDITIONS REQUIRED IN "A" ABOVE CANNOT BE MET, THE FOLLOWING SHALL APPLY:

1. NEW SEWER MAIN AND EXISTING WATER MAIN. - CASE 1 AND 2.
2. NEW WATER MAIN AND EXISTING SEWER MAIN. - CASE 3.

PARALLEL CONSTRUCTION



PERPENDICULAR CONSTRUCTION



NOTES:

DIMENSIONS ARE FROM OUTSIDE OF WATER MAIN TO OUTSIDE OF SANITARY SEWER MAIN. DESCRIPTIONS OF COMPRESSION JOINTS, MECHANICAL JOINTS, AND REQUIRED CONCRETE ENCASEMENT ARE ON SHEET 2.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

**WATER MAIN AND SANITARY SEWER
MAIN SEPARATION (SHEET 1 OF 2)**
PUBLIC IMPROVEMENT STANDARDS

SS-2

REVISIONS

NAME	BY	DATE

CASE 1 & 2: NEW SEWER MAIN AND EXISTING WATER MAIN

ZONE CONSTRUCTION LIMITATIONS AND REQUIREMENTS

- A. SEWER MAINS WILL NOT BE PERMITTED IN THIS ZONE WITHOUT SPECIAL PERMISSION FROM THE DEPARTMENT OF PUBLIC WORKS.
- B. EXTRA-STRENGTH VITRIFIED CLAY PIPE WITH COMPRESSION JOINTS; OR CONCRETE PIPE WITH REINFORCED CONCRETE COLLARS AROUND THE JOINTS, WHICH JOINTS SHALL HAVE A MINIMUM THICKNESS OF SIX INCHES ON EITHER SIDE OF THE JOINT; OR RUBBER GASKET REINFORCED CONCRETE PIPE; OR RUBBER GASKETED ASBESTOS-CEMENT PIPE; OR RUBBER GASKETED PLASTIC PIPE; OR CAST IRON PIPE WITH COMPRESSION JOINTS.
- C. OR D. CLASS 150 OR HEAVIER CAST-IRON PIPE WITH HOT DIP BITUMINOUS COATED AND APPROVED MECHANICAL JOINTS; OR ANY SEWER PIPE WITHIN A CONTINUOUS STEEL CASING, WHICH CASING SHALL HAVE A THICKNESS OF NOT LESS THAN ONE-FOURTH INCH AND WITH ALL VOIDS BETWEEN SEWER PIPE AND CASING PRESSURE GROUTED WITH SAND-CEMENT GROUT.

CASE 3: NEW WATER MAIN AND EXISTING SEWER MAIN

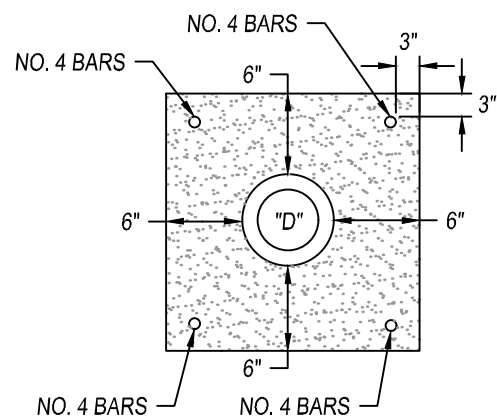
IF AN EXISTING SEWER MAIN IS LOCATED WITHIN ZONE A, B, C, OR D OF A NEW WATER MAIN, THE FOLLOWING SPECIAL REQUIREMENTS APPLY:

ZONE CONSTRUCTION LIMITATIONS AND REQUIREMENTS

- A. NO WATER MAINS SHALL BE CONSTRUCTED WITHOUT SPECIAL PERMISSION FROM THE DEPARTMENT OF PUBLIC WORKS.
- B. IF THE SEWER MAIN DOES NOT MEET THE ZONE B. REQUIREMENTS GIVEN ABOVE THE WATER MAIN SHALL BE OF CLASS 200 PIPE, OR APPROVED EQUAL.
- C. NO WATER MAINS SHALL BE CONSTRUCTED WITHOUT SPECIAL PERMISSION FROM THE DEPARTMENT OF PUBLIC WORKS. IF PERMISSION IS GRANTED, THE SEWER MAIN SHALL BE ENCASED WITH REINFORCED CONCRETE AND THE WATER MAIN SHALL BE OF CLASS 200 PIPE, OR APPROVED EQUAL.
- D. THE SEWER MAIN SHALL BE ENCASED WITH REINFORCED CONCRETE.

DESCRIPTIONS:

1. COMPRESSION JOINTS ARE RUBBER RING OR GASKET JOINTS.
2. MECHANICAL JOINTS ARE BOLTED JOINTS.
3. ACCEPTABLE REINFORCED CONCRETE ENCASEMENT IS AS TO THE RIGHT:
4. CONCRETE SHALL BE CLASS "A" (6 SACK MIN.), OR APPROVED EQUAL.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

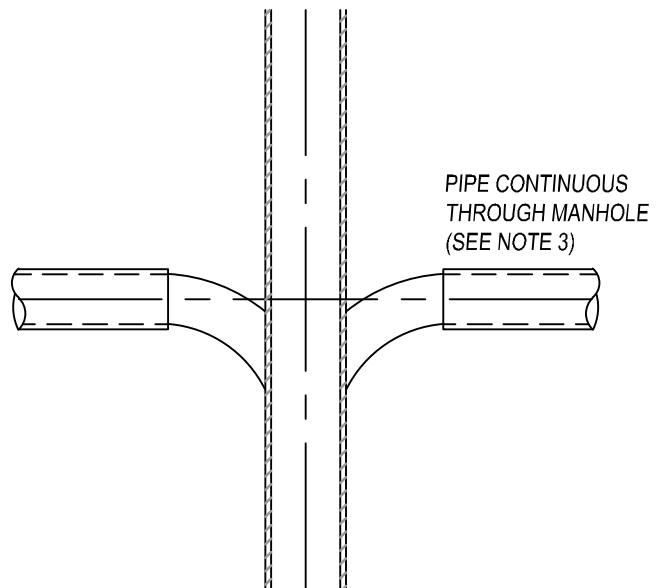
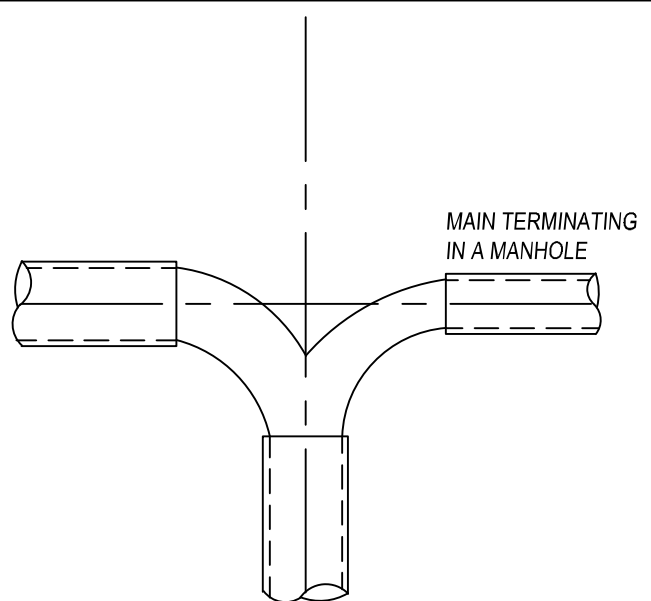
**WATER MAIN AND SANITARY SEWER
MAIN SEPARATION (SHEET 2 OF 2)**

PUBLIC IMPROVEMENT STANDARDS

SS-3

REVISIONS

NAME	BY	DATE



1. PIPE (C-900 OR SDR-35) THROUGH MANHOLE REQUIRES AN APPROVED WATER STOP.
2. TERMINATING PIPES TO EXTEND INTO MANHOLE A MAX. 1".
3. THE TOP HALF OF ALL PIPE WITHIN THE MANHOLE IS TO BE CUT AWAY.
4. PREPARE A SMOOTH TROWELED CONCRETE CHANNEL HAVING UNIFORM GRADIENT BETWEEN PIPE INVERTS.
5. EXTEND THE CHANNEL WALLS UP TO SAME HEIGHT WITH TOP OF THE PIPE.
6. HAND TAMP 9" OF SAND, OR APPROVED BACKFILL MATERIAL, UNDER ALL PIPING COMING IN OR OUT OF THE MANHOLE UP TO THE FIRST JOINT.
7. THE BREADTH OF THE CHANNEL AT EACH JUNCTION MUST ALWAYS BE AS GREAT AS THE CHANNEL RADIUS OF THE CONNECTED PIPE.
8. SLOPE THE BENCHING UP TOWARDS THE MANHOLE WALL AS INDICATED IN THE MANHOLE SECTION. TROWEL THE SURFACE SMOOTH.
9. ON A STANDARD MANHOLE, INCOMING NON-STRAIGHT LINES SHALL HAVE AN INVERT THAT IS AT LEAST 1" HIGHER THAN THE OUT-GOING LINE, UNLESS OTHERWISE APPROVED.
10. MAXIMUM OF 3 INLET PIPES INTO MANHOLE.
11. MAXIMUM OF 2 SANITARY SEWER LATERALS CAN BE CONNECTED TO A MANHOLE.



APPROVED BY CITY ENGINEER

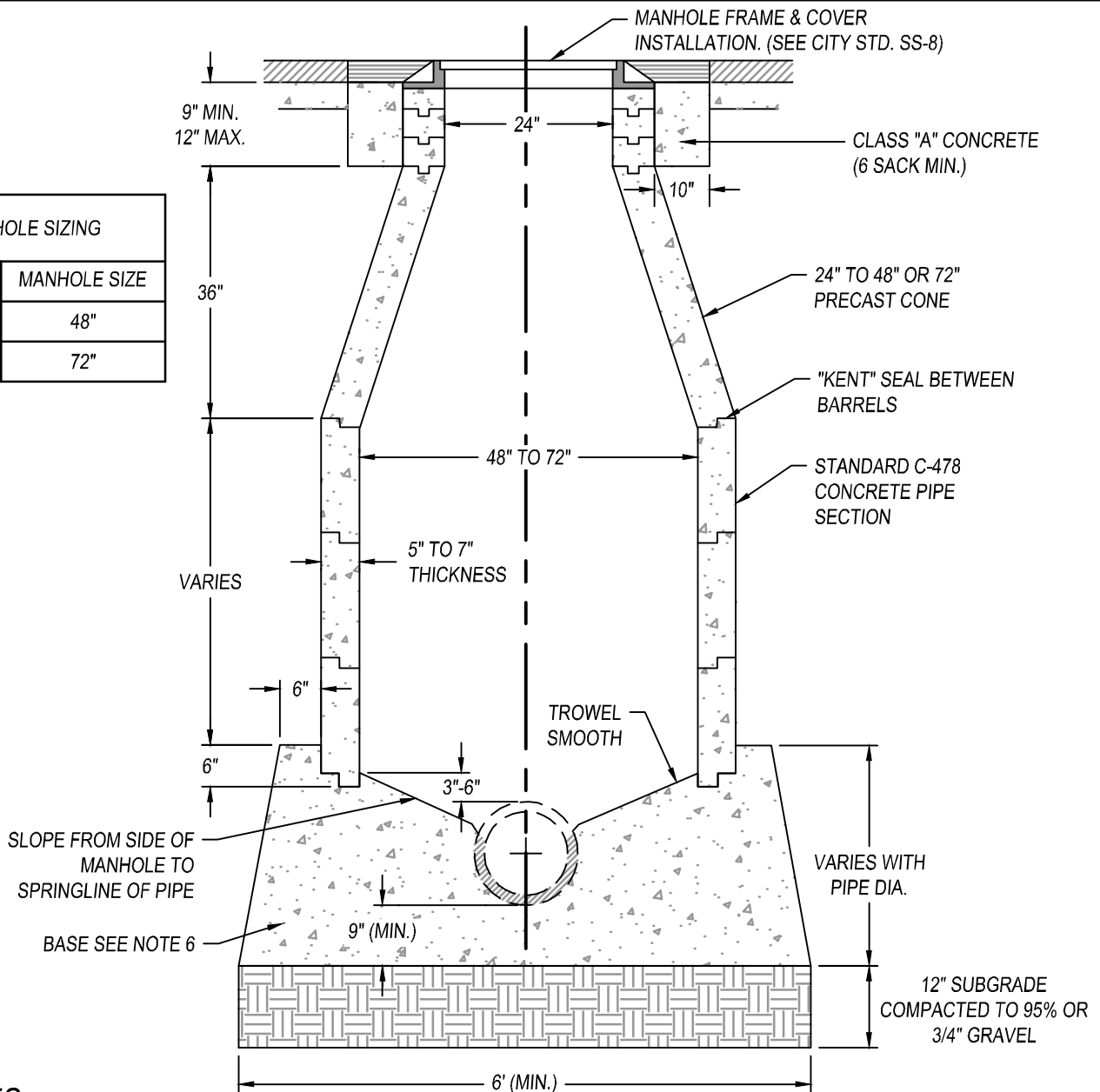
APPROVED BY PUBLIC WORKS DIRECTOR

PUBLIC IMPROVEMENT STANDARDS

REVISIONS

NAME	BY	DATE
------	----	------

MANHOLE SIZING	
PIPE SIZE	MANHOLE SIZE
0-36"	48"
>36"	72"



NOTES:

- ALL CONCRETE SHALL BE CLASS "A" (6 SACK MIN.), TYPE II/IV CEMENT.
- CONCRETE CONE AND GRADE RINGS SHALL BE PRECAST REINFORCED AS PER ASTM C-478.
- GROUT AND BAND ALL PIPE JOINTS OR INSTALL "KENT" SEAL NO. 2, OR APPROVED EQUAL.
- GROUT MIXTURE SHALL BE 1:2 CEMENT TO SAND.
- WHERE MANHOLES ARE NOT IN STREETS OR TRAVEL WAYS, PLACE TOP 12"-24" ABOVE EXISTING GROUND WITH A 24" CONCRETE COLLAR, UNLESS OTHERWISE SHOWN ON THE PLANS.
- BASE SHALL BE CLASS "A" (6 SACK MIX WITH 3/4" AGGREGATE).
- WHEN ADJUSTING A MANHOLE, REFER TO CITY STD. SS-8.
- SEWER LATERALS SHALL ENTER MANHOLE 1" ABOVE MAIN. HOLE FOR LATERALS SHALL BE BORED OR OTHER APPROVED METHOD BY CITY ENGINEER.
- NO FLOODING OR JETTING COMPACTION.
- MAXIMUM DISTANCE BETWEEN MANHOLES SHALL BE 400'.
- SEWER LATERALS, 6" AND LARGER, REQUIRE A SANITARY SEWER MANHOLE WHEN CONNECTING TO THE SANITARY SEWER MAIN.
- A MANHOLE IS REQUIRED AT EACH CHANGE IN DIRECTION, EXCLUDING SMALLER THAN 6" SEWER LATERALS.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

SANITARY SEWER MANHOLE

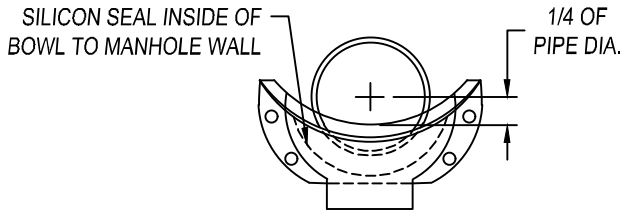
PUBLIC IMPROVEMENT STANDARDS

SS-5

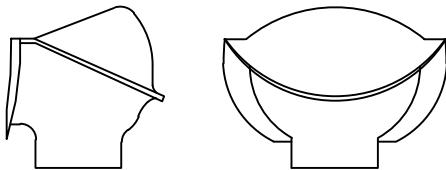
REVISIONS

NAME	BY	DATE

DROP BOWL MODEL	WILL FIT SIZES UP TO
A4	UP TO 6"
A6	UP TO 8"
B8	UP TO 10"
B10	UP TO 12"
24"	12" AND 15" INLET PIPES
30"	18" INLET



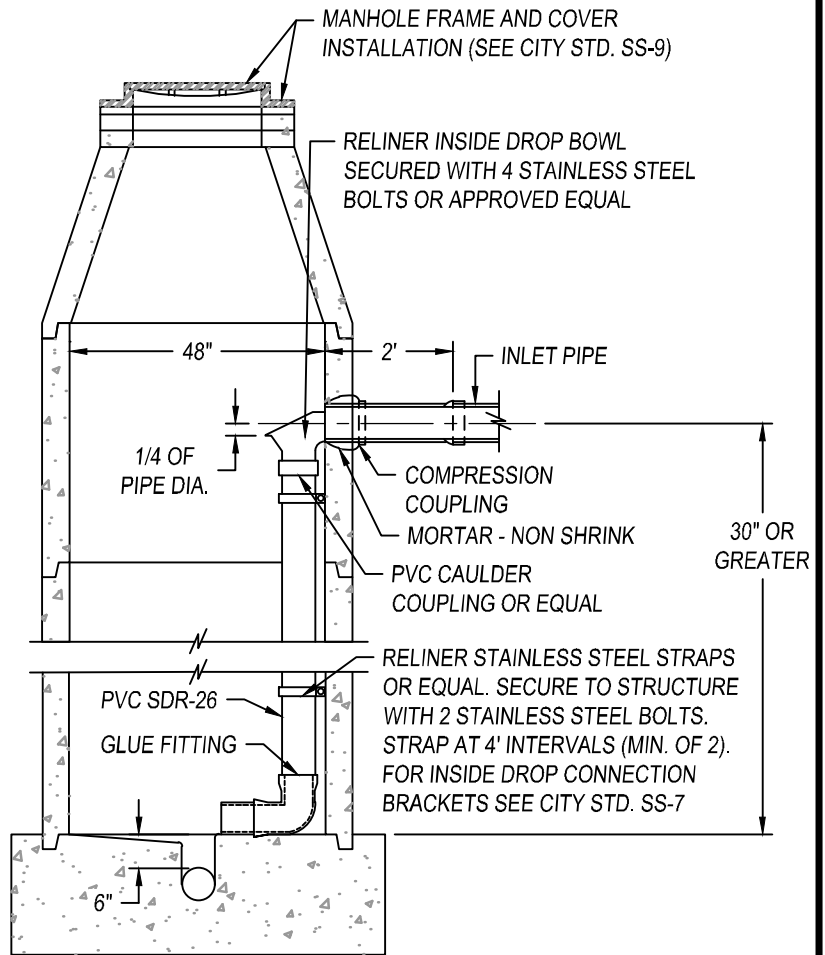
DROP BOWL MOUNTING POSITION



FORCE LINE HOOD

NOTES:

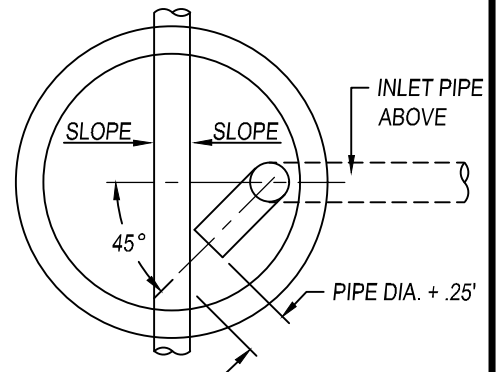
1. ALL INSIDE DROP PIPING TO BE A.B.S. OR PVC SDR-26.
2. CEMENT ALL JOINTS.
3. CLAMPS TO BE 1-1/2 X 12 GA. STAINLESS STEEL, ANCHORED TO M.H. WALL WITH 2-1/2" CADMIUM PLATED BOLTS.



INSIDE DROP CONNECTION

NOTES:

1. ALL INSIDE DROP CONNECTIONS FOR SERVICES AND COLLECTOR SEWERS SHALL USE THE DROP BOWL AS PRODUCED BY: RELINER-DURAN, INC. OR APPROVED EQUAL.
2. DROP BOWL MODEL "A4" SHALL BE USED FOR ALL INLET PIPES UP TO 6" INLETS, "A6" SHALL BE USED UP TO 8" INLETS, "B8" SHALL BE USED UP TO 10" INLETS, "B10" SHALL BE USED UP TO 12" INLETS, 24" DROP BOWL SHALL BE USED FOR 12" AND 15" INLETS, 30" DROP BOWL SHALL BE USED FOR 18" INLETS. LINES LARGER THAN 10" SHALL BE AS APPROVED BY THE CITY ENGINEER PRIOR TO BEGINNING WORK.
3. THE FORCE LINE HOOD SHALL BE ATTACHED ON MODELS "A4" AND "A6" WHEN THE INCOMING LINE IS FROM A FORCE MAIN OR THE SLOPE IS S=0.03 OR GREATER.
4. SECURE DROP PIPE TO MANHOLE WALL WITH RELINER-DURAN, INC. STAINLESS STEEL ADJUSTABLE CLAMPING BRACKETS OR EQUAL. SEE CITY STD. SS-7.
5. ATTACH THE DROP BOWL AND EACH CLAMPING BRACKET TO THE MANHOLE WALL WITH 3/8" X 3-3/4" RAMSET/RED HEAD BOLTS HELD IN PLACE WITH 2 STAGE EPOXY PASTE. EPOXY SHALL MEET THE FOLLOWING REQUIREMENTS:
6. EPOXY PASTE SHALL BE A TWO COMPONENT, 100% SOLID SYSTEM. EPOXY SHALL BE SIKADUR 31 HI-MOD GEL BY SIKA CORPORATION OR APPROVED EQUAL.
7. THE EPOXY PASTE SHALL DEVELOP A MIN. COMPRESSIVE STRENGTH OF 5,000 PSI IN 28 DAYS WHEN TESTED IN ACCORDANCE WITH ASTM D695 AT 73 DEGREES.
8. THE EPOXY PASTE SHALL DEVELOP A MIN. TENSILE STRENGTH OF 3,000 PSI IN 14 DAYS WHEN TESTED IN ACCORDANCE WITH ASTM D638.
9. THE EPOXY PASTE SHALL DEVELOP A MIN. BOND STRENGTH OF 2,000 PSI IN 2 DAYS WHEN TESTED IN ACCORDANCE WITH ASTM C882 (HARDENED CONCRETE TO HARDENED CONCRETE).
10. MANUFACTURER'S INSTRUCTIONS SHALL BE PRINTED ON EACH CONTAINER IN WHICH THE MATERIALS ARE PACKAGED.



INSIDE DROP - PLAN



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

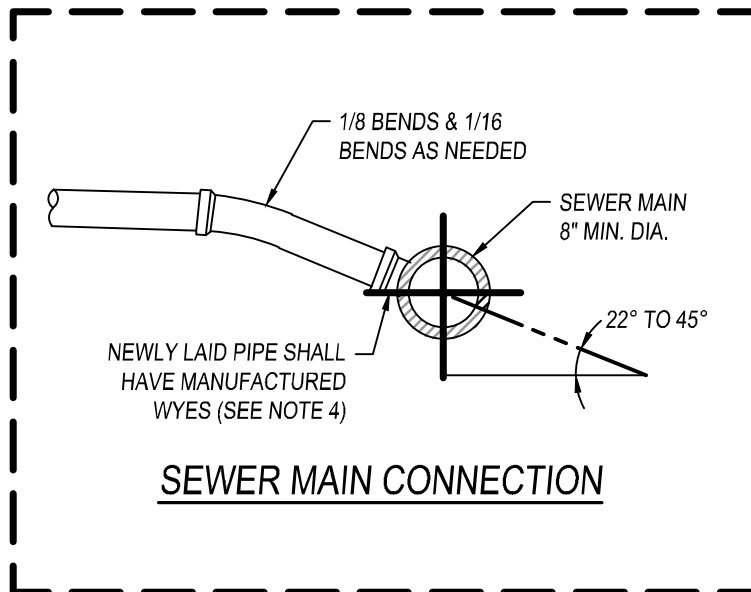
SANITARY SEWER DROP MANHOLE

PUBLIC IMPROVEMENT STANDARDS

SS-6

REVISIONS

NAME BY DATE



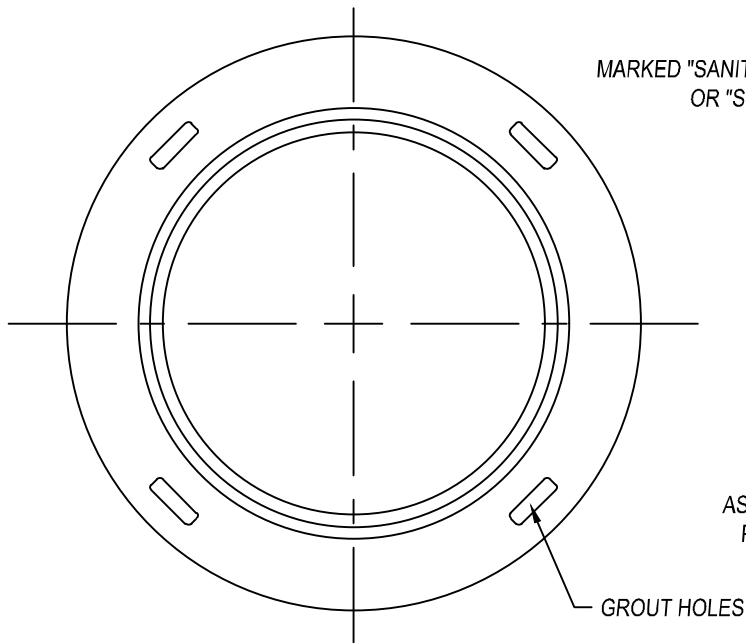
1. FOR DEPTHS OF LESS THAN 3' OF COVER, USE DUCTILE IRON PIPE OR C-900 PVC PIPE WITH APPROVAL OF THE CITY OF DINUBA.
2. THE SLOPE OF SEWER LATERALS SHALL BE A MINIMUM OF 2% OR AS APPROVED BY THE CITY ENGINEER.
3. SEWER LATERALS SHALL BE SHOWN ON THE AS-BUILT PLANS.
4. FOR CONNECTIONS TO EXISTING MAINS, USE PLASTIC SADDLE W/STAINLESS STEEL 2" CLAMPS, CONTRACTOR TO VERIFY CONNECTION IS WATER TIGHT.
5. LOCATION OF SEWER LATERAL SHALL BE 5' FROM CENTER LOT LINE.
6. REPLACEMENT OF AN EXISTING SEWER LATERAL WILL REQUIRED A 2-WAY SANITARY SEWER CLEANOUT LOCATED 24" FROM THE EXTERIOR WALL. CLEANOUT CAP SHALL BE A MINIMUM OF 2" ABOVE GRADE.
7. 5 FOOT MINIMUM BETWEEN THE TOP OF PIPE AND FINISH GRADE, UNLESS OTHERWISE SPECIFIED BY THE CITY ENGINEER.



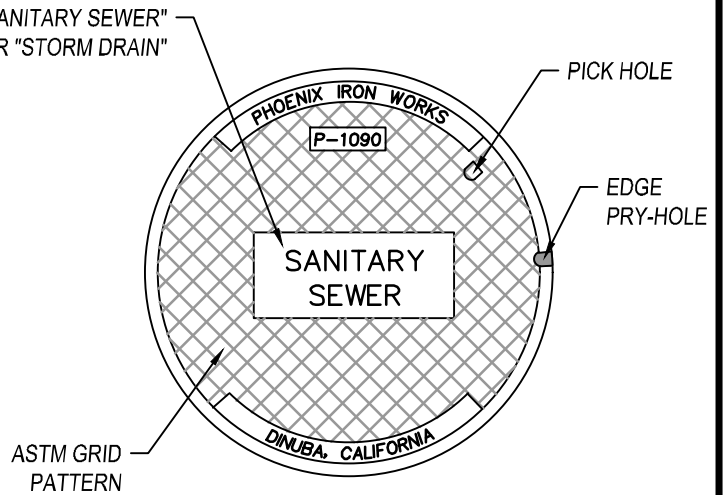
PUBLIC IMPROVEMENT STANDARDS

Page 1051 of 1180

TOP VIEW



TOP VIEW

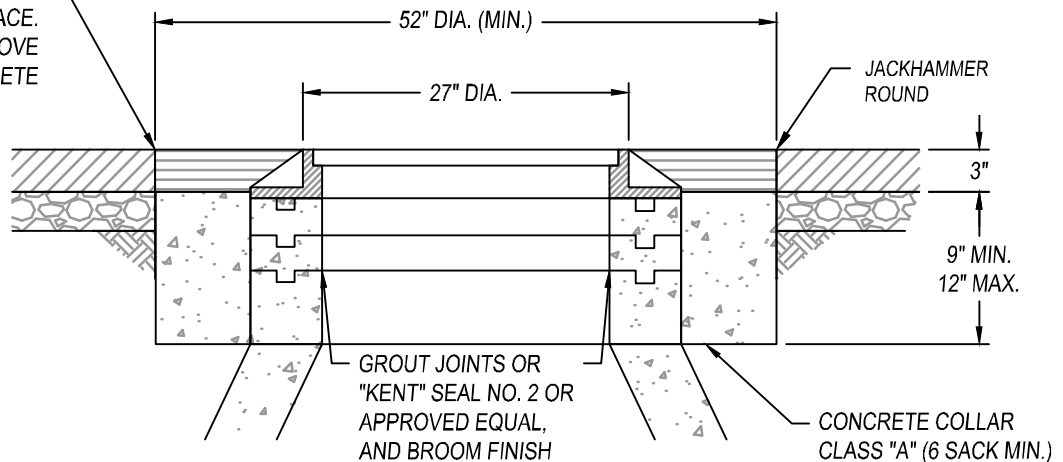


COVER SIDE VIEW

MANUFACTURER:

"PHOENIX IRON WORKS"
24" FULL TRAFFIC TYPE NON-ROCKING MANHOLE
FRAME AND COVER MODEL NO. P-1090, OR
APPROVED EQUAL.

REPLACE & COMPACT 2" MIN. A.C.
AND LEVEL WITH EXIST. SURFACE.
FINISH A.C. GRADE 1/8" ABOVE
COVER IF SURFACE IS CONCRETE



MANHOLE ADJUSTMENT



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

MANHOLE FRAME AND COVER

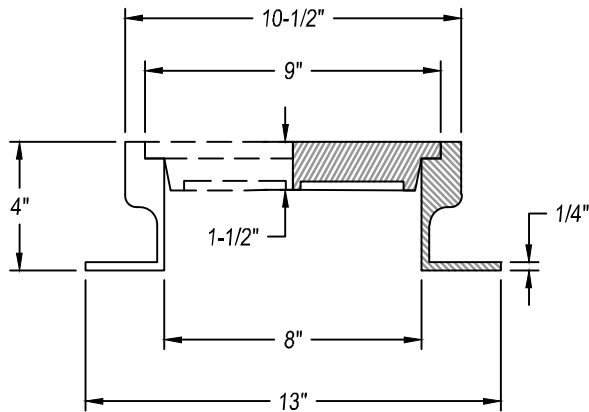
PUBLIC IMPROVEMENT STANDARDS

SS-9

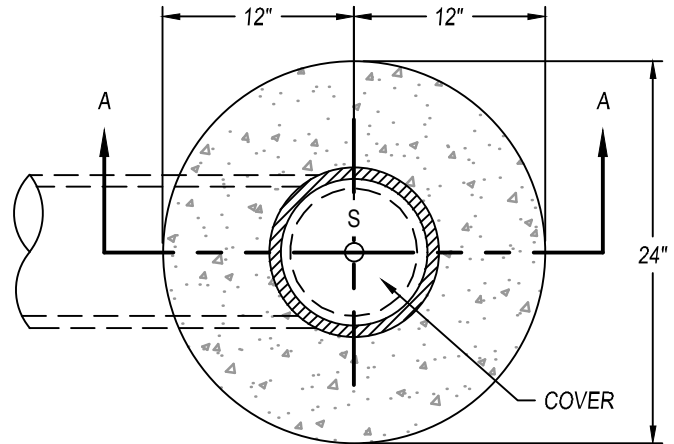
REVISIONS

NAME	BY	DATE

SECTION A-A FRAME & COVER

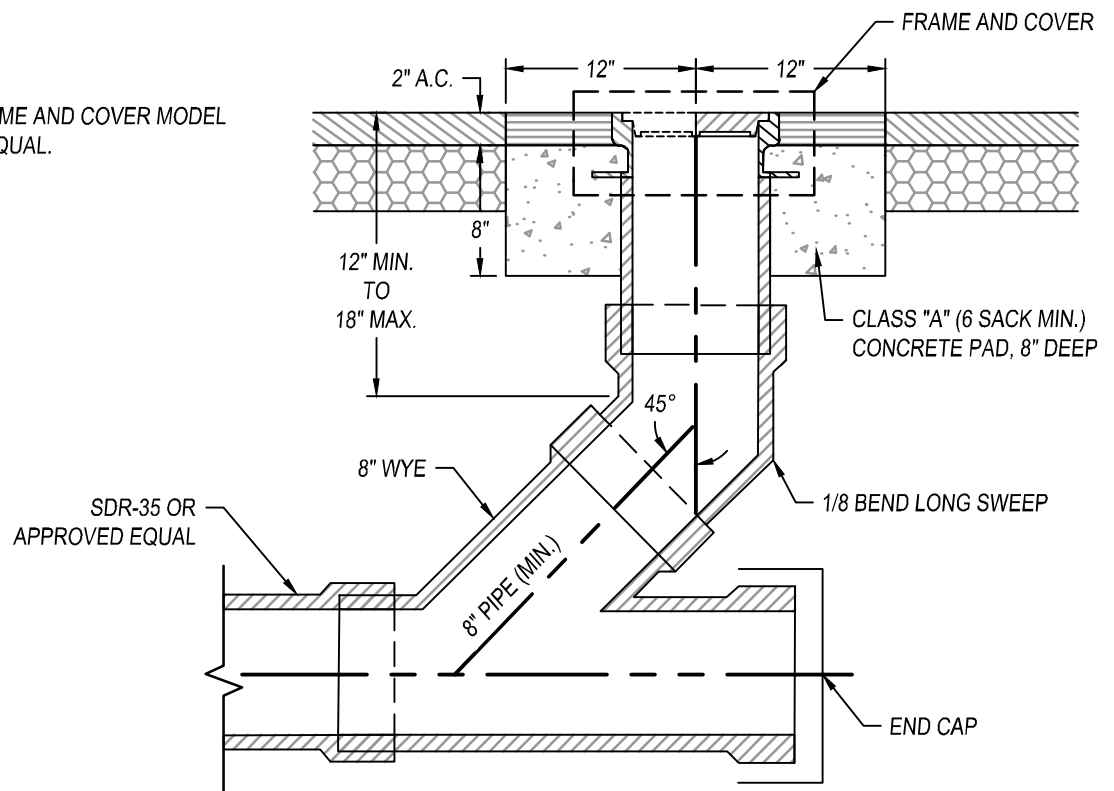


PLAN VIEW



MANUFACTURER

"PHOENIX IRON WORKS" FRAME AND COVER MODEL NO. P-2502, OR APPROVED EQUAL.



NOTES:

1. PIPE AND FITTINGS, EXCEPT AS OTHERWISE SHOWN HEREIN, SHALL BE OF THE SAME MATERIAL AS THE SEWER, UNLESS APPROVED ADAPTORS ARE UTILIZED.
2. PIPES AND FITTINGS SHALL BE PROPERLY ALIGNED AND MAINTAINED WHILE CONCRETE IS BEING PLACED AND ALLOWED TO HARDEN, JOINTS FOR PIPES AND FITTINGS SHALL BE MADE PRIOR TO PLACING CONCRETE. CONCRETE FOR BEDDING, ENCASEMENT, AND WALL SUPPORT FOR PIPES AND FITTINGS SHALL BE PLACED UNIFORMLY AROUND THE PIPE AND FITTINGS, AND SHALL BE CLASS "A".
3. THE ACCESS FRAME, COVER AND CAP SHALL BE CAST IRON.
4. CLEANOUT INSTALLED BEHIND AN END STREET BARRICADE SHALL HAVE A 2'X2'X8" CONCRETE PAD PLACED AROUND IT.
5. JACK-HAMMER PAVEMENT AROUND THE EDGE PRIOR TO REPAVING
6. REPLACE AND COMPACT 2" AND 3" OF A.C. AND LEVEL WITH EXISTING STREET SURFACE. FINISH NEW A.C. GRADE 1/8" ABOVE COVER



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

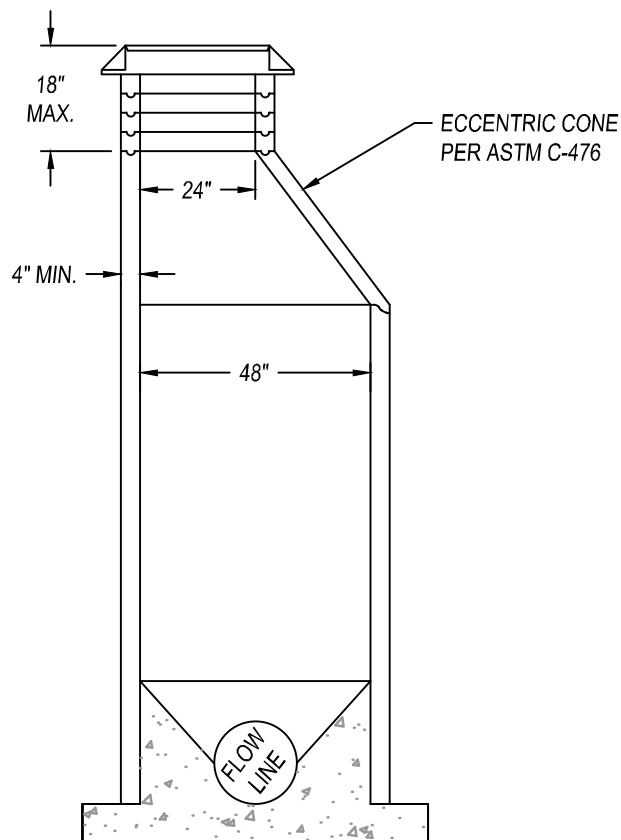
SEWER CLEANOUT

PUBLIC IMPROVEMENT STANDARDS

SS-10

REVISIONS

NAME	BY	DATE
------	----	------



ECCENTRIC MANHOLE

NOTES:

1. CONSTRUCTION OF MANHOLE SHALL BE IN ACCORDANCE WITH THE SEWER MANHOLE STANDARD SS-5, EXCEPT AS MODIFIED HEREON.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

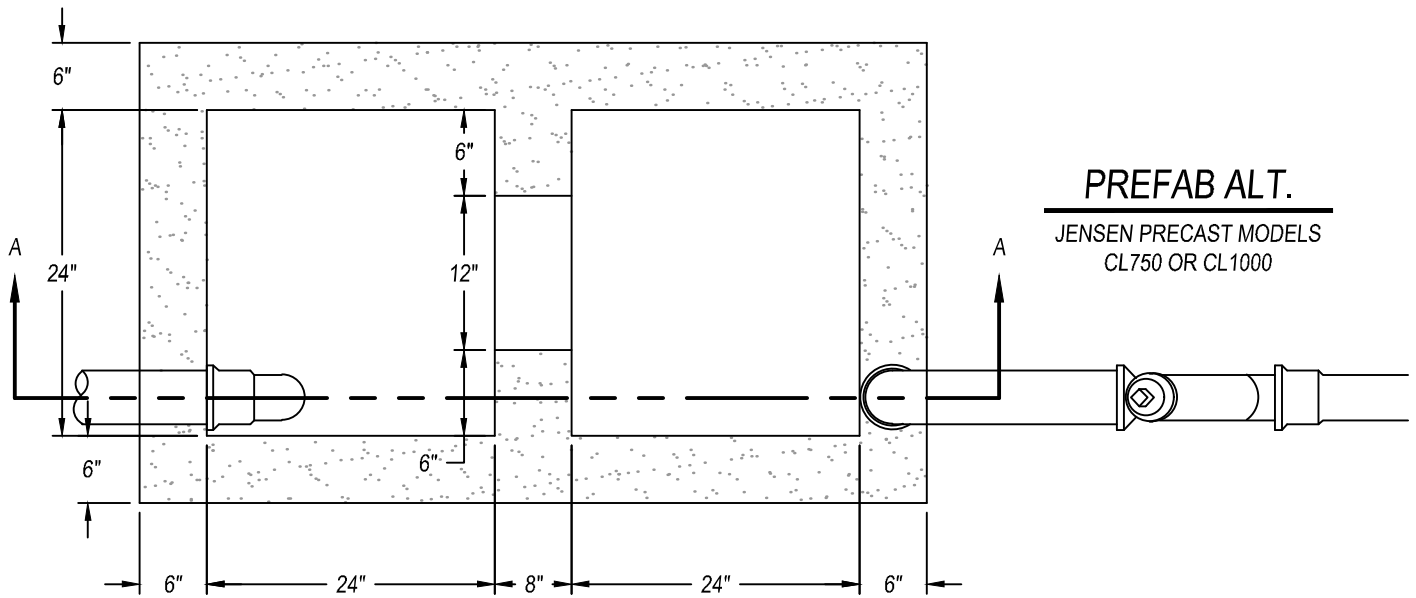
ECCENTRIC MANHOLE

PUBLIC IMPROVEMENT STANDARDS

SS-11

REVISIONS

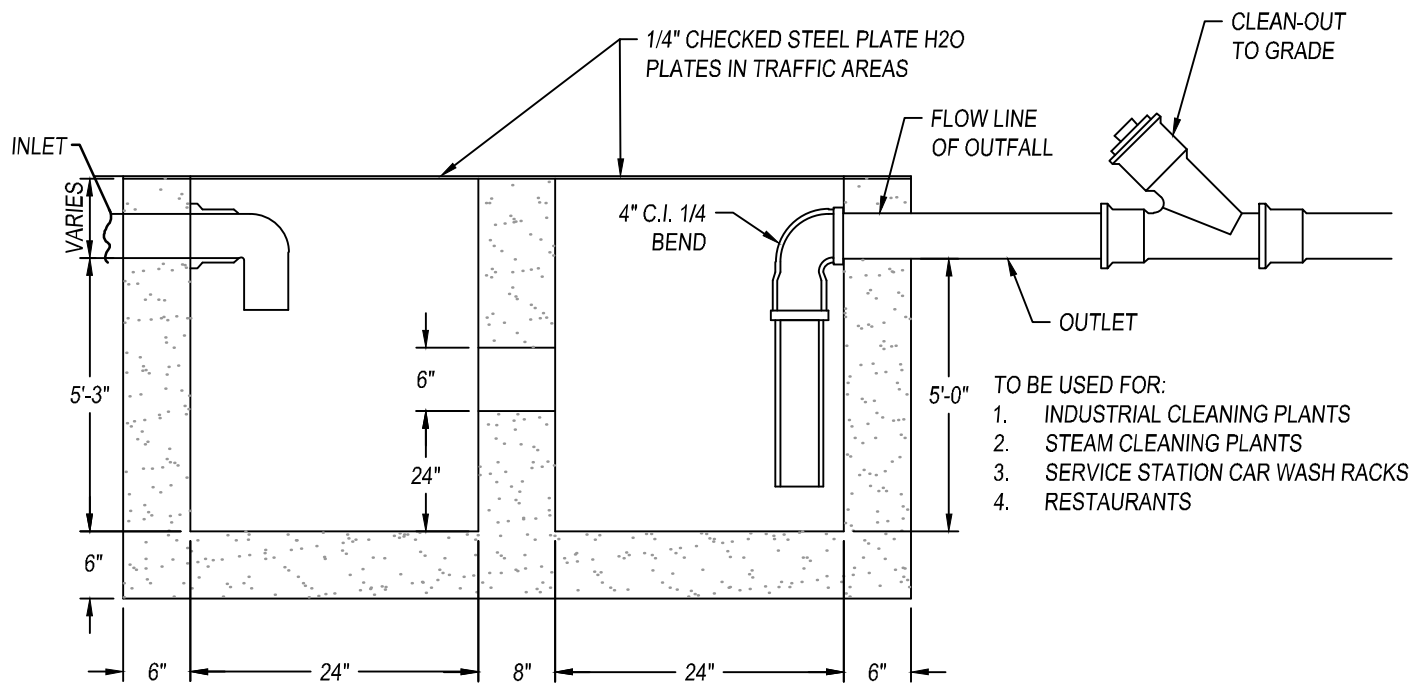
NAME	BY	DATE



PREFAB ALT.

JENSEN PRECAST MODELS
CL750 OR CL1000

SECTIONAL PLAN



TO BE USED FOR:

1. INDUSTRIAL CLEANING PLANTS
2. STEAM CLEANING PLANTS
3. SERVICE STATION CAR WASH RACKS
4. RESTAURANTS

SECTION A-A

NOTES:

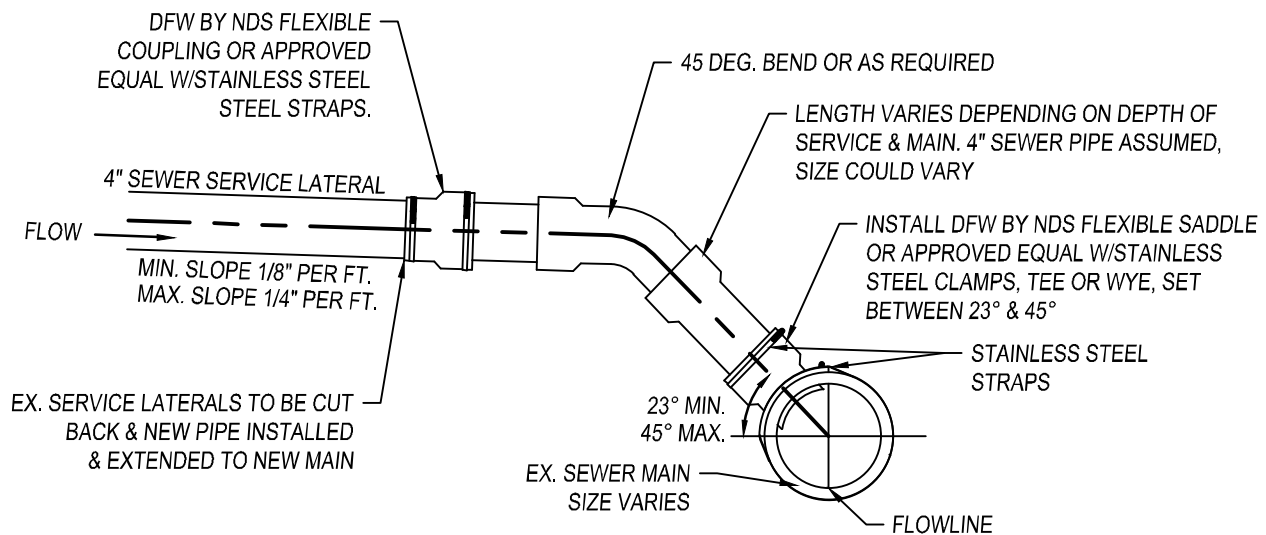
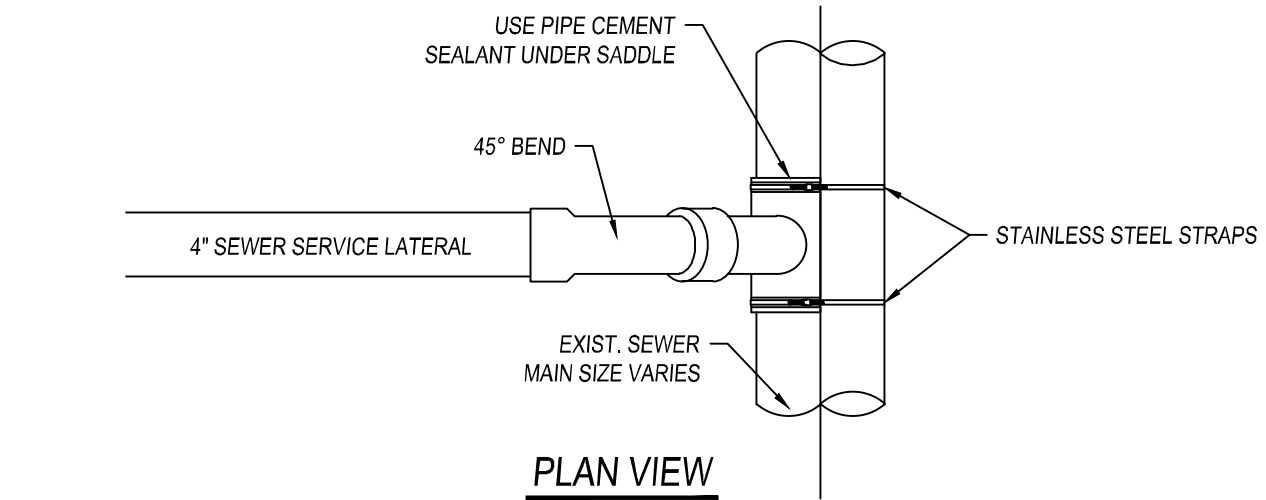
1. SIZING IS A MINIMUM AND A LICENSED ENGINEER SHALL PROVIDE A DESIGN



CITY COUNCIL APPROVAL: 01/24/2023
 APPROVED BY CITY ENGINEER
 APPROVED BY PUBLIC WORKS DIRECTOR

**COMMERCIAL AND INDUSTRIAL
GREASE TRAP
PUBLIC IMPROVEMENT STANDARDS**

SS-12		
REVISIONS		
NAME	BY	DATE



NOTES:

1. FOR PIPES 6" TO 12" IN DIAMETER, A LICENSED CONTRACTOR (C36) WHO HAS THE PROPER EQUIPMENT AND PERMITS IS CONSIDERED AN APPROVED AGENT AND MAY CORE INTO THE CITY'S SEWER MAINS OR REMOVE A SECTION AND INSTALL A WYE OR TEE.
2. FOR SEWER MAINS 18" OR LARGER, A MANHOLE MUST BE CONSTRUCTED WHERE CORINGS ARE MADE.
3. THE CITY PUBLIC WORKS INSPECTOR MUST OBSERVE ALL SADDLE & CORE CONNECTIONS TO EXISTING CITY SEWER MAINS.
4. VITRIFIED CLAY PIPE SADDLES SHALL BE EXTRA STRENGTH CLAY PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF THE "WEST COAST STANDARDS OF THE CLAY PIPE INSTITUTE".
5. OPENINGS INTO EXISTING SEWER MAINS SHALL BE MADE ONLY LARGE ENOUGH TO ADMIT ALL OF SADDLE FITTINGS.
6. THIS STANDARD DETAIL IS ONLY TO BE USED WHEN CONNECTING TO EXISTING SEWER MAIN LINES. NEW LINES SHALL HAVE WYES AS PER CITY STD. SS-8.
7. APPLY SILICON SEALANT TO COMPRESSION SCREWS AND WRAP STAINLESS STEEL STRAP WITH THREE (3) LAYERS OF PVC TAPE.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

SEWER LATERAL SERVICE CONNECTION
INTO EXISTING SEWER MAIN

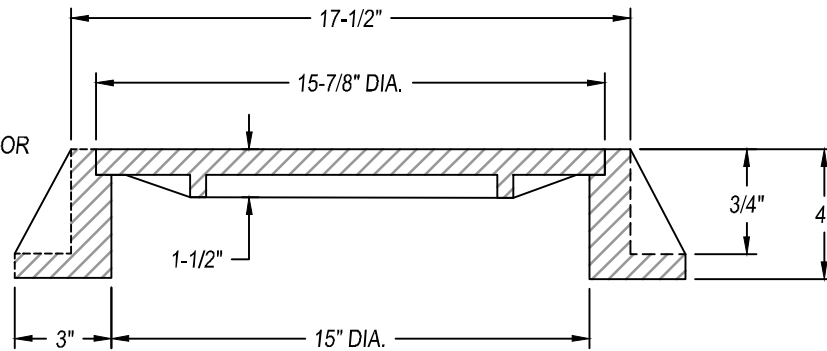
PUBLIC IMPROVEMENT STANDARDS

SS-13

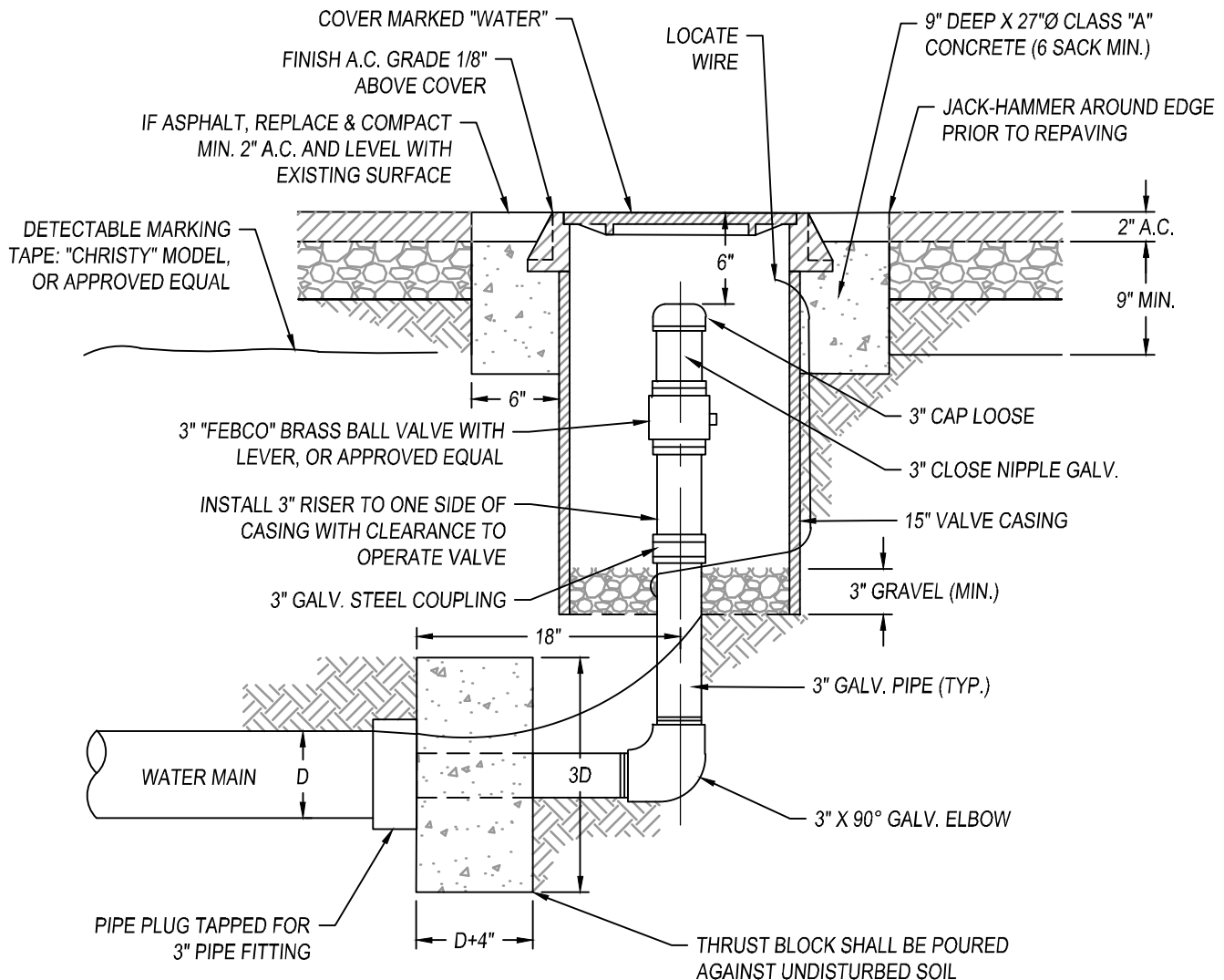
REVISIONS

NAME	BY	DATE

MANUFACTURER:
"PHOENIX IRON WORKS" FRAME
AND COVER MODEL NO. P-7001, OR
APPROVED EQUAL



COVER-SIDE VIEW



BLOW-OFF FRAME & COVER



CITY COUNCIL APPROVAL: 01/24/2023
APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

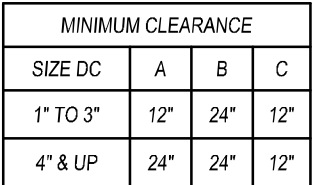
WATER BLOW-OFF

PUBLIC IMPROVEMENT STANDARDS

W-2

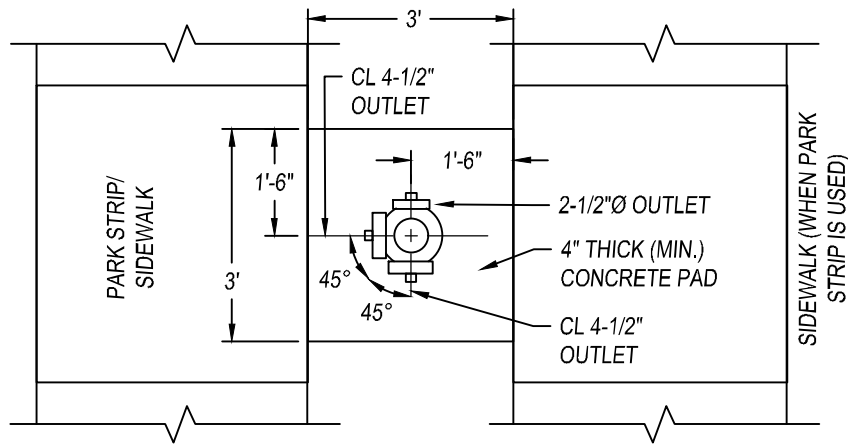
REVISIONS

NAME	BY	DATE

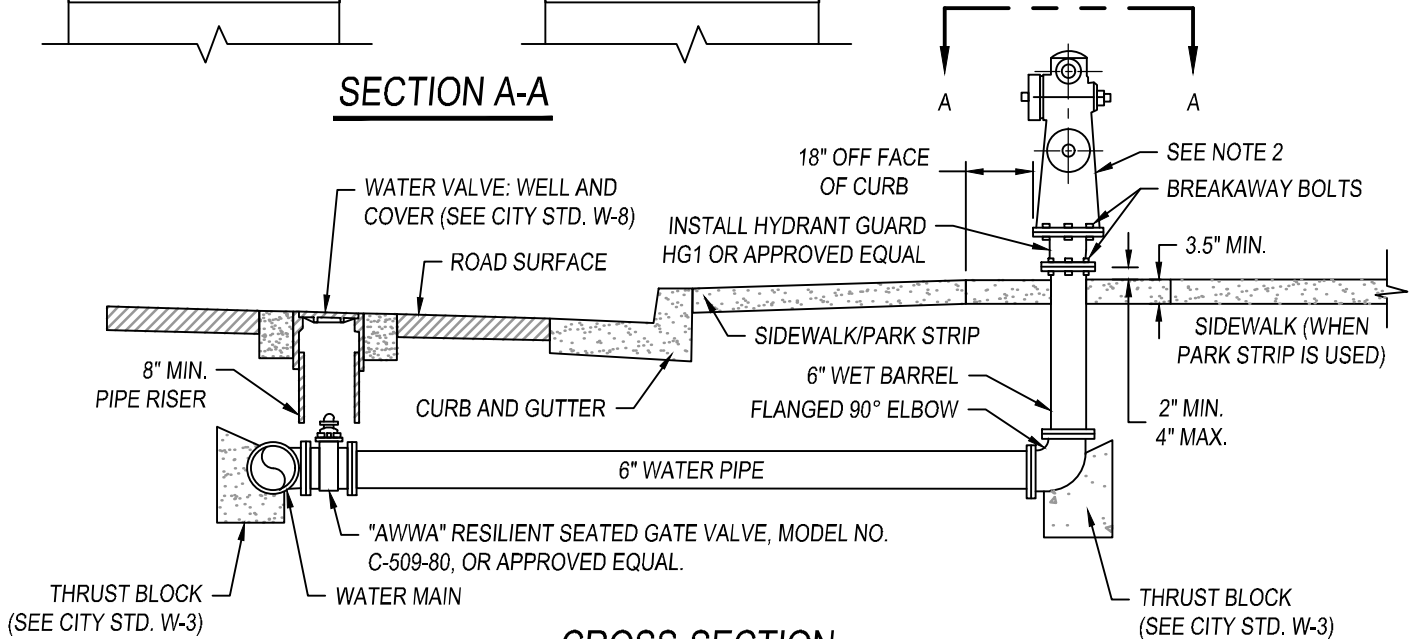


1. RESILIENT SEATED SHUT OFF VALVES AND TEST COCKS ARE REQUIRED.
2. NO TAPS, TEES OR CONNECTIONS OF ANY KIND ARE PERMITTED BETWEEN THE WATER METER AND THE BACKFLOW ASSEMBLY.
3. PROTECTION FROM FREEZE DAMAGE IS REQUIRED IN EXPOSED AREAS.
4. ASSEMBLY MUST BE ACCESSIBLE FOR TESTING AND MAINTENANCE BY THE CITY OF DINUBA PUBLIC WORKS DEPARTMENT.
5. ASSEMBLY TO BE THE SAME SIZE AS THE WATER SUPPLY LINE PER UNIFORM PLUMBING CODE.
6. PRESSURE LOSS THROUGH ASSEMBLY MUST BE INCLUDED IN PRESSURE LOSS CALCULATIONS FOR SIZING OF THE WATER SYSTEM PER UNIFORM FIRE CODE.
7. MINIMUM CLEARANCE AROUND ASSEMBLY MUST BE MAINTAINED. REFER TO MINIMUM CLEARANCE CHART ON THIS PAGE.
8. ANY DEVIATION FROM THESE REQUIREMENTS SHALL BE APPROVED BY THE WATER SYSTEM MANAGER OR CROSS CONNECTION CONTROL SPECIALIST PRIOR TO INSTALLATION.
9. THE BACKFLOW PREVENTER DEVICES AND INSTALLATIONS SHALL BE APPROVED BY THE CITY OF DINUBA PUBLIC WORKS DEPARTMENT.
10. BACKFLOW ASSEMBLY SHALL BE INSPECTED AND TESTED BY THE PUBLIC WORKS DEPARTMENT OR PROVIDE A CERTIFICATE SHOWING THE ASSEMBLY WAS TESTED AND PASSED.
11. IF VALVES ARE RESILIENT SEAT, TYPE 'A' POST INDICATOR IS REQUIRED.
12. A CITY STANDARD FIRE HYDRANT MUST BE WITHIN 25' OF FIRE DEPARTMENT CONNECTION OR INSTALLED WITHIN 25' OF THE FIRE HYDRANT CONNECTION.
13. LOCATION OF THE ASSEMBLY MUST BE APPROVED BY THE FIRE DEPARTMENT.
14. OSY AND FBC WILL LABELED WITH BUILDING ADDRESS AND SUITE ADDRESS.
15. ALL FIRE DEPARTMENT INFRASTRUCTURE SHALL BE INSTALLED PER THE DIRECTION OF THE DINUBA FIRE DEPARTMENT.
16. CONCRETE BOLLARDS MAY REQUIRED AT THE DISCRETION OF THE DINUBA FIRE DEPARTMENT.

	CITY COUNCIL APPROVAL: 01/24/2023	BACKFLOW DEVICE AND FIRE DEPARTMENT CONNECTION	W-4																
	 APPROVED BY CITY ENGINEER	PUBLIC IMPROVEMENT STANDARDS	REVISIONS																
	 APPROVED BY PUBLIC WORKS DIRECTOR		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 80%;">NAME</th> <th style="width: 10%;">BY</th> <th style="width: 10%;">DATE</th> </tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	NAME	BY	DATE													
NAME	BY	DATE																	



SECTION A-A



CROSS-SECTION

NOTES:

1. TRADE NAMES ARE SPECIFIED AS STANDARD OF ACCEPTABLE QUALITY AND FEATURES. EQUIPMENT OF EQUAL QUALITY WITH EQUAL FEATURES MAY BE SUBSTITUTED ONLY WITH WRITTEN APPROVAL FROM THE DINUBA FIRE DEPARTMENT.
2. HYDRANTS SHALL BE "CLOW" MODEL 865, WET BARREL, OR APPROVED EQUAL.
3. HYDRANTS SHALL HAVE (2)-4 1/2" DIAMETER OUTLETS AND (1)-2 1/2" DIAMETER OUTLET.
4. NOZZLE CENTERLINES SHALL BE LOCATED NOT LESS THAN 18" ABOVE FINISH GRADE.
5. GATE VALVES SHALL BE "RESILIENT SEAT" TYPE FLANGED TO MAIN LINE.
6. HYDRANT SHALL BE EQUIPPED WITH A HYDRANT GUARD HG1 OR APPROVED EQUAL BETWEEN THE HYDRANT AND RISER.
7. A BLUE TWO-WAY REFLECTIVE MARKER SHALL BE INSTALLED ON THE CENTER LINE OF THE STREET ADJACENT TO THE HYDRANT PER CITY STD. W-6.
8. HYDRANTS SHALL HAVE A 4.5" STORZ HYDRANT ADAPTER (MODEL: HPHA50-45NH/CAP, OR APPROVED EQUAL) ATTACHED TO THE BOTTOM OF THE 4 1/2" DIAMETER OUTLET.
9. HYDRANT SHALL BE PAINTED OSHA SAFETY YELLOW.
10. A 3' DIAMETER OR 3' SQUARE CONCRETE PAD SHALL BE PROVIDED AROUND THE HYDRANT.
11. ALL CAPS AND THREADS SHALL BE LUBRICATED WITH A WATER PROOF GREASE FOLLOWING INSTALLATION. METAL CAPS SHALL BE INSTALLED ON OUTLETS.
12. MAXIMUM DISTANCE BETWEEN FIRE HYDRANTS IS 400' (RESIDENTIAL) AND 300' (COMMERCIAL).
13. PAINT CURB RED FROM CENTERLINE OF FIRE HYDRANT 15' EACH WAY.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

FIRE HYDRANT INSTALLATION

PUBLIC IMPROVEMENT STANDARDS

W-5

REVISIONS

NAME	BY	DATE



Diagram illustrating the connection of a 1" water meter to a city water main, showing the meter box assembly and associated components:

- 1" WATER SERVICE SCHEDULE 80 PVC PIPE (TYP.)
- 1" FIRE SERVICE SCHEDULE 80 PVC PIPE (TYP.)
- 1" INLINE VALVE
- 1" TEE
- 1" CURB STOP
- 1" WATER METER
- METER BOX
- ADAPTER FITTING JAMES JONES J-134
- SOLID 14 GA. COPPER WIRE HELD IN PLACE AT 5' INTERVALS (TYP.)
- CONNECT TO CITY WATER MAIN
- SEE LEGEND FOR HATCHING

WATER METER PLAN VIEW

CONNECT TO CITY WATER MAIN

1" WATER METER: "NEPTUNE" MODEL NO. T-10, WITH PRO READ (CUBIC FT) WITH "NEPTUNE" R-900 RADIO MIU'S, OR APPROVED EQUAL. (SEE NOTE 1).

FLUSH (TYP.)

6" TO 8"

3"

1"

SIDEWALK

PARK STRIP (IF USED)

"W" STAMPED ON FACE OF CURB

STREET SURFACE

6"

PEA GRAVEL

SEE LEGEND FOR HATCHING

24" TO 36" (MIN.)

1" CTS POLYETHYLENE PIPE AS SPECIFIED IN ASTM

#10 COPPER LOCATE WIRE

CORPORATION STOPS SHALL BE "FORD" MODEL NO. F1100-4 COPPER PIPE SIZE, OR APPROVED EQUAL.

45°

"MUELLER B" OR "SMITH BLAIR" BRONZE DOUBLE STRAP SADDLE, OR APPROVED EQUAL.

WATER MAIN

NOTES:

1. WATER METERS WILL BE FURNISHED AND INSTALLED BY THE PUBLIC WORKS DEPARTMENT. INSTALLATION FEES SHALL BE PAID PRIOR TO SETTING THE METER.
2. ALL SERVICES WITH A METER SHALL BE SUPPLIED WITH A BOX AND WITH A LID MARKED "WATER" (NO CONCRETE BOXES OR LIDS).
3. METERS SHALL BE THE "COLD DISPLACEMENT" TYPE

1. WATER METERS WILL BE FURNISHED AND INSTALLED BY THE PUBLIC WORKS DEPARTMENT. INSTALLATION FEES SHALL BE PAID PRIOR TO SETTING THE METER.
2. ALL SERVICES WITH A METER SHALL BE SUPPLIED WITH A BOX AND WITH A LID MARKED "WATER" (NO CONCRETE BOXES OR LIDS).
3. METERS SHALL BE THE "COLD DISPLACEMENT" TYPE WATER METER CONFORMING TO "AWWA" STD. C700, OR APPROVED EQUAL.
4. WATER METER & BOXES SHALL BE INSTALLED WITHIN THE SIDEWALK, AND NOT WITHIN THE DRIVE APPROACH.
5. ALL GALVANIZED PIPE SHALL BE WRAPPED IN A 10 MIL PIPE WRAP TAPE.



APPROVED BY PUBLIC WORKS DIRECTOR

PUBLIC IMPROVEMENT STANDARDS

Diagram illustrating the connection of a fire service water meter assembly to a city water main. The assembly is housed within a meter box.

Labels and components shown in the diagram:

- 1.5" OR 2" WATER SERVICE SCHEDULE 80 PVC PIPE (TYP.)
- 1.5" OR 2" INLINE VALVE
- 1.5" OR 2" FIRE SERVICE SCHEDULE 80 PVC PIPE (TYP.)
- METER BOX
- 1.5" TEE
- ADAPTER FITTING JAMES JONES J-134
- 1.5" OR 2" WATER METER
- 1.5" OR 2" CURB STOP
- SOLID 14 GA. COPPER WIRE HELD IN PLACE AT 5' INTERVALS (TYP.)
- CONNECT TO CITY WATER MAIN
- SEE LEGEND FOR HATCHING

FL36 WITH NO OR APPROVED EQUAL

1. WATER METERS WILL BE FURNISHED AND INSTALLED BY THE PUBLIC WORKS DEPARTMENT. INSTALLATION FEES SHALL BE PAID PRIOR TO SETTING THE METER.
2. ALL SERVICES WITH A METER SHALL BE SUPPLIED WITH A BOX AND WITH A LID MARKED "WATER" (NO CONCRETE BOXES OR LIDS).
3. METERS SHALL BE THE "COLD DISPLACEMENT" TYPE WATER METER CONFORMING TO "AWWA" STD. C700, OR APPROVED EQUAL.
4. WATER METER & BOXES SHALL BE INSTALLED WITHIN THE SIDEWALK, AND NOT WITHIN THE DRIVE APPROACH.
5. ALL GALVANIZED PIPE SHALL BE WRAPPED IN A 10MIL PIPE WRAP TAPE.



APPROVED BY PUBLIC WORKS DIRECTOR

PUBLIC IMPROVEMENT STANDARDS

REVISIONS

NAME	BY	DATE
------	----	------



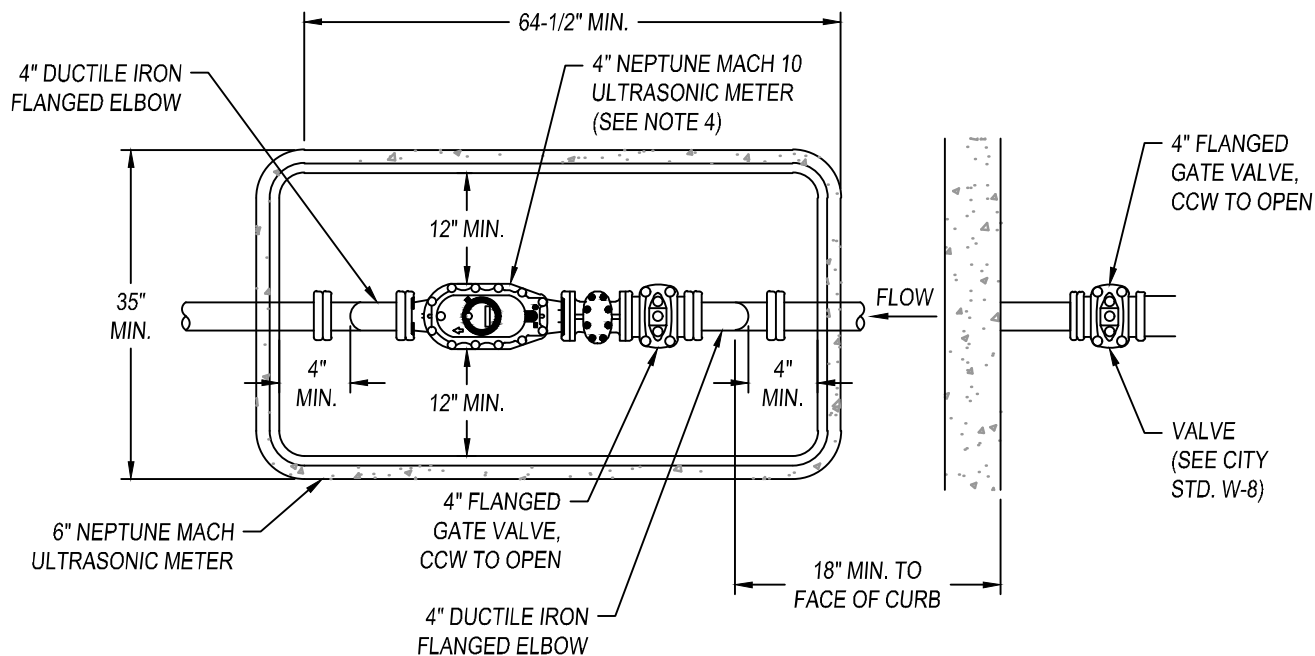
- NOTES:**

- 
- CITY OF DINUBA**
PUBLIC WORKS

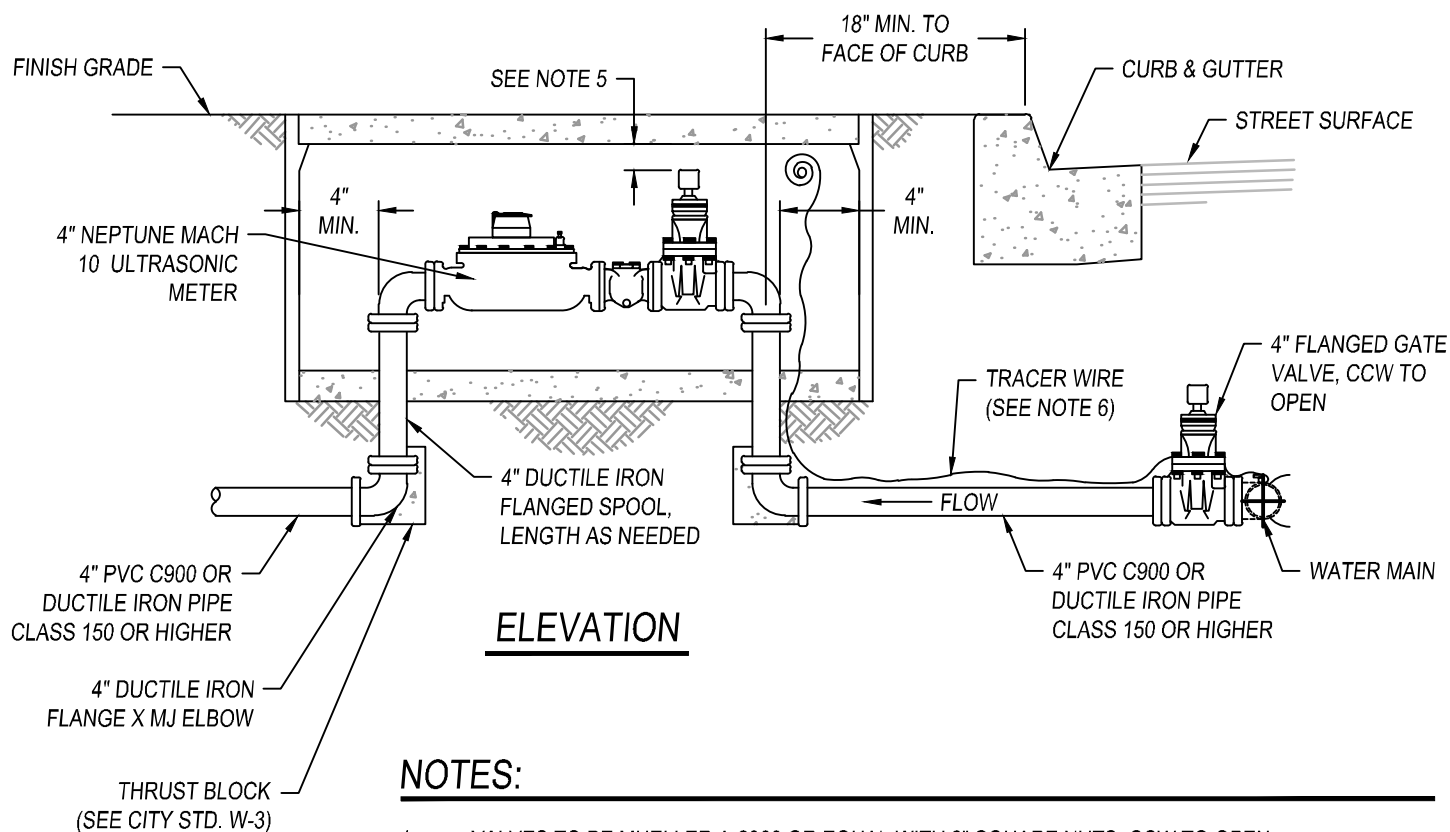
APPROVED BY PUBLIC WORKS DIRECTOR

PUBLIC IMPROVEMENT STANDARDS

[illegible]



PLAN VIEW



ELEVATION

NOTES:

1. VALVES TO BE MUELLER A-2360 OR EQUAL WITH 2" SQUARE NUTS, CCW TO OPEN.
2. 6" SEAL/BENCH WITH CONCRETE INSIDE OF VAULTS.
3. METER BOX IN SIDEWALK OR PLACE 3-1/2" THICK CL2 CONCRETE SLAB, 1' ON ALL SIDES OF BOX.
4. 23-1/4" GALVANIZED SPACER SHALL BE INSTALLED.
5. TOP OF OPERATIVE SQUARE NUT TO BE 4" MIN. TO 12" MAX. BELOW BOTTOM OF LID.
6. TRACER WIRE TO BE #10 STRANDED COPPER WITH WHITE INSULATION.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER
APPROVED BY PUBLIC WORKS DIRECTOR

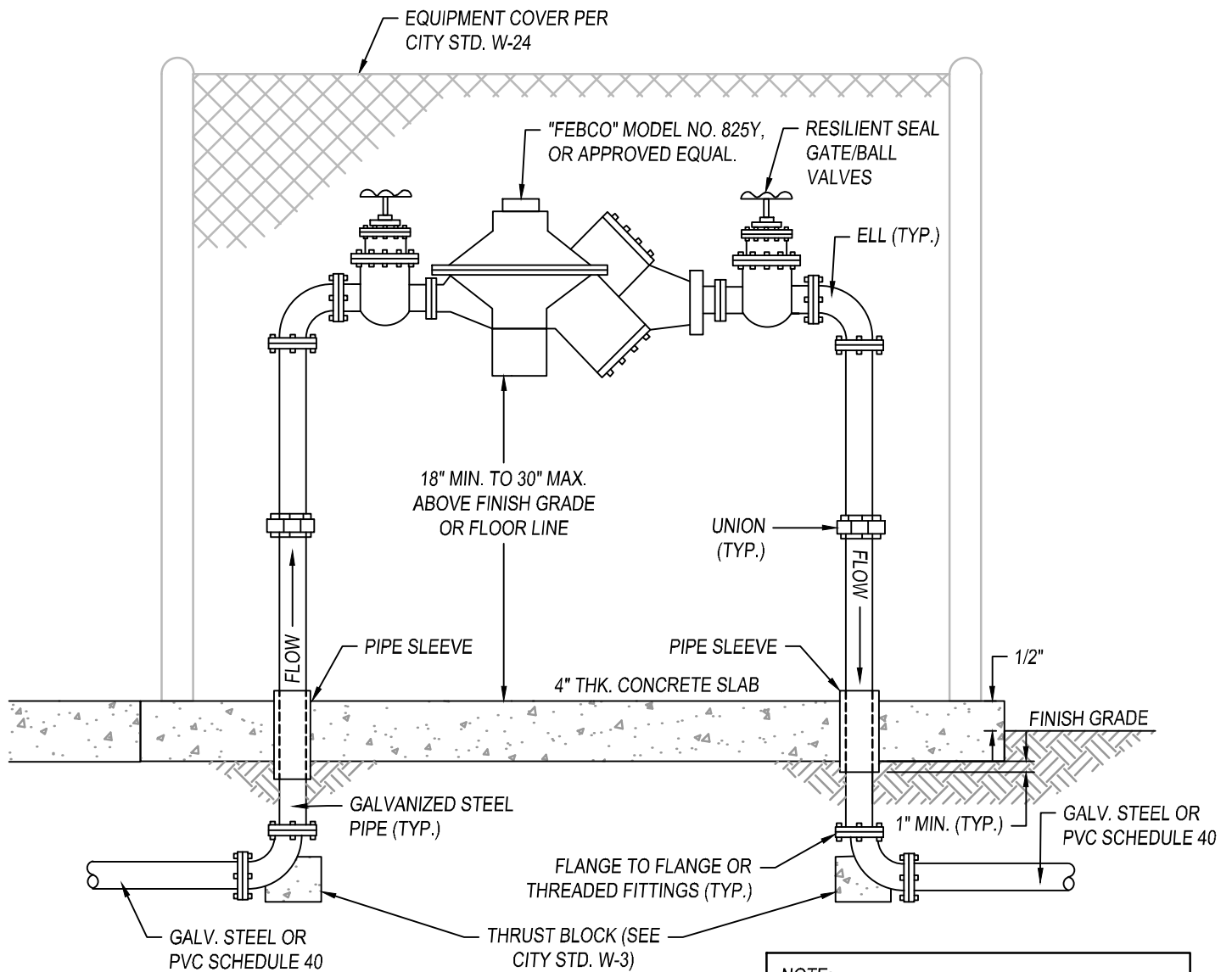
4" COMMERCIAL WATER SERVICE

PUBLIC IMPROVEMENT STANDARDS

W-13

REVISIONS

NAME BY DATE



NOTES:

1. ALL PIPE FITTINGS SHALL BE PVC SCHEDULE 40, OR GALVANIZED STEEL, UNLESS OTHERWISE SPECIFIED.
2. BACKFLOW PREVENTER DEVICE AND INSTALLATION SHALL BE APPROVED AND INSPECTED BY THE PUBLIC WORKS DEPARTMENT.
3. VALVE ASSEMBLIES MAY HAVE SCREWED FITTINGS OR FLANGED FITTINGS.
4. COAT ALL EXPOSED THREADS WITH AN APPROVED RUST INHIBITING SEALANT.
5. APPROVED PLASTIC TAPE, 1/2" WIDE, SHALL BE USED ON ALL THREADED CONNECTIONS.
6. DISSIMILAR METALS SHALL BE SEPARATED BY AN APPROVED DIELECTRIC COUPLING.
7. PLASTIC PIPE SHALL NOT BE USED ABOVE FINISH GRADE.
8. CONTRACTOR SHALL PROVIDE ADJUSTABLE PIPE SUPPORT APPROVED BY CITY ENGINEER.
9. PROVIDE 24" MIN. CLEAR SPACE AROUND BACKFLOW PREVENTER OR AT THE PUBLIC WORKS INSPECTOR DISCRETION.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

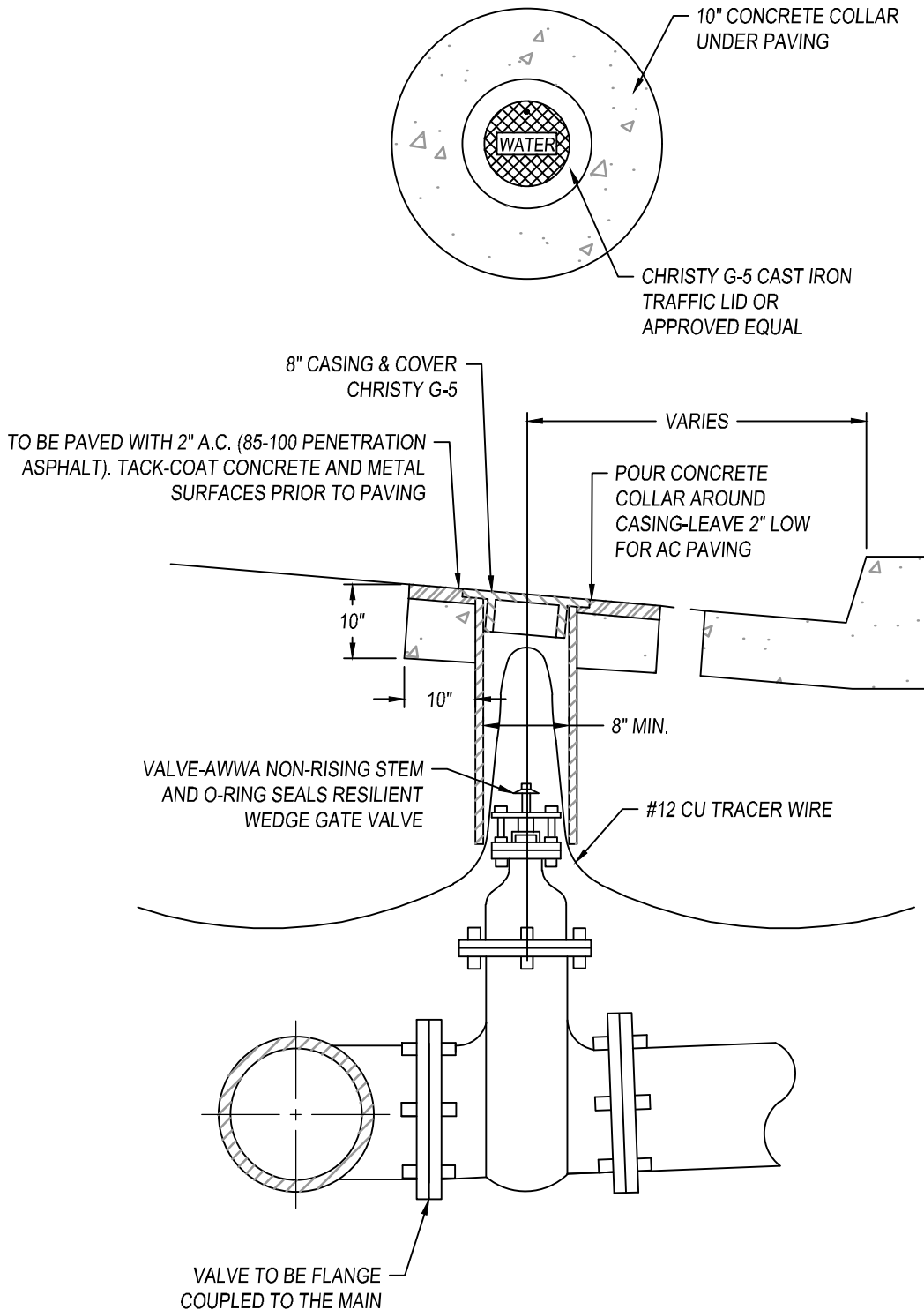
APPROVED BY PUBLIC WORKS DIRECTOR

3/4" TO 2" REDUCED PRESSURE PRINCIPAL BACKFLOW PREVENTERS PUBLIC IMPROVEMENT STANDARDS

W-15

REVISIONS

NAME	BY	DATE



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

WATER VALVE

PUBLIC IMPROVEMENT STANDARDS

W-16

REVISIONS

NAME	BY	DATE

FOR 8" PIPE = 22" TO 32"
FOR 10" PIPE = 24" TO 34"
FOR 12" PIPE = 26" TO 36"
FOR 14" PIPE = 28" TO 36"
FOR 16" PIPE = 48" TO 60"
FOR 48" PIPE = 96" TO 102"



NOTES:

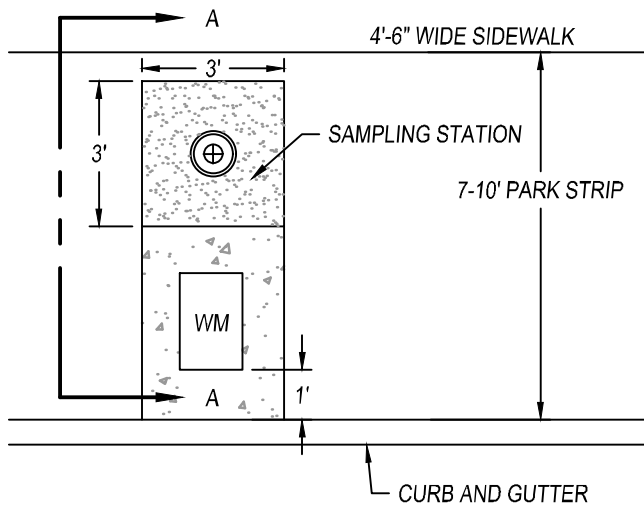
1. USE SPECIAL CARE IN BEDDING FLEXIBLE PIPE TO ENSURE SIDEWALL SUPPORT.
2. LESS COVER FOR 8" PIPE MAY BE ALLOWED AT THE DISCRETION OF THE CITY ENGINEER.
3. TRACER WIRE TO BE INSTALLED ON ALL WATER MAINS, WATER SERVICES, AND HYDRANT LATERALS.
4. WHEN UNSTABLE SOIL IS ENCOUNTERED CONTRACTOR SHALL PERFORM TRENCHING ACTIVITIES PER CALIFORNIA OSHA STANDARDS.
5. JETTING OF TRENCHES IS STRICTLY PROHIBITED.
6. MINIMUM WATER MAIN SIZE SHALL BE 8". MINIMUM SEWER MAIN SIZE SHALL BE 8". MINIMUM STORM DRAIN MAIN SIZE SHALL BE 18".
7. NEWLY CONSTRUCTED SEWER AND STORM DRAIN MAINS SHALL BE WYTHE BALLED, MANDREL, AIR TESTED AND VIDEO INSPECTED. ALL TESTING SHALL BE OVER SEEN BY A CITY REPRESENTATIVE.
8. PERMANENT RESURFACING OF PAVEMENT AREAS SHALL CONSIST OF 7" A.C. PAVING OR MATCH EXISTING PAVEMENT SECTION IF PAVEMENT CUT IS WIDER THAN 6' UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. EXISTING PAVEMENT CUT EDGES SHALL BE SAWCUT AND TACK COAT SHALL BE APPLIED PRIOR TO FINAL PAVING.
9. UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER, ALL CUTS MADE IN PAVEMENT 5 YEARS AND YOUNGER SHALL BE TREATED WITH THE INFRARED PAVEMENT REPAIR PROCESS A MIN. OF 6" ON EACH SIDE OF SAWCUT. FOR PAVEMENT CUTS LESS THAN 2' IN WIDTH, THE INFRARED PAVEMENT REPAIR SHALL BE APPLIED TO THE ENTIRE AREA. WHEN INFRARED PAVEMENT REPAIR IS NOT REQUIRED, A CRACK SEALANT SHALL BE APPLIED ALONG THE PAVEMENT CUTS.



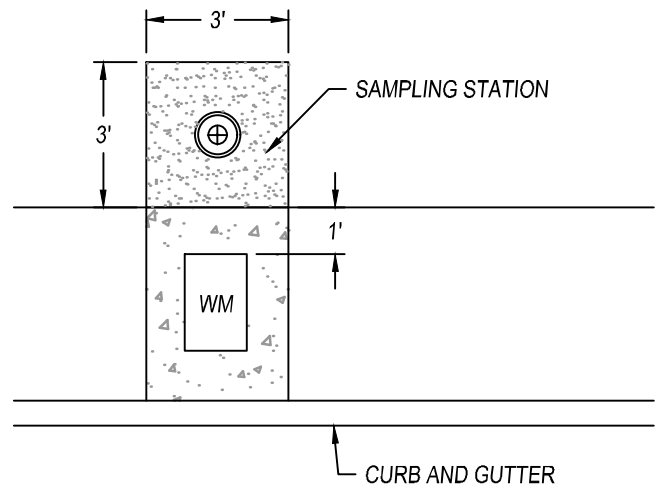
PUBLIC IMPROVEMENT STANDARDS

REVISIONS

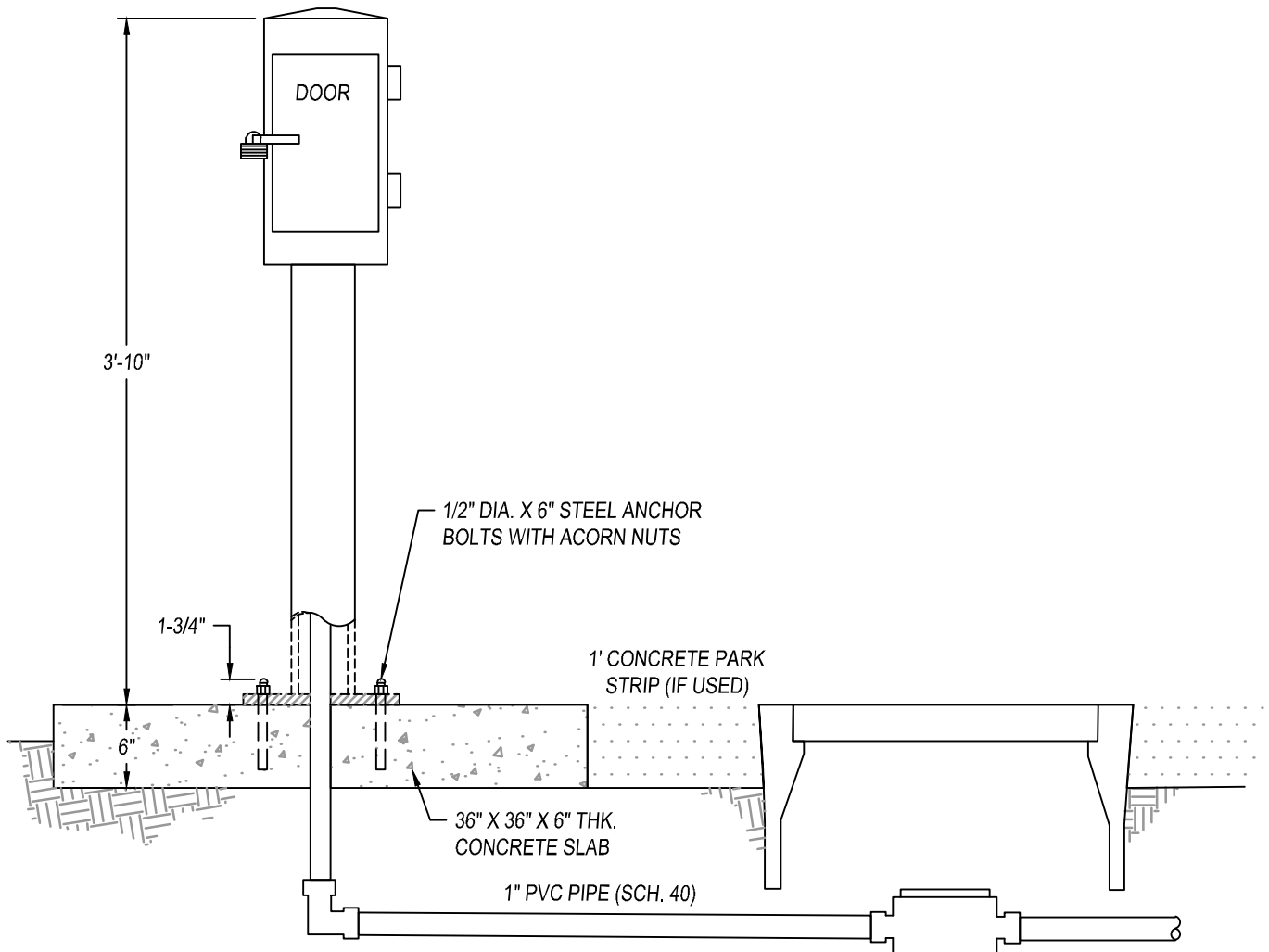
NAME	BY	DATE
------	----	------



TOP VIEW WITH PARK STRIP



TOP VIEW WITHOUT PARK STRIP



SECTION A-A



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

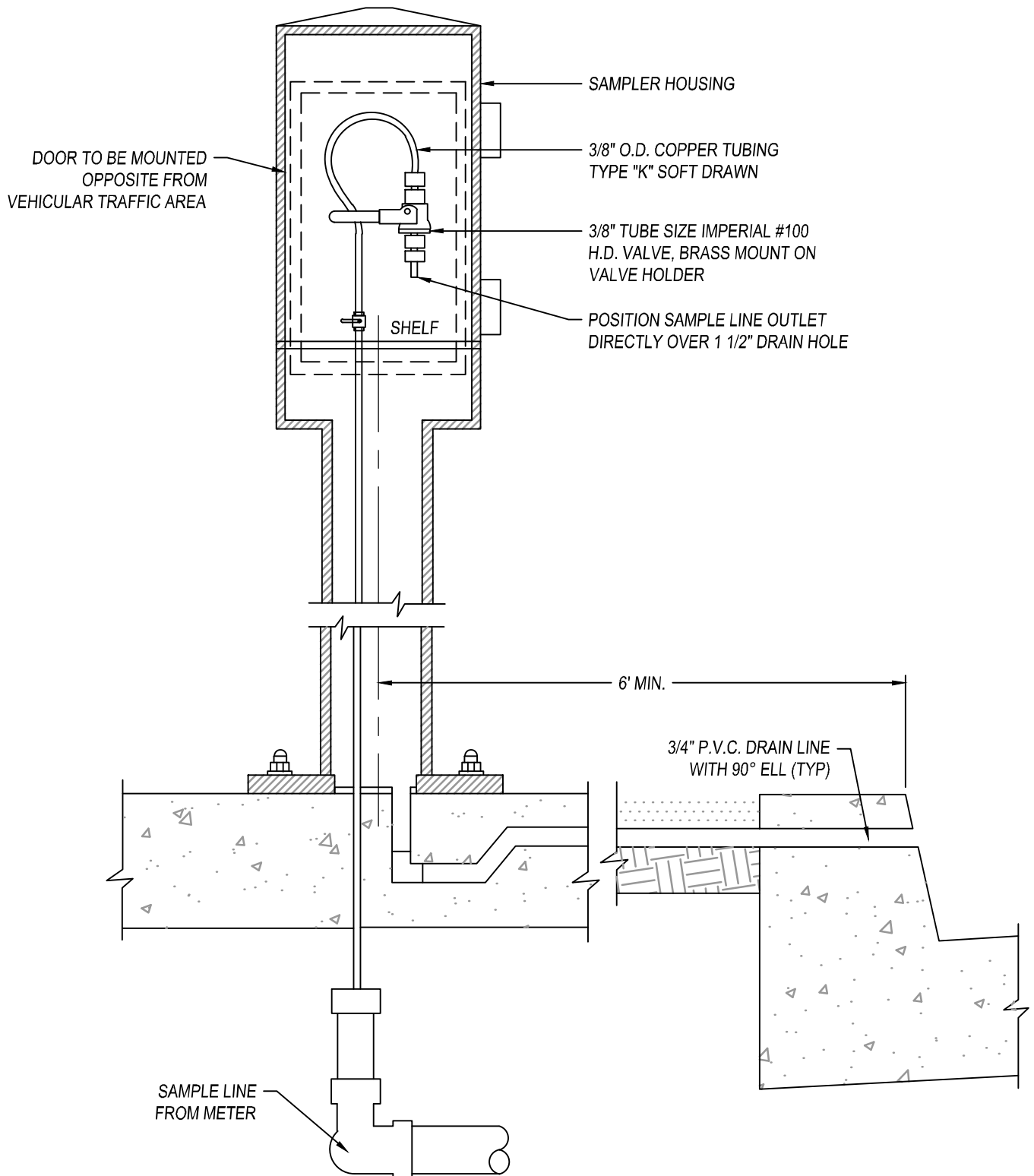
WATER SAMPLE STATION
(SHEET 1 OF 2)

PUBLIC IMPROVEMENT STANDARDS

W-18

REVISIONS

NAME	BY	DATE



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

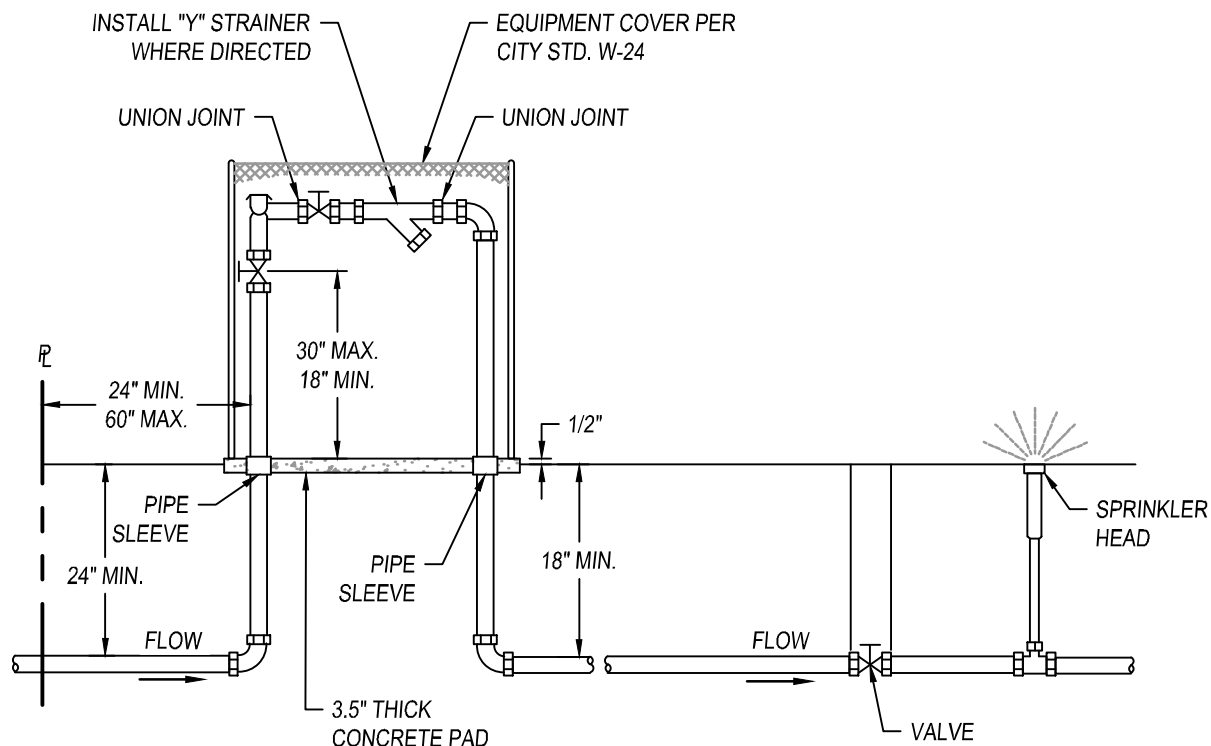
WATER SAMPLE STATION (SHEET 2 OF 2)

PUBLIC IMPROVEMENT STANDARDS

W-19

REVISIONS

NAME	BY	DATE



NOTES:

1. RESILIENT SEATED SHUT-OFF VALVES AND TEST COCKS ARE REQUIRED.
2. NO TAPS, TEES OR CONNECTIONS OF ANY KIND ARE PERMITTED BETWEEN THE WATER METER AND THE PRESSURE VACUUM BREAKER ASSEMBLY.
3. PROTECTION FROM FREEZE DAMAGE IS REQUIRED IN EXPOSED AREAS.
4. ASSEMBLY MUST BE ACCESSIBLE FOR TESTING AND MAINTENANCE PER CITY OF DINUBA MUNICIPAL CODE.
5. ASSEMBLY TO BE THE SAME SIZE AS THE WATER SUPPLY LINE PER UNIFORM PLUMBING CODE.
6. PRESSURE LOSS THROUGH PRESSURE VACUUM BREAKER ASSEMBLY MUST BE INCLUDED IN PRESSURE LOSS CALCULATIONS FOR SIZING OF THE WATER SYSTEM PER UNIFORM PLUMBING CODE.
7. DOWNSTREAM PIPING MAY HAVE VALVES IN SYSTEM.
8. INSTALL ONE UNION IN THE PIPING SYSTEM WITHIN 12 INCHES OF THE ASSEMBLY.
9. ASSEMBLY CAN NOT BE SUBJECT TO BACK PRESSURE FROM PUMPS, ELEVATION, OR OTHER SOURCES.
10. MAINTAIN A MINIMUM OF 12 INCHES, MAXIMUM OF 18 INCHES CLEARANCE AROUND ASSEMBLY.
11. ANY DEVIATION FROM THESE REQUIREMENTS SHALL BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO INSTALLATION.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

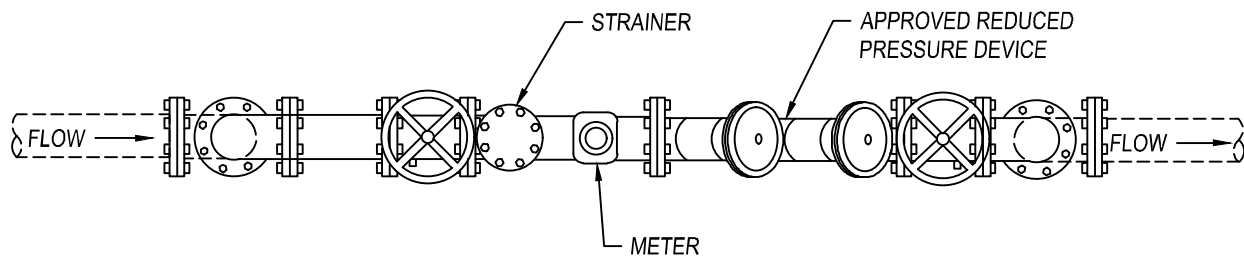
PRESSURE VACUUM BREAKER BLACKFLOW PREVENTER INSTALLATION

PUBLIC IMPROVEMENT STANDARDS

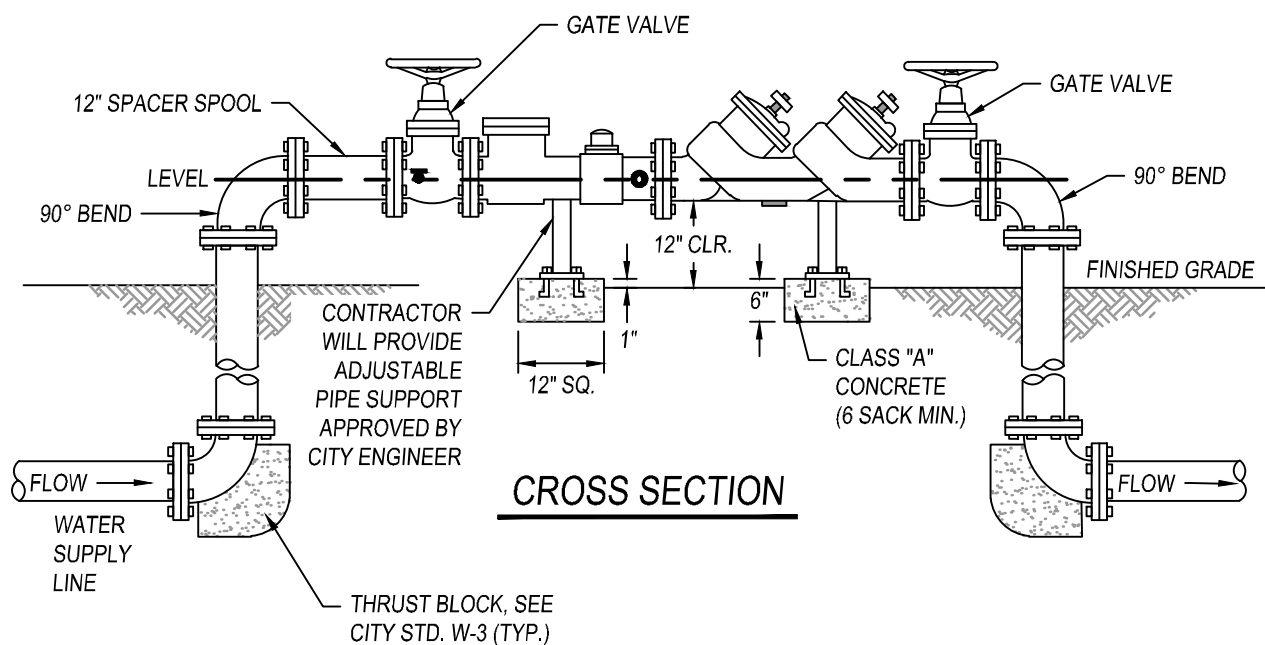
W-20

REVISIONS

NAME	BY	DATE



PLAN VIEW



CROSS SECTION

NOTES:

1. INLET AND OUTLET VALVES TO BE INSTALLED AT EACH END OF ASSEMBLY.
2. ALL WATER METERS SHALL BE "NEPTUNE" REMOTE READ, OR APPROVED EQUAL.
3. ALL WATER METERS LARGER THAN 2" SHALL BE PROVIDED BY THE OWNER, DEVELOPER, OR CONTRACTOR.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

**COMPOUND OR TURBINE METER SETTING
WITH REDUCED PRESSURE DEVICE
PUBLIC IMPROVEMENT STANDARDS**

W-21

REVISIONS

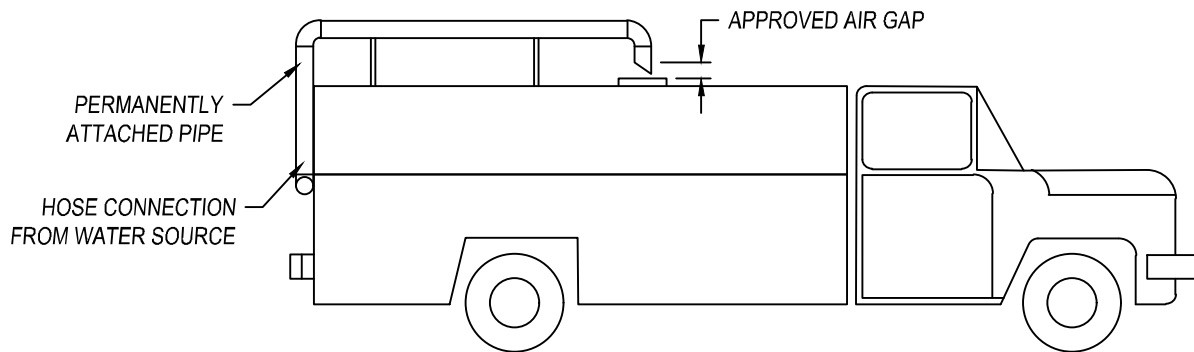
NAME	BY	DATE



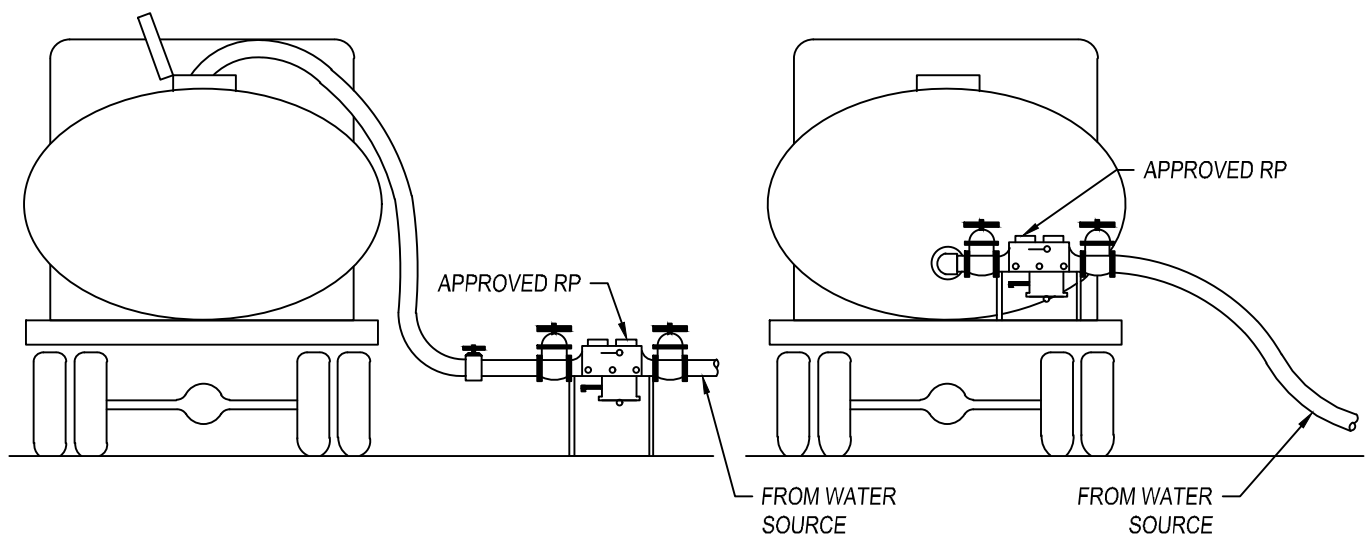
- 

APPROVED BY PUBLIC WORKS DIRECTOR

PUBLIC IMPROVEMENT STANDARDS



AIR-GAP PROTECTION



MECHANICAL ASSEMBLY PROTECTION

REQUIREMENTS:

1. AIR-GAP MUST BE AN APPROVED "AIR-GAP" SYSTEM.
2. MECHANICAL BACKFLOW PREVENTER MUST BE AN APPROVED REDUCED PRESSURE PRINCIPAL ASSEMBLY.
3. BACKFLOW ASSEMBLY MUST BE TESTED BY A CERTIFIED BACKFLOW PREVENTION DEVICE TESTER, WHO IS REGISTERED WITH CITY. THE TESTS SHALL BE PERFORMED ONCE A YEAR. THE TEST RESULTS MUST BE PROVIDED TO THE CITY.
4. TYPICAL EQUIPMENT: WATER TRUCKS, PEST CONTROL TRUCKS, HYDROSEEDING EQUIPMENT, PORTABLE WASHING, AND STEAM CLEANING EQUIPMENT.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

APPROVED PORTABLE WATER
TRANSPORT BACKFLOW PROTECTION
PUBLIC IMPROVEMENT STANDARDS

W-23

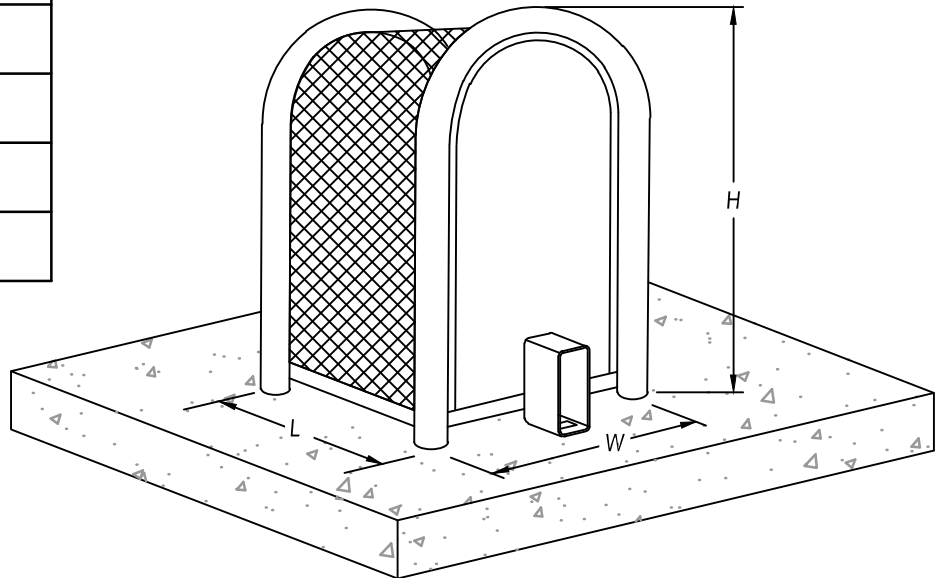
REVISIONS

NAME	BY	DATE

LIFT-OFF ENCLOSURES

TYPE	LENGTH (L)	HEIGHT (H)	WIDTH (W)
GS-.5	12"	18"	10"
GS-1	22"	24"	10"
GS-2	30"	24"	10"
GS-3.3	30"	30"	16"

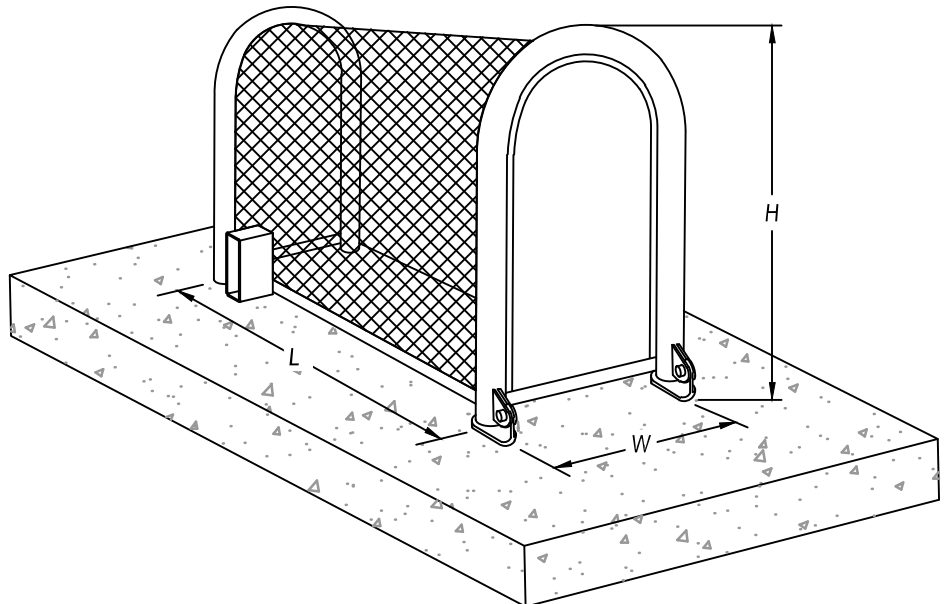
- PLASTICOTE POWDER COAT FINISH
- ACCEPTS PADLOCK
- FOREST GREEN IN COLOR



HINGED BODY ENCLOSURES

TYPE	LENGTH (L)	HEIGHT (H)	WIDTH (W)
GS-3	40"	24"	10"
GS-4	46"	30"	16"

- PLASTICOTE POWDER COAT FINISH
- ACCEPTS PADLOCK
- HINGED FOR EASY ACCESS
- FOREST GREEN IN COLOR



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

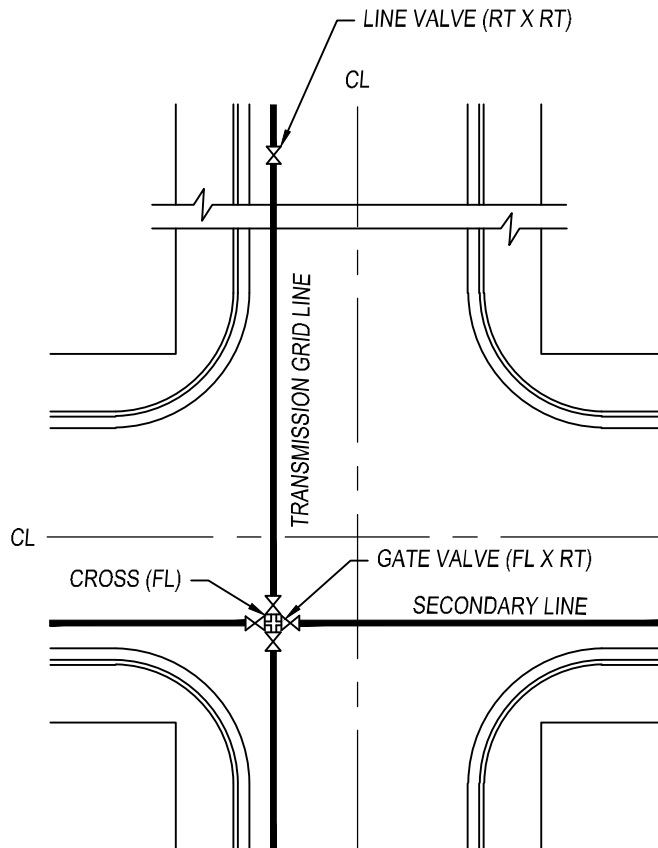
EQUIPMENT COVERS

PUBLIC IMPROVEMENT STANDARDS

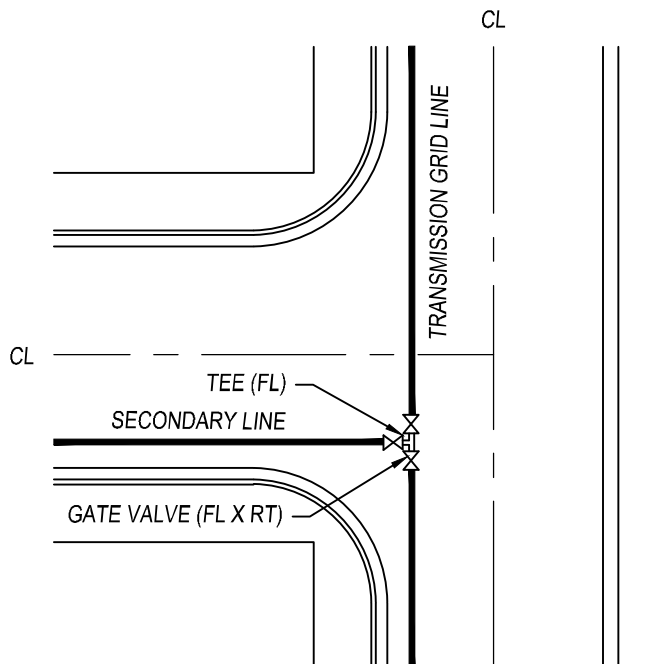
W-24

REVISIONS

NAME BY DATE



CROSS CONNECTION



TEE CONNECTION

NOTES:

1. MAXIMUM DISTANCE BETWEEN VALVES IS 500'.



CITY COUNCIL APPROVAL: 01/24/2023

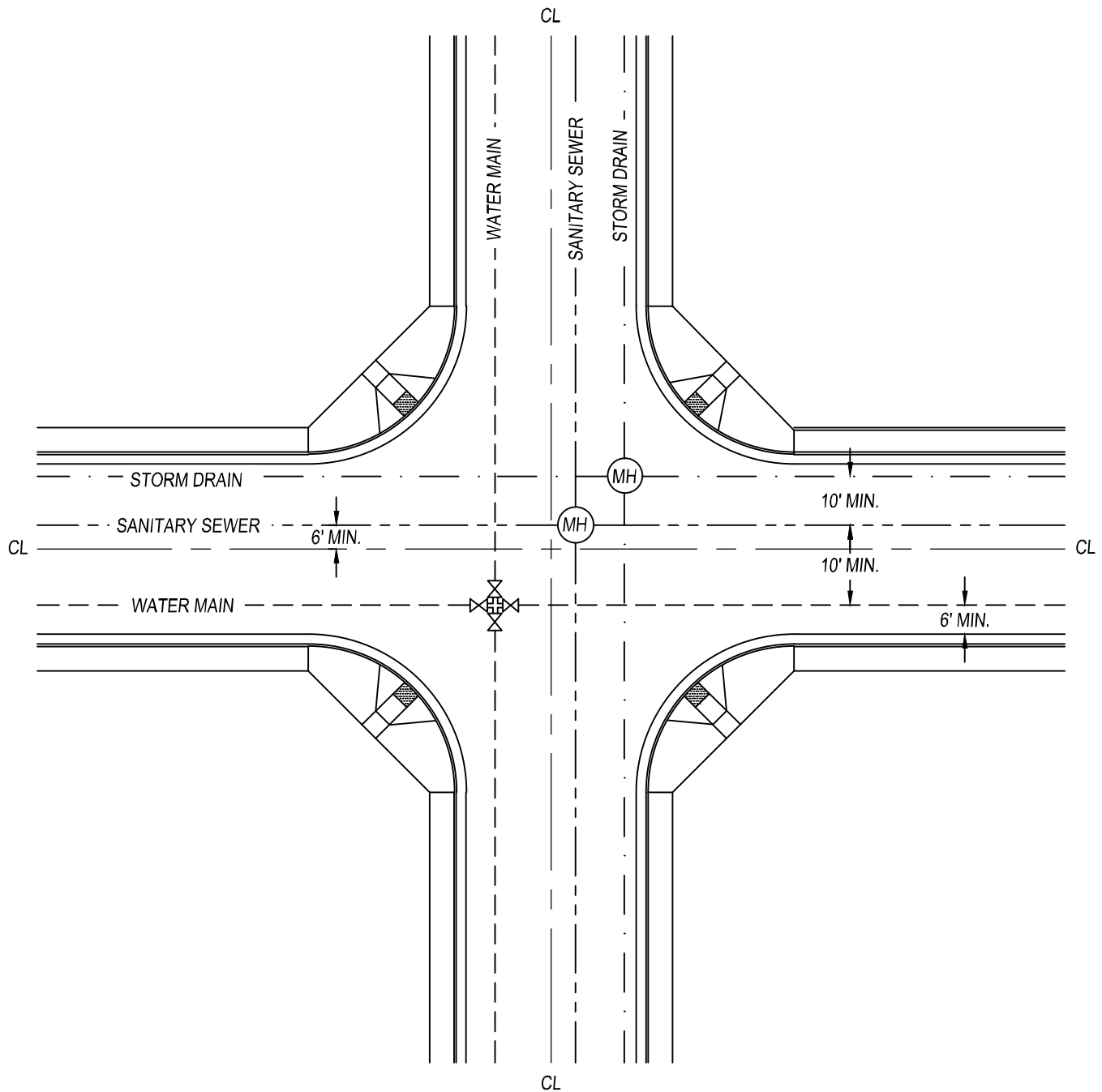
APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

**WATER MAIN INTERSECTION
CONNECTIONS**

PUBLIC IMPROVEMENT STANDARDS

W-25		
REVISIONS		
NAME	BY	DATE



NOTES:

1. THIS "STANDARD" IS A GUIDE ONLY AND DEVIATIONS WILL BE ACCEPTABLE WHERE CONDITIONS DICTATE.
2. DIMENSIONS SHOWN ARE DESIRABLE BUT DO NOT GOVERN.
3. THE INTENTION IS TO SHOW THE RELATIVE POSITION OF ALL UTILITIES.
4. ANY CHANGES OR DEVIATION MUST BE APPROVED BY THE CITY ENGINEER.



CITY COUNCIL APPROVAL: 01/24/2023

APPROVED BY CITY ENGINEER

APPROVED BY PUBLIC WORKS DIRECTOR

LOCATIONS FOR UNDERGROUND CONDUITS
& PIPES IN RESIDENTIAL AREA CITY STREETS

PUBLIC IMPROVEMENT STANDARDS

W-27

REVISIONS

NAME	BY	DATE

CURB RAMP (CASE A, D, OR E) AMERICANS WITH DISABILITIES (ADA)**COMPLIANCE INSPECTION REPORT**

DOT CEM-5773ADE (REV 09/2025)

CONTRACTOR NAME AND ADDRESS	CONTRACT NUMBER/COUNTY/ROUTE/POSTMILE
	PROJECT IDENTIFICATION NUMBER
	PROJECT INFORMATION/NAME

CURB RAMP INFORMATION

Location Number	County	City	Route
Route Name	Cross Street		
Latitude (y)	Postmile/Station	Intersection Control	Construction Type
		☐ None	☐ New
Longitude (x)	Street Grade (%)	☐ Stop/Yield	☐ Retrofit
		☐ Signalized	
Ramp			Ramp
☐ Case A	☐ Northwest	☐ 2018 Standard Plan A88A	☐ Single
☐ Case D	☐ Northeast	☐ Other _____	☐ Dual Ramp 1
☐ Case E	☐ Southwest		☐ Dual Ramp 2
	☐ Southeast		
	☐ Mid-Block		
		Applicable Standard Specifications	
		☐ 2018	
		☐ 2015	
		☐ Other _____	
		Applicable Design Bulletin	
		☐ DIB 82-06	
		☐ _____	

ADA CURB RAMP COMPLIANCE CERTIFICATION

Based on the field measurements shown on page 2 curb ramp complies with standard plan A88A?	☐ Yes ☐ No
Based on the field measurements shown on page 3 curb ramp complies with standard plan A88A?	☐ Yes ☐ No
Based on the field measurements shown on page 4 curb ramp complies with standard plan A88A?	☐ Yes ☐ No
Curb ramp is American's with Disabilities Act (ADA) compliant based on ADA curb ramp check list shown on page 5?	☐ Yes ☐ No
Curb ramp is ADA compliant based on ADA curb ramp check list shown on page 6?	☐ Yes ☐ No
Curb ramp is ADA compliant based on ADA curb ramp check list shown on page 7?	☐ Yes ☐ No

This section must be completed if no is marked for any question indicating that a curb ramp is non-compliant.

Project engineer compliance determination (must state ADA standard used for compliance determination):

Curb ramp is ADA compliant with ADA standards ☐ Yes ☐ No

By providing my electronic signature for this form, I agree to conduct business transactions by electronic means and that my electronic signature is the legal binding equivalent to my handwritten signature. I hereby agree that my electronic signature represents my execution or authentication of this form, and my intent to be bound by it.

Project Engineer (print name)	Signature	Date
-------------------------------	-----------	------

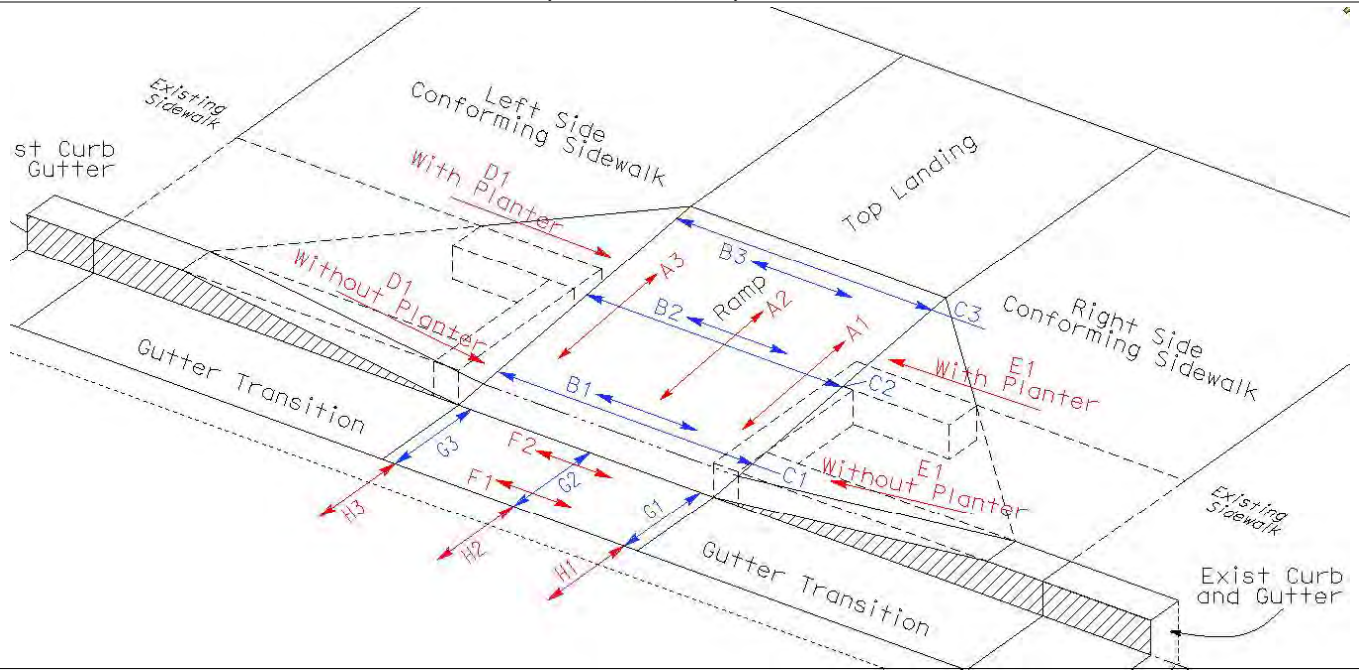
RESIDENT ENGINEER ADA COMPLIANCE CERTIFICATION

I have reviewed the curb ramp inspection report and find that the constructed curb ramp is in compliance with ADA standards.

Resident Engineer (print name)	Signature	Date
--------------------------------	-----------	------

CONTRACTOR NAME AND ADDRESS		CONTRACT NUMBER/COUNTY/ROUTE/POSTMILE			
		PROJECT IDENTIFICATION NUMBER			
		PROJECT INFORMATION/NAME			
Location Number	Route Name	Ramp Case	Intersection Quadrant		Ramp
	Cross Street	☐ Case A	☐ Northwest	☐ Southwest	☐ Single
		☐ Case D	☐ Northeast	☐ Southeast	☐ Dual Ramp 1
		☐ Case E	☐ Mid-Block		☐ Dual Ramp 2

ADA CURB RAMP (CASE A, D, or E) FIELD MEASUREMENTS



Measure and verify the dimensions and slopes:

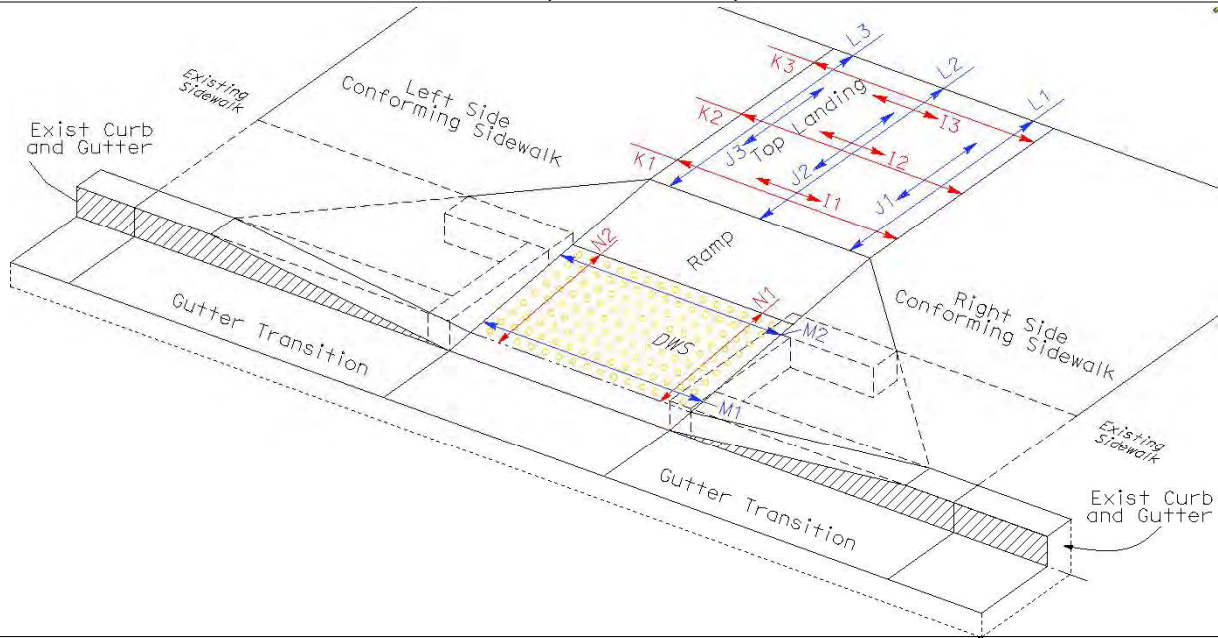
Ramp Slope (x.x%)		Ramp Cross Slope (x.x%)		Ramp Width (inches)		Left Flare Slope at Back of Curb (x.x%)		Right Flare Slope at Back of Curb (x.x%)		Gutter Slope (x.x%)		Gutter Cross Slope (x.x%)		Road Surface Cross Slope within 2' from Ramp (x.x%)	
A1		B1		C1		D1		E1		F1		G1		H1	
A2		B2		C2						F2		G2		H2	
A3		B3		C3								G3		H3	
7.7% or less?		1.7% or less?		49.75" or greater?		9.2% or less?		9.2% or less?		1.7% or less?		5.2% or less?		5.2% or less?	
☐ Yes ☐ No		☐ Yes ☐ No		☐ Yes ☐ No		☐ Yes ☐ No		☐ Yes ☐ No		☐ Yes ☐ No		☐ Yes ☐ No		☐ Yes ☐ No ☐ N/A Gutter is 24" or more wide.	
Remarks															

By providing my electronic signature for this form, I agree to conduct business transactions by electronic means and that my electronic signature is the legal binding equivalent to my handwritten signature. I hereby agree that my electronic signature represents my execution or authentication of this form, and my intent to be bound by it.

Inspection by (print name)	Job Title	Signature	Date

CONTRACTOR NAME AND ADDRESS		CONTRACT NUMBER/COUNTY/ROUTE/POSTMILE			
		PROJECT IDENTIFICATION NUMBER			
		PROJECT INFORMATION/NAME			
Location Number	Route Name	Ramp Case	Intersection Quadrant		Ramp
	Cross Street	☐ Case A	☐ Northwest	☐ Southwest	☐ Single
		☐ Case D	☐ Northeast	☐ Southeast	☐ Dual Ramp 1
		☐ Case E	☐ Mid-Block		☐ Dual Ramp 2

ADA CURB RAMP (CASE A, D, or E) FIELD MEASUREMENTS



Measure and verify the dimensions and slopes:									
Top Landing Cross Slope (x.x%)		Top Landing Slope (x.x%)		Top Landing Width (inches)		Top Landing Depth (inches)		Detectable Warning Surface Width (inches)	
I1		J1		K1		L1		M1	
I2		J2		K2		L2		M2	
I3		J3		K3		L3			
1.7% or less?		1.7% or less?		49.75" or greater?		49.75" or greater?		Extends full width and less than 1" gap on either side?	
☐ Yes	☐ No	☐ Yes	☐ No	☐ Yes	☐ No	☐ Yes	☐ No	☐ Yes	☐ No

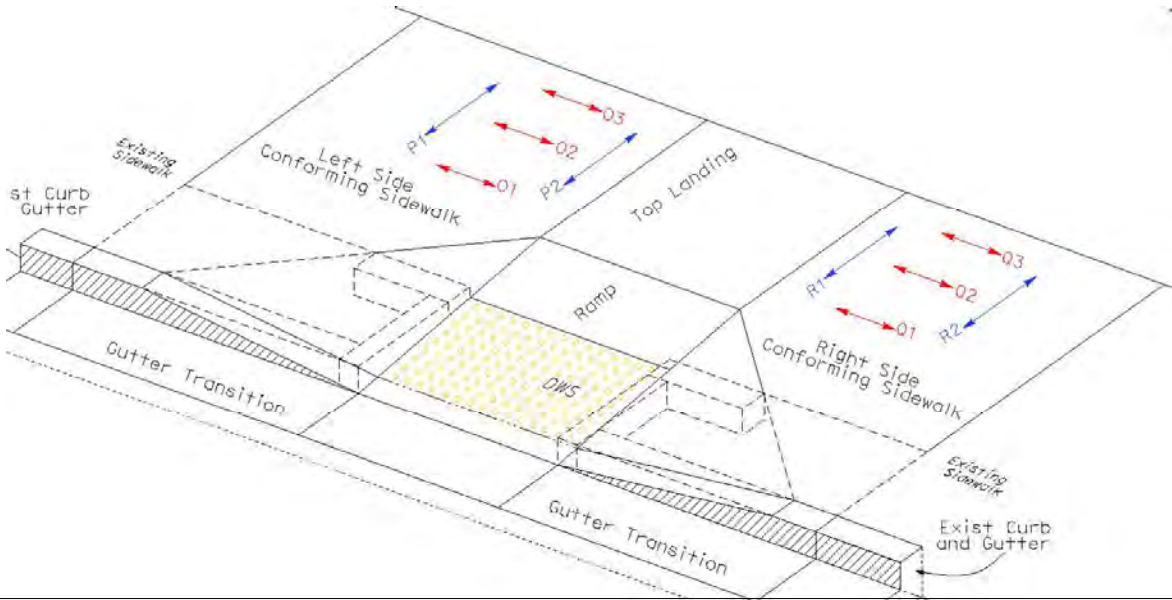
Remarks

By providing my electronic signature for this form, I agree to conduct business transactions by electronic means and that my electronic signature is the legal binding equivalent to my handwritten signature. I hereby agree that my electronic signature represents my execution or authentication of this form, and my intent to be bound by it.

Inspection by (print name)	Job Title	Signature	Date
----------------------------	-----------	-----------	------

CONTRACTOR NAME AND ADDRESS		CONTRACT NUMBER/COUNTY/ROUTE/POSTMILE			
		PROJECT IDENTIFICATION NUMBER			
		PROJECT INFORMATION/NAME			
Location Number	Route Name	Ramp Case	Intersection Quadrant		Ramp
	Cross Street	☐ Case A	☐ Northwest	☐ Southwest	☐ Single
		☐ Case D	☐ Northeast	☐ Southeast	☐ Dual Ramp 1
		☐ Case E	☐ Mid-Block		☐ Dual Ramp 2

ADA CURB RAMP (CASE A, D, or E) FIELD MEASUREMENTS



Measure and verify the dimensions and slopes:

Left Side Conforming Sidewalk Slope within 4' of Top Landing (x.x%)		Left Side Conforming Sidewalk Cross Slope within 4' of Top Landing (x.x%)		Right Side Conforming Sidewalk Slope within 4' of Top Landing (x.x%)		Right Side Conforming Sidewalk Cross Slope within 4' of Top Landing (x.x%)	
O1		P1		Q1		R1	
O2		P2		Q2		R2	
O3				Q3			
5.2% or less? ☐ Yes ☐ No If "No," is the sidewalk adjacent to the roadway and the sidewalk grade does not exceed the roadway grade? ☐ Yes ☐ No ☐ N/A		1.7% or less? ☐ Yes ☐ No If "No," is the conforming sidewalk a transition to an existing sidewalk? ☐ Yes ☐ No If "Yes," the 1.7% or less requirement does not apply.		5.2% or less? ☐ Yes ☐ No If "No," is the sidewalk adjacent to the roadway and the sidewalk grade does not exceed the roadway grade? ☐ Yes ☐ No ☐ N/A		1.7% or less? ☐ Yes ☐ No If "No," is the conforming sidewalk a transition to an existing sidewalk? ☐ Yes ☐ No If "Yes," the 1.7% or less requirement does not apply.	
Remarks							

By providing my electronic signature for this form, I agree to conduct business transactions by electronic means and that my electronic signature is the legal binding equivalent to my handwritten signature. I hereby agree that my electronic signature represents my execution or authentication of this form, and my intent to be bound by it.			
Inspection by (print name)	Job Title	Signature	Date

CURB RAMP (CASE A, D, OR E) AMERICANS WITH DISABILITIES (ADA)**COMPLIANCE INSPECTION REPORT**

DOT CEM-5773ADE (REV 09/2025)

CONTRACTOR NAME AND ADDRESS		CONTRACT NUMBER/COUNTY/ROUTE/POSTMILE			
		PROJECT IDENTIFICATION NUMBER			
		PROJECT INFORMATION/NAME			
Location Number	Route Name	Ramp Case	Intersection Quadrant		Ramp
	Cross Street	☐ Case A	☐ Northwest	☐ Southwest	☐ Single
		☐ Case D	☐ Northeast	☐ Southeast	☐ Dual Ramp 1
		☐ Case E	☐ Mid-Block		☐ Dual Ramp 2

ADA CURB RAMP (CASE A, D, or E) FIELD INSPECTION CHECKLIST

No.	Requirement	Compliant	Photo	Remarks
1	Detectable warning surface was on the Authorized Material List?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
2	Detectable warning surface is yellow in color?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
3	Detectable warning surface is in compliance with standard plan A88A detail Raised Truncated Dome for dome diameter and height?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
4	Detectable warning surface is in compliance with standard plan A88A detail Detectable Warning Surface for truncated dome spacing?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
5	Detectable warning surface edge nearest the street is in contact with the back of curb projection? If answer is yes, then mark item 6 N/A.	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
6	Detectable warning surface edge nearest the street is installed as shown on the project plans? Mark N/A if installed per standard plan.	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
7	Detectable warning surface 5-year manufacturer's warranty is on file?	☐ Yes ☐ No		☐ Yes ☐ No
8	Curb ramp surface has a broom finish, which provides slip resistant surface?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
9	Are all changes in surface level less than 1/4"?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
10	For any utility pull boxes, manholes, or vaults within the boundary of curb ramp are they flush with the finished curb ramp surface? Mark item N/A if there are no utility pull boxes, manholes, or vaults.	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
11	For openings or gratings located within the boundary of curb ramp, are spaces less than 1/2" in one direction and are elongated openings oriented perpendicular to dominate direction of travel? Mark item N/A if there are no openings or gratings.	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No

Remarks

By providing my electronic signature for this form, I agree to conduct business transactions by electronic means and that my electronic signature is the legal binding equivalent to my handwritten signature. I hereby agree that my electronic signature represents my execution or authentication of this form, and my intent to be bound by it.

Field inspection checklist completed by (print name)	Job Title	Signature	Date
--	-----------	-----------	------

CURB RAMP (CASE A, D, OR E) AMERICANS WITH DISABILITIES (ADA)**COMPLIANCE INSPECTION REPORT**

DOT CEM-5773ADE (REV 09/2025)

CONTRACTOR NAME AND ADDRESS		CONTRACT NUMBER/COUNTY/ROUTE/POSTMILE			
		PROJECT IDENTIFICATION NUMBER			
		PROJECT INFORMATION/NAME			
Location Number	Route Name	Ramp Case ☐ Case A	Intersection Quadrant ☐ Northwest ☐ Southwest		Ramp ☐ Single
	Cross Street	☐ Case D ☐ Case E	☐ Northeast ☐ Southeast ☐ Mid-Block		☐ Dual Ramp 1 ☐ Dual Ramp 2

ADA CURB RAMP (CASE A, D, or E) FIELD INSPECTION CHECKLIST

No.	Requirement	Compliant	Photo	Remarks
12	For obstructions such as signposts, lighting standards, power/telephone poles, guy-wires, or mail boxes in the construction area, complete items 13-16. If no obstructions are located within the construction area mark items 13-16 N/A.	Item 13-16 ☐ N/A		
13	Are objects with leading edges between 27" to 80" height, protected by guardrails or other barriers less than 27" above the finished surface?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
14	For objects with leading edges between 27" to 80" height, is horizontal protrusion less than 4" (4.5" for handrails) without reducing the 48" minimum clear width requirement?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
15	For objects mounted on single posts, that overhang the sidewalk or curb ramp, are the overhangs less than 12" when located between heights of 27" to 80"?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
16	For objects mounted between posts, where the clear distance between posts is greater than 12", is the lowest edge of such object less than 27" or greater than 80" above the finished surface?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
17	For curb ramp at a signalized intersection, complete items 18-22. If not at signalized intersection mark items 18-22 N/A.	Item 18-22 ☐ N/A		
18	Is the pedestrian push button height within 40-44 inches from the sidewalk surface or ground?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
19	Is the pedestrian push button wheelchair accessible from unobstructed forward reach?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
20	Is the pedestrian push button wheelchair accessible from unobstructed side reach?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
21	For unobstructed side reach, is the pedestrian push button within 10 inches of the edge of sidewalk?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
22	Is the sidewalk slope and cross slope less than 1.7 percent within the 48" x 48" area adjacent to pedestrian push button?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
23	For a curb ramp located at an intersection with a crosswalk answer items 24-27. If no crosswalk mark items 24-27 N/A.	Item 24-27 ☐ N/A		

Remarks

By providing my electronic signature for this form, I agree to conduct business transactions by electronic means and that my electronic signature is the legal binding equivalent to my handwritten signature. I hereby agree that my electronic signature represents my execution or authentication of this form, and my intent to be bound by it.

Field inspection checklist completed by (print name)	Job Title	Signature	Date
--	-----------	-----------	------

CURB RAMP (CASE A, D, OR E) AMERICANS WITH DISABILITIES (ADA)**COMPLIANCE INSPECTION REPORT**

DOT CEM-5773ADE (REV 09/2025)

Page 7 of 9

CONTRACTOR NAME AND ADDRESS		CONTRACT NUMBER/COUNTY/ROUTE/POSTMILE			
		PROJECT IDENTIFICATION NUMBER			
		PROJECT INFORMATION/NAME			
Location Number	Route Name	Ramp Case	Intersection Quadrant		Ramp
		☐ Case A	☐ Northwest	☐ Southwest	☐ Single
	Cross Street	☐ Case D	☐ Northeast	☐ Southeast	☐ Dual Ramp 1
		☐ Case E	☐ Mid-Block		☐ Dual Ramp 2

ADA CURB RAMP (CASE A, D, or E) FIELD INSPECTION CHECKLIST

No.	Requirement	Compliant	Photo	Remarks
24	Does the crosswalk line up with the curb ramp?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
25	For one-ramp corner (diagonal) installation, is the crosswalk a minimum of 4'-2" back from bottom of curb ramp as shown on standard plan A88A Detail B?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
26	For one-ramp corner (diagonal) installation with flared sides, there must be at least a 24-inch long segment of curb located on each side of curb ramp and within the crosswalk, if the crosswalk is marked as shown on standard plan A88A Detail B?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
27	Is there a minimum area of 48" x 48" within the crosswalk in front of the curb ramp?	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
28	Is the surface of the roadway in front of the curb ramp flush and free of abrupt changes?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
29	Is the surface of the roadway and gutter flush, without a lip between the gutter and pavement surface?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
30	Is the roadway surface within the pedestrian street crossing area in good condition?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
31	If the curb ramp joins an existing sidewalk, is the existing sidewalk in good condition? Mark N/A if curb ramp does not join an existing sidewalk.	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No	☐ Yes ☐ No
32	Retaining curb in place at back of sidewalk or curb ramp if required?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
33	Has backfill been placed against sidewalk or adjacent ground leveled where curb ramp was constructed to prevent falling hazard?	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

Remarks

I agree that by providing my electronic signature for this form, I agree to conduct business transactions by electronic means and that my electronic signature is the legal binding equivalent to my handwritten signature. I hereby agree that my electronic signature represents my execution or authentication of this form, and my intent to be bound by it.

Field inspection checklist completed by (print name)	Job Title	Signature	Date

CURB RAMP (CASE A, D, OR E) AMERICANS WITH DISABILITIES (ADA)**COMPLIANCE INSPECTION REPORT**

DOT CEM-5773ADE (REV 09/2025)

GENERAL INFORMATION

- This form is to provide documentation necessary for project certification of curb ramps constructed to meet ADA requirements.
- The Americans with Disabilities Act (ADA) of 1990, along with its implementing regulations, and the California Government Code Sections 4450 et seq. prescribe that facilities must be made accessible to persons with disabilities.
- Design Information Bulletin 82, "Pedestrian Accessibility Guidelines for Highway Projects" (DIB 82), is Caltrans policy and contains design requirements for Caltrans projects to comply with state codes, and federal laws and regulations regarding pedestrian accessibility.
- Contact the project engineer for additional information about ADA requirements and issues with curb ramp compliance.

FORM

- Complete the form for each curb ramp constructed on the project and provide the curb ramp information for each location that will be used to identify the curb ramp location and its attributes.
- CONTRACT NUMBER/COUNTY/ROUTE/POSTMILE: For local agency encroachment permit projects, write the encroachment permit number in the CONTRACT NUMBER field.
- PROJECT IDENTIFICATION NUMBER: For local agency encroachment permit projects, write N/A in the field.
- Provide curb ramp information that uniquely identifies the passageway location so that this asset's attributes can be stored in a database.
- Establish a location number for each curb ramp location.
- For each curb ramp location provide:
 - County
 - City
 - Route
 - Route Name, for example State Route 49
 - Name of the cross Street. For mid-block curb ramp, write N/A for cross street.
- Latitude and longitude must be in decimal format to a minimum of six decimal places. Free Global Positioning System (GPS) applications for smart phones, tablets, and desk tops will report latitudes and longitudes to the necessary accuracy for differentiation of the permanent pedestrian facilities locations.
- For dual ramps, check "Dual Ramp 1" for the curb ramp that is used for crossing the main route and check "Dual Ramp 2" for the curb ramp used for crossing the cross street.
- Use applicable Design Bulletin: DIB 82-06 effective for projects ready to list 11/16/2017 or later.
- Measure the curb ramp dimensions and slopes shown on the form using measuring devices that meet the following standards:
 - For dimensional measurements, use a standard measuring tape with 1/8 inch minimum markings.
 - For slope measurements, use a smart level with a minimum sensor accuracy of 0.1 degrees.
 - Ensure that the smart level has been properly calibrated prior to taking measurements.
 - For measuring slopes on elements with dimensions 4 feet or less, use a 2-foot smart level. For measuring slopes on elements with dimensions greater than 4 feet, use a 4-foot smart level.
- Measurements taken must comply with the following:
 - Record dimensional measurements to the nearest 1/8 inch.
 - Record slope measurements to the nearest 0.1 percent.
 - For both dimensional and slope checks, take representative measurements equally dispersed across the surface in question. Do not average the results. Record the individual measurements in the appropriate inspection report location.
- If any of the following occur, contact the project engineer:
 - Measured slope exceeds the allowable slope.
 - Measured dimension does not meet the allowable dimension.

CURB RAMP (CASE A, D, OR E) AMERICANS WITH DISABILITIES (ADA)**COMPLIANCE INSPECTION REPORT**

DOT CEM-5773ADE (REV 09/2025)

ADA CURB RAMP COMPLIANCE CERTIFICATION

- The resident engineer must review the completed form and determine if the curb ramp is compliant with plan and specification requirements.
- Caltrans standards for curb ramps were developed to include some allowance due to measurement accuracies so that when constructed, the curb ramp would be within the maximum and minimum requirements of DIB 82.
- Allowable construction allowances from the slopes and dimensions shown on the standard plan are based on the accuracy of the measuring devices previously specified and are:
 - ≤ 0.2 percent from the slope shown.
 - $\leq \frac{1}{4}$ inch from the dimension shown.

Where appropriate the allowances for construction have been incorporated into this form for inspecting for compliance. For example, the standard plan sidewalk cross slope is 1.5% and the construction allowance is 0.2% so the measured sidewalk cross slope may be a maximum of 1.7% for contract compliance.
- If a constructed curb ramp does not comply with the Caltrans standard plan requirements, notify the project engineer to evaluate the curb ramp prior to ordering the contractor correct or remove and replace the noncompliant curb ramp.
- Further evaluation by the project engineer may determine that the curb ramp is compliant under the maximum or minimum ADA standards contained in DIB 82. The project engineer determination must cite the ADA standard within DIB 82 that allows Caltrans to accept the curb ramp as ADA compliant on the form.
- Upon ADA compliance inspection report completion, the resident engineer must file the inspection report within the project records and complete the ADA Certification and Summary Form DOT CEM-5773, "Americans with Disabilities Act (ADA) Project Compliance Certification." Transmit the summary form and any required attachments to: ADA.compliance.office@dot.ca.gov

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

36 CFR Part 1190

[Docket No. ATCB 2011–0004]

RIN 3014–AA26

Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

AGENCY: Architectural and
 Transportation Barriers Compliance
 Board.
ACTION: Final rule.

SUMMARY: The Architectural and
 Transportation Barriers Compliance
 Board (Access Board or Board) issues its
 final rule that provides minimum
 guidelines for the accessibility of
 pedestrian facilities in the public right-
 of-way. These guidelines, once adopted,
 would ensure that facilities used by
 pedestrians, such as sidewalks and
 crosswalks, constructed or altered in the
 public right-of-way by Federal, state,
 and local Governments are readily
 accessible to and usable by pedestrians
 with disabilities. When the guidelines
 are adopted, with or without
 modifications, as accessibility standards
 in regulations issued by other Federal
 agencies implementing the Americans
 with Disabilities Act, Section 504 of the
 Rehabilitation Act, and the
 Architectural Barriers Act, compliance
 with those enforceable accessibility
 standards is mandatory.

DATES: The final rule is effective
 September 7, 2023.

FOR FURTHER INFORMATION CONTACT:
 Scott Windley, Office of Technical and
 Information Services, Architectural and
 Transportation Barriers Compliance
 Board, 1331 F Street NW, Suite 1000,
 Washington, DC 20004–1111.
 Telephone (202) 272–0025 (voice) or
 (202) 272–0028 (TTY). Email address
 row@access-board.gov.

SUPPLEMENTARY INFORMATION:

I. Executive Summary

The U.S. Access Board issues its final
 rule for accessibility guidelines for
 pedestrian facilities in public rights-of-
 way (PROWAG or guidelines). These
 guidelines are issued under Title II of
 the Americans with Disabilities Act of
 1990 (ADA) and the Architectural
 Barriers Act of 1968 (ABA). Title II of
 the ADA applies to State and local
 government facilities, among others.
 The ABA applies to facilities
 constructed or altered by or on behalf of
 the Federal Government, facilities
 leased by Federal agencies, and some
 facilities built with Federal funds.

The purpose of these guidelines is to
 ensure that pedestrian facilities located
 in the public right-of-way are readily
 accessible to and usable by pedestrians
 with disabilities. Despite on-going
 efforts to improve access, pedestrians
 with disabilities throughout the United
 States continue to face major challenges
 in public rights-of-way because many
 sidewalks, crosswalks, and other
 pedestrian facilities are inaccessible.
 Equal access to pedestrian facilities is of
 particular importance because
 pedestrian travel is the principal means
 of independent transportation for many
 persons with disabilities.

Key accessible features of pedestrian
 facilities specified in these guidelines
 include:

Pedestrian Access Routes: Sidewalks,
 shared use paths and other pedestrian
 circulation paths must contain a
 “pedestrian access route,” which is
 required to be accessible to and
 traversable by individuals with
 disabilities. The portions of these
 sidewalks and paths that comprise the
 pedestrian access route must be wide
 enough to minimize the possibility of a
 pedestrian using a mobility device
 falling into a roadway when passed by
 another pedestrian. Pedestrian access
 routes have specified cross slopes and
 running slopes so that they are
 traversable by pedestrians using manual
 wheelchairs or other mobility aids
 without exhaustive effort. Surfaces of
 paths in the pedestrian access route
 must be firm, stable, and slip resistant,
 without large openings or abrupt
 changes in level. Objects may not
 hazardously protrude onto sidewalks,
 shared use paths, or other pedestrian
 circulation paths.

Alternate Pedestrian Access Routes:
 When an entity closes a pedestrian
 access route for construction, it must
 provide a temporary alternate
 pedestrian access route with basic
 accessible features. Alternate pedestrian
 access routes ensure that construction in
 the public right-of-way does not prevent
 pedestrians with disabilities from
 reaching their destinations.

Accessible Pedestrian Signals: All
 new and altered pedestrian signal heads
 installed at crosswalks must include
 “accessible pedestrian signals” (APS),
 which have audible and vibrotactile
 features indicating the walk interval so
 that a pedestrian who is blind or has
 low vision will know when to cross the
 street. Pedestrian push buttons must be
 located within a reach range such that
 a person seated in a wheelchair can
 reach them. The walk speed used to
 calculate the crossing time allows
 pedestrians with disabilities sufficient
 time to cross.

Crosswalks: Curb ramps and
 detectable warning surfaces are required
 where a pedestrian circulation path
 meets a vehicular way. Crosswalks at
 multilane roundabouts and channelized
 turn lanes must have additional
 treatments that alert motorists to the
 presence of pedestrians or slow or stop
 traffic at those crosswalks.

Transit Stops: Boarding and
 alighting areas at sidewalk or street
 level, as well as elevated boarding
 platforms, must be sized and situated
 such that a person with a disability can
 board and alight buses and rail cars.
 Pedestrian access routes must connect
 boarding and alighting areas and
 boarding platforms to other pedestrian
 facilities. Transit shelters must have
 clear space for use by a person in a
 wheelchair.

On-Street Parking: On-street non-
 residential parking must have
 designated accessible parking spaces
 sized so that a person with a disability
 may exit a parked vehicle and maneuver
 to the sidewalk without entering a
 vehicular way. Standard size designated
 accessible on-street parking spaces must
 be situated near an existing crosswalk
 with curb ramps.

These minimum guidelines will
 become enforceable once they are
 adopted, with or without modifications,
 as mandatory standards under the ADA
 by the U.S. Department of Justice (DOJ)
 and the U.S. Department of
 Transportation (USDOT), or the four
 Federal agencies that set standards for
 the Federal Government under the
 Architectural Barriers Act—the U.S.
 Postal Service (USPS), General Services
 Administration (GSA), U.S. Department
 of Defense (DOD), and U.S. Department
 of Housing and Urban Development
 (HUD)).

II. Legal Authority and Need for Rulemaking

These guidelines are issued pursuant
 to the ADA and the Rehabilitation Act,
 which provide statutory authority for
 the Access Board to issue minimum
 accessibility guidelines to ensure that
 transportation facilities are usable by
 persons with disabilities. See 29 U.S.C.
 792(b)(3)(B), 42 U.S.C. 12204. These
 guidelines serve as the minimum
 requirements for enforceable standards
 issued by other agencies pursuant to
 their responsibilities under the ADA
 and the ABA. 29 U.S.C. 792(b)(3)(B); 42
 U.S.C. 4151 *et seq.*, 12134(c), 12149(b).

As described in the Rulemaking
 History section below, these final
 guidelines have been long awaited,
 particularly by state and local
 governments subject to Title II of the
 ADA. Both the Access Board’s 2004

Americans with Disabilities Act and Architectural Barriers Act Accessibility Guidelines (2004 ADAAG/ABAAG), and the Board's initial 1991 Americans with Disabilities Act Accessibility Guidelines, were developed primarily for buildings and facilities on sites. 36 CFR part 1191; 56 FR 35408 (July 26, 1991). While some of the requirements can be readily applied to pedestrian facilities in the public right-of-way, others need substantial modification, and many issues specific to public rights-of-way were simply not addressed. Further, the magnitude of existing physical constraints in public rights-of-way poses unique considerations that are not present in the context of buildings and sites.

In the absence of final technical requirements for accessibility of pedestrian facilities, state and local governments have been left to determine on their own how to comply with the ADA's existing mandate to make public pedestrian transportation facilities accessible. The lack of final Federal standards has contributed to uncertainty about the relevant standards, which has resulted in courts determining technical requirements for accessibility, in some cases applying requirements for buildings and sites to public rights-of-way, although public rights-of-way are, for the most part, not specifically addressed by these standards (*see e.g., Kirola v. City & Cty. of S.F.*, 860 F.3d 1164 (9th Cir. 2017) (finding that ADAAG applies to public rights-of-way); *Fortyune v. City of Lomita*, 766 F.3d 1098 (9th Cir. 2014) (applying the 2010 ADA Standards to diagonal parking in public rights-of-way in the absence of enforceable accessibility standards for public rights-of-way); *see also Sarfaty v. City of L.A.*, No. 2:17-cv-03594-SVW-KS, 2020 U.S. Dist. LEXIS 40893 (C.D. Cal. Feb. 7, 2020) (concluding that neither PROWAG draft guidelines nor the 2010 ADA Standards are applicable to on-street parking).

In addition, the Federal Government similarly lacks accessibility criteria for public rights-of-way, although there are numerous Federal sites that contain public rights-of-way, such as national parks, medical and educational campuses, and military installations. Consequently, the Federal Government, which seeks to be a leader in accessibility, has been without clear, specific, enforceable technical standards for accessibility in public rights-of-way. These final accessibility guidelines for pedestrian facilities in public rights-of-way will serve as the technical basis of enforceable standards issued under the ABA by GSA, USPS, DoD, and HUD.

See 29 U.S.C. 792(b)(3)(B); 42 U.S.C. 4151 *et seq.*

III. Rulemaking History

The Access Board began developing accessibility guidelines for pedestrian facilities in public rights-of-way shortly after the ADA was enacted in 1990. In 1992, the Board issued proposed guidelines for state and local government facilities, including pedestrian facilities in public rights-of-way, followed by interim guidelines in 1994 that also contained provisions for public rights-of-way. 57 FR 60612 (December 21, 1992); 59 FR 31676 (June 20, 1994).

In response to the proposed and interim guidelines, the Board received numerous public comments that indicated a need for further outreach, education, and research on accessible pedestrian facilities in public rights-of-way. Consequently, when the Board issued its first final guidelines for state and local government facilities in 1998, the requirements for pedestrian facilities in the public right-of-way were not included. 63 FR 2000 (January 13, 1998).

In 1999, the Access Board established a Federal advisory committee to recommend accessibility guidelines for pedestrian facilities in public rights-of-way. The committee included a wide range of stakeholders, including representatives of state and local governments, the transportation industry, disability rights advocacy organizations, and other interested groups.¹

In 2001, the advisory committee presented its consensus

¹ The following organizations were members of the advisory committee: AARP, America Walks, American Association of State Highway and Transportation Officials, American Council of the Blind, American Institute of Architects, American Public Transit Association, American Public Works Association, Association for Education and Rehabilitation of the Blind and Visually Impaired, Bicycle Federation of America, Californians for Disability Rights, Canadian Standards Association (Technical Committee on Barrier-Free Design), City of Birmingham (Department of Planning, Engineering and Permits), Council of Citizens with Low Vision International, Disability and Business Technical Assistance Centers, Disability Rights Education and Defense Fund, Federal Highway Administration, Hawaii Commission on Persons with Disabilities, Hawaii Department of Transportation, Institute of Traffic Engineers (now called Institute of Transportation Engineers), Los Angeles Department of Public Works (Bureau of Street Services), Massachusetts Architectural Access Board, Municipality of Anchorage, National Center for Bicycling and Walking, National Council on Independent Living, National Federation of the Blind, New York State Department of Transportation, Paralyzed Veterans of America, Portland Office of Transportation, San Francisco Mayor's Office on Disability, State of Alaska, TASH, Texas Department of Transportation, and The Seeing Eye.

recommendations to the Board. *See* U.S. Access Board, Building a True Community: Final Report of the Public Rights-of-Way Access Advisory Committee. (Jan. 10, 2001). Based on the advisory committee's recommendations, the Access Board developed draft accessibility guidelines for pedestrian facilities in the public right-of-way, which it made available for public review and comment in 2002. 67 FR 41206 (June 17, 2002). In 2005, the Board published revised draft guidelines, also seeking to gather data for a regulatory assessment of the guidelines' potential costs and benefits. 70 FR 70734 (November 23, 2005).

Following the 2005 release, the Access Board continued to further improve the draft guidelines, engaging numerous stakeholders and sponsoring research on various key provisions. The Access Board also engaged in substantial education and outreach efforts, conducting training programs around the country, and answering questions on its technical assistance hotline. In July 2007, the Public Rights-of-Way Access Advisory Committee released a 108-page planning and design guide for alterations based on the 2005 draft guidelines.

In July 2011, the Access Board initiated the instant rulemaking, issuing a Notice of Proposed Rulemaking for Accessibility Guidelines for Public Rights-of-Way (NPRM). *See* 76 FR 44664 (July 26, 2011); Notice of Proposed Rulemaking—Correction, 76 FR 45481 (July 29, 2011). The NPRM was supported by a regulatory analysis based in part on cost estimates provided

through a 2010 interagency agreement with the Volpe National Transportation Systems Center (Volpe Center). *See* Regulatory Assessment of Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way & Appendix (June 2011); Volpe Center, "Cost Analysis of Public Rights-of-Way Accessibility Guidelines" (November 29, 2010), both available at <https://www.regulations.gov> in rulemaking docket (ATCB-2011-0004).

The NPRM requested public comments on all provisions of the proposed Accessibility Guidelines for Public Rights-of-Way (proposed rule or proposed guidelines). In particular, the Access Board sought comments from regulated entities, including state and local governments, on the costs and impacts of certain portions of the proposed rule. The comment period ended on November 23, 2011, and was subsequently reopened until February 2,

2012.² During the two comment periods, 460 commenters submitted approximately 600 comments. The Board also held public hearings in Dallas, Texas and Washington, DC in fall 2011.

On February 13, 2013, the Board issued a supplemental notice of proposed rulemaking (SNPRM) announcing its intent to add requirements for shared use paths (SUPs) to the proposed guidelines for pedestrian facilities in the public right-of-way.³ 78 FR 10110 (Feb. 13, 2013). The SNPRM specified which provisions of the proposed rule would be changed to include requirements for SUPs. During the 90-day comment period that followed, 55 commenters provided feedback on the provisions outlined in the SNPRM.

The Board carefully reviewed the public comments received in response to the NPRM and SNPRM, consulted with DOJ and USDOT, and revised the rule text for final publication. In 2015, the Board entered into a second interagency agreement with the Volpe Center to assess costs of the final provisions. However, in January 2017, in response to Executive Order 13771 (January 30, 2017), which required that agencies identify two regulations for elimination for every new regulation proposed and that the total incremental cost of any new regulations and deregulatory actions be zero, the Board ceased work on the PROWAG final rule. Staff shifted efforts to education, outreach, and technical assistance. From 2017 through 2022, Board staff addressed hundreds of technical

assistance inquiries related to PROWAG.

In 2021, following issuance of E.O. 13992 (January 20, 2021), which rescinded E.O. 13771, the Board resumed work on the PROWAG rulemaking and entered into a final interagency agreement with the Volpe Center to prepare the final regulatory impact analysis (FRIA). The FRIA is available in the docket for this rulemaking on regulations.gov and on the Access Board's website, www.access-board.gov.

In consideration of the FRIA, public comments and testimony, feedback from other Federal agencies, and many years of close collaboration with stakeholders, the Access Board now issues these final guidelines on accessible pedestrian facilities in the public right-of-way.

IV. Summary of Significant Changes

The significant changes to the final rule text from the versions proposed in the NPRM and SNPRM are as follows:

- *Alterations.* There are three major changes with the way alterations are treated in the final rule. First, any portion of a pedestrian facility that is altered must be altered to comply with these guidelines regardless of the intended "scope of the project" by the entity undertaking the alteration (R201.1). This approach is consistent with the way accessibility guidelines for buildings and sites are applied. The change is described in the Major Issues section below.

Second, in the final rule, facilities and portions of facilities that are "added" to an existing, developed public right-of-way are "alterations," and are subject to the requirements for altered facilities (see R104.3; R201.1; R202). This includes that compliance with the requirements is required to the maximum extent feasible where existing physical constraints make compliance with the applicable requirements technically infeasible (R202.3). In the proposed rule, added elements were treated as new construction and subject to full compliance with all applicable requirements regardless of existing physical constraints (NPRM R202.2). This change is addressed in the Major Issues section below.

Third, altered facilities must be connected to an existing pedestrian circulation path by a pedestrian access route (R202.2). In the proposed rule, only select alterations required a connection; however, to ensure that pedestrians with disabilities can realize the benefits of an altered pedestrian facility that is made accessible consistent with these guidelines, the

final rule requires all altered facilities to connect to a pedestrian circulation path.

- *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).* In the final rule, MUTCD provisions are not incorporated by reference. The Board proposed to incorporate by reference various sections of the MUTCD in the NPRM. As explained in the major issues section below, this created confusion as to the application of those provisions in the context of PROWAG. Consequently, the Board has stated all required technical provisions directly in the rule text, many of which were taken from the MUTCD, as explained in the Section-by-Section discussion below.

- *Alterations that Trigger Installation of Accessible Pedestrian Signals.* In the NPRM, the Board indicated that the alteration of a signal controller and software, or the replacement of a signal head, would trigger the requirement to install an accessible pedestrian signal (NPRM R209.2). Upon consideration of public comments, the Access Board acknowledges the diverse nature of alterations that affect pedestrian signals, and declines in the final guidelines to list specific actions that trigger the requirement to install accessible pedestrian signals. Rather, pedestrian signals are subject to the same alteration requirements as other pedestrian facilities. The entity making the alteration will assess, according to requirements in the guidelines as adopted by USDOT and DOJ, whether installation of an accessible pedestrian signal is required. The Board notes that USDOT and DOJ may provide further specifics as to alterations triggering installation of APS in their rulemakings adopting these guidelines.

- *Crosswalk Treatments at Roundabouts.* The final rule expands the crosswalk treatment options among which jurisdictions must select for installation at multilane pedestrian crossings at roundabouts to include: a traffic control signal with a pedestrian signal head, a pedestrian hybrid beacon, a pedestrian actuated rectangular rapid flashing beacon, and a raised crossing. This change is discussed in the Major Issues section below.

V. Summary of Comments and Major Issues Raised by Commenters

A. Overview of Commenters

In response to the NPRM, 460 commenters submitted approximately 600 comments on the provisions of the proposed rule, including 25 state departments of transportation and highway administrations, 2 state utility organizations, and 1 state transit

² Before the NPRM's initial comment period ended on November 23, 2011, three national associations of local elected officials requested that the Access Board extend the comment period to allow local governments additional time to respond to the proposed rule. A national association of engineering companies also requested an extension of the comment period. The Access Board thus reopened the comment period through February 2, 2012. See Notice of Proposed Rulemaking—Reopening of Comment Period, 76 FR 75844 (Dec. 5, 2011).

³ In March 2011, the Board issued an advance notice of proposed rulemaking announcing its intent to develop accessibility guidelines for SUPs and noted that it was considering including the SUP requirements in the guidelines for pedestrian facilities in the public right-of-way. 76 FR 17064, 17070 (March 28, 2011). The Board initially determined that SUPs would be addressed in a separate rulemaking, and thus did not include SUPs in the proposed public right-of-way guidelines. However, upon further consideration, the Board determined that SUPs were sufficiently similar to other pedestrian circulation paths such that they should be included in the final rule for pedestrian facilities in the public right-of-way. The Board then issued the SNPRM informing the public of its decision to include SUPs in the proposed guidelines and soliciting comments regarding the specific provisions that would apply to SUPs. 78 FR 10110 (Feb. 13, 2013).

authority. Eighty-seven local government organizations commented, including city and county departments of transportation, engineering, public works, and planning; city councils and mayor's offices; and highway districts and transit authorities.

The Access Board received comments from approximately 255 individuals commenting on their own behalf, including persons with a range of disabilities who will directly benefit from these guidelines, and mobility specialists with experience teaching persons with disabilities how to navigate public rights-of-way. Individual commenters also included numerous civil engineers and planners with expertise in the design and construction of pedestrian facilities.

In addition, the Access Board received comments from representatives of approximately 90 organizations including national and local disability rights advocacy organizations, engineering companies, law firms involved in ADA litigation, professional associations, and pedestrian and citizen advocacy organizations.

In addition to soliciting written comments, the Board also held two public hearings on the proposed rule. NPRM, 76 FR at 44664. In Dallas, Texas, on September 12, 2011, twelve witnesses testified regarding the proposed guidelines. See PROW NPRM Public Hearing, Dallas, Sept. 2011, Docket ID ATBCB-2011-0346. Witnesses included engineers and architects, local government officials, and disability rights advocates, among others. Id. Fifteen individuals testified at a public hearing in Washington, DC on November 9, 2011, including representatives from organizations working with people with disabilities, private industry, and professional associations. See Transcript from PROW NPRM, Docket ID ATBCB-2011-0607.

In response to the SNPRM to add shared use paths to the proposed rule, the Access Board received comments from 55 commenters. Eighteen state and local government entities commented, as well as seven disability rights organizations, three engineering companies, four citizens' organizations, and two industry associations. In addition, over 20 individuals, including industry professionals and persons with disabilities, responded to the SNPRM.

The Access Board appreciates the robust and thoughtful public response to the PROWAG rulemaking, and carefully considered all testimony and comments received in response to both the NPRM and the SNPRM. Commenters provided feedback on many specific provisions of the proposed rule. The

majority of these comments are addressed in the Section-by-Section Analysis in Section VI of this preamble. However, numerous commenters raised concerns regarding four issues: the application of the guidelines to new construction and alterations; the requirements regarding accessible pedestrian signals; the requirement for pedestrian signals or pedestrian hybrid beacons at roundabouts; and the extension of the leveling out of intersections to pedestrian crossings. The Board addresses these major issues below.

B. Major Issues

1. Application of the Guidelines to New Construction and Existing Facilities

Treatment of New Construction, Added Facilities, and Alterations

In the proposed rule, the Board identified three types of pedestrian facilities subject to PROWAG: newly constructed facilities, added facilities, and altered facilities. The NPRM specified that newly constructed and added facilities were subject to full compliance with PROWAG (NPRM R201.1; NPRM R202.2), while alterations were expected to comply to the maximum extent practicable where existing physical constraints make it impracticable to fully comply (NPRM R202.3.1).

These three classifications of facilities were carried over from the accessibility guidelines for buildings and sites, where they have been used successfully for many years. 69 FR 44083, 36 CFR part 1191 (July 23, 2004) and 56 FR 35408 (July 26, 1991). However, in response to the PROWAG NPRM, the Board received comments from state DOTs and others indicating confusion as to how to distinguish between new, added, and altered facilities in the public right-of-way. In addition, since publication of the NPRM, the Board has regularly received technical assistance inquiries from individuals seeking to determine whether a particular public right-of-way construction project must fully comply with requirements for new construction or is subject to considerations for existing physical constraints for alterations.

The Board concurs that the distinctions between new construction, added facilities, and alterations, which are readily apparent in construction of a building, are not as clear in the public right-of-way. For example, under the language of the NPRM, a jurisdiction might consider the extension of a sidewalk an alteration of an existing pedestrian facility or alternatively an addition of a new pedestrian facility.

The level of compliance with accessibility requirements might hinge on that characterization.

In determining how to resolve this confusion in the final rule, the Board considered comments from state DOTs, local government entities, an association of engineering companies, and the American Association of State Highway and Transportation Officials (AASHTO) indicating that any construction in existing public rights-of-way should be subject to considerations for existing physical constraints, highlighting that existing storm and sanitary sewer infrastructure, utilities, and adjacent developed facilities may make full compliance with the guidelines impossible.

In the final rule, the Board has defined "alteration" as "a change to or an addition of a pedestrian facility in an existing developed public right-of-way that affects or could affect pedestrian access, circulation, or usability" (R104.3). In so defining "alteration," the Board has revised the requirements for added facilities, now allowing them to comply to the maximum extent feasible where existing physical constraints make compliance with applicable requirements technically infeasible (R202.3). The Board has also provided a definition for "developed" as "[c]ontaining buildings, pedestrian facilities, roadways, utilities, or elements" (R104.3). Taken together, the Board expects full compliance with the requirements for new construction on undeveloped land (*i.e.*, greenfield), while any construction undertaken in an existing developed right-of-way is expected to comply to the maximum extent feasible where existing physical constraints make compliance with applicable requirements technically infeasible. The Board has concluded that these expectations for compliance are reasonable in light of existing infrastructure in developed rights-of-way, and the opportunity for full compliance in a new public right-of-way built on undeveloped land.

Alterations vs. Maintenance

In response to the NPRM, the Board received several comments seeking clarity on what types of roadwork would constitute an "alteration" within the meaning of the rule. The proposed guidelines defined "alteration" as "[A] change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use. Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural

parts or elements of a facility” (NPRM R105.5).

One state department of transportation, four local government entities, a national parks and recreation organization, and an individual engineer commenter requested further clarification on the definition of “alteration,” or additional examples.

Much of the concern centered on the Board’s inclusion of the example of “resurfacing.” Five states and AASHTO, seven local government entities, various organizations associated with the construction industry, an independent Federal agency, and an engineering company expressed concern that “resurfacing” was included in the definition of alteration and sought additional information on the definition of “resurfacing.” These commenters were concerned that “maintenance” operations and “pavement preservation” would trigger an obligation to comply with these guidelines.

Since the publication of the NPRM, this issue has largely been resolved. In 2013, DOJ and USDOT issued joint guidance clarifying when resurfacing is considered an “alteration” for purposes of ADA Title II compliance and specifying the types of treatments that are considered maintenance. *See* DOJ and USDOT, Department of Justice/ Department of Transportation Joint Technical Assistance on Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing (July 8, 2013), available at <https://www.ada.gov/doj-ftrwa-ta.htm>; *see also* Q & A Supplement to the 2013 DOJ/ DOT Joint Technical Assistance on the Title II of the ADA Requirements To Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing, available at <https://ada.gov/doj-ftrwa-ta-supplement-2015.html>.

The Board’s revised definition of “alteration” in the final rule omits the examples of specific roadway treatments, deferring to USDOT’s and DOJ’s joint technical assistance as to which treatments and types of construction are considered alterations for purposes of enforcement of their standards. However, the Board here clarifies that where a roadway treatment is determined to be an alteration, compliance with PROWAG is triggered and the technical requirements apply, regardless of the “scope of the [alteration] project.” The elimination of the “scope of the project” language from the final rule is discussed below.

Scope of the Project

The proposed guidelines indicated that where existing elements are altered, each altered facility “within the scope of the project” must be made to comply with the guidelines (NPRM R202.3). One state and several local government entities requested clarification on the intended meaning of “scope of the project,” and disability rights advocacy organizations expressed concern that regulated entities may define the scope of the project to avoid compliance. The Board has thus removed this language from the final rule.

Under the final rule, altered portions of existing pedestrian facilities are expected to comply with the requirements (R201.1). This means that the portion of a pedestrian facility that is altered is expected to comply with all applicable technical requirements. Where existing physical constraints make compliance with applicable requirements technically infeasible, compliance with these requirements is required to the maximum extent feasible (R202.3). This is the same approach that is employed in the 2004 ADA and ABA Accessibility Guidelines for buildings and sites.

Existing Physical Constraints

Section R202.3.1 of the NPRM stated that where existing physical constraints make full compliance with these guidelines “impracticable,” alterations must comply with the technical specifications of these guidelines to the “extent practicable.” The proposed section R202.3.1 provided examples of existing physical constraints, including “underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature.”

Numerous commenters expressed varying concerns about section R202.3.1 of the proposed rule. One state public utility commission, four local government entities, and an engineering firm requested that the Access Board provide further explanation of the meaning of “extent practicable” and one state DOT recommended replacing the term with “maximum extent practicable.” A disability rights advocacy organization requested a requirement for full compliance with the guidelines unless “technically infeasible.” Three disability rights advocacy organizations and two individuals expressed concern that the language describing existing physical constraints was too broad or might be used as an excuse to deviate from the technical requirements. Three state

DOTs and one local government entity requested clarification on “right-of-way availability” as an existing physical constraint and wondered whether they would be expected to obtain additional right-of-way.

In the final rule, the Board has replaced the term “impracticable” with “technically infeasible” and “extent practicable” with “maximum extent feasible,” which are the terms used in the 2004 ADA and ABA Accessibility Guidelines. *See e.g.*, 36 CFR part 1191, App. B, 202.3 Exception 2. The Board acknowledges that “impracticable” and “extent practicable” were intended to be interpreted in the same way as “technically infeasible” and “maximum extent feasible,” and the use of different terms was creating confusion. The expectation is that in the context of alterations, entities are responsible for compliance with applicable technical requirements to the maximum extent feasible where existing physical constraints make compliance with those requirements technically infeasible.

The Board also eliminated “right-of-way availability” as an example of an existing physical constraint. The Board acknowledges that in many cases regulated entities have authority to acquire additional right-of-way, which made it a confusing example of an existing physical constraint. DOJ and USDOT may provide further information as to any expectations that entities acquire additional right-of-way to meet accessibility requirements.

A disability rights advocacy organization requested that the Board apply the “primary function” and “path of travel” requirements from the 2004 ADA and ABA Accessibility Guidelines. 36 CFR part 1191, App. B 202.4. In addition, a local chapter of a national public works association, seven local government entities, and a disability rights advocacy organization would like the final rule to contain a 20% threshold for determining whether the cost of providing accessibility features is disproportionate to the overall cost of the alteration.⁴ The Board points

⁴ Section 202.4 of the 2004 ADA and ABA Guidelines states that an alteration that affects or could affect the usability of or access to an area containing a primary function shall be made so as to ensure that, to the maximum extent feasible, the path of travel to the altered area, including the rest rooms, telephones, and drinking fountains serving the altered area, are readily accessible to and usable by individuals with disabilities, unless such alterations are disproportionate to the overall alterations in terms of cost and scope as determined under criteria established by the Attorney General. In existing transportation facilities, an area of primary function shall be as defined under regulations published by the Secretary of the Department of Transportation or the Attorney General. 36 CFR part 1191, App. B, § 202.4.

commenters to the detailed explanation in the preamble to the NPRM as to why the primary function area and path of travel concepts are not appropriate for pedestrian rights-of-way. 76 FR 44664, 44672 (July 26, 2011).

Existing Facilities

Several commenters expressed concern about their obligations under Title II of the ADA and Section 504 of the Rehabilitation Act for existing facilities that are not altered. *See* 28 CFR 35.150 (containing DOJ accessibility requirements for state and local governments' existing facilities); *see* also 49 CFR 27.11(c) (requiring recipients of USDOT Federal financial assistance to undertake accessibility compliance planning). When DOJ and USDOT conduct rulemaking to include accessibility standards for pedestrian facilities in the public right-of-way in regulations implementing Title II of the ADA and Section 504 of the Rehabilitation Act, they will address the application of their accessibility standards to existing facilities that are not altered. Comments concerning existing facilities that are not altered should be directed to DOJ and USDOT at that time. These guidelines address only new construction and alterations of existing facilities, and are voluntary until adopted by other agencies, with or without modifications, as enforceable standards.

2. Accessible Pedestrian Signals

Scoping for Accessible Pedestrian Signals

Accessible Pedestrian Signals are devices that communicate information about pedestrian signal timing in non-visual formats such as audible tones, speech messages, and/or vibrating surfaces (R104.3). In the NPRM, the Board proposed that all new and altered pedestrian signals conform to the requirements for accessible pedestrian signals in sections 4E.08 through 4E.13 of the MUTCD (NPRM R209.1).

Several entities submitted comments opposing universal installation of accessible pedestrian signals. Eight state and three local government entities advocated for their jurisdictions' more limited practices with respect to determining where accessible pedestrian signals should be installed: six states and one local government installed accessible signals upon citizen request or as part of planned upgrades;

one state and one local government consulted with mobility specialists or disability advocacy groups before installing an accessible pedestrian signal in a given location; one state only installed accessible pedestrian signals where a substantial population of blind individuals is known to travel, such as near a school for students who are blind; one city installed accessible pedestrian signals within a quarter mile of light rail stations, and elsewhere upon request.

Two local governments, while not stating a current practice, indicated that they would like to work with organizations representing the "low vision community" to determine where accessible signals should be installed. Fifteen other local government commenters and six individual commenters from the engineering industry, and an association of city transportation engineers preferred that the guidelines leave the decision as to whether to install accessible pedestrian signals to "engineering judgment," as specified in the MUTCD. A national organization of transportation officials expressed that the guidelines should require accessible pedestrian signals only where there is a demonstrated need. Three states and two cities indicated that they already provide accessible pedestrian signals whenever possible when new pedestrian signals are installed, or existing signals are altered.

This requirement for the installation of accessible pedestrian signals was also one of the proposed provisions of PROWAG that generated the most public support. More than 115 commenters, including disability rights organizations, individuals with disabilities, and mobility specialists, supported the proposed requirement.

Upon careful consideration of the comments, as well as the costs and benefits of this requirement, the Board has decided to retain in the final rule scoping specifying that accessible pedestrian signals be installed wherever new pedestrian signals are provided, and whenever pedestrian signals are altered. Accessible pedestrian signals are crucial to the independent movement of individuals who are blind or have low vision throughout public rights-of-way.⁵ Over time this

requirement will make accessible pedestrian signals ubiquitous throughout the United States, allowing people who are blind or have low vision to undertake independent pedestrian travel to any destination where pedestrian facilities exist. Anything less than a universal requirement is unlikely to achieve a uniform nationwide result.

The Board has assessed the incremental costs associated with the installation of accessible pedestrian signals. FRIA at 46. The Board acknowledges that the requirement for universal installation of APS is the single most costly provision of PROWAG. *Id.* However, it is the provision expected to provide the greatest advance in equity for persons who are blind or have low vision, as the use of accessible pedestrian signals is one of the accessibility features of public rights-of-way that has not been uniformly adopted across the United States. The Board has assessed the costs and benefits of this requirement and is confident that the combination of the monetizable and unmonetizable benefits greatly outweigh the costs. *See* FRIA at 129.

Specific changes to language of the provision are addressed in the section-by-section analysis below.

Alterations of Accessible Pedestrian Signals

In the NPRM, the Board specified alteration of the signal controller and software, and replacement of a signal head as alterations that would trigger

supported installation of accessible pedestrian signals. 76 FR at 44676. In response to the NPRM, commenters indicating a vision disability overwhelmingly expressed support for accessible pedestrian signals. In 2001, the National Federation of the Blind (NFB) opposed universal installation of accessible pedestrian signals on the grounds that they were unnecessary in most circumstances, and that the sounds emitted by accessible signals interfered with detection of vehicles through audible cues. *See* Public Rights of Way Advisory Committee, Building a True Community, Minority Report. 153 (January 10, 2001). However, even at that time, the NFB noted changing features of public rights-of-way that complicated the traditional reliance on traffic noises for navigation, including quieter cars, complex signal intersections, wide streets, and the use of pedestrian actuated signals. *Id.* In response to the NPRM, the NFB advised that it now supports the use of accessible pedestrian signals when installed in consultation with the blind community. *See* NFB, Public Comment, ATBCB-2011-0004-0251, available at www.regulations.gov. The Access Board notes that accessible pedestrian signals must be equally available to all individuals, whether or not they are affiliated with or known to any particular advocacy organization or civic group. The Board observes that the American Council of the Blind strongly supports the installation of accessible pedestrian signals wherever pedestrian signals exist. *See* American Council of the Blind, Public Comment, ATBCB-2011-0004-0341, available at www.regulations.gov.

⁵ DOJ's 2010 ADA Standards state in part that alterations made to provide an accessible path of travel to the altered area will be deemed disproportionate to the overall alteration when the cost exceeds 20% of the cost of the alteration to the primary function area. 28 CFR 35.151(b)(4)(iii)(A).

⁵ The Access Board acknowledges a historical difference of opinion between advocacy organizations for people who are blind as to the need for accessible pedestrian signals. The Board further notes that this difference of opinion has diminished over time. In the NPRM, the Access Board observed that in response to the 2002 draft guidelines, two thirds of commenters identifying themselves as being blind or having low vision

installation of an accessible pedestrian signal consistent with the technical requirements (NPRM R209.2). The Access Board received numerous comments disagreeing with the proposed provision. Ten state departments of transportation and 28 local government entities responded, in addition to five professional organizations. These commenters indicated that neither altering a signal controller and software, nor replacing a signal head offers an opportunity to convert an existing pedestrian signal to an accessible pedestrian signal. Some of these commenters were concerned that under the proposed language, a minor modification or repair could result in an extensive project to upgrade an entire intersection. Others worried that they would have to forgo regular software upgrades provided by signal manufacturers unless they intended to convert existing equipment to accessible pedestrian signals.

Four disability rights advocacy organizations, one pedestrian advocacy organization, and four individuals supported the proposed specifications regarding specific actions that should trigger installation of accessible pedestrian signals, and requested that the Access Board add other triggering actions in the final rule. The National Committee on Uniform Traffic Control Devices (NCUTCD) recommended requiring installation of accessible pedestrian signals when traffic signal equipment modification or timing changes affect the ability of a pedestrian with a disability to be aware of the change. *See* NCUTCD, Public Comment, ATBCB-2011-0004-0477, available at www.regulations.gov. NCUTCD cited reduction of walk time or pedestrian clearance, and installation of modified turn phasing as examples of such changes that should warrant conversion to an accessible pedestrian signal. *Id.*

The Access Board proposed the requirements of section R209.2 to ensure that accessible pedestrian signals would be installed during alteration projects. Upon consideration of public comments, the Access Board acknowledges the diverse nature of alterations that affect pedestrian signals, and declines in the final guidelines to specify specific actions that trigger the requirement to install accessible pedestrian signals. Rather, pedestrian signals are subject to the same alteration requirements as other pedestrian facilities. The entity making the alteration will assess, according to requirements in the guidelines as adopted by USDOT and DOJ, whether installation of an accessible pedestrian signal is required. The Board notes that

USDOT and DOJ may provide further specifics as to alterations triggering installation of APS in their rulemakings adopting these guidelines.

3. Pedestrian Crossing Treatments at Roundabouts

In the NPRM, the Board proposed a requirement for installation of an accessible pedestrian actuated signal at multilane pedestrian street crossings⁶ at roundabouts (NPRM Section R306.3.2). In an advisory issued with the proposed rule, the Board indicated that a Pedestrian Hybrid Beacon (PHB) could be used in lieu of a standard pedestrian signal.⁷

Roundabouts present unique challenges for pedestrians who are blind. At roundabouts, entering and exiting vehicles yield, but do not stop. The continuous traffic flow removes many of the audible cues that pedestrians who are blind use to navigate pedestrian street crossings. Without signals that periodically stop vehicles, pedestrians must assess when there is a sufficient gap in traffic to cross. Sighted pedestrians visually assess the distance and speed of on-coming cars to decide when they should cross. However, pedestrians who are blind or have low vision are not able to identify breaks in on-coming traffic by sight and lack the audible cues that might otherwise substitute for visible information.

The Board included the requirement for an accessible pedestrian signal or an accessible PHB at multilane pedestrian street crossings at roundabouts to make those complex pedestrian street crossings accessible to people who are blind or have low vision. At multilane roundabouts, pedestrians who are blind or have low vision face additional challenges. While a vehicle in the lane nearest the curb might stop for a pedestrian who is blind, the stopped vehicle may mask the audible cues of a car in the next lane that does not yield. *See* Transportation Research Board, NCHRP Report 674: Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities, 6 (2011), available at https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_674.pdf, https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_674.pdf, https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_674.pdf.

⁶ In the final rule, the term "crosswalk" has been substituted for "pedestrian street crossing" to use terminology consistent with the MUTCD.

⁷ Pedestrian Hybrid Beacons (PHBs) are a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street at a marked crosswalk (R104.3).

nchrp_rpt_674.pdf. As a result, pedestrians who are blind take substantially more time to locate a crossing opportunity and make more errors in assessing such opportunities than sighted pedestrians. *Id.* To address these challenges, the proposed rule specified a requirement for a pedestrian actuated signal to be provided at all multilane pedestrian street crossings at roundabouts.

The Access Board received numerous comments on this proposed provision. Five state departments of transportation, eleven local government entities, two professional associations for engineers, three engineering companies, and two individuals opposed a universal requirement for the proposed pedestrian treatments at multilane roundabouts. These commenters opined that engineering judgement and/or warrant criteria should be used on a case-by-case basis to determine whether a pedestrian treatment is appropriate at a given roundabout crossing. Two states, seven local government entities, a local public works association, and AASHTO opposed the requirement on the grounds that pedestrian signals and PHBs will create a false sense of safety for pedestrians as drivers who would not be expecting signals at roundabouts would fail to yield to pedestrians.

One state, five local government entities, and a professional association related to the construction industry expressed concern that the addition of pedestrian signals or PHBs would defeat the purpose of using roundabouts instead of traditional intersections. Specifically, these commenters noted that roundabouts keep traffic continuously flowing, reduce air pollution from idling vehicles, reduce accidents, and may cost less to build as compared to fully signalized intersections. Three local government entities expressed concern that PHBs would be confusing to motorists in parts of the country where, at the time the comments were submitted, they were not frequently used. Three state departments of transportation, eight local government entities, a transportation engineering firm, and a public works professional association found the proposed provision too restrictive as written and urged the Access Board to consider other pedestrian crossing treatments such as raised crosswalks and rapid rectangular flashing beacons (RRFBs).

Many other commenters supported the proposed requirement for signals or PHBs at multilane pedestrian street crossings at roundabouts. Two municipalities, seven disability rights advocacy organizations, two pedestrian

advocacy organizations, one engineering firm, and 99 individuals, including persons with disabilities, mobility specialists, and others, supported the proposed provision. Three disability rights organizations requested that the final rule require signals or PHBs at all roundabouts, including single lane pedestrian crossings. Two researchers who generally supported the proposed rule also encouraged further study on other acceptable treatments, such as raised crosswalks and RRFBs.

The Access Board considered all of the comments submitted regarding pedestrian treatments at roundabouts. In addition to the comments, the Board considered relevant research on alternate pedestrian treatments such as raised crosswalks and RRFBs. Raised crosswalks are marked pedestrian crossings on elevated speed tables that require a driver to slow down to cross the speed table. Because drivers must slow their vehicles to traverse the raised crossing, they are more likely to yield to pedestrians waiting to cross. RRFBs are flashing yellow rectangular lights that are activated by the pedestrian and supplement a pedestrian warning sign. The flashing beacons draw a driver's attention to the pedestrian in the crosswalk, increasing the likelihood that the driver will yield to the pedestrian. Unlike the PHB, neither the raised crosswalk nor the RRFB provide the driver with a "stop" signal. Rather, they bring increased awareness to the presence of a pedestrian.

National Cooperative Highway Research Program Project 674 assessed the use of PHBs and raised crosswalks at a multilane roundabout by blind pedestrians in Golden, Colorado. See Transportation Research Board, NCHRP Report 674: Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities 6 (2011), available at https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_674.pdf. Researchers found positive effects on decision making regarding crossings by blind pedestrians using both types of treatments. *Id.*

A study undertaken by Western Michigan University confirmed the effectiveness of PHBs at multilane roundabouts and showed that RRFBs could be effective in some instances. See Dept. of Blindness and Low Vision Studies, Western Michigan University et al., Road Commission for Oakland County PHB and RRFB Study: Final Report, 5–7 (October 5, 2011) available at <https://www.rcocweb.org/DocumentCenter/Home/View/99> (indicating that RRFBs installed at two-lane roundabout entries had a positive

impact on decision making by blind pedestrians as to assessing when to cross; however, RRFBs were less effective at two-lane roundabout exits and three-lane roundabouts).

A Federal Highway Administration (FHWA) study found further support for the conclusion that under certain circumstances, RRFBs can be effective at providing accessibility for pedestrian crossings at multilane roundabouts. FHWA, Pub. No. FHWA-SA-15-69, Evaluation of Rectangular Rapid-Flashing Beacons (RRFB) at Multilane Roundabouts, 34 (2015, Updated 2020) available at <https://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa15069.pdf>.

The Board also reviewed Transportation Research Board-sponsored research on crossing solutions at roundabouts and channelized turn lanes for pedestrians who are blind or have low vision. See Transportation Research Board, NCHRP 3-78b: Guidelines for the Application of Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities, Final Project Report (2016) available at https://itre.ncsu.edu/wp-content/uploads/sites/2/2017/04/NCHRP-03-78b_Final-Guidelines.pdf; see also Transportation Research Board, NCHRP 834: Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities, A Guidebook (2017) available at <https://www.trb.org/Main/Blurbs/175586.aspx>.

Multilane roundabouts remain highly complex crossings for pedestrians who are blind or have low vision. In light of the lack of clear audible cues at these crossings and the additional challenges posed by the geometry of multilane crossings in these locations, in the final rule the Board has retained the requirement for an enhanced crosswalk treatment at each multilane pedestrian crossing at roundabouts. However, based on commenter feedback and the Board's review of available research, the final rule includes three treatment options for crosswalks at roundabouts, in addition to standard accessible pedestrian signals: PHBs, raised crosswalks, and RRFBs. All three treatments demonstrated positive effects over untreated crossings in the research studies described above. While the three treatments did not perform identically in each research study, the Board finds that each treatment was effective in certain scenarios. The final rule requires that, like other accessible pedestrian signals, all new and altered PHBs provide audible and vibrotactile information in addition to visible cues, and all new and altered RRFBs provide

audible information communicating that the warning lights are flashing.

The Board notes that research on single lane roundabouts indicates that certain single lane roundabouts pose challenges to pedestrians with disabilities attempting to cross. See David A. Guth et. al., *Blind and Sighted Pedestrians' Road Crossing Judgments at a Single-Lane Roundabout*, 55 Human Factors, 632 (June 2013). However, it is not clear from the limited available research, whether all single lane roundabouts, or only those with certain characteristics, pose barriers to safe crossing for pedestrians who are blind such that enhanced crossing treatments are required. USDOT plans to undertake additional research to study the conditions under which single lane crossings at roundabouts present challenges for pedestrians who are blind.

4. Leveling Out of Intersections Extended Through Pedestrian Crossings

In the NPRM, the Board proposed to require that the grade of pedestrian access routes in crosswalks not exceed 5% (NPRM R302.5.1). The proposed rule also limited the cross slope of pedestrian access routes to 2% (NPRM R302.6), and the cross slope of pedestrian access routes contained within crosswalks at approaches without yield or stop control to 5% (NPRM R302.6.1). The effect of these provisions was to require that in new construction, the leveling out of streets at intersections be extended to crosswalks. It is common practice to level out streets at intersections so that the slope of a street does not present a significant cross slope to the intersecting roadway. AASHTO recommends that at intersections, grades in excess of three percent should be avoided. See AASHTO, Policy on Geometric Design of Highways and Streets at 9–34.

The cross slope of a crosswalk is the same as the grade of the roadway that runs through it. Where traffic is required to slow down at a crosswalk because there is a device such as a stop or yield sign, the grade of the road (and the cross slope of the crosswalk) can be flatter because vehicles move more slowly through the crosswalk. However, where traffic will flow across a crosswalk without slowing or stopping, such as during a green light or at an intersection without any traffic control device, abrupt changes in the grade of the road should be minimized to prevent a vehicle from jolting or bottoming out on the grade change in hilly areas.

The proposed rule specified cross slope of pedestrian street crossing in

new construction and alterations according to the type of traffic control provided at the intersection. At NPRM section R302.6.1, the proposed guidelines called for a maximum 5% cross slope for pedestrian street crossings “without yield or stop control.” In an advisory at R302.6.1, the Board explained that crossings “without yield or stop control” refer to those crossings that do not have a stop or yield sign, or alternately have a traffic signal that is “designed for the green phase.” The Board further clarified that crossings “without yield or stop control” are those intersections where “vehicles can proceed through the intersection without slowing or stopping.” Proposed provision R302.6 provided for a 1:48 maximum cross slope for other pedestrian street crossings at intersections, which would include those with a stop or yield sign, or other type of traffic control device requiring a full stop or yield.

In response to the NPRM, ten state entities, six local government entities, eight individuals from the engineering and planning industry, and one engineering firm indicated that the Board should use clearer language to distinguish between the types of crossings. Thus, in the final rule, the Board has separated the requirements according to the type of traffic control at the crosswalk: crosswalk with yield or stop control devices (R302.5.2.1); crosswalk at an uncontrolled approach (R302.5.2.2); crosswalk with traffic control signal or PHB (R302.5.2.3); and midblock and roundabout crosswalks (R302.5.2.4).

Many commenters expressed concern about the application of the cross slope provisions in alterations. Three state departments of transportation and one local government entity were concerned that changes in signalization alone, without any construction to the roadway itself, would trigger a requirement to comply with the cross slope requirements at pedestrian crossings. Two states, one association representing state departments of transportation, one local government, and one engineer pointed out that signalization of intersections change over time and questioned whether the requirement should be tied to a fluid marker. The local government and engineer commenters noted that while 5% maximum cross slope might be acceptable at the time of new construction, once more houses and facilities are built around an intersection warranting a stop sign, the requirement would shift to 2%. Commenters noted that a 2% maximum cross slope is less easily achieved in an

alteration than in new construction. The Board notes that an alteration to a traffic control device would not necessarily trigger a requirement to comply with cross slope requirements at that crosswalk if the crosswalk is not being altered.

One state expressed concern that resurfacing roadways would trigger a requirement to regrade intersections. A local government indicated that retrofitting cross slopes of existing crossings would have more than minimal impacts, and another local government requested that existing crossings be entirely exempted from the requirement. Four organizations associated with the construction and public works industries expressed concern about the cost of compliance for existing intersections. One state was not sure that it could meet the cross slope requirements given existing infrastructure. Seven local government entities expressed that altering intersections to comply with cross slope requirements would be “unreasonable,” “burdensome,” “impractical,” “difficult,” or “not feasible without major reconstruction.”

The Board acknowledges that full compliance with the cross slope requirements for crosswalks, which is expected in new construction, may be challenging in some alterations due to existing physical constraints. In alterations, compliance with R302.5.2 is required to the maximum extent feasible where existing physical constraints, as discussed in R202.3, make compliance technically infeasible. If existing curbs, gutters, sidewalks, and utilities are not part of the facility being altered, they are generally considered “adjacent developed facilities” which are a type of existing physical constraint under R202.3 that could constrain the technical feasibility of compliance with R302.5.2. Thus, if a public entity is not otherwise altering the adjacent developed facilities as part of its crosswalk alteration and those existing physical constraints would make compliance with R302.5.2 technically infeasible, then compliance is required to the maximum extent feasible without needing to alter the adjacent developed facilities.

The Board notes, however, that when alterations are made to crosswalks, R203.6.2 requires curb ramps or blended transitions to be provided on both ends of the crosswalk where a pedestrian access route crosses a curb, thus making such curb ramps or blended transitions part of the crosswalk being altered. Accordingly, existing curb ramps and blended transitions are not considered existing physical constraints under

R202.3. Similarly, existing curbs within the crosswalk where there is no curb ramp or blended transition, are not considered existing physical constraints under R202.3.

The Board has assessed the costs of compliance with the crosswalk cross slope requirements in the FRIA. *See* FRIA at 114. In light of the existing physical constraints provision at R202.3, the application of which to R302.5.2 is described above, as well as the large number of jurisdictions whose design guidance for crosswalk cross slope already meets the PROWAG technical requirements, the Board believes commenters’ concerns that this requirement is “unreasonable,” “burdensome,” or “not feasible without major reconstruction” to be based on a misunderstanding of the requirements. Further, the Board regards the accessibility of crosswalks, where individuals with disabilities are present in vehicular ways, to be critical in ensuring equitable use of pedestrian facilities.

Several state and local jurisdictions objected to the technical requirements themselves. One state department of transportation indicated that a 3% maximum cross slope is appropriate for pedestrian crossings with stop and yield control, and 6% maximum is appropriate for other crossings. Two local government entities recommended 5% maximum cross slope for all crossings. Another state agreed with a grade limitation on side streets, but not through streets, which would eliminate restrictions on cross slope of pedestrian crossings spanning through streets. Another state DOT commented that regrading pedestrian crossings is costly and problematic for vehicles, and preferred that tabling not be required. Three local government entities, a public works association, and an association of engineering professionals expressed concern that the cross slope requirements will create a “roller coaster” street profile or “jolt” vehicles as they pass over pedestrian crossings. The Board disagrees that the technical requirements, when properly implemented, will result in the engineering concerns expressed by some commenters. Further, the Board observes that if an entity can demonstrate that the unique characteristics of the underlying terrain of a specific newly designed intersection preclude full compliance with the cross slope requirements, under DOJ’s Title II regulations under the ADA, full compliance with the cross slope requirements may not be required. *See* 28 CFR 35.151. In alterations, where compliance is technically infeasible,

alterations must comply with requirements to the maximum extent feasible (R202.3). In addition, the Board has provided an exception for the grade of crosswalks where superelevation exceeds 5% (R302.4.3).

Other commenters supported the proposed requirements. A professional organization of mobility specialists for people who are blind requested that the Board encourage tabling wherever feasible. A pedestrian advocacy organization asserted that 2% should be the maximum cross slope for all pedestrian crossings. A non-profit accessible design organization also indicated that 2% maximum cross slope should be the standard for all pedestrian crossings, noting that a 5% cross slope is too steep for many manual wheelchair users.

After careful review of the comments, the Board has retained the substantive cross slope requirements for crosswalks as proposed. A cross slope of 1:48 (2.1%) is well established in accessibility guidelines as the appropriate maneuverable cross slope for most individuals in manual wheelchairs and persons with balance impairments. *See, e.g.,* Uniform Federal Accessibility Standards (UFAS), 49 FR 31528 (Aug. 7, 1984) and the 2004 ABA and ADA Accessibility Guidelines, 36 CFR part 1191.

The Board notes that if the 1:48 cross slope ratio were expressed as a percentage to the nearest hundredth, the relevant percentage would be 2.08%. This percentage has been expressed as 2.1% in the regulatory text due to the limitations of current digital measuring tools commonly used in sidewalk construction, which would round 2.08% to 2.1%.

In these guidelines, the Board balances accessibility with engineering considerations. The Board has assessed the costs of compliance with the crosswalk cross slope requirements in the FRIA. *See* FRIA at 114.

5. MUTCD

The proposed guidelines incorporated by reference portions of the 2009 edition of the USDOT Federal Highway Administration's (FHWA's) Manual on Uniform Traffic Control Devices (MUTCD), which is the standard for traffic control devices used throughout the United States. The incorporated sections included several definitions and technical requirements for alternate pedestrian access routes and accessible pedestrian signals and push buttons (NPRM R105.2; R205; R209.1).

Several disability rights advocacy organizations objected to this approach. Two organizations objected to the

Access Board's use of the MUTCD in lieu of creating its own technical specifications for these regulated features, while others did not oppose the use of the MUTCD standard but felt that the relevant text of the MUTCD should be reproduced within the guidelines or in an appendix. A variety of commenters urged the Access Board to include the full text of MUTCD definitions for specified terms incorporated by reference.

The National Technology Transfer and Advancement Act requires Federal agencies to use technical standards developed by voluntary consensus standards organizations to carry out policy objectives. 15 U.S.C. 3701 *et seq.* Wherever practical and appropriate, government adoption of voluntary standards reduces the burden of compliance with Federal regulations on regulated entities, and also reduces costs to the government. *See generally,* Office of Management and Budget (OMB), Circular A-119. The MUTCD was developed as a voluntary consensus standard for traffic control devices and was subsequently adopted by the FHWA as a national standard. *See* FHWA, Evolution of MUTCD, available at <https://mutcd.fhwa.dot.gov/kno-history.htm>. States must adopt the content of the MUTCD within two years of issuance. 23 CFR part 655, subpart F.

Consistent with its statutory obligations and OMB guidance to reduce the burden on regulated entities, the Access Board uses existing technical standards where possible to meet its policy objectives. Accordingly, the Board proposed incorporation by reference of the MUTCD sections. However, upon review of the comments, and after over a decade of providing technical assistance on the application of those provisions, the Board concurs with commenters that incorporating MUTCD provisions by reference does not provide sufficient clarity for a mandatory standard.

Specifically, the Board notes that the MUTCD contains several types of provisions, some of which are mandatory standards and some of which are guidance, options, and supporting explanations. The Board proposed to incorporate by reference the standards, but further indicated that the guidance, options, and support statements must be used to interpret the standards. The NPRM further stated that if there were any differences between the MUTCD and the proposed rule, the proposed rule applied. Upon review, and in light of the comments, it is clear that this approach does not provide sufficient specificity to achieve uniform nationwide accessibility. In addition,

application of the MUTCD relies heavily on engineering judgement, which further invites the possibility of subjective determinations of the need for specific accessibility features.

In the final rule, the Board has addressed this confusion by eliminating all references to the MUTCD and including the specific definitions and requirements directly in the rule text. The technical provisions and the definitions included in the rule text adhere closely to substantive requirements of the MUTCD. The origin of the substantive requirements, and any deviations from the MUTCD, are explained in the Section-by-Section discussion below.

The Board notes that four state DOTs and three local government commenters expressed concern that these guidelines "conflict" with the MUTCD. One state DOT and two local governments indicated that where MUTCD and these guidelines differ, the MUTCD should apply. Two state DOTs commented that if certain treatments are required for accessibility purposes, they should be contained in the MUTCD. Another state department of transportation observed that the MUTCD and the guidelines should not be interpreted as conflicting.

In the development of this final rule, the Access Board consulted representatives from USDOT's Federal Highways Administration, which issues the MUTCD. In addition, the Access Board reviewed USDOT's proposed rule to update the MUTCD. National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Revision, 85 FR 80898 (proposed Dec. 14, 2020) (to be codified at 23 CFR parts 470, 635, and 655). When USDOT undertakes its own rulemaking to adopt these guidelines as enforceable standards, USDOT will determine how to ensure that there is no "conflict" within its own regulations.

VI. Section-by-Section Analysis

A. Structural Changes to the Rule Text

To improve clarity of the rule text, the Board made some non-substantive structural changes. First, while not a change to the rule text itself, the advisories that appeared with the proposed rule text have been removed. The Access Board no longer publishes advisories in the Code of Federal Regulations (CFR) as the information contained in those advisories is guidance, not mandatory requirements. The Access Board will provide guidance on its website to assist regulated parties understand and properly implement the final enforceable standards that are

issued by the standard-setting agencies. In some areas, information that previously appeared in an advisory has been moved to the rule text. Those instances are discussed in the section-by-section discussion below.

Second, as previously noted, the Board eliminated incorporation by reference of portions of the MUTCD, opting instead to state the requirements directly in the PROWAG rule text. The Board agreed with numerous commenters who indicated that stating the requirements in the rule text would provide greater clarity. Substantive changes relating to the specific MUTCD sections referenced in the proposed rule are discussed in their respective sections below.

B. Chapter 1: Application and Administration

R101 Purpose and Application

The final rule contains scoping and technical requirements that ensure that pedestrian facilities located in public rights-of-way are readily accessible to and usable by pedestrians with disabilities. This includes both pedestrian facilities in a street or highway right-of-way and pedestrian facilities located in an independent right-of-way or easement, such as a shared use path. These scoping and technical requirements apply to facilities covered by both the ADA and the ABA and become mandatory once adopted for enforcement by another Federal agency issuing regulations implementing the ADA, Section 504 of the Rehabilitation Act, or the ABA.

The intent of this section has not changed from what was proposed in the NPRM; however, the text has been edited for clarity. Specifically, R101.1 states that the guidelines apply to public rights-of-way, including a public right-of-way that forms the boundary of a site or that lies within a site. This clarification is provided so that jurisdictions understand that these guidelines apply to public rights-of-way that may also be part of a "site," and thus subject to 36 CFR 1191. *See* CFR part 1191, App. B, 106.5 & App. C F106.5 (defining "site" as a "parcel of land bounded by a property line or a designated portion of a public right-of-way"). Where a public right-of-way is part of a site covered by the ABA or Title II of the ADA, these guidelines apply to the public right-of-way portion of that site.

As stated in the Major Issues section above, these guidelines do not address existing facilities unless they are altered at the discretion of a covered entity. DOJ's and USDOT's regulations

implementing these guidelines under the ADA, will address requirements for existing pedestrian facilities in the public right-of-way.

R102 Deviations From These Guidelines

This section, titled "Equivalent Facilitation" in the proposed rule, states that under the ADA, the use of alternative designs, products, or technologies that result in substantially equivalent or greater accessibility and usability than the proposed guidelines is permitted. The Access Board has added language clarifying that the use of alternative designs, products, or technologies is not permitted for facilities subject to the ABA. The Board has also added a provision at R102.2 explaining that under the ABA, deviations from an enforceable standard issued by GSA, HUD, DoD, or USPS require an approved waiver or modification, which is issued by the standard-setting agency upon a determination that the waiver or modification is "clearly necessary." *See* 42 U.S.C. 4156.

R103 Conventions

R103.1 Conventional Industry Tolerances

Conventional industry tolerances apply where dimensions are not stated as a range. The final rule clarifies that dimensions that are stated as having a specific minimum or maximum endpoint are considered a range. For example, a cross slope specified as "1:48 (2.1%) maximum" is considered a range from zero to 1:48 (2.1%). Designing to a dimension below the maximum allows for construction inaccuracies without the need for a tolerance.

Several engineers and state DOTs requested that we provide a list of specific tolerances. Tolerances are determined by the industry for the material used. It would not be beneficial to codify specific tolerances in these guidelines that cannot be easily updated when revised by industry. The Board also received comments requesting guidance on how measurements should be taken to assess compliance and others expressing concern about how construction variations would be treated in enforcement scenarios. These concerns should be directed to the enforcing agencies when they issue their proposed rules.

R103.2 Calculation of Percentages

Where the required number of elements or facilities to be provided based on the specified ratio or percentage is not a whole number, the

result is rounded up to the next whole number. For example, if a group of five benches is provided at a location that is not a transit stop or shelter, R209.6.2 requires 50% of the benches to provide clear space complying with R404. Since 50% of five is 2.5, the result is rounded up and three benches would be required to provide the clear space.

In the final rule, the Board has omitted the proposed sentence indicating that rounding down for values less than one half is permitted where the determination of the required size or dimension of an element or facility involves ratios or percentages. The Board notes the potential for misinterpretation of this sentence as allowing a regulated entity to round down the measurement of a slope, for example a cross slope of 2.44%, to a whole number. The Board further notes that while this provision is included in the 2004 ABA and ADA Accessibility Guidelines, it has long been a source of confusion. Notably, the Board received a comment from a local government entity erroneously applying this provision to the walking speed used to determine pedestrian signal timing.

R103.3 Units of Measurement

Linear measurements in these guidelines are stated in both U.S. customary units and metric units. Slopes are expressed in both ratios and percentages. Each system should be used independently and consistently, as they may not be exact equivalents.

In the proposed rule, slope measurements were stated only in percentages, which in most cases had been rounded to whole numbers. For consistency with the 2004 ADA and ABA Accessibility Guidelines, which expresses slope only in ratios, in the final rule slopes are expressed in both ratios and percentages. The practical effect of this change is that slopes stated as 2 percent in the proposed rule are 1:48 (2.1%) in the final rule, which is the ratio used in the 2004 ADA and ABA Accessibility Guidelines. The Board has elected to state percentages to one decimal place for ease of implementation, as current digital measuring tools commonly used in sidewalk construction typically provide measurements to one decimal place.

R104 Definitions

This was section 105 in the NPRM but was redesignated as section 104 when the Board deleted proposed section 104 as the result of the decision to eliminate the reference to the MUTCD in favor of providing the actual language from the MUTCD (sometimes as modified) throughout the rule.

R104.1 Undefined Terms

The proposed rule indicated that undefined terms are defined using a collegiate dictionary in the sense that the context implies. The final rule implements the Board's current standard approach to undefined terms, stating that undefined terms shall be given their ordinary meaning in the sense that the context implies.

R104.2 Interchangeability

This provision states that the plural and singular forms of a word are used interchangeably in these guidelines.

R104.3 Defined Terms

The Board's decision to include all substantive requirements in the final rule text in lieu of incorporating MUTCD provisions by reference has resulted in significant expansion of the number of defined terms in these guidelines. The proposed rule text, as modified by the SNPRM, included 17 definitions and nine MUTCD definitions that were incorporated by reference.

In addition, the proposed rule specified that terms appearing in the sections of the MUTCD that were incorporated by reference would have the meanings as stated in the definition section of the MUTCD. In moving MUTCD requirements and definitions that had been previously incorporated by reference directly into the rule text, the Board also added to the rule text the relevant defined terms from MUTCD that appeared in these sections.

The Board also added several terms to provide clarity to the rule text and removed a few defined terms that were no longer needed in light of revisions to the proposed rule. In total, the final rule has 52 defined terms, which are identified throughout the rule text in italic font.

The following terms were added from the MUTCD, either verbatim, or with minimal edits made for clarity: Accessible Pedestrian Signal, Crosswalk, Highway, Median, Pedestrian, Pedestrian Interval Change, Pedestrian Hybrid Beacon, Pedestrian Signal Head, Push Button, Push Button Locator Tone, Roadway, Roundabout, Sidewalk, Splitter Island, Traveled Way, and Walk Interval. The following additional terms, which have definitions that are not taken from MUTCD, have been added to provide further clarity to the rule text: Block Perimeter, Boarding Platform, Building, Curb, Detectable Warning Surface, Developed, Grade, Parallel Curb Ramp, Passenger Loading Zone, Pedestrian Activated Warning Devices, Pedestrian Refuge Island, Perpendicular Curb

Ramp, Ramp, Stair, Standard Curb Height, Street,⁸ Transit Shelter, Transit Stop, Transitional Segment, and Vibrotactile.

A few proposed defined terms have been removed from the final rule:

- "Facility," a term and definition that came from ADAAG, has been replaced by "pedestrian facility" and a corresponding definition that more accurately reflects how the term is used in PROWAG. In addition, the reference to "elements" was removed from the definition of pedestrian facility, since elements are components of a pedestrian facility.
 - "Island," which was proposed to be incorporated by reference from MUTCD, has been replaced by "Pedestrian Refuge Island" with a corresponding definition that clarifies the characteristics that make an island suitable for pedestrian refuge (specifically, that the traversable path of the island be at least 72 inches long in the direction of travel to allow sufficient space for two detectable warning surfaces, separation of those surfaces, and space for a pedestrian to wait).
 - "Intersection," which was proposed to be incorporated by reference from MUTCD, has been eliminated from the defined terms. The Board concluded that future regulated entities, specifically state and local departments of transportation, can readily identify an intersection, and that reproducing the highly technical MUTCD definition of intersection in the rule text would not provide additional clarity.
 - "Vertical Surface Discontinuities" was eliminated entirely from the rule text. In the final rule, this concept is expressed in the relevant provisions as "changes in level," which is a widely understood requirement of ADAAG.
- In the final PROWAG rule text, most of the original definitions that were proposed have been edited for clarity as follows:
- *Accessible*: The word "facility," which is no longer a defined term, has been replaced with "pedestrian facility" and "element."
 - *Alteration*: The defined term now also includes "altered." As explained in the Major Issues section above, the definition has been edited to clarify that an addition of a pedestrian facility to an existing, developed right-of-way is considered an alteration within the requirements of PROWAG. Several

⁸In the NPRM, the Board proposed to incorporate the definition of "street" from MUTCD, which is used in the MUTCD as a synonym of "highway." However, the definition of "street" in the final rule reflects the use of the term in PROWAG as a synonym of the defined term "roadway," not "highway."

commenters requested edits to or clarifications regarding the examples that were included in the proposed definition. The Board has removed the examples from the definitions. Providing examples, if necessary, is better left to the enforcing agencies.

- *Blended Transition*: This definition has been revised to more accurately describe the portion of a pedestrian access route that is a blended transition, and to differentiate blended transitions from curb ramps.

- *Cross Slope*: The word "grade" has been changed to slope, which reflects more typical usage.

- *Curb Line*: The word "highway" was removed for clarity, as "street" sufficiently conveys the concept.

- *Curb Ramp*: The edited definition clarifies that the words "parallel" and "perpendicular" are stated relative to the curb or street that curb ramps serve.

- *Element*: The word "pedestrian facility" has been substituted for "facility," reflecting the substitution of defined terms, as described above.

- *Grade Break*: The term "running slope" has been substituted for "grade" for consistency in the way these terms are used throughout the rule text.

- *Operable Part*: The phrase "interact with the element" has been added to as a use of an operable part. This addition is designed to cover QR codes and any other markings that are intended to be scanned with a mobile device.

- *Pedestrian Access Route*: The term "accessible" has been added to clarify that the pedestrian access route is the portion of a pedestrian circulation path that complies with the pedestrian access route accessibility requirements in these guidelines. The phrase "coinciding with" has been removed as redundant.

- *Pedestrian Circulation Path*: The word "travel" was removed in favor of the word "use" for clarity.

- *Qualified Historic Building or Facility*: The term "qualified historic facility" was updated to "qualified historic building or facility" for clarity to match the term that is used in the 2004 ABA and ADA Accessibility Guidelines.

- *Running Slope*: The word "slope" has been substituted for "grade" for consistency. In response to comments, the Board has clarified that grade and running slope are synonymous.

- *Shared Use Path*: In response to comments from state and local government entities, the Board has edited the definition to emphasize the transportation purpose of shared use paths. While many shared use paths are also used for recreation, a path that is used primarily for recreation is not subject to the shared use path

requirements in this rule. Regulated entities should carefully consider the purpose and use of paths when determining whether to treat them as shared use paths under these guidelines. A wooded cut-through in a suburban area regularly used by residents on foot and on bicycles to reach a transit stop is likely a shared use path. A hiking trail through a mountainous area used primarily for recreational hiking and biking is probably not a shared use path under these guidelines.

C. Chapter 2: Scoping Requirements

R201 General

Scope (R201.1)

All newly constructed pedestrian facilities and elements, and all altered portions of existing pedestrian facilities must comply with these guidelines. There is no substantive change in the general scope of the final rule from what was proposed. However, as described in the major issues section above, the Board clarified that newly constructed pedestrian facilities are those that are constructed on greenfield. Any pedestrian facilities or elements that are constructed on or added to developed land, as defined in section R104 are subject to the requirements for alterations, described in section R202.

R201.1 excepts from compliance pedestrian facilities within areas used only by service personnel for maintenance, repair, or monitoring of equipment. This exception was included in the proposed rule as a separate provision entitled “R203 Machinery Spaces.”

Temporary and Permanent Pedestrian Facilities (R201.2)

This provision specifies that both temporary and permanent pedestrian facilities in the public right-of-way must comply with these guidelines. Temporary facilities might include outdoor festival structures or pop-up service counters. In the final rule, the provision clarifies that when a pedestrian circulation path or transit stop is temporarily closed, an alternate pedestrian access route or transit stop must be provided in accordance with R204. As stated in R204, temporary alternate pedestrian access routes are subject to the technical requirements of R303 and R402 in lieu of the full requirements for permanent pedestrian access routes described at R203.

Buildings, Structures, and Elements (R201.3)

This provision explains that buildings, structures, and elements that are in the public right-of-way and are

not specifically covered by these guidelines are subject to the applicable requirements for buildings and sites at 36 CFR part 1191. In response to commenters’ requests for clarity as to what is intended here, the Board added examples of buildings, structures and elements at safety rest areas or park and ride lots, and temporary performance stages and reviewing stands. As stated in R201.2, all permanent and temporary pedestrian facilities in the public right-of-way must comply with accessibility standards. However, PROWAG does not provide technical requirements for every type of structure that is provided for pedestrian use in the public right-of-way. For example, technical accessibility requirements for performance stages are not included in PROWAG, but this provision directs a jurisdiction constructing a performance stage in the public right-of-way to the buildings and sites guidelines for technical accessibility requirements of that structure.

R202 Alterations

The main purpose of this section is to describe the additional flexibilities provided for compliance when construction of pedestrian facilities and elements occurs on developed land as compared to the expected full compliance of new construction on undeveloped land. These flexibilities are as follows.

- **R202.2:** Altered elements are connected by a pedestrian access route to an existing pedestrian circulation path. This allows altered elements to tie into an existing pedestrian circulation path (which may not necessarily have a pedestrian access route) instead of requiring a full network of pedestrian access routes as specified in R203.2, which for new construction requires all accessible elements, spaces, and pedestrian facilities to be connected by a pedestrian access route. A transitional segment, as defined in R104.3, may be used in the connection of an altered pedestrian access route to an existing pedestrian circulation path.

- **R202.3:** Alterations must comply with a requirement to the maximum extent feasible where existing physical constraints make full compliance with that requirement technically infeasible. Examples of physical constraints include underlying terrain, underground structures, adjacent developed facilities, drainage, or the presence of a significant natural or historic feature. The language of this section has been revised for clarity. Numerous commenters indicated that the proposed language, which stated that compliance was required to the

“extent practicable” where physical constraints made full compliance “impracticable,” was confusing, and requested that the Board use the phrase “maximum extent feasible” the term that is used in the 2004 ABA and ADA Accessibility Guidelines. The Board concurred with commenters and modified the language of the provision for consistency.

- **R202.5:** Alterations to qualified historic buildings or facilities must comply with a requirement to the maximum extent feasible where full compliance with the requirement would threaten the historic significance of the qualified historic building or facility. The wording of this provision was changed slightly from the proposed language to clarify that this exception is not intended to protect every element of a historic property, for example every historic cobblestone, present in a public right-of-way. Rather, the intent is to protect the historic significance of the facility generally. The revised language clarifies, for example, that the removal of a portion of cobblestones to install a curb ramp that provides access to individuals with disabilities does not necessarily threaten the historic significance of the entire facility.

In addition, in section R202.4, the final rule states that alterations may not decrease the accessibility of existing pedestrian facilities below the requirements of the guidelines. This provision has been edited for clarity. The Board uses the term “accessible” in the rule text to refer to pedestrian facilities that are compliant with the guidelines (R104.3). This baseline is useful for jurisdictions implementing PROWAG in certain alteration scenarios where they must make choices amongst various accessible features to achieve compliance. For example, to add a missing landing, the slope of an existing curb ramp may need to be increased to the maximum allowable slope. This is an acceptable choice under these guidelines.

In addition to the above-described changes, the Board has made two other important modifications to the Alterations section of these guidelines. First, as described in the Major Issues section, the Board has included pedestrian facilities and elements that are “added” to developed areas within the definition of alteration. This is a change from the proposed rule where added elements and facilities were subject to the requirements for new construction. The Board agreed with numerous commenters who expressed the view that existing physical constraints present on developed property might affect the extent to

which some added elements and facilities in the public right-of-way could comply strictly with new construction standards.

Second, also as discussed in the Major Issues section, the Board stated at proposed R202.3 that each altered element, space, or facility “within the scope of the [alteration] project” was required to comply with these guidelines. Some state and local government commenters indicated confusion over the meaning of “scope of the project,” and some disability rights advocacy organizations expressed concern that the phrase did not clearly convey expectations for compliance with these guidelines. The Board concurs that this provision was an unnecessary source of confusion and has eliminated the proposed R202.3 (which would have appeared at 202.1 in the final rule) as duplicative with the general scoping provision at R201.1. The term “scope of the project” no longer appears in the guidelines. As in the 2004 ABA & ADA Accessibility Guidelines, whatever is altered must be made compliant.

R203 Pedestrian Access Routes

This section contains scoping requirements that explain where pedestrian access routes are required, and scoping requirements that point to the technical requirements in Chapters 3 and 4 applicable to each component of pedestrian access routes.

Pedestrian access routes are a portion of the traversable pedestrian facilities in a public right-of-way that must comply with the accessibility requirements in these guidelines. In new construction, there will be a continuous network of pedestrian access routes that connect all accessible elements, spaces, and pedestrian facilities (R203.2). In alterations, a continuous network of pedestrian access routes will be established piece-by-piece as pedestrian facilities are altered and brought into compliance with PROWAG.⁹

A pedestrian access route exists within or is connected by each newly

constructed or altered traversable pedestrian facility: pedestrian circulation paths (including shared use paths) (R203.3); crosswalks (R203.4); pedestrian at-grade rail crossings (R203.5); curb ramps and blended transitions (R203.6); pedestrian overpasses and underpasses (R203.7); ramps (R203.8); elevators and limited use/limited application elevators (R203.9); platform lifts (R203.10); and doors and gates (R203.11).¹⁰ Again, the goal, over time, is a continuous accessible pathway through all traversable facilities in the public right-of-way.

The structure of section R203 Pedestrian Access Routes in the final rule has been revised from the proposed section R204 of the NPRM (as modified by the SNPRM). First, with edits to R203.1 General, the Board has clarified that the facilities listed in R203 either “contain” or “connect” a pedestrian access route. In the years since the NPRM was published, Access Board technical staff have received inquiries related to whether each piece of sidewalk or pedestrian facility is expected to be part of a pedestrian access route, or whether, for example, a pedestrian access route could be provided on one side of the street and not the other. This confusion stems from a requirement in the 2004 ABA and ADA Accessibility Guidelines that at least one accessible route connect buildings, sites, elements, and spaces, but does not require that each route between these locations be accessible. See 36 CFR part 1191, App. A, Ch. 2, 206.2.2.

The public right-of-way in this aspect is not analogous to buildings and sites. Every new or altered pedestrian facility must be made accessible. Thus, the Access Board clarifies that the requirements for pedestrian access routes are applicable to every newly constructed or altered pedestrian circulation path, crosswalk, pedestrian at-grade rail crossing, and pedestrian overpass and underpass, and the curb ramps, ramps, elevators, platform lifts, and doors and gates that connect pedestrian facilities with pedestrian access routes must also comply with the accessibility requirements of PROWAG.

Second, the Board has moved the scoping for crosswalks (referred to as pedestrian street crossings in the proposed rule at NPRM R206) and the

scoping for curb ramps and blended transitions (NPRM R207) into the final rule’s scoping section for pedestrian access routes at R203. The Board made this change to further clarify that crosswalks, curb ramps, and blended transitions are pedestrian facilities that comprise part of the continuous network of pedestrian access routes present in the public right-of-way.

Third, in response to numerous technical assistance inquiries over the years since the NPRM was published, in the final rule the Board has added detailed scoping as to the required placement of curb ramps. The scoping clarifies when curb ramps are required at intersection crosswalks, midblock and roundabout crosswalks, on-street parking, and passenger loading zones. It further clarifies that when alterations are made to crosswalks, missing curb ramps must be added as part of the alteration. This added scoping is discussed in greater detail below.

Pedestrian Circulation Paths (R203.3)

In response to the proposed rule (NPRM 204.2), some commenters requested that the Access Board explicitly require that jurisdictions provide sidewalks, while others requested that the Board clarify that the PROWAG rule does not require sidewalks. The final rule requires that pedestrian access routes connect accessible elements, spaces, and pedestrian facilities (R203.2). A pedestrian access route is comprised primarily of conforming portions of a pedestrian circulation path, which are defined as “a prepared exterior or interior surface provided for pedestrian use in the public right-of-way” (R104.3). It does not matter under the rule whether the pedestrian access route runs through a sidewalk, shared use path, shoulder intended for pedestrian use, or other type of prepared surface, as long as it meets the technical requirements for pedestrian access routes. Jurisdictions may meet the requirements of PROWAG using any of the available options.

In the final rule the Board has revised this provision to indicate that transitional segments, as defined in R104.3, may be used to connect new or altered pedestrian access routes to existing pedestrian circulation paths. Transitional segments appeared in the proposed rule at NPRM R202.3.2.

Crosswalks (R203.4)

As noted above, in the final rule, the Board has relocated the scoping for crosswalks to the scoping section for pedestrian access routes to reinforce that crosswalks have a pedestrian access

⁹ Consistent with the incremental method of application of this rule, the Board has included an exception for existing pedestrian circulation paths. This exception allows a jurisdiction to alter an element in the public right-of-way that is on or adjacent to an existing pedestrian circulation path without altering the pedestrian circulation path to provide a fully compliant pedestrian access route. For example, if a jurisdiction installs a bench on an existing sidewalk, the bench must comply with PROWAG requirements (R209.6), but the jurisdiction is not also required by PROWAG to replace the sidewalk. However, if the jurisdiction were to install a bench where no pedestrian circulation path existed, it would be required to connect the bench with a compliant pedestrian access route to an existing pedestrian circulation path (R202.2).

¹⁰ Stairs are not part of a pedestrian access route and are not acceptable as a sole connector of pedestrian facilities. However, stairs may be provided in addition to ramps or other pedestrian access route components. Where stairs are provided in the public right-of-way, they must meet technical requirements (R213).

route within them and are part of the continuous network of accessible pedestrian facilities required through public rights-of-way. In addition, the Board has substituted the MUTCD-defined term “crosswalk,” with minor revisions to the MUTCD definition, for the term “pedestrian street crossing” that was used in the proposed rule (NPRM R204.3). In doing so the Board clarifies that there is no distinction between the places the Access Board expects pedestrian crossings to occur and the industry understanding of the places where crosswalks are located. The main impact of the use of the MUTCD-defined term “crosswalk” in place of “pedestrian street crossing” is to further clarify the places where curb ramps are required. This is detailed below in the discussion of R203.6.

Pedestrian At-Grade Rail Crossings (R203.5)

The Board has added scoping for pedestrian at-grade rail crossings to clarify that wherever pedestrian at-grade rail crossings are provided they contain a pedestrian access route. The technical requirements are referenced.

Curb Ramps and Blended Transitions (R203.6)

The 2011 NPRM specified that a curb ramp (or blended transition) must be provided for each pedestrian crossing (NPRM R207.1). The proposed rule indicated that a diagonal curb ramp would continue to be permitted in an alteration scenario where physical constraints prevented the installation of a curb ramp for each crossing (NPRM R207.2). In response to these proposed provisions, a few state and local government commenters requested flexibility to install a single curb ramp based on engineering judgement, while others either agreed with the changes or requested that the Board more clearly state the requirements. Two local government commenters lamented the costs of having installed non-compliant curb ramps over a number of years. Other individuals and disability rights advocacy organizations agreed with limiting the use of diagonal curb ramps.

The final rule maintains the requirement that one curb ramp or blended transition be provided for each crosswalk at an intersection corner, and alternatively allows a blended transition to span all crosswalks at an intersection corner. Use of a single curb ramp at the apex of an intersection corner is permitted in alterations where existing physical constraints make compliance technically infeasible. Diagonal curb ramps often route users into the roadway, not within a crosswalk. To

provide equity to persons with disabilities in the public right-of-way, PROWAG must ensure that a person in a wheelchair who requires a curb ramp to cross a street is afforded the same opportunity to stay within the safety of a crosswalk as a person who is able to step off the curb directly into a crosswalk. Thus, unless there are existing physical constraints that prohibit the provision of a curb ramp for each crosswalk, one curb ramp per crossing that is contained within the crosswalk must be provided.

The Board notes that since 2011, numerous state and local jurisdictions have adopted a requirement for one curb ramp per crosswalk at an intersection corner, and the Board is not aware of widespread engineering concerns that have resulted from this shift in local policies. *See* FRIA at 99. In addition, the Board notes that when requesting flexibility for new construction, jurisdictions were characterizing newly installed curb ramps in existing rights-of-way as new construction. Such installations are considered alterations under the final rule, and the flexibility for a single curb ramp would be permitted if physical constraints make compliance technically infeasible. The Board does not anticipate that insurmountable engineering issues would prevent full compliance in new construction, which as described above, would be construction on undeveloped land.

In response to numerous technical assistance inquiries received by the Board since the NPRM was published seeking clarification on the places where curb ramps must be installed, the Board has added detailed scoping for the required placement of curb ramps. The NPRM stated that curb ramps or blended transitions are required at each pedestrian street crossing. This substantive requirement has not changed, but the Board has provided further clarification regarding what it meant by “pedestrian street crossing” to explain where curb ramps are required. As described above, the Board replaced the term “pedestrian street crossing” with the MUTCD-defined term “crosswalk.”

The MUTCD definition of crosswalk, which appears in R104.5, indicates that a crosswalk is present wherever there is a pedestrian circulation path on one side of a street that approaches the roadway at an angle such that the path would cross the street if the lateral lines of the path were continued (regardless of whether it is marked or unmarked), or where pavement markings indicate a crosswalk. R203.6.1.1 and R203.6.2 clarify that a curb ramp or blended

transition must be provided at each end of a crosswalk at an intersection corner, a midblock crossing, and a roundabout crossing. These provisions further clarify that where crossing is prohibited at an intersection or not intended midblock or at a roundabout, jurisdictions must take care to ensure that there is no crosswalk, no curb ramp, and the pedestrian circulation path is separated from the roadway. Information on how to ensure that no crosswalk is present has been added to these provisions for clarity. This information was previously stated in an advisory that accompanied the NPRM rule text (NPRM Advisory 206).

Equity in the public right-of-way requires that persons with disabilities have equal access to crosswalks and information about whether a crosswalk is present. Where pedestrian crossing is permitted, curb ramps must be provided so that persons who use wheelchairs can access them. Where pedestrian crossing is prohibited at an intersection or is not intended midblock or at a roundabout, cane-detectable features must indicate to persons who are blind that this is not a place to cross. Several state DOTs commented on the NPRM advisory, expressing concern that the addition of detectable treatments would be costly, unnecessary, or obstruct sightlines for motorists. The Board has included an assessment of the costs in its Final Regulatory Impact Analysis and notes that jurisdictions have options for ensuring that they do not create a crosswalk where crossing is prohibited or not intended. This includes options, such as grass strips and landscaping, that can be used where a jurisdiction is concerned that a sign or barrier might obstruct motorists' sightlines.

The Board is aware of concerns expressed by individuals seeking technical assistance implementing the proposed rule that a curb ramp is required on each side of a crosswalk, even in scenarios where there is a pedestrian circulation path only on one side. The purpose of this requirement is to ensure that a person in a wheelchair who has entered a crosswalk on one side is able to safely exit the roadway on the other side as a person who does not use a wheelchair would do by stepping onto the curb. Jurisdictions that do not wish to provide a curb ramp on the side of the street where no pedestrian circulation path is present must ensure that there is no crosswalk, as defined in R104.3. Thus, the jurisdiction must provide a separation between the pedestrian circulation path and the roadway to indicate to pedestrians that crossing is prohibited. Where no

crosswalk is present and a separation treatment exists, curb ramps are not required. USDOT and DOJ may provide additional information regarding the acceptable characteristics of a separation treatment used to indicate the absence of a crosswalk.

The Board has added scoping provisions at R203.6.1 clarifying that curb ramps or blended transitions may be required to connect on-street parking spaces, on-street parking space access aisles, and passenger loading zones to pedestrian access routes if needed to accomplish the required connection.

At R203.6.2, the Board has clarified that when alterations are made to crosswalks, curb ramps or blended transitions must be provided on both ends of the crosswalk where the pedestrian access route crosses a curb. This provision provides consistency with DOJ's and USDOT's joint technical assistance document on the requirements to provide curb ramps when streets, roads, or highways are altered through resurfacing. See Department of Justice/Department of Transportation Joint Technical Assistance on Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing, available at https://www.fhwa.dot.gov/civilrights/programs/ada/doj_fhwa_ta.cfm; see also Q & A Supplement to the 2013 DOJ/DOT Joint Technical Assistance on the Title II of the ADA Requirements To Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing, available at <https://ada.gov/doj-fhwa-ta-supplement-2015.html>. By adding this requirement to PROWAG, the Board seeks to minimize confusion as to the legal obligations of jurisdictions to provide curb ramps.

Pedestrian Overpasses and Underpasses (R203.7)

In R203.7, the Board has clarified that pedestrian overpasses and underpasses include overpasses and underpasses on shared use paths. In addition, the Board has eliminated platform lifts as an option to achieve accessibility of these structures in new construction. A state disability council opined in its comments that limited use/limited application elevators and platform lifts do not provide equal access because of limited functionality. Platform lifts are more difficult for users with disabilities to independently operate and are more likely to breakdown in outdoor environments than elevators and limited use/limited application elevators. The Board is aware of many instances of

maintenance issues and mechanical failures with respect to platform lifts and has thus revised the rule text to allow these devices only in alterations when installation of an elevator or limited use/limited application elevator is not technically feasible. Jurisdictions that install platform lifts should be aware of their maintenance obligations to ensure platform lifts remain operable at all times that the pedestrian facility is open for pedestrian use.

Ramps (R203.8); Elevators and Limited Use/Limited Application Elevators (R203.9); Platform Lifts (R203.10)

At R203.8 through R203.10, the Board added scoping provisions for ramps, elevators and limited use/limited application elevators, and platform lifts so that it is clear that wherever these facilities are present in the public right-of-way, they must comply with accessibility requirements.

Doors, Doorways, and Gates (R203.11)

In the final rule, the Board has revised the scoping for doors, doorways, and gates to require that all doors, doorways and gates that are part of a pedestrian access route must comply with the specified technical accessibility requirements. This is a change from the proposed rule, which required all doors, doorways, and gates of any pedestrian facility to comply with requirements (NPRM R218), and a change from the SNPRM which exempted doors, doorways, and gates on shared use paths from compliance (SNPRM R218). In the preamble to the SNPRM, the Board indicated that the exemption for shared use paths was provided to avoid a perceived conflict with AASHTO guidance. 78 FR 10110, 10113 (Feb. 13, 2013). AASHTO discourages the use of physical barriers on shared use paths. See AASHTO, Guide for the Development of Bicycle Facilities at 5–46.

In response to the SNPRM, several disability rights advocacy organizations commented that doors, doorways, and gates on shared use paths should not be excepted, and two state DOTs requested clarity regarding applicable technical standards for these facilities. The Board concurred with commenters that pedestrian gates on shared use paths should not be excepted from accessibility requirements. Persons with disabilities must be able to access shared use paths through gates if they are provided. The Board has thus reinstated the technical requirements for doors, doorways, and gates in the final rule. Further, consistent with AASHTO guidance, which recommends the use of bollards if physical barriers are needed

to restrict motor vehicle entry, the final rule permits the use of bollards on shared use paths (R302.2).

R204 Alternate Pedestrian Access Routes, Transit Stops, and Passenger Loading Zones

Alternate Pedestrian Access Route (R204.1)

The proposed scoping for alternate pedestrian access routes stated that an alternate pedestrian access route is required when a pedestrian circulation path is closed due to construction, alterations, maintenance operations, or other similar conditions (NPRM R205). In the final rule, the Board has maintained similar scoping; however, it has removed the term “alterations” from the list of conditions to avoid confusion as “construction” accurately covers the intended scenario. In addition, the Board has edited the text to indicate that the requirement to provide an alternate pedestrian access route is triggered by a pedestrian circulation path being made inaccessible due to the described conditions, rather than being completely closed, since a pedestrian circulation path can be unusable for persons with disabilities without being completely closed to all users. The Board has added “closure” to the list of conditions triggering the requirement for an alternate pedestrian access route to clarify that where a pedestrian circulation path is completely closed for any reason, an alternate pedestrian access route must be provided.

In the proposed rule, the scoping provision for alternate pedestrian access routes pointed to provisions of the MUTCD that were incorporated by reference. The final rule instead points to the relevant technical provisions of chapters 3 and 4, as the MUTCD provisions are no longer incorporated by reference.

In response to the proposed rule, state and local government commenters raised concerns regarding scenarios where the alternate route would need to deviate substantially from the original pedestrian circulation path. For example, one state DOT indicated that freeway widening projects may necessitate the complete closure of a bridge, including the pedestrian facilities, making an alternate pedestrian access route infeasible or impossible to provide.

In response to these concerns, in the final rule the Board has added an exception allowing an “alternate means of providing access” for pedestrians with disabilities where establishing an alternate pedestrian access route is technically infeasible. An “alternate

means of providing access” does not mean an alternate pedestrian access route that falls short of the technical requirements stated at R303. Rather, this exception is intended to allow for completely different means of access in scenarios such as a bridge closure, where establishing an alternate pedestrian access route is not technically feasible. For example, in the case of a bridge closure, an alternate means of providing access might be the provision of accessible shuttle bus service. DOJ and USDOT may provide additional information regarding acceptable alternate means of providing access and the circumstances under which this exception may be used.

The Access Board received numerous public comments supporting a requirement for the provision of alternate pedestrian access routes, including approximately 150 individual commenters and several disability rights and pedestrian advocacy organizations. Several local government commenters and one state DOT requested flexibility to provide alternate accessible routes only when deemed practicable. In addition, two state DOTs, two local government commenters, and two industry organizations expressed concern regarding the cost of providing alternate routes.

The Board acknowledges that there are costs involved in providing alternate pedestrian access routes and has assessed those costs in the FRIA. *See* FRIA at 126. However, equity in our public rights-of-way cannot be achieved without the provision of temporary accessible facilities where permanent accessible facilities are temporarily unavailable. A person without a disability may readily assess safety and traffic conditions and navigate around a closed pedestrian circulation path if an alternate facility is not provided. However, a pedestrian with a disability may not be able to see alternatives, assess traffic to step into a roadway, or have the ability to step on and off of the curb for a few feet around a closure. The Board thus maintains the requirement for the provision of alternate pedestrian access routes where pedestrian circulation paths are made inaccessible due to construction, maintenance operations, closure, or similar conditions. The technical requirements, now stated in R303, seek to provide minimum accessibility for alternate routes while minimizing the costs for regulated entities. The technical requirements are detailed in the discussion of section R303, below.

Alternate Transit Stops (R204.2)

In the final rule, the Board has added a provision requiring that where accessible transit stops are not accessible due to construction, maintenance operations, or other similar conditions, an alternate transit stop be provided. MUTCD section 6D.01, which the Board proposed to incorporate by reference indicates that to accommodate the needs of individuals with disabilities, transit stops should be maintained in temporary traffic control zones (6D.01 paragraph 11). If the accessibility of a transit stop cannot be maintained, an alternate accessible transit stop must be provided.

Alternate Passenger Loading Zones (R204.3)

The Board has added a provision in the scoping of the final rule to emphasize that where a temporary passenger loading zone is provided, it must be accessible per the relevant technical provisions. This requirement is already covered by the general scoping provision R201.2, which indicates that the requirements in the guidelines apply to temporary pedestrian facilities. However, the Board added this provision to emphasize that alternate passenger loading zones provided in the public right-of-way during construction or maintenance operations must be accessible.

R205 Detectable Warning Surfaces

Detectable warning surfaces are standardized surfaces built in or applied to certain pedestrian walking surfaces to warn pedestrians who are blind or have low vision of a hazard. A distinct cane-detectable pattern of truncated domes provides a tactile cue of transitions to vehicular routes and of open drop-offs at transit platforms. The proposed rule required detectable warning surfaces at curb ramps or blended transitions, which remove tactile cues otherwise provided by curb faces; at cut-through pedestrian refuge islands to indicate their presence within a crosswalk; at at-grade rail crossings not located in a street or highway; along drop-offs at the boundary of passenger boarding platforms, which are above standard curb height; and along boarding sidewalk and street-level rail boarding and alighting areas not protected by screens or guards.

In the final rule, the Board is also requiring detectable warning surfaces on pedestrian circulation paths at driveways with stop or yield control to alert pedestrians who are blind or have low vision that they are walking into an

active vehicular way. The Board indicated in an advisory that accompanied the proposed rule text that detectable warning surfaces should be provided at commercial driveways with stop or yield control (NPRM Advisory R208.1). Several commenters, including state and local governments, requested clarification on the provision of detectable warning surfaces at commercial driveways. In the final rule, the Board clarifies that detectable warning surfaces are required at driveways where stop or yield control is provided. In the final rule, the Board declines to limit the covered driveways to “commercial” driveways to ensure that pedestrian circulation paths at driveways to multifamily housing facilities that have stop or yield control also have detectable warning surfaces.

Some state and local government commenters encouraged the Board to move the requirement for detectable warning surfaces at commercial driveways from the advisory to the rule text. Two state DOT commenters questioned whether stop or yield control was the appropriate threshold for application of the requirement. The Board has concluded that where there is sufficient vehicular traffic to provide stop or yield control (*i.e.*, stop or yield signage) or traffic signals, there is a sufficient hazard to pedestrians who are blind or have low vision such that a detectable warning surface is warranted to advise individuals that they are entering an active vehicular way. Two state DOTs objected to implementing detectable warning surfaces at commercial driveways because they would be provided at sidewalk as opposed to street level. In response to these concerns, the Board notes that detectable warning surfaces are consistently used to provide tactile notification of a vehicular way where a curb is not present. This could be at street level, in the case of curb ramps, or at sidewalk level in the case of driveways.

Several commenters questioned whether the Board intended to require detectable warning surfaces at street or sidewalk level bus stops. In R104.3, the Board added a definition of “boarding platform” to clarify that detectable warning surfaces are only required where the bus boarding and alighting area is on a platform raised above standard curb height.

The proposed rule indicated that detectable warning surfaces are neither required nor desirable at cut-through pedestrian refuge islands that are less than 6 feet in length in the direction of pedestrian travel (NPRM R208.2 and NPRM Advisory R208.2). In the final

rule, the Board has clarified this substantive requirement by defining the term “pedestrian refuge island” at R104.3. The definition clarifies that only islands that are at least 72 inches in length in direction of pedestrian travel are considered suitable for pedestrian refuge. Islands that are at least 72 inches in length allow for a 24-inch detectable warning surface at each edge and at least 24 inches between the surfaces to provide detectable separation of the surfaces and to have sufficient space to wait. A cut-through island that is shorter than 72 inches is not suitable for pedestrian refuge, and there is thus no need to distinguish the cut-through from the rest of the crosswalk; the timing provided for pedestrian crossing must allow for the pedestrian to cross the entire traveled way as required by R306.2.

In the final rule, the Board has restructured for clarity the scoping section for detectable warning surfaces at R205 to provide a separate provision for each place that detectable warning surfaces are required. Each provision indicates that technical requirements relevant to that placement.

R206 Pedestrian Signal Heads and Pedestrian Activated Warning Devices

Where pedestrian signal heads and pedestrian activated warning devices are provided at crosswalks, they must be accompanied by audible information devices that make those visual signals accessible to persons who are blind or have low vision. In the proposed rule, the Board incorporated by reference sections of the MUTCD in lieu of providing technical requirements for these devices.

As proposed by incorporation by reference of MUTCD section 4E.09 paragraph 7 (NPRM R209.1), the final rule requires that the accessible features of pedestrian signal heads and pedestrian activated warning devices must be available at all times.

Commenters expressed confusion regarding the expectations for implementation of the incorporated sections of the MUTCD. In response to these concerns, in the final rule the Board has stated the technical requirements for accessible pedestrian signal heads and accessible pedestrian activated warning devices directly in the rule text. The scoping section for these devices has been modified to provide detailed references to the new technical sections.

Numerous state and local government commenters objected to a universal requirement for accessible pedestrian signals in new construction wherever pedestrian signal heads are provided. As

described above in the Major Issues section, after careful consideration of these comments, the Board has retained the requirement for accessible features for all new and altered pedestrian signal heads and pedestrian activated warning devices.

In the proposed rule, the Board specified that altering the signal controller and software, or replacing the signal head, would constitute an alteration requiring compliance with the technical requirements for accessible pedestrian signals and push buttons. As described above in the Major Issues section, in the final rule the Board has removed the provision specifying the types of alterations that would trigger implementation of the technical accessibility requirements for pedestrian signal heads and pedestrian activated warning devices. USDOT and DOJ may provide additional guidance on these issues.

Finally, in the final rule the Board has updated the terminology used in the heading of this section for consistency with the terminology used by MUTCD and USDOT, and to better described the devices that must be made accessible.

R207 Protruding Objects and Vertical Clearance

Limitations on the extent to which objects may protrude horizontally into a pedestrian circulation path, as well as vertical clearance requirements above a pedestrian circulation path, apply to the full width of pedestrian circulation paths. The specific technical requirements for protruding objects and vertical clearances appear in section R402 of the final rule.

In the public right-of-way context, a “protruding object” is anything that extends into the three-dimensional space above a pedestrian circulation path, or an object contained wholly within it. Examples include, but are not limited to, streetlights, utility poles and equipment cabinets, signposts and signs, parking meters, trash receptacles, public telephones, mailboxes, newspaper vending machines, benches, transit shelters, kiosks, bicycle racks, planters and planted trees, and street sculptures. Technical requirements for protruding objects are designed to ensure that objects located within pedestrian circulation paths are cane-detectable, so they do not present hazards for people who are blind or have low vision.

Regulated entities will need to comply with the requirements for protruding objects when installing or permitting the installation of utilities, trees, awnings, street furniture, and other objects on or adjacent to

pedestrian circulation paths. The American Association of State Highway and Transportation Officials (AASHTO) recommends that trees and shrubs be pruned to maintain usability of walkways, and that permitted uses of public rights-of-way, such as sidewalk cafes, be monitored to ensure that they do not encroach upon the pedestrian access route. *See* AASHTO, *Guide for the Planning, Design, and Operation of Pedestrian Facilities 4–3* (2021). State and local governments will be responsible for enforcing compliance with maintenance agreements to prevent tree branches or other objects from impermissibly protruding into a pedestrian circulation path where the jurisdiction does not provide the maintenance directly.

The scoping provision for protruding objects included in the SNPRM modified the proposed scoping provision text indicating that protruding objects must not reduce the clear width required for pedestrian access routes (NPRM 210). In the SNPRM, the Board added an 8-foot vertical clearance requirement for shared use paths (SNPRM 210.3). In the final rule, the Board has moved both vertical clearance and clear width requirements to the technical section on protruding objects and vertical clearance at R402.4 and R402.5. Comments received regarding those provisions are addressed in the discussion of R402.4 and R402.5 below. The Board has renamed the section to “Protruding Objects and Vertical Clearance” for clarity.

In response to the NPRM, a local government and an engineer commented that the requirements for protruding objects should apply only to the pedestrian access route portion of the pedestrian circulation path. A local government entity commented that an exception should be provided applying protruding objects requirements to only 36 inches of the pedestrian circulation path in constrained conditions. While a person using a wheelchair can visually assess a sidewalk to determine which portion has less cross slope or fewer changes in level, a blind pedestrian or a person with low vision is not going to know which portion of the pedestrian circulation path has been designated as a pedestrian access route. Thus, objects that protrude into any portion of the pedestrian circulation path could create a hazard if not cane-detectable. The Board thus maintains the requirement that the entire pedestrian circulation path comply with the technical requirements for protruding objects.

The Board acknowledges that the advisory included with the proposed rule created confusion for commenters

regarding the concepts of clear width and protruding objects (NPRM Advisory 210). Clear width refers to the width of pedestrian access route walking surface that is required to be completely clear of any objects. This means that within the width of the pedestrian access route, there can be no street furniture, utility poles, or other objects of any kind directly on the walking surface. Clear width technical requirements for pedestrian access routes are specified in R302.2. Protruding objects refer to objects that are in the three-dimensional area above the walking surface, but not directly touching the walking surface. Those objects must conform to the technical requirements for protruding objects at R402.

R208 Pedestrian Signs

Signs that are intended solely for pedestrians, including transit signs, and all signs serving shared use paths, must comply with the technical requirements for visual characters at R410. Thus, signs that are not on shared use paths and are intended for both motorists and pedestrians, or bicyclists and pedestrians, are not required to comply. However, all signs on shared use paths are required to comply as pedestrians (1) should be aware of the potential movement of bicycles in the shared space, and (2) have a reasonable expectation that any sign on a shared use path is potentially providing pedestrian information.

The scoping excepts two categories of pedestrian signs from compliance with technical requirements for visual characters at R410. First, transit schedules, timetables, and maps are not required to comply. Compliance with the technical requirements for these specific types of transit signs would render them too large. Other types of transit signs, such as signs that identify stops and routes, must comply with the requirements. The second category of signs that are exempted from compliance are signs that are mounted immediately above or incorporated into a push button detector unit. The requirements of R410 may also make these signs too large.

In the NPRM, the Board used inartful language to convey that signs intended solely for pedestrians are the signs covered by this rule (NPRM 211.2). The Board has edited this language for clarity. Also, in the NPRM, the Board proposed that where audible sign systems and other technologies are used to provide equivalent information to information contained on pedestrian signs, the signs would not need to comply with technical requirements for visual characters (NPRM R211.1). In an

accompanying advisory, the Board presented remote infrared signs as an example of an audible technology, that if used, would make it unnecessary for the sign to comply with technical requirements for visual characters (NPRM Advisory 211.1). In response to the proposed rule, two advocacy organizations for people who are blind or have low vision and a state DOT commented that the provision of audible signs does not negate the need for compliance with technical requirements for visual characters.

The Board concurs that reliance on audible signs in lieu of compliance for visual characters is insufficient for persons who have both low vision and hearing impairments. Further, while acknowledging the 14 commenters who indicated support for the use of remote infrared signs, the Board has concluded that relying on technologies that require a pedestrian to have a receiver does not currently provide equal access to visual signs; however, in the future this may be a possibility with more widespread development and adoption of wayfinding mobile applications. Thus, in the final rule, all signs intended solely for pedestrians must comply with technical requirements for visual characters except for the two categories of signs described above.

Requirements for accessible parking space signs have been moved to the technical section for on-street parking spaces (R310). The requirement for signage at accessible passenger loading zones has been eliminated in the final rule for consistency with ADAAG and to avoid misinterpretation of the sign as indicating exclusive use for passengers with disabilities, particularly where there is only one loading zone.

R209 Street Furniture

Drinking Fountains (R209.2)

Each drinking fountain in the public right-of-way must comply with accessibility requirements at 602.1 through 602.6 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

Public Street Toilets (R209.3)

Each permanent public street toilet must comply with sections 603 through 610 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines). Permanent street toilets are standalone toilet room units that are provided in public rights-of-way in cities throughout the United States. Specific examples of these permanent street toilets are discussed in the FRIA. FRIA at 125. Street toilets are different than, for example, traditional restroom facilities

provided at highway rest stops. Those traditional bathroom facilities are in a building; pursuant to R201.3, they are subject to the applicable requirements of 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

Portable toilet units must comply with section 603 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines). Where there are multiple portable toilet units clustered in a single location, at least 5 percent, but no fewer than one of each type of toilet unit at each cluster must comply with the referenced technical requirements. In this context, "type" references those units differentiated by gender.

The Board has revised the scoping of the public street toilet section for clarity, including revising the heading, which reads "Public Toilet Facilities," to avoid the confusion between public street toilets and traditional toilet facilities that was reflected in the public comments. The Board has also corrected the references to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines) and provided separate provisions for permanent street toilets and portable toilet units.

Tables (R209.4)

At each group of adjacent tables, at least 5 percent, but no fewer than one table, must comply with technical accessibility requirements at 902 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines). The proposed rule had stated the requirements relative to each "location" where tables were provided, and a state government commenter indicated that this language was unclear. The Board has thus revised the text of this provision to clarify that the requirement applies to each group of adjacent tables, as opposed to all tables in a larger area that might be considered a "location."

Sales or Service Counters (R209.5)

Each sales or service counter in the public right-of-way must comply with section 904.4 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines). In the final rule, the Board has added exceptions (one applicable to facilities subject to the ADA and a second applicable to facilities subject to the ABA) to this scoping for sales and service counters that are located in a building that is not itself in the public right-of-way, but that directly serves the public right-of-way, such as a walk-up service window on a sidewalk. The Board added these exceptions to eliminate confusion for sales and service counters that are part of a building and thus subject to 36 CFR part

1191, but directly serve the public right-of-way. In buildings, at least one of each type of sales or service counter must comply with technical requirements. In the public right-of-way, each sales or service counter must comply.

Benches (R209.6)

In the proposed rule, the Board provided a single scoping provision for all benches in the public right-of-way except for those at tables (which are covered under the technical requirements for tables) (NPRM R212.6). This included benches along pedestrian circulation paths and those at transit stops and shelters. Commenters indicated that the requirement that clear space not overlap the area within 1.5 feet of the front of the bench was confusing. The Board concluded that while the requirement is appropriate for transit shelters, it should be revised for other contexts.

In the final rule, the Board has clarified that for benches at transit stops (R209.6.1) and benches not at transit stops or shelters (R209.6.2) the clear space complying with R404 must be next to either end of the bench, or if the bench does not have an “end,” such as a circular bench, the clear space must be either integral to the bench or located no more than 18 inches (455 mm) from the front of the bench. Where the clear space is integral to the bench, there will be a break in the bench where the clear space is located. These requirements ensure that a pedestrian using a wheelchair may sit in proximity to a companion seated on the bench. The Board has restructured the provision for clarity.

In the final rule, the Board has maintained the requirement that the clear space not overlap the area within 18 inches (455 mm) for benches provided within transit shelters. *See* R209.6.1; R309.2.2. In a transit shelter, the primary goal is to provide shelter to as many individuals as possible within the limited space. Thus, the clear space may be situated at the end of a bench or at least 18 inches from the front edge of the seat, ensuring that the bench may be fully occupied while the clear space is in use.

Four commenters requested that the Board provide technical criteria for benches. The Board concurs with commenters that benches in the public right-of-way should have armrests and back support for maximum accessibility. As stated in the advisory that accompanied the proposed rule, benches that provide full back support and armrests to assist in sitting and standing are more useable by pedestrians with disabilities. However,

as the Board did not propose specific technical requirements, such as specifications for armrest loads and dimensions and back height, the Board declines to add those now at the final rule stage.

One company that provides jurisdictions with advertisement-funded bus stop benches requested that the Board exempt bus stop benches located on unimproved surfaces from the requirement to provide clear space in order to protect the company’s business model. The Access Board declines this request. Consistent with the implementation approach of many accessibility regulations, new construction and alterations provide an opportunity for a jurisdiction to add accessibility to a pedestrian facility at minimal additional cost. PROWAG requires the provision of boarding and alighting areas at all newly constructed and altered transit stops. Thus, when installing concrete for the boarding and alighting areas required by PROWAG, a jurisdiction has the opportunity to install a concrete pad for a bench if the jurisdiction so desires. PROWAG does not require jurisdictions to provide benches at transit stops, but where provided, they must comply with accessibility requirements.

Operable Parts of Other Fixed Elements (R209.7)

Operable parts of other fixed elements to be used by pedestrians, including street furniture, not specifically addressed by this rule must comply with technical requirements for operable parts at R403. This provision has been added in response to commenters’ concerns about other types of street furniture that are not specifically addressed in the rule text.

The Board notes that operable parts on parking meters and pay stations other than those that serve accessible parking spaces, which have additional technical requirements specified at 310.6, are covered under R209.7 and must comply with the technical requirements for operable parts at R403. This means that all parking meters and pay stations must meet clear space, reach range, and operation requirements; however, they do not need to comply with requirements for visual displays stated at R310.6 that ensure information is visible to a person using a manual wheelchair. Two disability rights advocacy organizations commented in support of clear space at all parking meters and pay stations. The Board observes that many individuals with disabilities use parking spaces other than accessible spaces; to ensure equity in public rights-of-way, persons

with disabilities must be able to access parking meters and pay stations wherever they park.

R210 Transit Stops and Transit Shelters

Where provided, transit stops and transit shelters shall comply with the technical requirements at R309. In response to the NPRM, a local government transit advisory group commented that the Board had failed to propose a scoping provision for vending machines at transit shelters. The Board concurs that this was an oversight, and has added a scoping provision for fare vending machines that references the operable parts technical requirements at R403 and the relevant provisions of Section 707 of 36 CFR part 1191. The Board also added a scoping provision for operable parts of other fixed elements at transit stops and shelters intended to be used by pedestrians.

R211 On-Street Parking

Where on-street parking is provided and is metered or designated by signs or pavement markings, accessible parking spaces complying with the technical provisions at R310 must be provided. The minimum number of accessible on-street parking spaces required is determined according to Table R211 assessing the total number of spaces.

The Board has made several revisions to this scoping section based on public comments. In the proposed rule, the board used the total number of spaces on a “block perimeter” to determine the number of accessible spaces required. Several commenters indicated that the meaning of block perimeter was unclear, while others noted that not all on-street parking is located on a block perimeter. In response to these concerns, the Board has defined block perimeter in R104.3 and included an example within the definition for clarity. In addition, the Board has added a provision for parking not on a block perimeter to clarify that those on-street parking spaces are also subject to accessibility requirements.

In response to commenter concerns, the Board has excepted on-street spaces that are designated exclusively for commercial or law enforcement vehicles, or residential parking. Those excepted spaces are not counted for the purpose of determining the required number of accessible spaces. These spaces must be designated for use solely for the excepted purpose; spaces that are designated for commercial or law enforcement vehicle use or residential parking only during certain hours are not excepted and must be counted for the purpose of determining the required number of accessible spaces. Another

exception states that where on-street parking spaces are altered, the requirements of R211 shall apply only to the affected parking spaces until the minimum number of accessible on-street parking spaces as specified in Table R211 are provided. Thus, for example, alteration of a single on-street parking space on a block perimeter would not trigger the obligation to provide the total number of required accessible spaces on the block perimeter. Only the altered space would need to be made accessible if an insufficient number of accessible spaces were available.

The Board notes that these minimum guidelines for the provision of accessible parking in public rights-of-way do not prevent regulated entities from providing additional accessible parking, including residential accessible parking. Standard-setting agencies may also adopt a more stringent standard.

In response to the NPRM, a local government commenter asked whether on-street accessible spaces are required where there is an adjacent public off-street lot, and a state government DOT requested that the Board allow jurisdictions to combine the number of on-street and off-street parking spaces for the purpose of designating accessible spaces. On-street parking spaces are covered by PROWAG and off-street parking in lots or garages is covered by the requirements at 36 CFR 1191. Accessible parking must be separately designated for on-street and off-street locations. To ensure equity for persons with disabilities, if on-street parking is provided then accessible on-street parking must also be provided.

Several local government commenters requested flexibility for the provision of accessible on-street parking where paratransit or other parking management programs, such as free parking, are provided for persons with disabilities. The Board has carefully considered these comments and has declined to provide exceptions for jurisdictions with paratransit or parking management programs. The provision of accessible on-street parking spaces consistent with PROWAG ensures that parking spaces are available that will allow persons with disabilities to park close to their destinations and have either a direct or nearby connection to a pedestrian access route or pedestrian circulation path. The provision of paratransit or free parking for persons with disabilities does not address the availability of accessible parking for persons with disabilities who rely on private vehicle transportation. Jurisdictions that allow persons with disabled parking placards to park in “no

parking” or loading zone areas cannot guarantee that those areas will have accessible features such as proximity to a curb ramp or an adjacent sidewalk clear of obstructions such that a ramp can be deployed.

One commenter indicated that the rule should include guidelines for accessible electric vehicle charging stations. The Board is undertaking a separate rulemaking to address the accessibility of electric vehicle charging stations, which may ultimately address electric vehicle charging stations in the public right-of-way. See ATBCB Fall 2022 Unified Agenda, available at <https://www.reginfo.gov/public/do/eAgendaViewRule?publd=202210&RIN=3014-AA48>.

R212 Passenger Loading Zones

Where permanently designated passenger loading zones other than transit stops are provided, at least one accessible passenger loading zone complying with technical requirements must be provided in every continuous 100 feet (30 m) of loading zone space, or fraction thereof. The Board revised the text of this scoping provision to clarify that the passenger loading zones covered by this rule are those that are permanently designated for passenger loading, other than transit stops. This includes passenger loading zones permanently designated for ride share. Often, permanent passenger loading zones in the public right-of-way are comprised of a sidewalk cut out so that vehicles can pull out of the traveled way to unload passengers. However, a permanently affixed sign designating a passenger loading zone is sufficient to bring the loading zone under coverage of this rule. Passenger loading zones that vary with the time of day or the occupancy of a particular retail space, such as valet stands that are provided only during certain hours, are not considered permanently designated and are therefore not subject to PROWAG.

R213 Stairs and Escalators

Where provided on pedestrian circulation paths, stairs must comply with technical requirements at R408 and escalators must comply with section 810.9 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines). Stairs and escalators are not part of pedestrian access routes, but where they are provided in the public right-of-way, they must comply with technical requirements. Persons with certain disabilities will find a short set of stairs more useable than a long ramp, thus although these pedestrian facilities are not part of the pedestrian access route, it is nonetheless important that

they conform to accessibility requirements.

In the final rule, the Board substituted the word “stairs” for “stairways” for consistency with the term used in the requirements of 36 CFR part 1191 (ABA & ADA Accessibility Guidelines), and to clarify that a single stair is subject to the requirements of PROWAG.¹¹ In response to technical assistance inquiries made to the Board over the years since the proposed rule was published, the Board has added a definition for “stair” in R104.3 to clarify that a curb is not a stair.

R214 Handrails

Wherever handrails are installed on pedestrian circulation paths, including on stairs, they must comply with technical requirements at R409. A few commenters expressed confusion over where handrails must be installed. PROWAG requires handrails in two places: on ramp runs with a rise greater than 6 inches (150mm) (R407.8) and on stairs (R408.8). The Board has taken care to ensure that the distinction between ramps requiring handrails and other sloped surfaces not requiring handrails is clear in the final rule. The final rule text clarifies that a sidewalk or other pedestrian circulation path is not subject to the requirements for ramps, including the requirement for handrails, unless its grade exceeds the allowable specifications of R302.4 (R407.1). Jurisdictions may install handrails in places other than ramps and stairs at their own discretion. Wherever handrails are installed in the public right-of-way, they must conform to the technical requirements of R409 regardless of whether they are required by PROWAG or have been placed voluntarily.

D. Chapter 3: Technical Requirements

R301 General

The technical requirements contain accessibility design criteria and apply as specified in the scoping provisions of Chapter 2 or where referenced by another technical requirement in Chapter 3 or 4. These technical requirements were developed specifically for pedestrian facilities in the public right-of-way.

R302 Pedestrian Access Routes

The technical requirements for pedestrian access routes at R302 are intended to provide a continuous path throughout the pedestrian facilities of a

¹¹ Section 504 of Appendix D to 36 CFR part 1191 (ABA & ADA Accessibility Guidelines) is entitled “Stairways,” however the terms “stair” or “stairs” are used throughout the text of the requirements.

public right-of-way that is accessible to persons with disabilities. These technical requirements include clear width, passing spaces, grade, cross slope, and surface characteristics. The technical requirements as proposed in the NPRM were adapted from the technical requirements for accessible routes for buildings and facilities at 36 CFR part 1191, Appx. A 206. Based on careful consideration of the many comments received in response to the proposed and supplemental proposed rules, the Board has modified several of the pedestrian access route technical provisions for consistency with the public right-of-way context and for clarity of the requirements.

In the final rule, the Board eliminated the list of components of pedestrian access routes that appeared in NPRM R302.2. The Board concurred with a local government commenter who opined that each facility included in this list should have scoping in Chapter 2. The Board revised R203 to provide scoping for each pedestrian facility, and then determined that the list of facilities with associated technical provisions at NPRM R302.2 was duplicative of the revised section R203. Further, the Board concluded that the list at NPRM R302.2 added to the confusion regarding the concept of a pedestrian access route in the public right-of-way.

As explained above in the discussion of R203, pedestrian access routes in the public right-of-way function differently than accessible routes in buildings and on sites. Accessible routes in buildings and on sites are required to connect accessible facilities and elements to other accessible facilities and elements and may consist of various components. 36 CFR part 1191, Appx. D 206.2, 402.2. A pedestrian access route in the public right-of-way runs through nearly every traversable surface within the pedestrian facilities; thus, unlike the requirements for a building, every new and altered traversable surface in the public right-of-way, except for stairs and facilities that have been specifically excepted, must comply with pedestrian access route requirements. As a result of elimination of the proposed R302.2, the sub-provisions of R302 have been renumbered.

Continuous Clear Width (R302.2)

The requirements for clear width of pedestrian access routes have not changed from what the Board proposed, as modified by the SNPRM (SNPRM R302.3). Specifically, a 48-inch (1220 mm) continuous clear width is required for most portions of the pedestrian access route. There are two exceptions: (1) places where a pedestrian access

route crosses medians and pedestrian refuge islands, which require 60 inches of clear width or the width of the crosswalk (whichever is greater), and (2) shared use paths where the clear width must extend the entire width of the path. In response to commenter questions, the Board revised the language of the provision to clarify that the required width is measured exclusive of any curb. Also, in response to comments, the Board has added a sentence clarifying that bollards are permitted on shared use paths as long as the clear width of the pedestrian access route is 48 inches (1220 mm) or wider (R302.2.2).

In response to the NPRM, three state DOTs and two utility companies requested that the Board allow a reduction in the clear width of pedestrian access routes to accommodate utility poles, traffic signal poles, and similar obstructions. An additional 28 individual commenters employed by utility companies requested that the Board revise the clear width requirement to 36 inches. In alterations, including the addition of a pedestrian circulation path to an existing right-of-way, where existing physical constraints make compliance with the clear width requirements technically infeasible, compliance with these requirements is required to the maximum extent feasible. *See* R202.3. In that circumstance, the jurisdiction must comply with the requirement to the maximum extent feasible. Thus, these guidelines permit a jurisdiction to reduce the clear width of a pedestrian access route to account for existing utility infrastructure if the pedestrian circulation path cannot be rerouted around the utility and the utility cannot reasonably be relocated.

In the context of alterations, where there are existing physical constraints, the width must still comply to the maximum extent feasible; a pedestrian circulation path narrower than 36 inches may be impassible by a person with a mobility device. In new construction of undeveloped land, by contrast, the Board expects jurisdictions to insist that utilities, traffic signals, and street furniture be located to allow for full compliance with accessibility requirements. However, as provided in DOJ's Title II regulations, full compliance with the relevant accessibility requirements is not required in the context of new construction where a public entity can demonstrate that it is structurally impracticable to meet the requirements. Full compliance is considered structurally impracticable only in those rare circumstances when the unique

characteristics of terrain prevent the incorporation of accessibility features. 28 CFR 35.151.

Some commenters, including two disability rights advocacy organizations, a pedestrian advocacy organization and a local government DOT, requested that the Board expand the required clear width to 60 or 72 inches. The Board acknowledges that its public rights-of-way advisory committee recommended a width of 60 inches. *See* Public Rights of Way Access Advisory Committee, Building a True Community: Final Report, 13 (2001) available at <https://www.access-board.gov/files/advisory-committee-reports/prow-report.pdf>. However, that recommendation included several circumstances where a reduction in width would be permitted. *Id.* The Board opted to require 48 inches clear width with a requirement for 60 inch passing spaces as a minimum accessibility requirement. Forty-eight inches allows room for a person using a mobility device to traverse a pedestrian circulation path.

In response to the SNPRM, some commenters requested that the Access Board add a minimum width for shared use paths. Jurisdictions determine the width for a shared use path using criteria related to anticipated user volumes. AASHTO recommends that two-directional shared use paths should be 10 feet wide minimum. AASHTO, Guide for the Development of Bicycle Facilities 5–3 (4th ed. 2004). Where shared use paths are anticipated to serve a high percentage of pedestrians and high user volumes, AASHTO recommends that the paths should be 11 to 14 feet wide to enable a bicyclist to pass another path user travelling in the same direction, at the same time a path user is approaching from the opposite direction. *Id.* In certain “very rare” circumstances, AASHTO permits the width of shared use paths to be reduced to 8 feet. *Id.*

The Board is concerned that stating a minimum width, such as the width required for a pedestrian access route, may cause confusion that would result in the installation of narrower shared use paths than what would otherwise be used. Thus, the Board has maintained the requirement stated in the SNPRM that technical requirements for pedestrian access routes are applicable to the full width of shared use paths, whatever the width.

In response to a local government commenter that expressed concern that motorists would mistake a full-width curb ramp of a shared use path for a driveway, and a state DOT requested an exception for bollards that prohibit vehicular travel, the Board has added a

sentence to R302.2.2 clarifying the obstructions such as bollards are permitted on shared use paths as long as the clear width of the pedestrian access route is not reduced to less than 48 inches (1220 mm).

One local government commenter sought clarification regarding the applicable clear width for a path where bicyclists and pedestrians travel on separate but adjacent paths. A state's department of recreation asserted that for pedestrian paths with adjacent equestrian paths, the requirements should apply only to the pedestrian portion of the path. Whether a particular pedestrian facility should be considered a shared use path or not will be determined by the specific characteristics of the path. The question is whether there is a shared use path, or a pedestrian circulation path and an adjacent bike path or equestrian path.

If there is a detectable separation between the pedestrian portion of the path and the bike or equestrian portion of the path, then it may not actually be a shared use path, but rather two distinct facilities in close proximity.

Passing Spaces (R302.3)

Passing spaces must be provided at intervals of 200 feet (61 m) maximum where the clear width of the pedestrian access route is less than 60 inches (1525 mm). The passing spaces, which are 60 inches by 60 inches, are provided to allow sufficient space for two persons in wheelchairs to pass each other. Pedestrian access routes and passing spaces may overlap. In response to the NPRM, a utility company expressed concern about passing spaces being added to a pedestrian access route near an at-grade rail crossing where typically pedestrians would be channelized into the crossing. Passing spaces must be added at intervals no greater than 200 feet, but jurisdictions have flexibility to place some passing spaces at shorter intervals to ensure that specific areas are avoided.

A local government commenter requested clarification as to what length of a pedestrian circulation path would need to be altered to trigger the requirement for a passing space. As this is a question regarding how the technical requirements will be enforced, the Board notes that USDOT and DOJ may provide further specifics on this issue.

Grade (R302.4)

The grade of a pedestrian access route is the running slope of the route in the direction of pedestrian travel. Grade is the vertical change in elevation over the horizontal distance covered and is

expressed as either a ratio or, when dividing these two numbers, as a percent. The grade of pedestrian access routes must comply with the specifications corresponding to the location of the pedestrian access route, except for the grade of curb ramps and blended transitions, and ramps, which must comply with the grade specifications of their respective technical requirements (R304, R407).

Where pedestrian access routes are contained within a street or highway right-of-way, the grade of the pedestrian access route shall not exceed 1:20 (5.0%). An exception permits the grade of the pedestrian access route to not exceed the grade established for the adjacent street or highway, where the grade established for that adjacent street or highway exceeds 1:20 (5.0%) (R302.4.1). However, where pedestrian access routes are contained within crosswalks, a maximum grade of 1:20 (5.0%) is required (R302.4.3). This is consistent with AASHTO guidance, which recommends that the sidewalk grade follow the grade of adjacent roadways, and also recommends maximum cross slopes for roadways. See AASHTO, *A Policy on Geometric Design of Highways and Streets* 4–7 (7th ed. 2018); see also AASHTO, *Guide for the Development of Bicycle Facilities* 5–16 (4th ed. 2012). Where pedestrian access routes are not contained within a street or highway right-of-way, such as a shared use path that runs through either a separate right-of-way or an easement on private land, a maximum grade of 1:20 (5.0%) is required (R302.4.2).

In response to comments from state and local government entities, the Board restructured R302.4.1 (NPRM 302.5) to clarify that a pedestrian access route within a highway right-of-way may be graded to 1:20 (5.0%), even where the grade of the adjacent street is less than 1:20 (5.0%). The Board has restructured this provision to provide a general requirement of 1:20 (5.0%) maximum grade of the pedestrian access route, with an exception stating that where the grade of the adjacent street exceeds 1:20 (5.0%), the grade of the pedestrian access route shall not exceed the grade of the adjacent street. In some circumstances where the grade of the adjacent street is less than 1:20 (5.0%), compliance with the general requirement could result in a pedestrian access route with a grade of 1:20 (5.0%) maximum being steeper than the grade of the adjacent street if the grade of the adjacent street is less than 1:20 (5.0%).

The Board also received comments from four state DOTs indicating that their standard maximum for

superelevation exceeds 5%. To address this concern, the Board has added an exception for the grade of the pedestrian access route within a crosswalk, which specifies that where roadway design requires superelevation greater than 1:20 (5.0%) at the location of a crosswalk, the grade of the pedestrian access route within the crosswalk may be the same as the superelevation (R302.4.3).

In the SNPRM, the Board added a provision requiring compliance with grade requirements to the “extent practicable” in both new construction and alterations where compliance with grade requirements for pedestrian access routes “not practicable” due to existing terrain or infrastructure, right-of-way availability, a notable natural feature, or similar existing physical constraints (SNPRM R302.5.2). The Board explained that this provision was responsive to comments to the Advance Notice of Proposed Rulemaking (ANPRM) on accessibility guidelines for shared use paths indicating that physical constraints may prevent full compliance with grade requirements.

The comments received in response to the SNPRM indicate that the proposed language at SNPRM R302.5.2 did not provide additional clarity or substantial flexibilities beyond what is already available through other provisions and standards. The Board received comments from some state DOTs and local governments detailing circumstances where the grade of SUPs in their jurisdictions exceed 5% principally due to underlying terrain. For example, one local government located in a mountainous area noted that only 17% of the land within its jurisdiction has a slope of 5% or less and indicated that its design guidelines allow the grade of shared use paths to exceed 5% for short sections where topographical constraints necessitate design flexibility. A state DOT observed that the language of the SNPRM created a “grey area” where jurisdictions would use engineering judgement in determining whether compliance with the 5% maximum grade was “practicable” due to existing terrain. An accessibility advocacy organization commented that accessibility standards should be applied “100 percent” and only scaled back where existing site conditions warrant.

Upon consideration of the comments and further reflection and research, the Board has concluded that the proposed provision at SNPRM R302.5.2 specifically allowing the grade of the pedestrian access route to comply with grade requirements to the “extent

practicable”¹² where compliance is “not practicable” is not needed for the following reasons.

First, the Board notes that the Volpe Center, which assessed the costs of compliance with this provision, observed that the majority of shared use path miles cataloged in available documentation are built on abandoned or converted railroad track beds, and thus have a grade of less than 1:100 (1.0%) due to their railroad origins. *See* FRIA at 66. Further, the Board notes that the grade of shared use paths built within a highway right-of-way may match the grade of the adjacent street if it exceeds 1:20 (5.0%) (R302.4.1 Exception). In addition, AASHTO advises that the grade of a shared use path in an independent right-of-way should not exceed 5%. *See* AASHTO, *Guide for the Development of Bicycle Facilities* 5–16 (4th ed. 2012). Consequently, the majority of shared use paths will meet the technical requirements for the grade of pedestrian access routes at R302.4.

Second, the Board notes that most shared use paths are built on existing rights-of-way and thus considered alterations under the final rule. *See* FRIA at 66. As explained above, “added” pedestrian facilities were required to fully comply with technical requirements as “new construction” under the proposed rule; however, under the final rule pedestrian facilities added to existing, developed rights-of-way are alterations. *See* 104.3. Section R202.3 of the final rule allows a regulated entity to comply with a requirement to the maximum extent feasible where the requirement is technically infeasible due to existing physical constraints. Section R202.3 specifically lists underlying terrain, underground structures, adjacent developed facilities, drainage, and the presence of a significant natural or historic feature as examples of existing physical constraints that may prevent compliance with a requirement.

For example, a state department of conservation and recreation submitted a comment in response to the SNPRM requesting that the Access Board allow new shared use paths to use the grade of the existing facility that they will be built on, such as a fire road or abandoned railroad that would serve as a trail bed. Under the final rule, the construction of shared use paths on existing facilities such as these are alterations, and compliance would be

expected to the maximum extent feasible where existing physical constraints make compliance technically infeasible (*see* R202.3).

Second, with respect to newly constructed shared use paths not within a highway right-of-way, the Access Board observes that DOJ regulations implementing accessibility requirements under Title II of the ADA state that full compliance with the relevant accessibility requirements is not required in the context of new construction where a public entity can demonstrate that it is structurally impracticable to meet the requirements. 28 CFR 35.151. While under DOJ’s regulation full compliance is considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features, the comments received in response to the SNPRM indicate that the main impediment to full compliance with grade requirements is the underlying terrain. DOJ and USDOT may elect to provide additional information regarding the unique characteristics of terrain that would make compliance with grade requirements structurally impracticable.

In sum, the Board has eliminated SNPRM R302.5.4 from the final rule as unnecessary in light of other available flexibilities to address circumstances where the characteristics of the underlying terrain prevent full compliance with the technical requirements for grade.

In the final rule, the Board has also eliminated a provision that provided flexibilities for instances where compliance with grade requirements is precluded by laws intended to preserve threatened or endangered species, the environment, or archeological, cultural, historical, or significant natural features (SNPRM R302.5.5). This provision was modeled after a provision in the Board’s supplemental rulemaking under the ABA for Federal outdoor areas. 36 CFR part 1191, Appx. D 1019.1. Upon further consideration, the Board has concluded that while this exception was suitable for recreational trails in National Parks and other Federal lands, is not appropriate for the construction of transportation facilities, including shared use paths, which should be designed to prioritize equitable transportation for all, and are already subject to environmental review.

Cross Slope (R302.5)

Cross slope is the slope perpendicular to the direction of pedestrian travel (*see* R104.3). On a sidewalk, the cross slope is measured perpendicular to the curb

line or edge of the street or highway. Excessive cross slope impedes travel by pedestrians who use wheeled mobility devices, since energy must be expended to counteract the perpendicular force of the cross slope. Excessive cross slope makes it more difficult for pedestrians who use wheelchairs to travel on uphill slopes and to maintain balance and control on downhill slopes. Excessive cross slope also negatively affects pedestrians who use braces, lower limb prostheses, crutches, or walkers, as well as pedestrians who have gait, balance, or stamina impairments.

A maximum cross slope of 1:48 (2.1%) is specified for pedestrian access routes, except for pedestrian access routes contained within certain crosswalks. This is the same cross slope specified for accessible routes in buildings and facilities. 36 CFR part 1191, Appx. D 403.3. In exterior environments, this cross slope is adequate to allow water to drain off paved walking surfaces.

The Board has added an exception to this general rule to clarify that the portion of a pedestrian access route within a street that connects an accessible parallel parking space to the nearest crosswalk as specified in R310.2.2 is not required to comply with cross slope requirements.

In crosswalks, the slope of the roadway is taken into consideration because the grade or running slope of the roadway perpendicular to the direction of pedestrian travel will comprise the cross slope of the crosswalk. The NPRM specified 5 percent maximum cross slope for pedestrian access routes contained within pedestrian street crossings “without yield or stop control” (NPRM R302.6.1). The purpose of allowing a steeper cross slope at these crosswalks is to avoid a jolt to vehicles at the change of grade where vehicles do not need to slow to a yield or stop at a crossing.

In an advisory that accompanied the proposed rule text, the Board indicated that a pedestrian street crossing “without yield or stop control” included intersections with a traffic signal designed for the green phase. In response to the NPRM, several commenters indicated that the meaning of “without yield or stop control” was unclear. The Board concurs with these commenters, and in the final rule has provided more specific requirements for different types of approaches.

In R302.5.2 of the final rule, the Board breaks down the cross slope for pedestrian access routes contained within a crosswalk. Specifically, the Board addresses crosswalks where the

¹² As explained in the Major Issues section above, to improve clarity of the final rule text the Board has removed the word “practicable” in favor of “feasible,” which is used in the 2004 ABA and ADA Accessibility Guidelines.

intersection approach has a stop or yield control device such as a stop or yield sign or a flashing red or yellow light (R302.5.2.1); crosswalks at uncontrolled intersection approaches where there is no indication that traffic must slow or stop (R302.5.2.2); and crosswalks at intersection approaches with a traffic control signal or pedestrian hybrid beacon, which have phases where traffic need not slow to cross the intersection, such as when the traffic signal is green or when the pedestrian hybrid beacon is not activated (R302.5.2.3).

The cross slope of the pedestrian access route within a midblock crosswalk or a crosswalk at a roundabout is permitted to be the same as the grade of the street that it crosses (R302.5.2.4). The Board added a reference to crossings at roundabouts to clarify that these crosswalks, which do not occur at traditional intersections, operate similarly to midblock crossings.

In response to the NPRM, the Board received numerous comments on the topic of cross slope, which are addressed above in the Major Issues section. The Board has assessed the costs of compliance of R302.5.2 in the FRIA. *See* FRIA at 114.

Surfaces (R302.6)

The walking surfaces of pedestrian access routes, elements, and spaces that are required to be accessible shall be stable, firm, and slip resistant (R302.6). This is the same requirement as the proposed rule (NPRM 302.7); in the final rule, the Board made edits for clarity.

The NPRM contained a provision regarding vertical alignment of surfaces, which was intended to communicate that adjacent surfaces, such as pavers, portions of sidewalk, or other pedestrian facilities and elements within the pedestrian access route, be on the same plane. The provision further required grade breaks to be flush (*i.e.*, without a gap between them), and stated requirements for at-grade rail crossings. Commenters mostly expressed confusion regarding the purpose of this provision. In the final rule, the Board has removed most of this provision, leaving only the requirement that grade breaks be flush (R302.6.1). The Board determined that the proposed requirement for planar surfaces was not needed in light of requirements for grade (R302.4), cross slope (R302.5) and changes in level (R302.6.2). The requirements for at-grade rail crossing surfaces have been consolidated at R302.6.4.

Changes in Level (R302.6.2)

In the proposed rule, the Board used the term “vertical surface discontinuities” to describe what is referred to as “changes in level” in the 2004 ABA and ADA Accessibility Guidelines. *See* NPRM R302.7.2; *see also* 36 CFR part 1191, Appx. A 303. In response to the NPRM, commenters suggested that this section be revised for better consistency with the 2004 ABA and ADA Accessibility Guidelines. The Board concurred with this suggestion and has updated the language at R302.6.2 to address “changes in level.” The term “surface discontinuities” has been eliminated from the guidelines.

The term “changes in level” as used in these guidelines refers to an abrupt increase or decrease in the level of the walking surface of a pedestrian access route, such as occurs when one sidewalk panel is slightly higher than an adjacent panel. It is measured relative to the plane of the walking surface; it does not take into consideration the grade of the pedestrian access route. The text of this provision has been revised for clarity. The requirements state that changes in level up to $\frac{1}{4}$ inch (6.4 mm) may be vertical. Changes in level between $\frac{1}{4}$ inch (6.4 mm) high and $\frac{1}{2}$ inch (13 mm) high must be beveled.

The Board has also included an additional clarification that changes in level greater than $\frac{1}{2}$ inch (13 mm) up to 6 inches (150 mm) must have a slope no greater than 1:12 (8.3%), and changes in level greater than 6 inches (150 mm) must comply with the requirements for ramps at R407. The Board added these provisions in response to comments and due to the many technical assistance inquiries seeking clarification as to where in the public right-of-way pedestrian access routes are to be treated as ramps.

In the public right-of-way, changes in level of 6 inches (150 mm) or less are not subject to the ramps technical requirements and thus do not require handrails, edge protection, or landings. This clarification addresses local government commenters’ concerns about the difficulty of limiting changes in level to $\frac{1}{2}$ inch (13 mm) in the public right-of-way due to soil movements. The Board acknowledges that sidewalk panels shift over time due to tree root growth, soil movement, and other factors. The Board anticipates that the clarified provisions will help jurisdictions better plan for sustained compliance through regular maintenance programs.

The Board acknowledges comments from two state government commenters that requested a requirement that utility

covers, vault frames, and gratings not be located on curb ramps in new construction. The Board does recommend that these items be located elsewhere in new construction; however, these items are permitted if installed consistent with the requirements.

Horizontal Openings (R302.6.3)

Horizontal openings in ground surfaces, for example, holes in gratings or gaping cracks in pavement, must not be so large such that a sphere larger than $\frac{1}{2}$ inch in diameter may pass through. The Board revised the language of this provision slightly from the proposed NPRM 302.7.3 to clarify that holes in gratings and joints are examples of horizontal openings, not the only horizontal openings covered by PROWAG.

In general, elongated openings are permitted perpendicular to the dominant direction of travel. In the final rule, in response to comments from a state DOT and a pedestrian advocacy organization, the Board has clarified that elongated openings are not permitted where pedestrian access routes intersect as a single dominant direction of travel cannot be identified in that circumstance.

The Board notes the concern raised by one commenter that one northern state uses 1-inch-wide horizontal openings on stairs to minimize snow and ice build-up, and acknowledges that newly constructed and altered stairs in this jurisdiction may require additional maintenance to clear snow and ice. However, equity requires that persons with disabilities in northern climates also have access to pedestrian facilities. A cane or crutch tip may become trapped in a horizontal opening wider than $\frac{1}{2}$ inch.

In response to the NPRM, a local government commenter indicated that the horizontal openings requirements may conflict with water drainage in existing rights-of-way. As discussed above, alterations in existing rights-of-way are to comply with technical requirements to the maximum extent feasible where existing physical constraints make compliance with applicable requirements technically infeasible.

Surfaces at Pedestrian At-Grade Rail Crossings (R302.6.4)

In the final rule, the Board has consolidated at R302.6.4 all of the surface requirements for pedestrian access routes at pedestrian at-grade rail crossings. The surface alignment requirement (R302.6.4.1) has not changed from the proposed rule, except

that it was moved from the proposed vertical alignment section (NPRM R302.7.1), which was eliminated. Where a pedestrian access route crosses rails at grade, the pedestrian access route surface must be level and flush with the top of rail at the outer edges of the rails, and the surface between the rails must be aligned with the top of rail. This requirement keeps the surface of these crossings as consistent as possible except for the flangeway gap.

Flangeway gaps are the horizontal opening immediately adjacent to the rails that allow passage of train wheel flanges. Flangeway gaps, like other horizontal openings in a walking surface, can pose a potential hazard to pedestrians with certain disabilities because they can entrap wheelchair casters, walker wheels, and crutch or cane tips.

The requirements for flangeway gaps have been set at the narrowest dimension that allows a train to safely traverse a pedestrian crossing. There are two different dimensions for flangeway gaps: 3 inches maximum for crossings located on railroad track subject to Federal Railroad Administration (FRA) safety regulations at 49 CFR part 213, and 2 and 1/2 inches maximum for all others (R302.6.4.2). In the proposed rule, the Board had described these two categories as “freight rail track” and “non-freight rail track,” but revised the description for clarity at the request of the FRA.

In response to the proposed rule a public utilities commission requested that the Board include a specification for field side gaps (*i.e.*, gaps on the outer side of the rail). An additional specification is not needed for field side gaps because the general requirement for horizontal openings (1/2 inch) at R302.6.3 applies. A railroads association commented that while a 3-inch gap is acceptable for new construction, flangeway gaps widen over time. The Board acknowledges that, similar to many accessibility requirements, maintenance to sustain compliance may be required.

The same railroads association also commented that a 2 and 1/2 inch gap is not sufficient for Amtrak and other commuter railroads. However, those railroads generally operate on track subject to FRA safety regulations at 49 CFR part 213, and thus would be subject to the 3-inch maximum, not the 2 and 1/2 inch maximum. A state DOT questioned whether the maximums set would cause derailments, but did not provide any factual basis for this concern. An association of transportation engineers requested an exception where specific freight safety

issues are identified. The association did not provide further information regarding the specific freight safety issues that would be presented by the 3-inch (75 mm) maximum requirement. The Board notes that this maximum is applicable only at pedestrian crossings; in alterations, compliance is expected to the maximum extent feasible where existing physical constraints make compliance with applicable requirements technically infeasible (R202.3).

A public utilities commission requested a requirement for flange filler. In the NPRM, the Board asked a question seeking information or research on materials and devices that fill the flangeway gap but received no responses. At the time that the NPRM was published, the Board anticipated that significant research would be undertaken on this topic. The Board acknowledges that flangeway gap fillers are used at some light rail station stops; however, there has not been sufficient research for the Board to conclude that a national mandatory requirement for flangeway gap fillers at grade-level crossings is appropriate. The Board intends to encourage further research on this topic, and may revisit a requirement for flangeway gap fillers in the future.

R303 Alternate Pedestrian Access Routes

The proposed rule did not contain technical provisions for alternate pedestrian access routes. Rather the scoping incorporated by reference specific provisions of the MUTCD. In response to commenter concerns, and as described above, the Board has eliminated references to the MUTCD and included technical requirements directly in the rule text.

In proposed section NPRM 205, the Board indicated that alternate pedestrian access routes must comply with sections 6D.01, 6D.02 and 6G.05 of the MUTCD (2009 Edition). The proposed rule further noted that where provided, pedestrian barricade and channelizing devices were required to comply with sections 6F.63, 6F.68, and 6F.71 of the MUTCD.¹³

The guiding principle with respect to accessibility for MUTCD alternate pedestrian access routes is found in MUTCD 6D.02 paragraph 3, which states, “When existing pedestrian facilities are disrupted, closed, or

relocated in a [temporary traffic control] zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.” In section R303, the Board has specified the required accessibility features of alternate pedestrian access routes to ensure that they are detectable and contain the basic accessibility features of the closed route without being overly burdensome.

Signs (303.2)

The final rule requires that jurisdictions provide signs identifying alternate pedestrian access routes in advance of decision points. The signs must comply with technical requirements for characters at R410. In addition, proximity actuated audible signs or other non-visual means of conveying the information on the signs must be provided within the public right-of-way.

The signs are intended to provide clarity to pedestrians as to where any alternate pedestrian access route is located. Placing signs ahead of decision points, such as at an intersection that precedes a closed sidewalk, reduces the need for pedestrians to retrace their steps or alternately attempt to cross a roadway at a place other than a crosswalk.

The proposed rule referenced MUTCD 6D.01 paragraph 3, which requires that jurisdictions provide advance notification of sidewalk closures. Equity requires that whatever information is made available to sighted persons must also be provided in a non-visual format. Equitable access to information on alternate pedestrian access routes is contemplated in the guidance to MUTCD 6D.02, which was referenced in the proposed rule:

Because printed signs and surface delineation are not usable by pedestrians with visual disabilities, blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with visual disabilities by providing audible information devices, accessible pedestrian signals, and barriers and channelizing devices that are detectable to pedestrians traveling with the aid of a long cane or who have low vision.

The Board also indicated in an advisory that accompanied the proposed rule that proximity-actuated audible signs are a preferred means to warn pedestrians who are blind or have low vision about sidewalk closures (NPRM Advisory R205).

In response to the NPRM, the Board received comments from four disability rights advocacy organizations, one state

¹³ The Board acknowledges that some of the MUTCD provisions that were incorporated by reference contained standards that are not relevant to accessibility and therefore beyond the scope of this regulation. Accordingly, the substance of those non-relevant provisions of the MUTCD is not included in this final rule.

council on disability, and one state DOT in support of the use of proximity actuated audible signs. Two engineering organizations expressed concern that proximity actuated audible signs are not commonly used, would be expensive, and would likely be stolen. A rail transit and crossings branch of a public utility expressed concern that proximity actuated signs should not be required at rail crossings, where they might not be heard.

As stated above, equity requires that information provided in a visual format to pedestrians also be provided in a non-visual format so that pedestrians who are blind or have low vision have equal access to the information. The Board has evaluated the costs of these devices in the FRIA. *See* FRIA at 128. Further, the Board is confident that jurisdictions will find ways to secure these devices, as they do other types of equipment, to reduce the risk of theft. There is no exception for at-grade rail crossings. While the noise of a passing train may momentarily compete with an audible sign, during all other times it would be as functional as anywhere else. It is critical that dangerous areas for pedestrians, such as at-grade rail crossings, offer maximum accessibility with respect to safety information, such as information relating to an alternate route.

Surface (R303.3)

The surface of an alternate pedestrian access route must comply with technical accessibility requirements for surfaces at R302.6 at least to the extent that the closed route complied with those surface requirements. This is consistent with the proposed rule's reference to MUTCD 6D.02, which requires that temporary pedestrian facilities have accessibility features consistent with the closed route.

Continuous Clear Width (R303.4)

The minimum continuous clear width of alternate pedestrian access routes must be 48 inches, except where an alternate pedestrian access route utilizes an existing pedestrian circulation path, in which case the width must be at least the width of the temporarily closed pedestrian circulation path. MUTCD 6D.02 paragraph 3, which was referenced in the proposed rule, requires that temporary facilities include accessibility features consistent with the features present in the existing pedestrian facility.

With respect to the requirements for clear width of alternate pedestrian access routes, the Board has sought to balance the concerns of over 150 individual commenters and several

disability rights and pedestrian advocacy organizations who support mandatory alternate pedestrian access routes usable by persons with disabilities, with the concerns of six state and local DOTs that would like the accessibility requirements for alternate routes not to exceed the existing accessibility of the temporarily closed route.

The Board has provided a general requirement for a minimum clear width of 48 inches, which as described in the discussion of pedestrian access routes at R302.2 above, is the minimum width that the Board has determined to be accessible for persons with disabilities. This width is achievable where an alternate pedestrian access route is provided within the roadway using barricades, or where an existing sidewalk used for the alternate pedestrian access route is at least 48 inches (as is the case in most central business districts and many jurisdictions that have already adopted 48 inches as a minimum sidewalk width). *See* FRIA at 76. However, as the Board is aware that there are existing sidewalks that will need to be used as alternate pedestrian access routes that are not 48 inches, the Board has provided an exception indicating that where an existing pedestrian circulation path is used as the alternate pedestrian access route, the width of the alternate route must not be less than the width of the temporarily closed path.

Curb Ramps or Blended Transitions (R303.5)

Where an alternate pedestrian access route crosses a curb, a curb ramp or blended transition complying with the requirements must be provided to ensure that the alternate pedestrian access route is useable by persons with mobility disabilities. A curb ramp or blended transition is required regardless of whether the temporarily closed pedestrian circulation path contained this accessibility feature. Again, the Board is seeking to balance the concerns of over 150 individual commenters and disability rights and pedestrian advocacy organizations with the concerns of local and state DOTs about the burden of building temporary facilities. An alternate pedestrian access route that does not provide a curb ramp or blended transition over a curb would not be usable for many persons with mobility disabilities, and they would not have equal access to the alternate route.

Detectable Edging of Channelizing Devices (R303.6)

Where a channelizing device is used to delineate an alternate pedestrian access route, continuous detectable edging complying with technical requirements must be provided for the length of the route. An exception is provided for places where pedestrians or vehicles turn or cross, which would necessitate a gap in the channelizing device and detectable edging. Where detectable edging is provided, the top of the topmost part of the detectable edging cannot be lower than 32 inches above the ground and must not be sharp or abrasive. These specifications allow for persons who are blind or have low vision to detect the edging by running their hands along the topmost part of the edging. The bottommost part of the edging cannot be more than 2 inches above the ground to allow for continuous cane detection. These specifications for detectable edging come from MUTCD 6F.63 paragraph 5, which was incorporated by reference in the proposed rule.

Pedestrian Signal Heads (R303.7)

Temporary pedestrian signals at alternate pedestrian access routes are not required by these guidelines. However, when a jurisdiction decides to provide temporary pedestrian signal heads in the public right-of-way, they are subject to these guidelines, as specified at R201.2. The Board has reiterated this requirement at R303.7 to ensure that jurisdictions understand that when a temporary pedestrian signal head is provided at a crosswalk that is part of an alternate pedestrian access route, pedestrian pushbuttons or passive detection devices complying with the technical requirements at R307 must be provided. Similar to the requirements for temporary signage, equity requires that visual information provided on pedestrian signal heads must be available to persons who are blind or have low vision in a non-visual format.

R304 Curb Ramps and Blended Transitions

Curb ramps provide a smooth transition where a pedestrian access route crosses a curb. Blended transitions provide a smooth wraparound connection at a corner or a flush connection where there is no curb to cut through. There are two types of curb ramps: perpendicular and parallel. Perpendicular curb ramps have running slopes that are perpendicular to the curb or street served. Parallel curb ramps have running slopes that are parallel to the curb or street served. Parallel curb

ramps provide a smooth transition to a landing at street level where a turn is made to enter the crosswalk. Blended transitions connect a pedestrian circulation path to the crosswalk with a grade not steeper than 1:20 (5.0%). Examples of blended transitions are depressed corners or a connection from a sidewalk to a raised crosswalk. Although curb ramps may have slopes of 1:20 (5.0%) or less, blended transitions are not curb ramps with slopes 1:20 (5.0%) or less.

In the final rule, this section has been reorganized for clarity. In response to commenter concerns, the Board has provided definitions in R104.3 for “perpendicular curb ramp,” “parallel curb ramp,” and “blended transitions.” In addition, in the final rule, the Board has substituted the term “landing” for “turning space,” in response to commenters’ requests for consistency with ADAAG terminology. The Board had used the term “turning space” in the NPRM to avoid confusion with the “landings” associated with ramps (R407). However, the Board acknowledges that “landing” is the commonly used term for these curb ramp-associated spaces, and in the final rule now uses the term “landing.” It is important to note, however, that the landings associated with ramps (R407.6) have different technical requirements than the landings associated with curb ramps (R304.2.4 and R304.3.4). Curb ramps are not “ramps” for the purposes of PROWAG (see definition of “ramp” at R104.3) and are thus not subject to the requirements for ramps at R407.

Perpendicular Curb Ramps (R304.2)

Numerous commenters from state and local government entities and an engineering association expressed confusion as to the proposed 1:20 (5.0%) minimum for the running slope of curb ramps, pointing out that in many cases a curb ramp need not reach 5% depending on the grade of the adjacent pedestrian facilities. The Board concurred with commenters and in the final rule has removed the minimum running slope and stated only a maximum of 1:12 (8.3%) (R304.2.1). In addition, the Board has added an exception to clarify that where the curb ramp length must exceed 15 feet (4.6 m) to achieve a 1:12 (8.3%) running slope, the curb ramp length shall extend at least 15 feet (4.6 m) and may have a running slope greater than 1:12 (8.3%). A curb ramp complying with the exception to R304.2.1 need not exceed 15 feet in length.

The cross slope of perpendicular curb ramp runs is specified at 1:48 (2.1%) maximum (R304.2.2). The Board has

provided an exception stating that for curb ramps at a crosswalk, the cross slope may be equal to or less than the cross slope permitted at the crosswalk. This exception corrects an error in the proposed rule indicating that at certain pedestrian street crossings, the cross slope could equal the highway grade (NPRM R304.5.3); this conflicted with the cross slope provisions for certain crosswalks.

The requirements for grade breaks were moved out of the common requirements section to the perpendicular and parallel curb ramps sections for clarity. Grade breaks at the top and bottom of a curb ramp run must be perpendicular to the direction of the curb ramp run (R304.2.3). Grade breaks are not permitted on the surfaces of curb ramp runs and landings. Surface slopes that meet at grade breaks must be flush. There are no changes to this requirement from the proposed rule.

For each perpendicular curb ramp, a clear area 48 inches (1220 mm) wide by 48 inches (1220 mm) long must be provided beyond the bottom grade break and within the width of the crosswalk (R304.2.4). The clear area must be located outside the vehicle lanes, including any bike lanes, that run parallel to the crosswalk. The running slope of the clear area cannot exceed 1:20 (5.0%) maximum, and the cross slope is as specified by R302.5. The purpose of the clear area is to allow pedestrians an area outside of the vehicle lanes to orient themselves to the crossing.

In the proposed rule, this provision was entitled, “Clear Space” and appeared in the common requirements for curb ramps and blended transitions (NPRM R304.5.5). In the final rule it has been renamed “Clear Area” to avoid confusion with the clear spaces described at R404 and has been moved to the section specific to perpendicular curb ramps for clarity. Also in the final rule, the Board has specified slope and cross slope of clear areas in response to commenters’ request for clarity on these requirements. In addition, the Board has clarified that vehicle lanes include any bike lanes.

Numerous state and local government entity commenters expressed confusion regarding the required location of the clear space, and in particular the requirement that the clear space be located wholly outside the parallel vehicle travel lane. Some commenters erroneously thought that an additional 48 inches of shoulder would be required to comply with this requirement. The confusion reflects a misunderstanding of how compliance is assessed. Each curb ramp is assessed separately, so

although the clear space may be in a vehicle travel lane that is *perpendicular* to the pedestrian direction of travel, vehicle travel of that lane would be stopped when pedestrians enter the clear area to orient themselves to the crossing. The appropriate inquiry to assess compliance is whether the clear area is wholly outside the *parallel* vehicle travel lane when looking at the individual curb ramp.

When a change in direction is necessary to access the top of a perpendicular curb ramp from a pedestrian access route, a landing 48 inches (1220 mm) wide minimum by 48 inches (1220 mm) long minimum must be provided at the top of the curb ramp (R304.2.5). At shared use paths, the landing must be as wide as the shared use path. In response to numerous comments, the final rule eliminates a proposed requirement for a larger landing where the turning space is constrained. The cross slope requirements for landings, which appeared in the proposed rule at NPRM 304.5.3, have been consolidated into the perpendicular curb ramp section. Slope requirements have been added for clarity.

Perpendicular curb ramps must have flared sides with a 1:10 (10.0%) maximum slope where a pedestrian circulation path crosses the side of a curb ramp (R304.2.6). The slope of the flared sides is measured parallel to the curb line. In the NPRM, the Board sought comment on whether a steeper side flare slope should be specified (NPRM Question 18). While a few state and local government entities and other commenters expressed support for increasing the slope of flared sides, others, mostly disability rights advocacy organizations and individuals sought to retain the 1:10 (10%) maximum citing hazards to pedestrians. The Board carefully considered the comments and was persuaded that increasing the slope of flares beyond 1:10 (10.0%) would present accessibility issues. Thus, the Board has retained the 1:10 (10.0%) maximum side flare slope.

The Board has added a new provision at R304.2.7 which clarifies that a transitional segment may be used in the connection of a perpendicular curb ramp or its landing to a pedestrian access route. A transitional segment is defined in R104.3 as “[t]he portion of a pedestrian circulation path that connects adjacent surfaces with different slopes or dimensions to provide a smooth transition.” The purpose of allowing a transitional segment is to address circumstances such as the warping in the pedestrian circulation path that will need to occur,

even in new construction, to connect a curb ramp or landing with a cross slope that exceeds 1:48 (2.1%) to a pedestrian access route with a cross slope of 1:48 (2.1%) maximum.

Parallel Curb Ramps (R304.3)

Numerous commenters from state and local government entities and a public works association expressed confusion as to the proposed 1:20 (5.0%) minimum for the running slope of curb ramps, pointing out that in many cases a curb ramp need not reach 5% depending on the grade of the adjacent pedestrian facilities. The Board concurred with commenters and in the final rule has removed the minimum running slope and stated only a maximum of 1:12 (8.3%) (R304.3.1). In addition, the Board has added an exception to clarify that where the curb ramp length must exceed 15 feet (4.6 m) to achieve a 1:12 (8.3%) running slope, the curb ramp run length shall extend at least 15 feet (4.6 m) and may have a running slope greater than 1:12 (8.3%). Curb ramps complying with the exception to R304.3.1 need not exceed 15 feet.

The cross slope of parallel curb ramp runs is 1:48 (2.1%) maximum (R304.3.2). This provision was moved from the common requirements for curb ramps and blended transitions in the proposed rule (NPRM R304.5.3).

The requirements for grade breaks were moved out of the common requirements section to the perpendicular and parallel curb ramps sections for clarity. Grade breaks at the top and bottom of a curb ramp run must be perpendicular to the direction of the curb ramp run (R304.3.3). Grade breaks are not permitted on the surfaces of curb ramp runs and landings. Surface slopes that meet at grade breaks must be flush. There are no changes to this requirement from the proposed rule.

Landings that are 48 inches (1220 mm) wide minimum by 48 inches (1220 mm) long minimum must be provided at the bottom of parallel curb ramps (R304.3.4). As discussed above, in the proposed rule these landings were referred to as "turning spaces" (NPRM R304.3.1). In response to numerous comments, the final rule eliminates a proposed requirement for a larger landing where the turning space was constrained. The cross slope requirements for parallel curb ramp landings, which appeared in the proposed rule at NPRM 304.5.3, have been moved into the parallel curb ramp section. Slope requirements have been added for clarity.

Blended Transitions (R304.4)

A blended transition is a wraparound connection at a corner, or a flush connection where there is no curb to cut through, other than a curb ramp (R104.3). A blended transition is permitted in lieu of a curb ramp where a pedestrian access route crosses a curb, and where there is a flush connection between the sidewalk or shared use path and a crosswalk, such as at a raised crossing. When designed properly, one blended transition can serve all of the crosswalks at an intersection corner. The running slope of blended transitions is 1:20 (5.0%) maximum (R304.4.1).

The cross slope of a blended transition must be equal to or less than the cross slope of the crosswalk it serves (R304.4.2). The final rule corrects an error in the proposed rule indicating that at certain pedestrian street crossings, the cross slope of a blended transition may equal the highway grade (NPRM R304.5.3); this conflicted with the cross slope provisions for certain crosswalks. As explained above, the cross slope provision was moved from the common requirements for curb ramps and blended transitions in the proposed rule (NPRM R304.5.3) to provide greater clarity.

In the final rule, the Board has added a provision requiring a bypass where a blended transition serving more than one pedestrian circulation path has a running slope greater than 1:48 (2.1%). This is provided so that a pedestrian with a disability may bypass the slope of blended transition that the individual does not need to use. Without a bypass an individual with a disability may be forced to unnecessarily traverse a corner at a 1:20 (5.0%) cross slope. A bypass for blended transitions was not included in the proposed rule; individuals contacting the Board for technical assistance in implementing the proposed guidelines brought this issue to the attention of the Board.

Common Requirements (R304.5)

R304.5 specifies technical requirements applicable to both curb ramps and blended transitions.

Clear Width (R304.5.1)

The minimum clear width of curb ramps and blended transitions not on shared use paths is 48 inches (1220 mm) (R304.5.1.1). The minimum clear width of curb ramps and blended transitions on shared use paths is the width of the shared use path (R304.5.1.2).

In response to the SNPRM, the Board received comments from a few local government entities indicating concerns

about the requirement that a curb ramp or blended transition on a shared use path be the same width as the shared use path. One local government commenter expressed concern that motorists would mistake a full-width curb ramp for a driveway. Another indicated that a full width curb ramp might be hard to achieve in an alteration. Another indicated that drainage, bridges, or utility poles might preclude full compliance.

The Board notes that jurisdictions have options to discourage motorists from erroneously entering a shared use path at a curb ramp, including signage or properly installed bollards (*see* R302.2.2). The Board further notes that alterations subject to existing physical constraints that make compliance with applicable requirements technically infeasible must comply with the applicable requirements to the maximum extent feasible (R202.3); in new construction of undeveloped land, the placement of drainage, bridges, or utility poles should not be an issue. In the SNPRM, the Board indicated that the requirement that a curb ramp or blended transition on a shared use path be the same width as the shared use path was similar to section 5.3.5 of the AASHTO Guide for the Development of Bicycle Facilities (2012). That provision states that the opening of a shared use path at a roadway should be the same width as the shared use path itself. While the Board considers the AASHTO approach to be best practice and anticipates that most jurisdictions will maintain the same width of a shared use path approaching a crosswalk, especially in new construction on undeveloped land, the language of R304.5.3 does not preclude a jurisdiction from tapering the width of a shared use path as it approaches a crosswalk. The clear width of the curb ramp must be the width of the shared use path at the place that the curb ramp meets the shared use path.

Change of Grade (R304.5.2)

A change of grade is an abrupt difference in the grades of two adjacent surfaces. Change of grade is determined by adding the two opposing slopes together. Where a change of grade that exceeds 13.3% occurs between a curb ramp or blended transition and the street or gutter, the final rule requires a transition space, with a running slope of 1:48 (2.1%) maximum and a cross slope no greater than the cross slope of the crosswalk as specified by R302.5, between the two surfaces that is a minimum of 24 inches in depth in the direction of pedestrian travel and the full width of the curb ramp. This

requirement is intended to prevent a wheelchair from tipping over while traversing an abrupt change of grade.

An accessible design firm commented that the change of grade should be limited to 11%. The Board acknowledges that its Public Rights-of-Way Access Advisory Committee recommended an 11% limit on change of grade in its 2001 report. *See* Public Rights-of-Way Advisory Committee, *supra*, at 18. However, the proposed change of grade has been 13% for many years, as described below, and the Access Board is not aware of safety issues resulting from this practice.

The proposed rule addressed change of grade as “Counter Slope” (NPRM R304.5.4) and specified a 5% maximum counter slope. Commenters requested additional clarity with respect to this provision. This provision has been reworded for clarity, and also to add an option for a change of grade that exceeds 13.3% if a transitional space is provided. However, the substantive requirements have not changed; the 13.3% maximum is a function of the 1:12 (8.3%) upper limit on curb ramp running slope (R304.2.1) and the 1:20 (5.0%) limit on grade of the pedestrian access route (R302.4), which was the permitted counter slope in the proposed rule.

Crosswalks (R304.5.3)

To ensure equitable safety to pedestrians with disabilities, in the final rule the Board has added a separate provision clarifying that curb ramps and blended transitions must lead directly into crosswalks. Specifically, perpendicular curb ramp runs and parallel curb ramp landings must be contained wholly within the width of the crosswalk they serve. In addition, the full width of blended transitions at shared use paths and 48 inches (1220 mm) of blended transitions at all other pedestrian circulation paths must be contained wholly within the width of the crosswalks they serve. In the proposed rule, the Board specified that the clear area required at the bottom of curb ramps be contained wholly within the width of the crosswalk served (NPRM R304.5.5). In light of the confusion exhibited by commenters with respect to the proposed clear area provision, the Board has made explicit the requirement that curb ramps and blended transitions lead directly into crosswalks.

Surfaces (R304.5.4)

In the final rule, the Board has added a provision clarifying that surfaces of curb ramps and blended transitions must comply with the technical

requirements for surfaces of pedestrian access routes at R302.6; however, changes in level as described at R302.6.2 are not permitted.

R305 Detectable Warning Surfaces

Detectable warning surfaces are cane detectable surfaces consisting of truncated domes aligned in a square or radial grid pattern. As indicated in R205, detectable warning surfaces are required at specified locations to warn pedestrians who are blind or have low vision that they are entering or exiting a vehicular way, or that there is a drop from a boarding platform into a track street.

Two individual commenters and a manufacturer of detectable warning surfaces requested that the Board add wayfinding elements to the technical requirements for detectable warning surfaces. The Board is aware that there are detectable wayfinding surfaces that exist that provide tactile directional guidance. However, these serve a different purpose than the detectable warning surfaces required by ADAAG and PROWAG, which serve to warn pedestrians of the presence of a vehicular way.

As described in the final regulatory impact analysis, detectable warning surfaces as described in the proposed rule have been widely implemented throughout the United States over the past decade. FRIA at 13. Widespread consistent implementation of detectable warning surfaces coupled with the final rule’s clarified requirement at R304.5.4 that curb ramps and blended transitions lead directly into crosswalks will provide additional wayfinding for pedestrians who are blind or have low vision. The Board will continue to monitor developments in outdoor wayfinding for possible future updates to PROWAG.

Dome Size and Spacing (R305.1.1 and R305.1.2)

The truncated domes on detectable warning surfaces have a base diameter of 0.9 inches (23 mm) minimum and 1.4 inches (36 mm) maximum, a top diameter of 50 percent of the base diameter minimum and 65 percent of the base diameter maximum, and a height of 0.2 inches (5.1 mm) (R305.1.1). In the final rule, in consideration of technical assistance inquiries received by the Access Board since publication of the proposed rule, the Board has added a sentence clarifying that when detectable warning surface tiles are cut to fit, partial domes are permitted along the cut edges.

With respect to spacing, truncated domes have a center-to-center spacing of

1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inches (17 mm) minimum, measured between the most adjacent domes (R305.1.2). In the final rule, the Board has added an exception to clarify that when detectable warning surfaces are cut to fit, center-to-center spacing measured between domes adjacent to cut edges may exceed the spacing requirement up to twice the normal spacing between domes (R305.1.2 Exception 1). In addition, the Board has added an exception to clarify that dome spacing requirements do not apply at a gap in a detectable warning surface at an expansion joint, provided that the detectable warning surface aligns with both edges of the expansion joint (R305.1.2 Exception 2). This exception is particularly relevant to the installation of detectable warning surfaces on boarding platforms in the public right-of-way.

An advocacy organization for people who are blind commented that the Board should restate the dome size with exact specifications to ensure uniformity and to avoid the potential domes that are too large and close together to be detected. The Board maintains a narrow range in the permitted dome size to account for the various materials used for detectable warning surfaces. Again, over the past decade the proposed guidelines for detectable warning surfaces have been implemented by numerous jurisdictions throughout the United States; the Board is not aware of a detectability issue for detectable warning surfaces made within the required specifications.

A few other concerns were raised by commenters regarding the truncated dome design of detectable warning surfaces: one individual indicated that the truncated domes are too rough on wheelchair users; another individual asserted that the truncated dome design is difficult to keep free of snow and ice; and a regional association of engineers was concerned that the spacing would present a hazard to rollerbladers and skateboarders. The Board is aware that people who use wheelchairs typically prefer smooth surfaces for rollability; however, the Board must balance the accessibility needs of individuals with various types of disabilities. With respect to the concern regarding maintenance of detectable warning surfaces, the Board notes that over the past decade numerous jurisdictions that experience winter weather have been able to implement and appropriately maintain detectable warning surfaces. Further, the Board is not aware of widespread hazards to rollerbladers and

skateboarders posed by detectable warning surfaces.

Contrast (R305.1.3)

Detectable warning surfaces must contrast visually with adjacent walking surfaces, either light-on-dark or dark-on-light. Four commenters requested a more specific measure of contrast, such as 70%. Ten individual commenters, three disability rights advocacy organizations, and a pedestrian advocacy organization requested that the Board require that detectable warning surfaces be “federal yellow.” The Board has carefully considered these comments and declines to require a specific color or contrast percentage. The Board appreciates the desire for measurable standards; however, the percentage of contrast between surfaces is difficult to measure in outdoor environments that will have varying lighting conditions throughout the day. Further, as PROWAG does not specify a color or building material for any pedestrian surfaces, it would be difficult to specify a single color that would provide appropriate contrast in all circumstances. For example, federal yellow may provide less contrast with a concrete sidewalk than a maroon or black detectable warning surface. The Board has concluded that contrast is appropriately assessed on a case-by-case basis in consideration of the building materials used.

Size of Detectable Warning Surface (R305.1.4)

Detectable warning surfaces must extend 24 inches (610 mm) minimum in the direction of pedestrian travel. The width is specified depending on the type of pedestrian facility where the detectable warning surface is installed. This provision has been restructured for clarity. In the final rule, the Board has clarified that at cut-through pedestrian islands, the width of the detectable warning surface is the full width of the pedestrian circulation path; detectable warning surfaces at pedestrian refuge islands with curb ramps were already covered under the specification for the width of detectable warning surfaces at curb ramps and blended transitions, which is the full width of the curb ramp run (excluding any flared sides), blended transition, or landing.

In response to the proposed rule, the Board received comments from one individual and several local government entities in California requesting that the Board require a minimum of 36 inches in the direction of pedestrian travel or clarification as to whether 36 inches is permitted under PROWAG. The Board is aware that state requirements in

California specify a 36-inch depth of detectable warning surfaces at curb ramps. *See* Cal. Code Regs. tit. 24, § 11B-705.1.2.2 (2022). Under PROWAG, detectable warning surfaces must extend a minimum of 24 inches in the direction of pedestrian travel. No maximum is stated; thus 36 inches is permitted. The Board notes that the requirement for a minimum of 24 inches (610 mm) of detectable warning surface in the direction of travel is supported by research. *See* Public Rights-of-Way Access Advisory Committee, *supra*, at 107 (describing the Committee’s recommendation for a 24-inch (610 mm) detectable warning surface). To minimize the potential discomfort to some wheelchair users who traverse these surfaces, the Board seeks to require only the minimum length needed to provide adequate detectable warning.

Location (R305.2)

Section R305.2, called “Placement” in the NPRM, indicates specifically where a detectable warning surface is to be located at each of the places listed in R205 where detectable warning surfaces are required. In the final rule, the Board has revised the title of Section R305.2 to “Location” and the language of this section to address scenarios where there is no curb. The Board uses the phrase “edge of pavement” to refer to the place where the curb ramp or blended transition meets the street.

In addition, the Board has added a sentence stating that if a concrete border is required for proper installation of a detectable warning surface, a concrete border not exceeding 2 inches is permitted on all sides of the detectable warning surface except where the requirements at R305.2.1, R305.2.3, and R305.2.4 specifically allow a setback of six inches between the detectable warning surface and the edge of pavement. In the proposed rule, the Board provided an advisory indicating that where a concrete border is required for proper installation of a detectable warning surface, the border should not exceed 2 inches (NPRM Advisory R305.2). A local government in Texas and an association of accessibility professionals in Texas requested that the Board allow a 4-inch border. A design firm indicated that the Board should allow 6 inches on either side of the detectable warning surface, and a local government requested a 2-inch tolerance for the full width of a curb ramp. The Board is not aware of detectable warning surfaces requiring a border larger than 2 inches for proper installation. The option for up to a 6-inch (150 mm) setback between the

detectable warning surface and the edge of pavement is provided to minimize the potential for damage to detectable warning surfaces during snow removal operations.

In the final rule, the substantive requirements for the location of detectable warning surfaces (except for the setback allowances described above) at perpendicular curb ramps (R305.2.1), parallel curb ramps (R305.2.2), blended transitions (R305.2.3), pedestrian refuge islands (R305.2.4), and sidewalk and street-level rail boarding and alighting areas (R305.2.7) are unchanged, although the Board has clarified some of the language. Specifically, the Board removed the requirement in the NPRM R305.2.1(2) that detectable warning surfaces are to be placed within one dome spacing of the bottom grade break. The final rule requires that the detectable warning surface be placed on the ramp run at the bottom grade break.

With respect to pedestrian at-grade rail crossings (R305.2.5), the Board has added a sentence clarifying that pedestrian gates must not overlap detectable warning surfaces. With respect to boarding platforms (R305.2.6), the Board has added an exception clarifying that where a curb is present, such as is the case with some bus rapid transit platforms, the detectable warning surface may be placed at the back of curb.

As described above in the discussion of R205, the final rule specifies that detectable warning surfaces be provided at driveways controlled with yield or stop control devices or traffic signals. Thus, the Board has added a corresponding technical provision at R305.2.8 stating that detectable warning surfaces at driveways controlled with yield or stop control devices or traffic signals are to be provided on the pedestrian circulation path where the pedestrian circulation path meets the driveway.

In response to the NPRM, the Board received various comments on the location of detectable warning surfaces at curb ramps. With respect to perpendicular curb ramps, two local government commenters requested clarification as to the placement of detectable warning surfaces at commercial driveways. For driveways where detectable warning surfaces are required, jurisdictions must follow any of the options for perpendicular curb ramps as appropriate. A level transition between the pedestrian access route and the driveway is treated as a blended transition.

In response to comments regarding the placement of detectable warning surfaces on perpendicular curb ramps at

a corner, in R305.2.1.(B) the Board changed “either end” to “both ends” for clarity. The Board received a comment asserting that the permitted 60-inch (1525 mm) setback was too great, while another requested an 8-foot setback instead. The Board notes that a setback of 5 feet is appropriate because it is still close enough to the curb to provide accurate notice of an imminent vehicular way and allow use of audible cues for crossing.

With respect to the location of detectable warning surfaces at parallel curb ramps, two commenters raised concerns regarding the clarity of the use of the terms “flush transition” and “turning space” in this context. In the final rule, these terms have been replaced (see R305.2.2). Two state DOTs expressed concerns regarding the clarity of the provision describing the location of the detectable warning surfaces at blended transitions. The Board has revised this language for clarity (see R305.2.3).

The Board also received comments regarding the location for the detectable warning surface at pedestrian at-grade rail crossings. Two state DOTs and a state public utilities commission expressed concern that 72 inches from the centerline of the nearest rail is too close to the rail to place the detectable warning. The Board notes that this provision provides a range that allows the detectable warning surface to be placed between 72 inches (1830 mm) and 15 feet (4.6 m) from the centerline of the nearest rail. This range applies to light rail and freight train crossings. Seventy-two inches (1830 mm) is appropriate for some light rail crossings; the Board concurs that freight crossings would likely be placed farther back from the rail. The Board is confident that jurisdictions will apply appropriate safety considerations for particular crossings when determining where to place the detectable warning surface within the required range.

Two advocacy organizations for persons with disabilities expressed concern about how close the detectable warning surface would be placed to pedestrian gates at pedestrian at-grade rail crossings. In response, the Board added language clarifying that pedestrian gates must not overlap detectable warnings (R305.2.5).

The Board received three comments requesting that it clarify the meaning of “boarding platform,” as used in R305.2.6 so that it is clear that the Board does not intend for detectable warning surfaces to be placed at standard sidewalk-level bus stops. In the final rule, the Board added a definition of “boarding platform” at R104.3, which

clarifies that boarding platforms are platforms “raised above standard curb height.”

R306 Crosswalks

The technical requirements for crosswalks address the required pedestrian signal phase timing and accessible walk indication, as well as specifications for crosswalks at roundabouts and channelized turn lanes.

Pedestrian Signal Phase Timing (R306.2)

Where pedestrian signal indications are provided at a crosswalk, the pedestrian signal phase timing is based on a pedestrian clearance time that is calculated using a pedestrian walking speed of 3.5 ft/s (1.1 m/s) or less from the location of the pedestrian push button to a pedestrian refuge island or the far side of the traveled way. This is the same walking speed proposed in the NPRM.

Four state DOTs and ten local government entities objected to this provision in the NPRM, pointing out that in the MUTCD this walk speed appears as guidance (MUTCD 4E.06 paragraph 7) and is thus not required. These jurisdictions would like to use engineering judgment to determine the clearance time, expressing potential issues that might result from longer clearance times, such as an increase in air pollution from vehicular delays, jaywalking, and red light running. Six disability rights advocacy organizations requested that pedestrian clearance times be calculated using a slower walking speed of 3.0 ft/s to 3.25 ft/s.

The Board has carefully considered the comments received on this issue. In the final rule, the Board has maintained the requirement that pedestrian clearance time be calculated using a walking speed of 3.5 ft/s (1.1 m/s) or less, and further requires that the walk interval be 7 seconds minimum.

In addition, the final rule states that where the pedestrian clearance time is calculated to a pedestrian refuge island, an additional pedestrian push button or passive detection device must be provided on the pedestrian refuge island. This was a proposed requirement that comes directly from MUTCD section 4E.08 paragraph 13, which was incorporated by reference in the NPRM (NPRM R209.1).

In using a walking speed of 3.5 ft/s (1.1 m/s), the Board seeks to balance the traffic management concerns of state and local jurisdictions while ensuring that pedestrians with disabilities are afforded sufficient time to traverse a crosswalk. The Board notes that in 2009, FHWA made a research-based decision

to revise the MUTCD recommended walking speed for calculating pedestrian clearance times.¹⁴ The Board acknowledges that disability rights advocacy organizations cited an AAA Foundation study that found that pedestrians with mobility impairments who do not use wheelchairs had an average walking speed of 3.30 ft/s (1.01 m/s), but also found that a walking speed of 3.5 ft/s would generally accommodate a 15th percentile older adult.¹⁵ However, a more recent study found a 3.41 ft/s (1.04 m/s) walking speed for pedestrians with physical disabilities at unsignalized crosswalks.¹⁶ The Board concludes that the combination of a 7-second minimum walk interval and a pedestrian clearance time based on a 3.5 ft/s (1.1 m/s) walking speed will provide sufficient crossing time for most persons with disabilities. This requirement should not cause significant vehicular delays.¹⁷

Further, in the final rule, the Board incorporated another option from MUTCD section 4E.06 paragraph 8 in an exception allowing a faster walking speed to be used if a passive detection device is provided that automatically adjusts the pedestrian clearance time based on the pedestrian’s actual clearance of the crosswalk (R306.2 Exception). These devices tailor the clearance to the actual presence of the pedestrian in the crosswalk.

One state DOT and one local government commenter, as well as the National Committee on Uniform Traffic Control Devices, requested that the Access Board add a provision allowing a 4 ft/s walking speed where an extended pushbutton press allows additional time. This is an option under MUTCD section 4E.06 paragraph 8. The Board declines to allow jurisdictions to raise the walking speed to 4 ft/s where an extended pushbutton press is provided as pedestrians may not be aware that they need additional time until they are already in the crosswalk. However, as noted above, the Board has provided additional flexibility for

¹⁴ *National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Revision 74* FR 66730, 66822 (Dec. 16, 2009) (codified at 23 CFR part 655).

¹⁵ AAA Foundation for Traffic Safety, *Pedestrian Signal Safety for Older Adults*, 18 (2007) available at <https://aaafoundation.org/tup-content/uploads/2018/02/PedestrianSignalSafetyOlderPersonsReport.pdf>.

¹⁶ Albert Forde & Janice Daniel, *Pedestrian Walking Speed at Un-signalized Midblock Crosswalk and Its Impact on Urban Street Segment Performance*, 8 J. of Traffic and Transportation Eng., 57 (2021) available at <https://www.sciencedirect.com/science/article/pii/S209575641830415X>.

¹⁷ See AAA Foundation for Traffic Safety, *Pedestrian Signal Safety for Older Adults* at 19.

jurisdictions if a passive detection device is used that auto-adjusts to the pedestrian's actual clearance of the crosswalk. *See* R306.2 Exception.

As noted above, in the final rule text, the Board has specified a requirement that the walk interval be 7 seconds minimum for all signalized crosswalks, which is the length recommended by the MUTCD. Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) 2009 Edition, 4E.06 paragraph 11. The MUTCD provides guidance indicating that walk intervals as short as 4 seconds may be used where pedestrian volumes and characteristics do not require a 7-second walk interval; however, walk intervals of less than 7 seconds do not provide a sufficient amount of time for many people with disabilities to leave the curb as they need to wait for a curb ramp to be clear and then navigate down the ramp.

Accessible Walk Indication (R306.3)

An accessible walk indication complying with the technical requirements at R308.2 must have the same duration as the walk interval. However, where the pedestrian signal rests in "walk," the accessible walk indication may be limited to the first 7 seconds of the walk interval. If the pedestrian signal is resting in walk and there is sufficient time remaining to provide an accessible walk interval before the beginning of the pedestrian change interval, the accessible walk indication may be recalled by a button press (R306.3 Exception). This requirement is based on MUTCD section 4E.11, which was among the sections of the MUTCD incorporated by reference in the proposed rule. In consultation with USDOT, the Board has slightly revised the second sentence of the exception from the MUTCD language to clarify that the accessible walk interval may be recalled only when there is sufficient time remaining for a full walk interval before the pedestrian change interval begins. This change ensures that an accessible walk indication is provided only when there is enough crossing time remaining to disembark the sidewalk and fully cross the street.

Roundabouts (R306.4)

Section R306.4 specifies the edge detection and crosswalk treatments required at roundabouts. A roundabout is a circular intersection with yield control at entry, which permits a vehicle on the circulatory roadway to proceed, and with deflection of the approaching vehicle counter-clockwise around a central island (R104.3).

Several commenters requested an explanation as to why edge detection

treatments are needed at roundabouts but not elsewhere. Edge detection treatments are required at roundabouts to assist pedestrians who are blind or have low vision to locate the crosswalk (R306.4.1). At roundabouts, the orientation of the crosswalks to the circular roadway eliminates traditional tactile cues at crosswalks inherent to standard rectilinear intersections. In addition, the continuous circular traffic flow at these unsignalized crosswalks obscures the audible cues that pedestrians who are blind would otherwise use to detect a crossing and gaps in the traffic. Thus, edge detection treatments are needed to ensure that pedestrians who are blind or have low vision have the same opportunity to use a crosswalk at a roundabout as individuals with vision.

There are two options to ensure that crosswalks at roundabouts are detectable. The pedestrian circulation path can be separated from the curb, crosswalk to crosswalk, with landscaping or another nonprepared surface 24 inches (610 mm) wide minimum (R306.4.1.1). Alternatively, where sidewalks are flush against the curb, a continuous and detectable vertical edge treatment must be provided along the street side of the sidewalk wherever pedestrian crossing is not intended (R306.4.1.2). The bottom of the vertical edge treatment can be no higher than 15 inches (380 mm) maximum above the walking surface of the pedestrian circulation path.

In the proposed rule, the Board addressed continuous and detectable edge treatment at curb-attached sidewalks (NPRM R306.3.1). In the final rule, the Board has clarified that the other option is separation between the curb and the pedestrian circulation path by landscaping or nonprepared surface (R306.4.1.1).

The Board's reference in the proposed rule (NPRM R306.3.1) to chains, fencing, and railings created confusion for commenters and others who have sought technical assistance from the Board regarding vertical edge detection. The Board indicated a maximum height for the bottom edge of these treatments but did not intend to convey that these are the only options for vertical edge detection that jurisdictions may use. Consequently, in the final rule, the Board has removed the reference to chains, fencing and railings. The Board will provide examples of vertical edge detection options in its technical assistance materials.

Two state DOTs and one engineer commented that a standard or raised curb should be a sufficient indication that crossing is not intended. A standard

or raised curb does not provide sufficient indication that a crossing is not intended. Four state DOTs expressed concern that vertical edge treatments would negatively impact snow removal operations. The Board notes that jurisdictions that have these concerns may opt for separation instead of a vertical edge treatment. One state DOT requested that cobblestone treatment be permitted for separation. Cobblestone surfaces are prepared surfaces that are used in existing facilities for pedestrian circulation. Thus, they are not useful for wayfinding because they are easily mistaken for a walking surface. *See e.g.*, Transportation Research Board, NCHRP 3-78b: Guidelines for the Application of Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities at 3-2 (showing a blind pedestrian mistaking a cobblestone separation for a walking surface at a roundabout).

The Board observes that while several state DOTs and local government commenters expressed concern regarding the implementation or need for detectable edge treatment at roundabouts, over 150 individuals, five disability rights organizations, and one local government official commented in support of a requirement for edge detection at roundabouts. The Board is confident that persons with disabilities need edge detection for equitable use and safety of pedestrian facilities at roundabouts.

Crosswalks at multi-lane segments of roundabouts and multi-lane channelized turn lanes require one or more of the following treatments: a traffic control signal with a pedestrian signal head; a pedestrian hybrid beacon; a pedestrian actuated rectangular rapid flashing beacon; or a raised crossing (R306.4.2 and R306.5). The requirement for crosswalk treatments at multi-lane roundabouts is discussed in the Major Issues section above. For the same accessibility reasons that these treatments are needed at roundabout crossings, they are also needed at multi-lane channelized turn crossings. Accordingly, the Board has included that requirement at R306.5.

R307 Pedestrian Pushbuttons and Passive Pedestrian Detection

An accessible pedestrian signal is a device that communicates information about pedestrian signal timing in non-visual formats such as audible tones or speech messages, and vibrating surfaces. In the proposed rule, technical requirements for accessible pedestrian signals were incorporated by reference from the MUTCD. Specifically, the

proposed rule indicated that accessible pedestrian signals and pushbuttons would comply with MUTCD sections 4E.08 through 4E.13. A rehabilitation design firm and a state DOT requested that the Board clarify whether the MUTCD provisions were required or recommended, and three disability rights advocacy organizations expressed concern that engineering judgement would be permitted in a jurisdiction's implementation of the incorporated MUTCD provisions. In addition, one engineering association requested that the requirements be consistent with the MUTCD.

The Board concurs that additional clarification as to the technical requirements for accessible pedestrian signals is appropriate and has thus added technical sections for pedestrian pushbuttons and passive pedestrian detection (R307) and accessible pedestrian signal walk indications (R308) directly to the rule text, based on the technical requirements of the MUTCD sections referenced in the proposed rule. The MUTCD sections are not incorporated by reference. The requirements are generally consistent with the MUTCD, as described in the provision-specific discussions below; however, the language used in the final rule text clarifies that these requirements are mandatory.

In general, accessible pedestrian signals have three features: (1) a method of activation, which is either a pushbutton that activates accessible features when pressed or a passive pedestrian detection device that uses technology to detect the presence of pedestrians and then automatically activates accessible features; (2) a device that provides audible indications of visual pedestrian signals for people who are blind or have low vision; and (3) a pushbutton with a tactile arrow that provides vibrotactile cues to individuals who are deaf and also blind or have low vision. These three features may be integrated into one device or presented in multiple devices that work together as a system. Operable parts must comply with technical requirements for operable parts at R403 (R307.1).

Activation (R307.2)

Pedestrian push buttons and passive detection devices activate the accessible pedestrian signals and, where applicable, the walk interval. This provision was incorporated by reference in the proposed rule from MUTCD section 4E.09 paragraph 13, but referred only to pedestrian push buttons. In the final rule, the Board revised the language to clarify that push buttons or passive detection will activate the

accessible pedestrian signals and walk interval, where applicable. In addition, the language of the proposed MUTCD provision suggested that pushbuttons were optional, which was inconsistent with the language of NPRM R209.1 indicating that pushbuttons are required. The revised language in the final rule removes this inconsistency, clarifying that pedestrian push buttons are required.

Extended Push Button Press (R307.3)

Where an extended push button press is used to provide additional features, a push button press of less than one second actuates only the pedestrian timing and any associated accessible walk indication, and a push button press of one second or more actuates the pedestrian timing, any associated accessible walk indication, and any additional features. If additional crossing time is provided by means of an extended pushbutton press, a sign so indicating shall be mounted adjacent to or integral with the pedestrian push button. This provision is taken from MUTCD section 4E.13 paragraph 2.

Location (R307.4)

Pedestrian push buttons must be located no greater than 5 feet from the side of a curb ramp run or the edge of the farthest associated crosswalk line from the center of the intersection (R307.4). Pedestrian push buttons must be located between 1.5 and 10 feet from the edge of the curb or pavement. The purpose of this provision is to ensure that push buttons are placed in close proximity to the crosswalk they serve as individuals who need the tactile features will need to stand next to the push button while awaiting the walk interval, and often the audible signals emanate from the push button housing.

This provision is taken from MUTCD 4E.08 paragraph 4, which states that pedestrian pushbuttons should be located between 1.5 and 6 feet from the edge of the pavement and 4E.08 paragraph 6, which states that where physical constraints prevent that location, the pushbutton should not be farther than 10 feet from the edge of curb or pavement. The Board agrees that placing the pushbutton between 1.5 and 6 feet from the edge of curb or pavement is preferable but has extended the requirement to 10 feet in acknowledgment that the geometry of some intersections, even in new construction, will necessitate placement further than 6 feet from the edge of curb or pavement.

Where two pedestrian push buttons are provided on the same corner, they must be 10 feet or more apart; however,

in alterations where it is technically infeasible to provide 10 feet of separation between pedestrian push buttons on the same corner, the pedestrian pushbuttons may be closer together and a pedestrian push button information message complying with R308.3.2 must be provided (R307.4.1). This provision is taken from MUTCD sections 4E.08 paragraphs 7 and 8 and 4E.10 paragraph 3. Two local government commenters and AASHTO expressed concern regarding the requirement for 10 feet of separation between pedestrian push buttons on the same corner. The Board notes that in the final rule this requirement applies to new construction on undeveloped land. Pedestrian push buttons that are added to existing rights-of-way are considered alterations, and alterations subject to existing physical constraints that make compliance with applicable requirements technically infeasible must comply with the applicable requirements to the maximum extent feasible (R202.3).

Push Button Orientation (R307.5)

The face of the push button must be aligned parallel to its associated crosswalk. This alignment ensures that the tactile arrow points in the direction of pedestrian travel, and provides uniformity for wayfinding. This provision is taken from MUTCD section 4E.08 paragraph 4.

Audible and Vibrotactile Walk Indications for Pedestrian Signal Heads (R307.6)

Pedestrian push buttons or passive detection devices must activate audible and vibrotactile walk indications complying with R308. This requirement specifies that both audible and vibrotactile indications are required, and is taken from MUTCD section 4E.11 paragraph 2.

Audible and Vibrotactile Indication for Pedestrian Activated Warning Devices Without a Walk Indication (R307.7)

Where a pedestrian push button or a passive detection device is provided for pedestrian activated warning devices, such as rectangular rapid flashing beacons, the pedestrian push button or passive detection device must activate a speech message that indicates the status of the beacon in lieu of an audible walk indication. The speech message volume must comply with requirements stated at R308.4. Where a pedestrian push button is provided, it must not include vibrotactile features indicating a walk interval.

This provision clarifies the type of accessible indications that are required

for pedestrian activated warning devices. Pedestrian activated warning devices, such as rectangular rapid flashing beacons, do not stop traffic. Rather they provide flashing lights that draw drivers' attention to the crosswalk to warn them of the presence of pedestrians. Because these devices do not stop traffic, there is no walk interval, and thus no audible or vibrotactile walk indication. An audible or vibrotactile walk indication would falsely convey to a pedestrian who is blind or has low vision that the traffic has been stopped by a traffic control device. Instead, the speech message will state the status of the beacon, such as the beacon is flashing or the beacon has been activated, which is consistent with the visual indications of the device.

Locator Tone (R307.8)

Pedestrian push buttons must have a locator tone complying with R307.8. This provision is taken from MUTCD section 4E.12 paragraph 2. The locator tone is a sound that emanates from the push button housing that enables individuals who are blind or have low vision to locate the push button.

Locator tones have a duration of 0.15 seconds or less and repeat at one-second intervals except when another audible indication from the same device is active (R307.8.1). This requirement is taken from MUTCD section 4E.12 paragraph 4. To avoid a scenario in which multiple sounds are simultaneously emanating from the same device, the Board has added language clarifying that when another audible indication from the same device is active, the locator tone is to be silenced. The Board has also added an exception allowing the locator tone to be silenced if a passive detection system activates the locator tone when a pedestrian is within a 12-foot radius of the pedestrian push button. This addresses some commenter concerns regarding sounds bothering nearby residents. However, the Board also notes that those concerns are likely no longer an issue due to evolving technology; when the proposed rule was published, speakers were placed closer to the pedestrian signal heads, and were not typically integrated into the pedestrian push button device as they are now. This resulted in louder audible cues than those that emanate from today's devices.

Pedestrian push button locator tones must be intensity responsive to ambient sound and audible 6 to 12 feet from the push button, or to the building line, whichever is less (R307.8.2). The push button locator tone must be louder than ambient sound up to a maximum

volume of 5 dBA louder than ambient sound. Automatic volume adjustment in response to ambient traffic sound level is capped at a maximum volume of 100 dBA. This requirement is taken from MUTCD sections 4E.11 paragraphs 9 and 10 and 4E.12 paragraph 6.

Section R307.8.3 requires that where audible beaconing is used, the volume of the push button locator tone during the pedestrian change interval of the called pedestrian phase be increased and operated in one of the following ways: the louder audible walk indication and louder locator tone comes from the far end of the crosswalk, as pedestrians cross the street; the louder locator tone comes from both ends of the crosswalk; or the louder locator tone comes from an additional speaker that is aimed at the center of the crosswalk and that is mounted on a pedestrian signal head. This requirement is taken from MUTCD section 4E.13 paragraph 8.

When the traffic control signal is operating in a flashing mode, pedestrian push button locator tones must remain active, and the pedestrian push button must activate a speech message that communicates the operating mode of the traffic control signal (R307.8.4). Where traffic control signals or pedestrian hybrid beacons are activated from a flashing or dark mode to a stop-and-go mode by pedestrian actuations, a speech message communicating the operating status of the traffic control signal is not required. Flashing mode refers to when traffic signals flash either red or yellow, often late at night when traffic volumes are reduced, or at intersections in rural areas with low regular traffic flow.

Requirements for push button locator tones are addressed at MUTCD section 4E.12 paragraph 5. The MUTCD states that push buttons must be deactivated when the traffic control signal is in flashing mode. In response to comments from a national disability rights advocacy organization that emphasized the importance of visual information being provided in non-visual format for pedestrians who are blind or have low vision, the Board has explicitly deviated from the MUTCD's approach in this instance to ensure that pedestrians who are blind or have low vision can access information regarding the status of the traffic control device.

Tactile Arrow (R307.9)

Pedestrian push buttons must have a tactile arrow with high visual contrast that is aligned parallel to the direction of travel on their associated crosswalks. This requirement is taken from MUTCD 4E.12 paragraph 1.

R308 Accessible Pedestrian Signal Walk Indications

Audible and vibrotactile walk indications are provided by accessible pedestrian signals during a walk interval. The walk interval occurs when a traffic control device signals traffic to stop and a pedestrian signal head signals to pedestrians, using the illuminated "walking person" visual signal, to exit the curb and begin to cross the street. The remainder of the time allotted for pedestrians to complete the crossing is called the "pedestrian change interval," and is signaled by an illuminated flashing "upraised hand." The technical requirements in section R308 pertain mostly to the audible and vibrotactile cues during the walk interval. The Board acknowledges and concurs with commenters' requests for standardization with respect to audible cues. These requirements will provide standardization with respect to the type of sound, pattern of speech message, and volume of the audible cues provided.

Audible and Vibrotactile Walk Indications (R308.2)

Accessible pedestrian signals have an audible and vibrotactile walk indication during the walk interval only. The audible walk indication must be audible from the beginning of the associated crosswalk. During the pedestrian change interval, audible cues of the accessible pedestrian signals revert to the pedestrian push button locator tone. This requirement is taken from MUTCD sections 4E.11 paragraphs 4 and 25.

Audible Walk Indications (R308.3)

There are two types of audible walk indications: a percussive tone (R308.3.1) and a speech walk message (R308.3.2). A percussive tone is required where an accessible pedestrian signal is provided at a single crossing or where two accessible pedestrian signals are 10 feet or more from each other at a corner. The percussive tone repeats eight to ten ticks per second with multiple frequencies and a dominant component at 880 Hz. In alterations, where it is technically infeasible to provide 10 feet separation between pedestrian push buttons on the same corner, the audible walk indication for each signal is a speech walk message that complies with R308.3.2. These requirements are taken from MUTCD section 4E.11 paragraphs 7 and 8.

Several commenters objected to the "chirping" noise that was used by early accessible pedestrian signals. The Board notes that the final rule prescribes either a percussive tone or an audible speech

message depending on the circumstances; chirping noises are not permitted.

The Board carefully considered comments on the format of audible walk indications from two national advocacy organizations for people who are blind or have low vision. Both organizations requested that the audible walk indications be limited to speech messages to ensure that the same information available to a sighted pedestrian is provided to a pedestrian who is blind or has low vision.

In the absence of additional significant research studies regarding audible walk indications, the Board has accepted the MUTCD's preference for percussive tones over speech messages. The Board notes that MUTCD adopted this approach based on research that concluded that speech walk indications were not understandable to pedestrians under all ambient sound conditions. *See* Transportation Research Board, NCHRP Document 117B: Guidelines for Accessible Pedestrian Signals: Final Report, 91–92 (2007) available at https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w117b.pdf. The principal purpose of visual pedestrian signal heads is to provide safety to pedestrians who are crossing the street by informing pedestrians of the walk interval, that is, the interval during which they are to step off the curb so that they have sufficient time to cross the street before the traffic light changes. In accepting the MUTCD's preference for percussive tones, the Board is prioritizing audible communication of the walk indication over other information, and the available research indicates that the percussive tone is more widely audible across various ambient sound conditions. *Id.*

The Board acknowledges that this approach does not wholly address issues that may face pedestrians who are blind or have low vision, as they are not provided with the same information that is provided visually, specifically the pedestrian countdown. Consequently, persons who are blind or have low vision approaching a crosswalk during the pedestrian clearance interval will not know how many seconds remain and may then wait an entire cycle for the audible walk indication even if they would have had sufficient time to cross. The Board will encourage additional research regarding speech messages at crosswalks, including the viability of an audible pedestrian countdown.

Jurisdictions have the option of providing speech information messages at a pedestrian signal, regardless of whether it is a pretimed signal or actuated with the pedestrian push

button or passive detection; however, the speech information message may only be actuated when the walk interval is not timing (R308.3.2.1). Speech information messages provide wayfinding assistance for persons who are blind or have low vision and can be especially helpful at intersection corners with multiple crossings. If provided, the speech message must begin with the term “Wait,” followed by intersection identification information modeled after: “Wait to cross Broadway at Grand.” Information on intersection signalization or geometry may also be provided after the intersection identification information.

Where a speech walk message is used as the audible walk indication, it must use the following patterns. At intersections having pedestrian phasing that is concurrent with vehicular phasing, the speech message must be patterned after the model: “Broadway. Walk sign is on to cross Broadway.” (R308.3.2.2). At intersections with exclusive pedestrian phasing, meaning that traffic is stopped in all directions while pedestrians cross in all directions, the speech message must be patterned after the model: “Walk sign is on for all crossings” (R308.3.2.3). Where a pilot light is provided, the speech message “Wait” must be provided if actuated while the walk interval is not timing (R308.2.3.4). These speech message requirements come from MUTCD sections 4E.11 paragraphs 18 and 19 and 4E.08 paragraph 17.

Volume (R308.4)

Audible walk indications must be louder than ambient sound, up to a maximum volume of 5 dBA louder than ambient sound. For automatic volume adjustment in response to ambient traffic sound, the maximum volume is 100 dBA. Where audible beaconing is provided in response to an extended push button press, the beaconing can exceed 5 dBA louder than ambient sound; however, the maximum volume remains 100 dBA. Volume requirements come from MUTCD section 4E.10 paragraphs 9 and 10.

Vibrotactile Walk Indication (R308.5)

The pedestrian push button must vibrate during the walk interval. People who use vibrotactile cues, such as people who are both deaf and blind, will stand with their hand on the pedestrian push button until it vibrates indicating the walk interval. The only vibrotactile cue provided is the walk interval. The vibrotactile walk indication requirement comes from MUTCD section 4E.11 paragraph 3.

R309 Transit Stops and Transit Shelters

The technical requirements for transit stops and transit shelters, which appear at NPRM section 308 in the proposed rule, are largely based on provisions for transit facilities in the 2004 ADA and ABA Guidelines.

Transit Stops (R309.1)

A transit stop is defined in the final rule as, “An area that is designated for passengers to board or alight from buses, rail cars, and other transportation vehicles that operate on a fixed route or scheduled route, including bus stops and *boarding platforms*. This definition does not include intercity rail except where a stop is located in the *public right-of-way*.” (R104.3). This includes, but is not limited to, all bus stops, bus rapid transit stops, and streetcar stops on fixed or scheduled routes in the public right-of-way. It also includes intercity rail stops located in the public right-of-way, such as flag stops. An alteration to a transit stop will trigger these technical requirements, including alterations to bus stops that currently have no features other than signage.

Boarding and alighting areas at sidewalk or street-level must comply with technical requirements specific to boarding and alighting areas for slope and dimensions, as well as common requirements for all transit stops, and must serve each accessible vehicle entry and exit (R309.1.1, R309.1.3). Where a transit shelter is provided, the boarding and alighting area can be located within or outside the shelter.

The proposed rule required that transit stops serving multicar vehicles have technically compliant boarding and alighting areas for each vehicle (NPRM R308.1.1). In the final rule, the Board has replaced this language with a more precise requirement that a compliant boarding and alighting area serve each accessible vehicle entry.

A state DOT requested that the Board incorporate language indicating that entities comply with this requirement “to the extent that the construction specifications are within their control,” which is language that the U.S. Department of Transportation added to modify its adoption of 810.2.2 of Appendix D to 36 CFR part 1191. *See* 49 CFR part 37, Appx. A. The Board expects that entities will coordinate to comply with accessibility requirements in the public right-of-way, and thus declines to add this language. However, enforcement-related issues may be addressed by USDOT's separate rulemaking adopting these guidelines.

Boarding and alighting areas must have a clear length of 96 inches (2440

mm) minimum, measured perpendicular to the face of the curb or street edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the street. These are the same substantive requirements proposed in the NPRM (NPRM R308.1.1.1). In response to the NPRM, five local government entities and one state DOT expressed concern that 8 feet of clear space would not be feasible at existing shuttle stops, and a state DOT requested to orient the boarding and alighting area in the other direction to accommodate limited right-of-way. The orientation of boarding and alighting areas is important because the dimensions as specified accommodate deployment of a lift or ramp. The Board notes that alterations, including transit stops that are added to existing right-of-way, are required to comply with the applicable requirements to the maximum extent feasible where existing physical constraints make compliance with these requirements technically infeasible (R202.3). The Board thus anticipates that there will be instances in existing right-of-way where full compliance of the 96-inch length will not be achieved.

The slope of boarding and alighting areas measured parallel to the street must be the same as the grade of the street (R309.1.1.2). The slope of boarding and alighting areas measured perpendicular to the street must be 1:48 (2.1%) maximum. There are no substantive changes to this provision from the proposed rule. The provision has been retitled “slope,” as the term “grade,” which was used in the proposed rule, connotes a specific direction of pedestrian travel.

Boarding platforms in the public right-of-way must comply with technical requirements for platform and vehicle coordination (R309.1.2.1) and slope (R309.1.2.2) as well as common requirements for all transit stops (R309.1.3). The final rule defines “boarding platform” as “[a] platform raised above *standard curb height* used for transit vehicle boarding and alighting” (R104.3). Standard curb height is defined as, “[t]he typical height of a curb according to local standards for a given road type, but usually between 3 inches (75 mm) and 9 inches (230 mm) high relative to the surface of the roadway or gutter” (R104.3). Examples of boarding platforms in the public right-of-way include, but are not limited to, bus rapid transit stops or streetcar stops where the boarding and alighting area is higher than the standard curb height. This may include places where the stop is on the sidewalk, but the sidewalk is raised higher than the standard curb height.

Boarding platforms must be positioned to coordinate with vehicles in accordance with DOT’s applicable requirements in 49 CFR parts 37 and 38, which require the height of the vehicle floor and the platform to be coordinated so as to minimize vertical and horizontal gaps. There is no change to this requirement from the proposed rule.

The slope of boarding platforms measured parallel to the track or street must be the same as the grade of the track or street, while the slope of the boarding platform measured perpendicular to the track or street must be 1:48 (2.1%) maximum. This is a change from the proposed rule, which required the slope to be 2% maximum in each direction for new construction. Upon consideration, the Board has concluded that similar to boarding and alighting areas at street level, the slope of boarding platforms measured parallel to the street or track must be the same as the grade of the track or street even in new construction.

Boarding and alighting areas and boarding platforms must comply with surface characteristics stated at R302.6 (R309.1.3.1). In new construction on undeveloped land, boarding and alighting areas and boarding platforms connect to pedestrian access routes in accordance with R203.2. In alterations, boarding and alighting areas and boarding platforms must connect to existing pedestrian circulation paths by pedestrian access routes complying with R302 (R309.1.3.2). This connection is required by R202.2 but also expressed here to ensure that jurisdictions understand that any altered boarding and alighting areas and boarding platforms must be connected to an existing pedestrian circulation path. This requirement seeks to avoid a scenario in which a person with a disability alights a transit vehicle but is then trapped in the alighting area because there is no connection to a pedestrian circulation path. In response to the NPRM, two individuals and a state DOT commented in support of a connection requirement.

The Board acknowledges a comment from a national advocacy organization for individuals who are blind or have low vision requesting that the Board require all transit stops in new construction to have boarding and alighting areas or boarding platforms that are at least 6 inches higher than street level. The organization asserts that such a requirement will minimize gaps between the vehicle and the alighting area, minimize the slope of low-floor transit bus ramps when extended, and prevent transit vehicles

from encroaching into alighting areas and possibly hitting a passenger. The Board is unaware of research indicating that these are widespread problems for transit riders with disabilities in jurisdictions where transit stops are located at street-level. The Board thus declines to require a specific height for transit stops.

Transit Shelters (R309.2)

Pedestrian access routes must connect transit shelters to boarding and alighting areas or boarding platforms (R309.2.1). This requirement, which appeared at NPRM R308.2 in the proposed rule, ensures that persons with disabilities are able to access transit shelters. Transit shelters must have a clear space complying with the technical requirements at R404 entirely within the shelter (R309.2.2). This clear space allows a person using a wheelchair sufficient space inside the shelter to await the transit vehicle. Where seating is provided within the shelter, the clear space must be located either at one end of a seat or so as to not overlap the area within 18 inches (460 mm) from the front edge of the seat to leave leg room for seating provided within the shelter.

Any environmental controls provided within a transit shelter, such as lights or heating, must be proximity actuated to ensure that persons with disabilities can use them (R309.2.3). Protruding objects within transit shelters must comply with technical requirements for protruding objects at R402 to ensure that they are not hazards to persons who are blind or have low vision (R309.2.4).

There are no substantive changes in the final rule for technical requirements for transit shelters, although the provisions have been restructured for clarity. In response to the proposed rule, a disability rights advocacy organization requested that the Board add a requirement for a wheelchair turning space. Two design firms also commented on turning space, indicating that any required turning space should be permitted to be partially outside the shelter. The Board considered these comments and concluded that a requirement for turning space is not necessary in light of the typical designs of transit shelters, which would allow a person in a wheelchair to make a turn either partially inside the shelter or directly outside.

The Board acknowledges a comment from a design firm requesting technical criteria for benches. As stated above in the discussion of street furniture (R209), the Board concurs that technical criteria for benches, specifically back support and armrest requirements, would be useful to ensure accessibility, but as the

Board did not propose specific dimensions for accessible benches in the proposed rule, the Board declines to add them now in the final rule. The Board may consider technical criteria for benches in a future rulemaking.

R310 On-Street Parking Spaces

In the proposed rule, technical requirements for accessible on-street parking spaces were addressed at NPRM R309. There are few substantive changes from the proposed requirements; however, in the final rule, the provisions have been restructured for clarity.

Parallel On-Street Parking Spaces (R310.2)

In the proposed rule, the Board presented two sets of specifications for accessible parallel on-street parking spaces: specifications for wide sidewalks where the width of the adjacent sidewalk or available right-of-way exceeds 14 feet (NPRM R309.2.1) and specifications for narrow sidewalks, where the available sidewalk or right-of-way is 14 feet or less.

In the final rule, the Board had restructured this section to clarify that in new construction on undeveloped land, larger accessible parallel on-street parking spaces are required. Specifically, in the final rule, the default dimensions of accessible parallel on-street parking spaces are 24 feet long minimum parallel to the sidewalk and 13 feet wide minimum perpendicular to the sidewalk (R310.2.1). The 13-foot width accounts for the typical width of a parallel parking space plus an additional five feet, which in the proposed rule was characterized as an “access aisle” (NPRM R309.2.1). The 24-foot length accounts for the 20-foot length of a typical parking space (the dimension that the Board has used in R211 as a proxy to count unmarked parking spaces) plus 48 inches that will allow a person exiting on the driver side of the vehicle to access the connection to the pedestrian access route, such as a curb ramp, on the passenger side of the vehicle.

In the final rule, the Board concurred with an individual commenter who recommended that the Board provide total dimensions for the accessible parallel space instead of dimensions for an additional access aisle. The Board has observed in the implementation of the proposed guidelines that some jurisdictions have marked the access aisles, which creates confusion for both drivers and parking enforcement officials as to whether a vehicle may be parked in the access aisle. The point of the additional space of the access aisle

(now additional width in the final rule) is to allow the driver to situate the vehicle anywhere within the full width of the space so that a person with a disability may exit the vehicle on whichever side is needed without exiting directly into a travelled way. Some persons with disabilities will need space on the driver side of their vehicle, outside of the travelled way, to transfer to a wheelchair.

The Board has provided two exceptions to the required dimensions for accessible parallel on-street parking spaces that are applicable in alterations. First, in Exception 1, the Board states that where parallel on-street parking spaces are altered but the adjacent pedestrian circulation path is not, any accessible parallel on-street parking spaces provided may have the same dimensions as the adjacent parallel on-street parking spaces if they are provided nearest the crosswalk at the end of the block face or nearest a midblock crosswalk, and a curb ramp or blended transition is provided serving the crosswalk.

This exception clarifies that where a jurisdiction is not altering a sidewalk, it need not alter the sidewalk solely to provide accessible parallel on-street spaces with the prescribed dimensions of R310.2.1, if they meet the conditions above. Rather, where, for example, the parking lane is being repaved (altered), but the sidewalk will not be altered, the jurisdiction is permitted to provide typically-sized, accessible parking spaces if they are provided nearest a crosswalk at the end of the block face or nearest a midblock crosswalk, and a curb ramp or blended transition is provided serving the crosswalk. The substantive content of this exception appeared at NPRM R309.2.1.1. The language has been revised to clarify that that the spaces must be provided nearest to a crosswalk where a curb ramp or blended transition is provided, as was the intent of the proposed language requiring the spaces to be located “at the end of the block face.”

Exception 2 of section R310.2.1 of the final rule contains the provision that appeared at NPRM R309.2.2, which relates to the requirements for parallel parking adjacent to narrow sidewalks. Where providing parallel on-street parking spaces with the dimensions specified in R310.2.1 would result in an available right-of-way width less than or equal to 9 feet (2.7 m), measured from the curb line to the right-of-way line, the accessible parallel on-street parking spaces may have the same dimensions as the adjacent parallel on-street parking spaces if they are provided nearest a crosswalk at the end of the block face or

nearest a midblock crosswalk, and a curb ramp or blended transition is provided serving the crosswalk. The language of this provision has been edited to clarify that there must be a curb ramp or blended transition present where the accessible spaces are located, as was the intention in the proposed rule of requiring that they be located “at the end of the block face.” In addition, in the final rule, the Board has clarified that these accessible spaces may have the same dimensions as the adjacent parallel on-street spaces.

As in the proposed rule, the Board limits the requirement for the larger sized parking space to places where 9 full feet of available right-of-way will remain. Nine feet of available right-of-way allows for the required 48-inch clear width of the pedestrian access route and an additional 5 feet for street furniture and building frontage.

Two local government commenters and one state DOT objected to the requirement to locate typically-sized accessible parallel on-street parking spaces nearest to curb ramps. They asserted that local programs may locate spaces based on need or have requirements that the must be a certain distance from an intersection. The Board acknowledges that in the absence of Federal requirements, some state and local jurisdictions have created their own specifications for the location of accessible on-street spaces. However, to provide equity to persons with disabilities with respect to their personal safety, the amount of time that they spend in the roadway between their vehicle and the sidewalk must be minimized. Thus, it is crucial that accessible spaces are located nearest the crosswalk at the end of the block face or nearest mid-block crosswalk with a curb ramp or blended transition serving the crosswalk.

Each accessible parking space complying with the dimensions of R310.2.1 must have an independent connection to a pedestrian access route (R310.2.2). If there is a curb between the parking space and the pedestrian access route, a curb ramp or blended transition complying with R304 must be provided in accordance with R203.6.1.3 and R310.2.2; however, a detectable warning surface is not required. Built-up curb ramps within the parking space are not permitted. The clear area requirement for a curb ramp directly serving a parking space complying with the dimensions of R310.2.1 is satisfied within the additional length of the space. Accessible spaces provided in accordance with the exceptions to R310.2.1 must be connected to the curb ramp serving the crosswalk by a

pedestrian circulation path that complies with technical requirements for surfaces at R302.6, except that changes in level are not permitted.

A state disability board requested that the rule specify slope and cross slope for parking spaces. The Board considered this request, but concluded that roadway design considerations preclude the Board from specifying slope and cross slope for on-street parking. However, in the final rule, the Board has added a provision requiring surfaces of parking spaces to comply with technical specifications for surfaces at R302.6, except that changes in level are not permitted (R310.2.3). As indicated in the advisory at NPRM 309.1, accessible parking spaces should be located where the street has the least crown and grade (and close to key destinations).

A state DOT and a local government entity pointed out in response to the proposed rule that the access aisle (now additional width) of a parallel parking space does not benefit side lift and ramp users because they typically deploy onto the sidewalk. In the final rule, the Board has added a provision requiring that the center 50 percent of the length of the sidewalk or other surface adjacent to accessible parking spaces be free of obstructions (R310.2.4). This requirement will ensure that there is an adjacent unobstructed area to accommodate deployment of a lift or ramp.

In the final rule, the Board, concurring with a comment from an association of accessibility professionals, also added a provision clarifying the requirement for identification of accessible on-street parking spaces with a sign bearing the International Symbol of Accessibility installed 60 inches (1525 mm) minimum above the ground measured to the bottom of the sign (R310.2.5).

Perpendicular Parking Spaces (R310.3)

In the final rule, the Board has split perpendicular and angled on-street parking spaces into separate provisions, with an additional common requirements provision applicable to both, to address a change in the dimensions of the spaces and access aisles. In response to comments expressing confusion as to the need for a 96-inch access aisle for perpendicular and angled parking, the Board notes that the purpose of the access aisle is to allow sufficient space between an accessible vehicle and the next vehicle to deploy a ramp.

In R310.3.1 of the final rule, the Board has retained the proposed requirement that perpendicular spaces have an

adjacent 96-inch (2440 mm) minimum access aisle extending the full length of the space. The Board has also retained the allowance that one access aisle may be shared by two spaces, but has clarified that this is only permitted where the front entry and rear entry parking are both allowed. Most wheelchair vans that are equipped with a ramp deploy on the passenger side. Thus, where a driver can park the vehicle such that the access aisle is on the passenger side, regardless of which side of the space the access aisle is located, it is appropriate that access aisle be shared by two spaces.

Angled Parking Spaces (R310.4)

In the final rule, the Board has reallocated the total amount of space anticipated for the angled parking space and access aisle as follows. The Board has stated the width of accessible angled parking spaces to 132 inches (3350 mm) and reduced the width of the access aisle to 60 inches (1525 mm) (R310.4.1). The access aisle must extend the full length of the parking space on the passenger side (R310.4.2).

Because most wheelchair vans equipped with a ramp deploy on the passenger side, the Board requires that the access aisle be located on that side of the vehicle. The larger parking space allows a driver flexibility to situate the vehicle within the space so that a person with a disability on either side of the vehicle will have sufficient clearance to disembark. A person deploying a ramp on the passenger side would pull in all the way to the left in the space, which would allow the equivalent of the proposed 96-inch access aisle (*see* NPRM R309.3). However, for a person with a disability exiting the vehicle on the driver's side, the vehicle would be situated immediately adjacent to the access aisle, which would allow an additional three feet of clearance on the driver's side.

Common Requirements for Perpendicular and Angled Parking Spaces (R310.5)

The following requirements apply to accessible perpendicular and accessible angled on-street parking spaces. The access aisles must be marked to discourage people from parking in them (R310.5.1). The access aisles must be located at the same level as the parking space they serve and cannot encroach on the traveled way (R310.5.2). These requirements are substantively the same as those proposed at NPRM R309.3.

In new construction on undeveloped land, access aisles must connect to pedestrian access routes (R310.5.3); in alterations, the access aisle may connect

to an existing pedestrian circulation path in accordance with R202.2 (R310.5.3 Exception 1). In the proposed rule, this provision was entitled, "Curb Ramps or Blended Transitions" (NPRM R309.4). The Board has replaced this section with more precise language requiring a connection to a pedestrian access route, as in some areas there is no curb between the parking and the pedestrian access route and thus, no curb ramp is needed. Where curb ramps are used to make the connection, they must be provided in accordance with R203.6.1.4 and must comply with the technical requirements for curb ramps at R304 (R310.5.3); however, a detectable warning surface is not required on a curb ramp or blended transition used exclusively to connect on-street parking access aisles to pedestrian access routes.¹⁸

Where curb ramps or blended transitions are used, they must not reduce the required width or length of the access aisles or accessible parking spaces (R310.5.3). This requirement clarifies a statement made in the proposed rule that "[c]urb ramps shall not be located within the access aisle" (NPRM R309.4), which a state DOT indicated was unclear. The Board has observed jurisdictions install curb ramps within an access aisle that obstruct the area intended for deployment of a ramp. The connection to the pedestrian access route, which could be a curb ramp, blended transition, or a section of pedestrian access route, must be wholly outside the required dimensions of the access aisle. A built-up curb ramp within the access aisle that reduces the required dimensions or otherwise obstructs deployment of a ramp or lift is not permitted.

Surfaces of parking spaces and access aisles serving them must comply with technical requirements for surface characteristics at R302.6, except that changes in level are not permitted (R310.5.4). A state DOT, a local government entity, and an engineer commented on the slope and cross slope characteristics of access aisles; however, the Board neither proposed nor included in the final rule any slope or cross slope requirements for on-street parking spaces or access aisles due to roadway design considerations.

In the final rule, the Board, concurring with a comment from an

¹⁸ The Board acknowledges an error in NPRM Figure R309.3 depicting a detectable warning surface on a curb ramp serving an access aisle. Several commenters pointed out this error. The error will be corrected in technical assistance materials made available on the Access Board's website in support of the final rule.

association of accessibility professionals, has added a provision clarifying the requirement for identification of accessible on-street parking spaces with a sign bearing the International Symbol of Accessibility installed 60 inches (1525 mm) minimum above the ground measured to the bottom of the sign (R310.5.5).

Parking Meters and Parking Pay Stations (R310.6)

The operable parts of parking meters and parking pay stations that serve accessible parking spaces must comply with technical requirements for operable parts at R403. The clear space required by R403.2 shall be located so that displays and information on parking meters and pay stations are visible from a point located 40 inches (1015 mm) maximum above the center of the clear space in front of the parking meter or parking pay station.

The only change to the substantive requirements of this section from the proposed rule is the elimination of NPRM 309.5.1 which required that parking meters for parallel parking spaces be located at the head or foot of the parking space. This requirement has been superseded by R310.2.4, which requires the center 50 percent of the length of each parking space to be free from obstructions. The provision in the final rule more precisely accomplishes the goal of ensuring that the area adjacent to a parallel parking space needed to deploy a ramp will not be obstructed, while eliminating a concern expressed by a commenter as to the uncertainty of where the “head” and “foot” of the parking space are located, and the concern expressed by other commenters that the proposed language prescribed the provision of parking meters even for jurisdictions where users of accessible spaces do not pay for parking.

R311 Passenger Loading Zones

The substantive technical requirements for accessible passenger loading zones differ minimally from the proposed requirements at NPRM R310; however, in the final rule they have been reorganized for clarity.

Accessible passenger loading zones must provide a vehicular pull-up space that is 96 inches (2440 mm) wide minimum and 20 feet (6.1 m) long minimum (R311.2). Vehicle pull-up spaces have adjacent access aisles that are 60 inches (1525 mm) wide minimum extending the full length of the vehicle pull-up space (R311.3). Two local government entities and one individual commented that the dimensions specified do not account for sidewalk

widths or pedestrian volumes. The Board does not require that accessible passenger loading zones be provided. In new construction on undeveloped land, neither of the issues raised should be a concern as the design would reflect these considerations. In alterations, jurisdictions must comply with the applicable requirements to the maximum extent feasible where existing physical constraints make compliance with these requirements technically infeasible (see R202.3).

Access aisles must be at the same level as the vehicle pull-up space they serve and must not encroach on the traveled way. In alterations, where existing right-of-way precludes the installation of an access aisle separate from the pedestrian access route and the vehicle drop-off area is at-grade with the sidewalk, there may be overlap between the pedestrian access route and the access aisle.

As with accessible parallel parking spaces, the Board has added a requirement for accessible passenger loading zones that the center 50 percent of the adjacent sidewalk, or other surface, be free of obstructions to ensure that there is room for a vehicle to deploy a side lift or ramp.

Access aisle surfaces must be marked to discourage parking in them (R311.3.2). Surfaces of vehicle pull-up spaces and the access aisles serving them must comply with characteristics of surfaces specified at R302.6; in the final rule the Board has clarified that changes in level are not permitted (R311.4). Some commenters requested clarification regarding the required slope and cross slope of accessible passenger loading zones; however, the Board neither proposed nor included in the final rule any slope or cross slope requirements for passenger loading zones due to roadway design considerations.

Similar to the final requirements for accessible parking spaces, the Board has replaced a proposed provision requiring curb ramps or blended transitions to connect the access aisle to the pedestrian access route (NPRM R310.3) with language simply requiring the connection in consideration of places where there is no curb between the passenger loading zone and the adjacent pedestrian access route (R311.5). In alterations, the access aisle may connect to an existing pedestrian circulation path in accordance with R202.2. Where curb ramps and blended transitions are used, they must comply with technical requirements for curb ramps, except that detectable warning surfaces are not required on curb ramps and blended transitions used exclusively to connect

access aisles to pedestrian access routes. Curb ramps and blended transitions also must not reduce the required width or length of access aisles. A built-up curb ramp within the access aisle that reduces the required dimensions or otherwise obstructs deployment of a ramp or lift is not permitted.

E. Chapter 4: Supplemental Technical Requirements

Chapter 4 contains technical requirements that, as originally proposed in the NPRM, were virtually the same as similarly titled provisions in the 2004 ADA and ABA Accessibility Guidelines. In response to public comments, and to improve the clarity of the final rule text, several of these provisions have been revised to address the public rights-of-way context more precisely. Consequently, the original distinction between Chapter 3 and Chapter 4 of the PROWAG rule text, where Chapter 3 was specific to PROWAG and Chapter 4 was taken almost directly from the 2004 ADA and ABA Accessibility Guidelines, no longer applies. However, as the proposed guidelines have been widely adopted by state and local government entities, the Board has maintained the two-chapter structure of the technical requirements to ease the transition from the proposed guidelines to the final Guidelines.

R401 General

The supplemental technical requirements in Chapter 4 apply as specified in the scoping provisions of Chapter 2 or where referenced by another technical requirement in Chapter 3 or 4. These technical requirements have been adapted specifically for pedestrian facilities in the public right-of-way. In the final rule, the Board has replaced the term “finish surface,” which is typically used to refer to an interior surface, with “walking surface” or “ground surface,” which are more appropriate in the rights-of-way context. Measurements are taken from the top of the surface.

R402 Protruding Objects and Vertical Clearance

The name of this section, called “Protruding Objects” in the proposed rule (NPRM R402) has been revised in the final rule to more precisely reflect the content. There are many types of protrusions in the public right-of-way, including but not limited to signs, awnings, and landscaping. Landscaping protrusions in the public rights-of-way are common and pose special challenges to pedestrians with disabilities. For example, low hanging tree branches pose a hazard to pedestrian who are

blind or have low vision. Overgrown shrubbery may impede a blind pedestrian's ability to trail on the edge of a sidewalk or force a pedestrian in a wheelchair hazardous close to the roadway. Thus, to ensure equal access to public rights-of-way for persons with disabilities, jurisdictions must take care to ensure that protrusions do not exceed the specified limits, and that vertical clearance is properly maintained.

Protrusion Limits (R402.2)

Objects with leading edges that are more than 27 inches (685 mm) and less than 80 inches (2030 mm) above the walking surface cannot protrude horizontally more than 4 inches (100 mm) into pedestrian circulation paths. The text of this provision has been revised for clarity, but the substantive requirement has not been changed from the proposed provision, which was based on the 2004 ABA and ADA Accessibility Guidelines. However, in the final rule, the Board has added an exception that allows handrails to protrude 4.5 inches (115 mm) into a pedestrian circulation path to account for consistency with the 2004 ABA and ADA Accessibility Guidelines. *See* 36 CFR part 1191, Appx. D 307.2 Exception (allowing handrails to protrude 4.5 inches (115 mm)).

In response to the NPRM, one local government entity indicated that the protrusion limits could affect landscaping requirements and increase landscape trimming costs. The Board notes that it is common practice for jurisdictions to manage and maintain the landscaping abutting sidewalks and other pedestrian circulation paths; the final rule's protrusion limits are unlikely to significantly affect those costs.

Post-Mounted Objects (R402.3)

Post-mounted objects must be installed in compliance with these technical requirements so they do not pose a hazard to persons who are blind or have low vision. In the final rule, the Board has revised the text of these provisions for clarity. The Board has also excepted the sloping portion of handrails serving stairs and ramps from compliance with R402.3.

Where objects mounted on a single post or pylon are more than 27 inches (685 mm) and less than 80 inches (2030 mm) above the walking surface, the objects must not protrude more than 4 inches horizontally into the pedestrian circulation path, as measured horizontally either from the post or pylon or from the outside edge of the base if the base is at least 2½ inches (64

mm) high (R402.3.2). A 2½ inch solid base is cane detectable.

Where objects within a pedestrian circulation path are mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches (305 mm), the lowest edge of the object must be 27 inches (685 mm) maximum above the walking surface (low enough so that it is cane-detectable) or 80 inches (2030 mm) minimum above the walking surface (high enough that someone could walk under it) (R402.3.2). In the final rule, the Board has added an exception allowing objects mounted on two or more posts or pylons that do not comply with the above dimensions if a barrier with its lowest edge at 27 inches maximum above the walking surface is provided. The barrier is cane-detectable, and thus reduces the hazard.

Vertical Clearance (R402.4)

The vertical clearance of a pedestrian circulation path must be 80 inches high minimum. Where the vertical clearance is less than 80 inches, guards or other barriers must be provided to prohibit pedestrian travel. This will prevent pedestrians from colliding with objects overhead. The lowest edge of the guard or barrier must be no higher than 27 inches above the walking surface to ensure that it is cane detectable. These substantive requirements for vertical clearance have not changed from those in the proposed rule, although they have been revised for clarity. In addition, the Board has substituted the word "guard" for "guardrail," which has a different meaning in the transportation context.

In response to the NPRM, the Board received comments from a disability rights advocacy organization and an accessible design firm requesting that the Board required vertical clearance of 96 inches to account for sagging wet branches, awnings, and wires. The Board has maintained the vertical clearance at 80 inches, which provides sufficient head clearance for most people. As in the case of several of PROWAG's technical requirements, some maintenance may be needed to maintain compliance.

Required Clear Width (R402.5)

In the final rule, the Board has added a provision to clarify that protruding objects may not reduce the clear width required for pedestrian access routes, as specified at R302.2. That means, for example, that an object mounted between posts cannot be placed in the middle of a sidewalk, even if it complies with the requirements at R402.3.2, if it obstructs the required clear width of the path.

R403 Operable Parts

An operable part is a component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element, or interact with the element (R104.3). The technical requirements for operable parts apply to operable parts on street furniture, fare vending machines, other fixed elements at transit stops and shelters, accessible pedestrian signals (pedestrian push buttons), parking meters and parking pay stations that serve accessible parking spaces, and any other fixed elements used by pedestrians. A clear space complying with technical requirements at R404 must be provided at operable parts (R403.2). Operable parts must be located within the reach ranges specified in R406 (R403.3). There are no substantive changes to the technical requirements for operable parts from what was proposed in the NPRM; however, the Board updated the definition of "operable part" to include a component of an element use to "interact with the element" (R104.3). This addition is designed to cover QR codes and any other future markings that are intended to be scanned with a mobile device. If a QR code or similar marking is provided on an element, that code or marking must be within reach range, and clear space complying with R404 must be provided so that a person in a wheelchair can use it.

Operable parts must be operable with one hand and not require tight grasping, pinching, or twisting of the wrist (R403.4). The force required to activate operable parts may not exceed 5 pounds (22.2 N). One local government entity objected to this requirement asserting that products rated for exterior use have controls that likely require more force than 5 pounds to operate. The Board is not aware of jurisdictions having actual difficulties obtaining products that comply with this requirement. Exterior environments on buildings and sites are also subject to the same technical requirements for operable parts. 36 CFR part 1191, Appx. B 205, Appx. C F205, Appx. D 309.

R404 Clear Spaces

Clear spaces are required at operable parts so that a person with a wheelchair or other mobility aids (such as a walker or crutches) has sufficient room and a stable surface to access an operable part. Clear spaces are also provided adjacent or integral to benches so that a person using a wheelchair may sit in proximity to a companion using the bench. Two disability rights advocacy organizations requested in their comments that the Board remove the advisory specifying

clear space is required at parking meters and parking pay stations “that serve accessible parking spaces” (NPRM Advisory R404.1), because they believe that clear space should be provided at all parking meters and pay stations. All advisories have been removed from the final rule text; however, the Board also notes that with the addition of R209.7 in the final rule, operable parts of all fixed elements, which would include all parking meters and pay stations, must comply with technical requirements for operable parts at R403.

Clear spaces are 30 inches (760 mm) minimum by 48 inches (1220 mm) minimum (R404.3). Their surfaces must comply with technical requirements for surface characteristics at R302.6 (R404.2). The slope of a clear space must be 1:48 (2.1%) maximum in both directions (R402.2). This is a change from the proposed rule, which required a running slope consistent with the grade of the adjacent pedestrian access route and a cross slope of 2 percent. The Board agreed with commenters that minimizing the slope in both directions provides better accessibility, particularly where both hands are needed for an operable part, leaving a person without a hand to stabilize a manual wheelchair. The Board has retained an exception where the grade of an adjacent pedestrian access route conforms to the requirements of R302.4; in those situations, the slope of the clear space may be consistent with the slope of the pedestrian access route.

Two state DOTs and a regional association of engineers raised concerns about the cross slope exceeding 2 percent in circumstances where a pedestrian pushbutton for an accessible pedestrian signal is adjacent to a curb ramp and the clear space then overlaps the curb ramp. The Board notes that full compliance is expected for new construction on undeveloped land, and that in alterations, where existing physical constraints make compliance with applicable requirements technically infeasible, compliance with these requirements is required to the maximum extent feasible (*see* R202.3). The final rule also allows pedestrian push buttons to be located up to 10 feet away from the edge of curb to help avoid the scenario where clear space is located on a curb ramp (*see* R307.4).

Clear spaces may include knee and toe clearance complying with R405 (R404.4.). Clear spaces are positioned either for a forward approach or parallel approach (R404.5). In the final rule, the Board has clarified the orientation of the clear space for each approach: the 30-inch side is nearest to the element for a forward approach, and the 48-inch

side is nearest to the element for a parallel approach (R404.5).

Clear spaces must not be located on curb ramp runs or flares. One fully unobstructed side of a clear space must adjoin a pedestrian access route or another clear space (R404.6). If a clear space is confined on all or part of three sides, additional maneuvering clearance must be provided (R404.7). For a forward approach where the depth of the confined space exceeds 24 inches measured perpendicular to the element, the clear space and additional maneuvering clearance must be 36 inches (915 mm) wide minimum (R404.7.1). The clear space and additional maneuvering clearance must be 60 inches (1525 mm) wide minimum for a parallel approach where the depth of the confined space exceeds 15 inches.

R405 Knee and Toe Clearance

The technical requirements for knee and toe clearance apply where space beneath an element is included as part of the clear space. These technical requirements are virtually identical to those in the 2004 ABA and ADA Accessibility Guidelines. The only change from the proposed rule is that the Board added a clarifying provision at R405.2.4 stating that space extending more than 6 inches (150 mm) beyond the available knee clearance at 9 inches above the ground surface is not considered toe clearance. The Board added this provision for consistency with section 306.2.4 of the 2004 ABA and ADA Accessibility Guidelines.

R406 Reach Ranges

Technical requirements for reach ranges describe where an operable part must be located so that a person using a wheelchair can reach it. They also specify whether obstructions between the pedestrian and the element with the operable part are permitted, and if so, to what extent. The substantive requirements have not changed from the proposed rule, but the text of the provisions has been edited for clarity.

For both forward and parallel approaches, the reach range extends between 15 inches (380 mm) and 48 inches (1220 mm) above the ground surface (R406.2). Where the clear space is configured solely for a forward approach to an element, obstructions are not permitted between the clear space and the element (R406.3.1). Where a clear space is configured for a parallel approach to an element, an obstruction 10 inches (255 mm) deep maximum is permitted between the clear space and the element (R406.3.2).

In response to comments from three state DOTs requesting that the Board

clarify the permitted height of an obstruction, in the final rule the Board has stated that for clear spaces configured for a parallel approach to an element, the permitted obstruction must be no more than 34 inches (865 mm) high (R406.3.2). This obstructed high reach limit is consistent with that stated in section 308.3.2 of the 2004 ABA and ADA Accessibility Guidelines.

Four state DOTs, three local government commenters, and an engineering firm requested that an obstructed side reach up to 24 inches deep be allowed as is permitted in the 2004 ADA and ABA Accessibility Guidelines. The Board declines to make this change, as most operable parts placed in new construction in the public right-of-way can be located so they are unobstructed. The Board notes that most of the concerns expressed related to existing rights-of-way. Alterations must comply with the applicable requirements to the maximum extent feasible where existing physical constraints make compliance with these requirements technically infeasible (R202.3). An engineering firm expressed concern that the 10-inch obstruction depth limit would present challenges for mounting push buttons within the specified reach range. The Board notes that push button extensions, which are readily available, mitigate this concern.

R407 Ramps

Ramps in the public right-of-way are used to provide access to a pedestrian overpass or underpass, to the entrance of a building or facility, and in instances where the grade of the sidewalk exceeds the allowances specified at R302.4. In the final rule, the Board has defined a “ramp” as a “sloped walking surface with a running slope steeper than 1:20 (5.0%) that accomplishes a change in level and is not part of a pedestrian circulation path that follows the roadway grade. A curb ramp is not a ramp” (R104.3).

In addition, the Board has revised R407.1 to state that R407 does not apply to curb ramps or pedestrian access routes following the grade established for the adjacent street consistent with the requirements of R302.4.1.

This definition and revisions to R407.1 address two repeated concerns in the comments to the NPRM and in subsequent technical assistance inquiries the Board has received since the NPRM was published. First, the Board clarifies that “curb ramps” and “ramps” are different types of pedestrian facilities and have distinct technical requirements. Two state DOTs, one local government entity, an

accessible design firm, and an association of accessibility professionals requested that the Board clarify that R407 does not apply to curb ramps. In the final rule, both “ramp” and “curb ramp” are defined in R104.3. The technical requirements for curb ramps appear at R304 in accordance with the scoping at R203.6. The technical requirements for ramps appear at R407. Second, the Board clarifies that pedestrian circulation paths that follow the street grade are not ramps, even if they exceed a slope of 1:20 (5.0%) and thus do not require compliance with R407 (see R302.4.1).

The running slope of a ramp run is 1:12 (8.3%) maximum (R407.2) and the cross slope of a ramp run is 1:48 (2.1%) maximum (R407.3). In the proposed rule, the Board had specified a minimum running slope of 5 percent, which was derived from the proposed maximum grade of a pedestrian access route (NPRM R407.2). A state DOT requested that the Board eliminate the minimum slope, and the Board concurred that stating a minimum slope was contributing to the confusion as to the applicability of the ramp technical requirements. Thus, the final rule does not state a minimum running slope for ramp runs.

The clear width of a ramp run must be 48 inches (1220 mm) minimum, and if handrails are provided, the clear width between handrails must be 48 inches (1220 mm) minimum (R407.4). This is a departure from the NPRM in which the Board proposed that the clear width of ramps be 36 inches minimum, consistent with the 2004 ADA and ABA Accessibility Guidelines. Several commenters, including three state DOTs and a local government entity, recommended that ramps have a minimum width of 48 inches, consistent with the rest of the pedestrian access route in the public right-of-way. The Board concurred, but also provided an exception allowing a minimum width between handrails of 36 inches (915 mm) for ramps that exclusively serve a building entrance.

The rise for any ramp run is 30 inches (760 mm) maximum (R407.5). Landings must be provided at the top and bottom of each ramp run (R407.6). Landing slopes must be 1:48 (2.1%) maximum parallel and perpendicular to the ramp running slope. Landings are 60 inches (1525 mm) long minimum (R407.6.3) and as wide as the widest ramp run leading to the landing (R407.6.2). Ramps that change direction between runs at landings must have a clear landing 60 inches (1525 mm) minimum by 60 inches (1525 mm) minimum where the ramps change direction (R407.6.4). A

state DOT requested 48 inch (1220 mm) minimum landings; the Board declines this suggestion as switchbacks require more space for maneuvering. A state disability board requested that the Board clarify that handrails cannot overlap the minimum clear dimensions of the landing. The Board does not think this modification to the rule text is needed, as R407.4 indicates that clear width is measured inside any handrails.

Surfaces of ramp runs and landings comply with R302.6, except that changes in level, are not permitted (R407.7). Ramp runs with a rise greater than 6 inches (150 mm) must have handrails complying with R409 (R407.8).

Edge protection must be provided on each side of ramp runs and each side of ramp landings, except those serving an adjoining ramp run, stairway, or other pedestrian circulation path (R407.9). In the final rule, this provision has been revised for clarity. There are two options for edge protection. One is to extend the surface of the ramp run or landing 12 inches (305 mm) minimum beyond the inside face of the handrail (R407.9.1). The other is to provide a 4-inch (100 mm) high curb or a barrier that prevents the passage of a 4-inch sphere (R407.9.2). In the final rule, the Board has specified the minimum height of the curb for clarity and consistency with guidance for the 2004 ABA and ADA Accessibility Guidelines. See U.S. Access Board, Guide to ADA Accessibility Standards, “Edge Protection” available at <https://www.access-board.gov/ada/guides/chapter-4-ramps-and-curb-ramps/> (stating, “Curbs if used must be at least 4” high”). The Board emphasizes that only one edge protection option is required; if a curb or barrier is provided, the extended surface is not required.

R408 Stairs

Technical accessibility requirements for stairs are needed for individuals with disabilities who are ambulatory and use stairs. For example, a person who drags a foot may catch it on a nosing if it does not comply with the requirements. For individuals who walk with difficulty or have challenges with balance, it is often preferable to use stairs rather than a ramp when both are provided as stairs may represent a shorter distance to be traveled or a more even surface.

The final technical requirements for stairs in the public right-of-way are almost identical to the requirements for stairs in the 2004 ADA and ABA Accessibility Guidelines, and those proposed in the NPRM with two exceptions. First, consistent with the

requirements in the 2004 ADA and ABA Accessibility Guidelines but different than the NPRM, the Board has clarified at R408.4 that treads are permitted to have a slope of 1:48 (2.1%) maximum. Second, in response to a request from over 80 commenters, the Board has added a requirement for visual contrast on stair treads and landings.

All steps on a flight of stairs must have uniform riser heights and uniform tread depths (R408.2). Risers must be 4 inches (100 mm) high minimum and 7 inches (180 mm) high maximum. Treads must be 11 inches (280 mm) deep minimum. Two commenters requested that the Board permit the bottom riser to be of varying height to accommodate the grade of the sidewalk. The Board does not find that a modification to the rule text is needed to account for this scenario. DOJ regulations implementing accessibility requirements under Title II of the ADA state that full compliance with the relevant accessibility requirements is not required in the context of new construction where a public entity can demonstrate that it is structurally impracticable to meet the requirements. 28 CFR 35.151. In alterations, where compliance with a requirement is technically infeasible, compliance is required to the maximum extent feasible (see R202.3).

Open risers are not permitted (R408.3). Stair treads must comply with technical requirements for surface characteristics at R302.6, except that changes in level are not permitted (R408.4). However, treads may have a slope not steeper than 1:48 (2.1%).

The radius of curvature at the leading edge of the tread must be 0.5 inches (13 mm) maximum (R408.5). If the nosing projects beyond the riser, the underside of the leading edge of the nosing must be curved or beveled. Risers are permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The nosing may project 1.5 inches (38 mm) maximum over the tread below.

The leading edge of each step tread and top landing must be marked by a 1-inch (25 mm) wide stripe (R408.6). The stripe must contrast visually with the rest of the step tread or circulation path surface, either light-on-dark or dark-on-light. In adopting a requirement for contrast striping, the Board notes that a 1- to 2-inch stripe of contrasting color (either dark-on-light or light-on-dark) is required by American National Standard (ANSI) through adoption of international building codes (IBC) to help users distinguish each step.¹⁹ In

¹⁹ “Accessible and Usable Buildings and Facilities,” American National Standard (2009): 41,

addition, the Access Board requires contrast striping on vehicle stairs to assist individuals with low vision distinguish between steps. 36 CFR part 1192, Appx. A T405.3. The Board has assessed the costs of contrast striping on stairs and finds them reasonable with respect to the accessibility for persons with low vision. FRIA at 109.

Stairs must have handrails complying with the technical requirements for handrails at R409.

R409 Handrails

Wherever handrails are provided in the public right-of-way, regardless of whether or not they are required, they must comply with technical requirements for handrails. The Board received several comments in response to the handrails technical requirements in the NPRM asking the Board to clarify where handrails are required. Again, handrails are required on ramps and stairs (R409.2); they are not required on curb ramps or pedestrian circulation paths complying with the grade requirements at R302.4. The Board added a statement to R409.1 clarifying that R409 does not apply to curb ramps.

The technical requirements for handrails in the final rule are substantively the same as the technical requirements in the NPRM. The Board provided clarification, described below, as to how jurisdictions are to handle scenarios where handrail extensions would reduce the clear width of a pedestrian access route (see R409.10).

Handrails must be continuous within the full length of each ramp run or stair flight (R409.3). Inside handrails on switchback or dogleg ramps and stairs must be continuous between ramp runs or stair flights.

The top of handrail gripping surfaces must be between 34 inches (865 mm) and 38 inches (965 mm) above walking surfaces, ramp surfaces, and stair nosings (R409.4). Handrails must be installed at a consistent height. There must be at least 1.5 inches (38 mm) between the handrail gripping surface and any other adjacent surface to allow sufficient room to grip the handrail (R409.5).

Handrail gripping surfaces must be continuous along their length and unobstructed along their tops and sides (R409.6). The bottoms of handrail gripping surfaces must not be obstructed for more than 20 percent of their length. Any horizontal projections must be at least 1.5 inches (38 mm) below the bottom of the handrail gripping surface.

Handrail gripping surfaces' cross sections comply with either R409.7.1 (circular) or R409.7.2 (non-circular). Where expansion joints are necessary for large spans of handrails, the expansion joint cross section may be smaller than the specified cross section diameters for sections no more than 1 inch (25 mm) long. Handrail gripping surfaces with a circular cross section must have an outside diameter of 1.25 inches (32 mm) minimum and 2 inches (51 mm) maximum (R409.7.1). Handrail gripping surfaces with a non-circular cross section must have a perimeter dimension of 4 inches (100 mm) minimum and 6.25 inches (160 mm) maximum, and a cross-section dimension of 2.25 inches (57 mm) maximum (R409.7.2). Handrail gripping surfaces and any surfaces adjacent must not be sharp or abrasive and must have rounded edges (R409.8).

Handrails must not rotate within their fittings; however, where expansion joints are necessary for large spans of handrails, the expansion joint may rotate in its fitting (R409.9).

Handrail gripping surfaces must extend beyond and in the same direction of ramp runs and stair flights in accordance with R409.10. In response to a comment from a state DOT requesting clarity on the requirement for handrail extensions where they would protrude into a pedestrian circulation path, the Board has clarified that in new construction on undeveloped land, handrails must not extend into a roadway or pedestrian circulation path. However, in alterations, if handrail extensions complying with R409.10 would reduce the clear width of a pedestrian access route, they shall extend as far as possible without reducing the clear width. Extensions are not required for continuous handrails at the inside turn of switchback or dogleg ramps and stairs.

The required extensions are as follows. Ramp handrails must extend horizontally above the landing for 12 inches (305 mm) minimum beyond the top and bottom of ramp runs (R409.10.1). Extensions must either return to a wall, guard, or the landing surface, or be continuous to the handrail of an adjacent ramp run. At the top of a stair flight, handrails must extend horizontally above the landing for 12 inches (305 mm) minimum beginning directly above the first riser nosing (R409.10.2). Extensions must either return to a wall, guard, or the landing surface, or be continuous to the handrail of an adjacent stair flight.

At the bottom of a stair flight, handrails must extend at the slope of the stair flight for a horizontal distance

at least equal to one tread depth beyond the last riser nosing (R409.10.3). Extensions must either return to a wall, guard, or the landing surface, or be continuous to the handrail of an adjacent stair flight.

R410 Visual Characters on Signs

Technical requirements for pedestrian signs provide accessibility to pedestrians with low vision. As stated in the scoping at R208, all signs on shared use paths and all other signs in the public right-of-way intended for pedestrians other than those explicitly excepted are required to comply with the technical requirements. The Board notes, in response to a local government comment, that a noncompliant sign accompanied by a compliant sign does not meet the requirements. All signs covered by the scoping must comply with the technical requirements.

The only change to the final technical requirements for signs from the proposed provisions is that the Board has relocated the requirement for height to the end of the section as a more logical placement. The technical requirements for visual characters on signs are substantively identical to the character requirements in the 2004 ADA and ABA Accessibility Guidelines. 36 CFR part 1191, Appx. D 703.

Characters and their background must have a non-glare finish (R410.2), contrast with their background (R410.2), and be conventional in form (R410.4). Characters may be uppercase or lowercase or a combination of both (R410.3).

Characters must be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I" (R410.5). Minimum character heights are specified in Table R410.6. The viewing distance is measured as the horizontal distance between the character and an obstruction preventing further approach towards the sign (R410.6). Character height is based on the uppercase letter "I".

Stroke thickness (R410.7), character spacing (R410.8), and line spacing (R410.9) are specified. Visual characters must be at least 40 inches (1015 mm) above the ground surface.

411 International Symbol of Accessibility

The International Symbol of Accessibility (ISA) is provided as a figure. Wherever the ISA is used, it must have a non-glare finish and contrast with its background. In the final rule, this provision has been slightly restructured, but there are no

substantive changes from the proposed requirements.

VII. Regulatory Process Matters

A. Regulatory Planning and Review
(Executive Orders 12866 and 13563)

The Office of Management and Budget has reviewed this final rule pursuant to E.O. 12866, 58 FR 51735 (Sept. 30, 1993), Principles of Regulations, and E.O. 13563, 76 FR 3821, (Jan. 21, 2011), Improving Regulation and Regulatory Review.

The USDOT Volpe Center prepared the final regulatory impact analysis (FRIA) on behalf of the Access Board. The FRIA is available on the Access Board’s website at www.access-board.gov and in the regulatory docket at www.regulations.gov. The FRIA estimates the annual costs of PROWAG, and describes the significant benefits, some of which are quantifiable. While the benefits of regulations that ensure civil rights cannot be fully quantified and monetized, according to the Volpe Center’s estimates, the monetizable benefits of this final rule far outweigh the costs. The Board concludes that consistent with E.O. 13563, the benefits of this final rule, (quantitative and qualitative) justify the costs.

Pursuant to E.O. 13563, the Volpe Center has used “the best available techniques to quantify anticipated present and future benefits and costs as accurately as possible”; however, the final rule and the underlying statutes create many important benefits that, in the words of E.O. 13563, stem from “values that are difficult or impossible to quantify.” In addition to considering the rule’s quantitative effects, the Board has considered the rule’s qualitative effects.

Executive Order 13563 states that in making a reasoned determination that a regulation’s benefits justify its costs, “each agency may consider and (discuss

qualitatively) values that are difficult or impossible to quantify, including equity, human dignity, fairness, and distributive impacts.” The proposed guidelines promote important societal values that are difficult or impossible to quantify. When enacting the ADA, Congress found “the discriminatory effects of architectural, transportation, and communication barriers” to be a continuing problem that “denies people with disabilities the opportunity to compete on an equal basis and to pursue those opportunities for which our free society is justifiably famous, and costs the United States billions of dollars in unnecessary expenses resulting from dependency and nonproductivity.” 42 U.S.C. 12101(a)(5) and (9).

Congress declared that “the Nation’s proper goals regarding individuals with disabilities are to assure equality of opportunity, full participation, independent living, and economic self-sufficiency.” 42 U.S.C. 12101(a)(8). This final rule promotes the goals declared by Congress by eliminating the discriminatory effects of architectural, transportation, and communication barriers in the design and construction of pedestrian facilities in the public right-of-way. The proposed guidelines are also important to achieving the benefits of the other parts of the Americans with Disabilities Act. As the House Report for the Americans with Disabilities Act stated, “[t]he employment, transportation, and public accommodation sections . . . would be meaningless if people who use wheelchairs were not afforded the opportunity to travel on and between the streets.” H.R. 485, 101st Cong., 2d Sess. 84 (1990).

In the FRIA, the Volpe Center provides benefits and costs calculated relative to a no-action baseline, which represents a continuation of existing state and local design standards and

construction practices. The details of the baseline vary significantly across PROWAG provisions, because in some areas existing practices align fairly closely with PROWAG, while in other cases there are larger differences.

The FRIA describes the methodology used to calculate compliance costs and associated benefits, including data sources, key input values and assumptions, calculation methods, and information on potential limitations and sources of uncertainty. This methodology is then applied to estimate the costs and benefits of major PROWAG provisions on a lifecycle basis, relative to a no-action baseline.

The below summarizes the quantified cost and benefit estimates. The FRIA also presents a discussion of potential compliance costs for pedestrian overpasses and underpasses; sidewalk dimensions and materials; handrails; public street toilets; transit stops and shelters; and alternate pedestrian access routes. However, these are not listed in the summary table because they are expected to have little to no overall cost impact relative to the baseline. Similarly, a number of other benefits were identified that could not be monetized using the available data.

As the relevant analysis time periods can vary by provision, the costs and benefits have been converted to annualized equivalents (using 3% and 7% discount rates) to ease comparisons. As the figures indicate, estimated monetized benefits exceed estimated compliance costs by a considerable margin. However, some of the most important benefits of this rule, in the form of equal access to public facilities, personal freedom and independence, and the elimination of accessibility barriers to mobility, are not quantified due to the inherent difficulty in monetizing such impacts.

SUMMARY OF ESTIMATED BENEFITS AND COSTS

PROWAG provision	Annualized cost/benefit (\$ millions, 7% discounting to 2021 base year)	Annualized cost/benefit (\$ millions, 3% discounting to 2021 base year)	Time period analyzed (years)
Detectable Warning	\$1.0	\$1.0	50
On-Street Parking	11.4	17.0	20
Passenger Loading Zones	1.4	1.4	20
Accessible Pedestrian Signals	98.8	103.6	25
Shared-Use Paths	43.9	60.0	15
Pedestrian Overpasses and Underpasses	0.0	0.0	30
Sidewalk Width	0.0	0.0	50
Roundabouts—Crossings	12.6	16.9	25
Roundabouts—Edge Detection	2.4	2.8	50
Curb Ramps	22.0	30.6	20
Stair Visual Contrast	0.1	0.1	50
Crosswalk Cross Slope	3.0	3.1	25

SUMMARY OF ESTIMATED BENEFITS AND COSTS—Continued

PROWAG provision	Annualized cost/benefit (\$ millions, 7% discounting to 2021 base year)	Annualized cost/benefit (\$ millions, 3% discounting to 2021 base year)	Time period analyzed (years)
Total Costs	196.7	236.5	
Accessible Pedestrian Signals: Mobility Component	68.9	83.5	25
Roundabouts: Safety Component	0.1	0.1	25
On-Street Parking: Mobility Component	928.0	1,083.6	20
Multiple Provisions: New Trips Value	14,479.3	19,575.3	30
Multiple Provisions: Health Benefit	0.03	0.04	30
Total Benefits	15,476.3	20,742.5	

B. Regulatory Flexibility Act

The impacts of the proposed guidelines on small governmental jurisdictions with a population of less than 50,000 are discussed below. This information is required by the Regulatory Flexibility Act (5 U.S.C. 603).

1. Statement of the Need for, and Objectives of, the Rule

The Access Board's current accessibility guidelines, the 2004 ADA and ABA Accessibility Guidelines, were developed primarily for buildings and facilities on sites. Some of the requirements in the 2004 ADA and ABA Accessibility Guidelines can be readily applied to pedestrian facilities in the public right-of-way, but other requirements are developed specifically for pedestrian facilities in the public right-of-way and address conditions and constraints that exist in the public right-of-way.

The Access Board is required to issue accessibility guidelines by the Americans with Disabilities Act (ADA)

(42 U.S.C. 12204) and Section 502 of the Rehabilitation Act (29 U.S.C. 792) to ensure that newly constructed and altered facilities are readily accessible to and usable by pedestrians with disabilities.

2. Statement of Significant Issues Raised by Public Comments in Response to the Initial Regulatory Flexibility Analysis

The NPRM received 14 comments from entities considered "small", *i.e.*, government entities with a population under 50,000. In these comments, the most common concern was about the cost of APS, although in at least some instances this was due to a misunderstanding that the final rule requires retrofitting equipment, which is not the case. This final rule applies only to new construction and alterations.

Other comments asked clarifying questions about definitions and the applicability of the proposed rule, and one commentator explicitly supported the proposed rule in its entirety.

The Access Board carefully considered all comments, including

those from small government entities, and revised the final rule in light of those comments. No changes were made, however, that solely affect small government entities.

3. Response of the Agency to Any Comments Filed by the Chief Counsel for Advocacy of the Small Business Administration in Response to the Proposed Rule

No comments were filed by the Chief Counsel for Advocacy of the Small Business Administration in response to the proposed rule.

4. Small Governmental Jurisdictions Affected by Proposed Accessibility Guidelines

The number of small governmental jurisdictions with a population less than 50,000 affected by the proposed guidelines is shown in the table below.²⁰ The total number of jurisdictions with populations under 50,000 is 36,931.

Governmental jurisdictions	Population under 10,000	Population 10,000 to 24,999	Population 25,000 to 49,999
County	687	807	611
Municipal	16,432	1,559	738
Town or Township	14,997	784	316
Total	32,206	3,150	1,665

More than 65 percent of municipal governments (12,701) and almost 75 percent of towns and townships (12,062) have a population of less than 2,500. Many of these small governmental jurisdictions are located in rural areas, which generally do not construct pedestrian transportation

networks (*e.g.*, sidewalks, pedestrian street crossings, and pedestrian signals).

In addition, some jurisdictions do not have full responsibility for all rights-of-way within their town or county boundaries, and accordingly would only be affected by this final rule with respect to the right-of-way that is in

their purview. For example, in Delaware, North Carolina, and West Virginia, the State DOT is responsible for the management of roadways, which means that small governmental jurisdictions in these states²¹ are less likely to be burdened by the final rule, as the State DOTs may be primarily

²⁰ Source: U.S. Census Bureau 2017 Census of Governments available at: <https://www.census.gov/data/tables/2017/econ/gus/2017-governments.html>.

²¹ There are 90 counties and 821 municipal governments with population under 50,000 per U.S. Census data in these three states.

responsible for the affected infrastructure.

5. Compliance Requirements

The public rights-of-way accessibility guidelines address the design, construction, and alteration of pedestrian facilities in the public right-of-way, including sidewalks, crosswalks, pedestrian overpasses and underpasses, curb ramps and blended transitions at crosswalks, pedestrian signals, street furniture (*i.e.*, drinking fountains, public toilet facilities, tables, counters, and benches), pedestrian signs, transit stops and transit shelters for buses and light rail vehicles, on-street parking that is marked or metered, and passenger loading zones. The Section-by-Section Analysis of the preamble describes the proposed accessibility guidelines. Compliance with the proposed accessibility guidelines is not mandatory until they are adopted, with or without additions and modifications, as accessibility standards by other Federal agencies. There are no reporting or recordkeeping requirements.

6. Significant Alternatives Which Minimize Any Significant Economic Impacts on Small Entities

The regulatory assessment analyzes the following five requirements in the final rule that will have more than minimal impacts on state and local transportation departments:

- *Accessible pedestrian signals and pedestrian pushbuttons required when pedestrian signals are newly installed or altered at signalized intersections.* Accessible pedestrian signals and pedestrian pushbuttons communicate the information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (*i.e.*, audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision.

- *Pedestrian activated signals or raised crossings at roundabouts with pedestrian street crossings.* A roundabout is a circular intersection with yield control at entry, which permits a vehicle on the circulatory roadway to proceed, and with deflection of the approaching vehicle counter-clockwise around a central island. Pedestrian activated signals or raised crossings are required at roundabouts with pedestrian street crossings to facilitate crossing by pedestrians who are blind or have low vision. Some small governmental jurisdictions with a population less than 50,000 do construct roundabouts, and accordingly may be affected by this requirement,

although they may only construct a small number of roundabouts.

- *Accessible shared use paths located in the public right-of-way.* The shared use paths requirements that are likely to impose costs include those related to detectable warning surfaces, grade, and trail surface. The existing data suggests that shared use paths in small governmental jurisdictions are not necessarily any more or less compliant than all shared use paths in the U.S., suggesting that this will be an area of costs for small jurisdictions in line with the overall prevalence of shared use paths.

- *One curb ramp per street crossing provided at each corner of intersections.* Existing guidelines allow for a single diagonal curb ramp serving street crossings; however, the final rule will require two parallel or perpendicular curb ramps. There is no requirement where no pedestrian crossing exists.

- *On-street parking must meet minimum thresholds for the number of accessible spaces per block perimeter or other location.* On-street parking is typically found along the curbside in retail, office, and mixed-use areas, but it is unknown how common this type of parking is in small governmental jurisdictions.

There are no significant alternatives that will minimize any significant impacts of these requirements on small governmental jurisdictions and achieve the objectives of the ADA, Section 504 of the Rehabilitation Act, and the ABA to eliminate the discriminatory effects of architectural, transportation, and communication barriers in the design and construction of pedestrian facilities in the public right-of-way.

C. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act does not apply to legislative or regulatory provisions that establish or enforce any "statutory rights that prohibit discrimination on the basis of race, color, religion, sex, national origin, age, handicap, or disability." 2 U.S.C. 658a. Accordingly, it does not apply to this rulemaking.

D. Paperwork Reduction Act

This regulation contains no information collection requirements subject to review by the Office of Management and Budget under the Paperwork Reduction Act. See 44 U.S.C. 3501, *et seq.*

E. Congressional Review Act

To the extent this rule is subject to the Congressional Review Act, the Access Board has complied with its requirements by submitting this final

rule to Congress and the Government Accountability Office prior to publication in the **Federal Register**.

F. Federalism (Executive Order 13132)

The proposed rule adheres to the fundamental federalism principles and policy making criteria in Executive Order 13132. The portion of this rule applicable to state and local governments is issued under the authority of the Americans with Disabilities Act, civil rights legislation that was enacted by Congress pursuant to its authority to enforce the Fourteenth Amendment to the U.S. Constitution and to regulate commerce. The Americans with Disabilities Act was enacted "to provide a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities." 42 U.S.C. 12101(b)(1). The Americans with Disabilities Act recognizes the authority of State and local governments to enact and enforce laws that "provide for greater or equal protection for the rights of individuals with disabilities than are afforded by this chapter." 42 U.S.C. 12201(b). This rule is based largely on the recommendations of a Federal advisory committee which included representatives of state and local governments. The Access Board made drafts of the proposed rule available for public review and comment. State and local governments provided comments on the drafts of the proposed rule.

List of Subjects in 36 CFR Part 1190

Buildings and facilities, Civil rights, Federal buildings and facilities, Highways and roads, Individuals with disabilities, Parking, Rights-of-way, Transportation.

Approved by vote of the Access Board on March 15, 2023.

Christopher Kuczynski,
General Counsel.

■ Accordingly, for the reasons set forth in the preamble, the Access Board adds 36 CFR part 1190 to read as follows:

PART 1190—ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY

Sec.

1190.1 Accessibility Guidelines.

Appendix to Part 1190—Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

Authority: 29 U.S.C. 792; 42 U.S.C. 12204; 42 U.S.C. 4151 *et seq.*

§ 1190.1 Accessibility Guidelines.

The accessibility guidelines for pedestrian facilities in the public right-

of-way are set forth in the appendix to this part. When the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other Federal agencies implementing the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act, compliance with the accessibility standards is mandatory.

Appendix to Part 1190—Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

Chapter 1: Application and Administration

R101 Purpose and Application

R101.1 Purpose. These guidelines contain scoping and technical requirements to ensure that *pedestrian facilities* located in the *public right-of-way* (including a *public right-of-way* that forms the boundary of a site or that lies within a site bounded by a property line), are readily accessible to and usable by *pedestrians* with disabilities.

R101.2 Application to ADA-Covered Facilities. These guidelines apply to *pedestrian facilities* in *public rights-of-way* to the extent required by regulations issued by Federal agencies under the Americans with Disabilities Act of 1990, as amended (42 U.S.C. 12101 *et seq.*) (ADA).

R101.3 Application to ABA-Covered Facilities. These guidelines apply to *pedestrian facilities* in *public rights-of-way* to the extent required by regulations issued by Federal agencies under the Architectural Barriers Act of 1968 (42 U.S.C. 4151 *et seq.*) (ABA).

R101.4 Effect on Existing Pedestrian Facilities. These guidelines do not address existing *pedestrian facilities* unless the *pedestrian facilities* are altered at the discretion of a covered entity. The Department of Justice has authority over existing facilities that are subject to the requirement for program access under title II of the ADA. Any determination that this document applies to existing facilities subject to the program access requirement is solely within the discretion of the Department of Justice and is effective only to the extent required by regulations issued by the Department of Justice.

R102 Deviations From These Guidelines

R102.1 ADA-Covered Facilities and Equivalent Facilitation. The use of alternative designs, products, or technologies that result in substantially equivalent or greater accessibility and usability than the requirements in these guidelines shall be permitted for *pedestrian facilities* in the *public right-of-way* subject to the ADA.

R102.2 ABA-Covered Facilities and Waivers or Modifications. Equivalent facilitation is not permitted for *pedestrian facilities* in the *public right-of-way* subject to the ABA. The ABA authorizes the Administrator of the General Services Administration, the Secretary of the Department of Housing and Urban Development, the Secretary of the Department of Defense, and the United States

Postal Service to modify or waive the accessibility standards for buildings and facilities covered by the ABA on a case-by-case basis, upon application made by the head of the department, agency, or instrumentality of the United States concerned and upon a determination that the waiver is clearly necessary. Pursuant to Section 502(b)(1) of the Rehabilitation Act of 1973, 29 U.S.C. 792(b), the Access Board shall ensure that modifications and waivers are based on findings of fact and are not inconsistent with the ABA.

R103 Conventions

R103.1 Conventional Industry Tolerances. All dimensions are subject to conventional industry tolerances except where requirements are stated as a range with specific minimum or maximum endpoints.

R103.2 Calculation of Percentages. Where the required number of elements or facilities to be provided is determined by calculations of ratios or percentages and remainders or fractions result, the next greater whole number of such elements or facilities shall be provided.

R103.3 Units of Measurement. Measurements are stated in U.S. customary units and metric units. The values stated in each system (U.S. customary units and metric units) may not be exact equivalents, and each system shall be used independently of the other. Slopes are expressed in terms of both ratios and percentages. Ratios and percentages may not be exact equivalents, and each shall be used independently of the other.

R104 Definitions

R104.1 Undefined Terms. Terms that are not defined in R104.3 or in regulations issued by the Department of Justice and the Department of Transportation under the ADA, the four standard setting agencies under the ABA or other Federal agencies that adopt these guidelines as accessibility standards shall be given their ordinarily accepted meaning in the sense that the context implies.

R104.2 Interchangeability. Words, terms, and phrases used in the singular include the plural and those used in the plural include the singular.

R104.3 Defined Terms. For the purpose of these guidelines, the following terms have the indicated meaning:

Accessible. A *pedestrian facility* or *element* in the *public right-of-way* that complies with these guidelines.

Accessible Pedestrian Signal. A device that communicates information about *pedestrian* signal timing in non-visual formats such as audible tones or speech messages, and vibrating surfaces.

Alteration or altered. A change to or an addition of a *pedestrian facility* in an existing, *developed public right-of-way* that affects or could affect *pedestrian* access, circulation, or usability.

Blended Transition. A wraparound connection at a corner, or a flush connection where there is no *curb* to cut through, other than a *curb ramp*.

Block Perimeter. The near side of the *streets* surrounding a block. For example, on

a square block bounded by Main Street to the south, Pine Street to the north, 1st Street to the east, and 2nd Street to the west, the *block perimeter* includes the north side of Main Street, the south side of Pine Street, the west side of 1st Street, and the east side of 2nd Street.

Boarding Platform. A platform raised above *standard curb height* used for transit vehicle boarding and alighting.

Building. Any structure used or intended for supporting or sheltering any use or occupancy.

Crosswalk. That part of a *roadway* that is located at an intersection included within the connections of the lateral lines of the *pedestrian circulation paths* on opposite sides of the *highway* measured from the *curbs*, or in the absence of *curbs*, from the edges of the traversable *roadway*, and in the absence of a *pedestrian circulation path* on one side of the *roadway*, the part of a *roadway* included within the extension of the lateral lines of the *pedestrian circulation path* at right angles to the center line; or at any portion of a *roadway* at an intersection or elsewhere distinctly indicated as a *pedestrian* crossing by pavement marking lines on the surface. *Crosswalks* at intersections may be marked or unmarked.

Cross Slope. The slope that is perpendicular to the direction of *pedestrian* travel.

Curb. A raised feature along the side of a *street* that delineates the edge of the *roadway* or *pedestrian circulation path*.

Curb Line. A line at the face of the *curb* that marks the transition between the *curb* and the gutter or *street*.

Curb Ramp. A sloped connection that is cut through or built up to a *curb*. *Curb ramps* may be perpendicular or parallel to the *curb* or to the *street* they serve or be a combination thereof.

Detectable Warning Surface. A standardized surface feature built in or applied to *pedestrian circulation paths* and other *pedestrian facilities* to warn of hazards.

Developed. Containing buildings, *pedestrian facilities*, *roadways*, utilities, or elements.

Element. An architectural or mechanical component of a *building*, *pedestrian facility*, space, site, or *public right-of-way*.

Grade. See *Running slope*.

Grade Break. The line where two surface planes with different *running slopes* meet.

Highway. A general term denoting a public way for purposes of vehicular travel, including the entire area within the *public right-of-way*.

Median. The area between two *roadways* of a divided *highway* measured from edge of *traveled way* to edge of *traveled way*. The *median* excludes turn lanes. The *median* width might be different between intersections, interchanges, and at opposite approaches of the same intersection.

Operable Part. A component of an *element* used to insert or withdraw objects, or to activate, deactivate, or adjust the *element*, or to interact with the *element*.

Parallel Curb Ramp. A *curb ramp* with a *running slope* that is parallel to the *curb* or *street* it serves.

Passenger Loading Zone. An area that is specifically designed or designated for

loading and unloading passengers, but that does not primarily serve vehicles on a fixed or scheduled route.

Pedestrian. A person on foot, travelling by wheelchair or other mobility device, on skates, or on a skateboard.

Pedestrian Access Route. An accessible, continuous, and unobstructed path of travel for use by pedestrians with disabilities within a pedestrian circulation path.

Pedestrian Activated Warning Devices. Devices that are installed in conjunction with a warning sign and are activated to alert vehicle operators to the presence of a pedestrian, such as rectangular rapid flashing beacons.

Pedestrian Change Interval. An interval during which the flashing upraised hand (symbolizing "don't walk") signal indication is displayed.

Pedestrian Circulation Path. A prepared exterior or interior surface provided for pedestrian use in the public right-of-way.

Pedestrian Facility. A structure, route, or space for pedestrian circulation or use located in the public right-of-way.

Pedestrian Hybrid Beacon. A special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street at a marked crosswalk.

Pedestrian Refuge Island. A defined area 72 inches (1828 mm) long minimum in the direction of pedestrian travel located between traffic lanes for pedestrian refuge within a median, splitter island, or channelizing island.

Pedestrian Signal Head. A device containing the walking person symbol (symbolizing "walk") and the upraised hand symbol (symbolizing "don't walk"), that is installed to direct pedestrian traffic at a crosswalk.

Perpendicular Curb Ramp. A curb ramp with a running slope that is perpendicular to the curb or the street it serves.

Public Right-of-Way. Public land acquired for or dedicated to transportation purposes, or other land where there is a legally established right for use by the public for transportation purposes.

Push Button. A button to activate a device or signal timing for pedestrians, bicyclists, or others crossing a roadway.

Push Button Locator Tone. A repeating sound that informs approaching pedestrians that a push button exists to actuate pedestrian timing or receive additional information and that enables pedestrians who are blind or have low vision to locate the push button.

Qualified Historic Building or Facility. A building or facility that is listed in or eligible for listing in the National Register of Historic Places or designated as historic under an appropriate state or local law.

Ramp. A sloped walking surface with a running slope steeper than 1:20 (5.0%) that accomplishes a change in level and is not part of a pedestrian circulation path that follows the roadway grade. A curb ramp is not a ramp.

Roadway. That portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder.

Roundabout. A circular intersection with yield control at entry, which permits a vehicle on a circular roadway to proceed, and with deflection of the approaching vehicle counterclockwise around a central island.

Running Slope. The slope that is parallel to the direction of pedestrian travel.

Shared Use Path. A multi-use path designed primarily for use by bicyclists, pedestrians, and other authorized motorized and non-motorized users, for transportation purposes, and that may also be used for recreation. Shared use paths are physically separated from motor vehicle traffic by an open space or barrier and are either within the highway or other public right-of-way.

Sidewalk. That portion of a highway between the curb line, or the lateral line of a roadway, and the adjacent property line, or on easements of private property, that is paved or improved and intended for use by pedestrians.

Splitter Island. A median island used to separate opposing directions of traffic entering and exiting a roundabout.

Stair. A change in elevation comprised of at least one tread and riser. A curb is not a stair.

Standard Curb Height. The typical height of a curb according to local standards for a given road type, but usually between 3 inches (75 mm) and 9 inches (230 mm) high relative to the surface of the roadway or gutter.

Street. See Roadway.

Transit Shelter. A structure provided at a transit stop to provide passengers protection from the weather.

Transit Stop. An area that is designated for passengers to board or alight from buses, rail cars, and other transportation vehicles that operate on a fixed route or scheduled route, including bus stops and boarding platforms. This definition does not include intercity rail except where a stop is located in the public right-of-way.

Transitional Segment. The portion of a pedestrian circulation path that connects adjacent surfaces with different slopes or dimensions to provide a smooth transition.

Traveled Way. The portion of the roadway for the movement of vehicles, exclusive of the shoulder, berm, sidewalk, and parking lane.

Vibrotactile. A method of communicating information by touch using a vibrating surface.

Walk Interval. An interval during which the walking person (symbolizing "walk") signal indication is displayed.

Chapter 2: Scoping Requirements

R201 General

R201.1 Scope. All newly constructed pedestrian facilities and altered portions of existing pedestrian facilities for pedestrian circulation and use located in the public right-of-way shall comply with these guidelines.

Exception: Pedestrian facilities within vaults, tunnels, and other spaces used only by service personnel for maintenance, repair, or monitoring of equipment are not required to comply with these guidelines.

R201.2 Temporary and Permanent Pedestrian Facilities. The requirements in

these guidelines shall apply to temporary and permanent pedestrian facilities and elements in the public right-of-way. Where a pedestrian circulation path or transit stop is temporarily closed by construction, maintenance operations, or similar conditions, an alternate pedestrian access route or transit stop shall be provided in accordance with R204.

R201.3 Buildings, Structures, and Elements. Buildings, structures, and elements in the public right-of-way that are not covered by the requirements in these guidelines shall comply with the applicable requirements in 36 CFR part 1191 (ADA & ABA Accessibility Guidelines). Examples include, but are not limited to, buildings, structures, and elements at safety rest areas or park and ride lots, temporary performance stages and reviewing stands.

R202 Alterations

R202.1 General. Alterations to pedestrian facilities shall comply with R202.

R202.2 Connection to Pedestrian Circulation Path. Where pedestrian facilities are altered, they shall be connected by a pedestrian access route complying with R302 to an existing pedestrian circulation path. A transitional segment may be used in the connection.

R202.3 Existing Physical Constraints. In alterations, where existing physical constraints make compliance with applicable requirements technically infeasible, compliance with these requirements is required to the maximum extent feasible. Existing physical constraints include, but are not limited to, underlying terrain, underground structures, adjacent developed facilities, drainage, or the presence of a significant natural or historic feature.

R202.4 Reduction in Access Prohibited. An alteration to pedestrian facilities or elements shall not decrease the accessibility of an existing pedestrian facility or element or an accessible connection to an adjacent building or site below the requirements in these guidelines.

R202.5 Alterations to Qualified Historic Facilities. Where the State Historic Preservation Officer or Advisory Council on Historic Preservation determines that compliance with an applicable requirement of these guidelines would threaten or destroy the historic significance of a qualified historic building or facility, compliance with that requirement is required to the maximum extent feasible without threatening or destroying the historic significance of the qualified historic building or facility.

R203 Pedestrian Access Routes

R203.1 General. Where provided, the pedestrian facilities addressed in R203 shall contain or connect a pedestrian access route, and shall comply with these guidelines.

R203.2 Connection to Accessible Facilities. Pedestrian access routes shall connect accessible elements, spaces, and pedestrian facilities in accordance with R203.2.

R203.2.1 Connection to Accessible Facilities subject to the ADA. Pedestrian access routes subject to the ADA shall connect accessible elements, spaces, and

pedestrian facilities required to be accessible and connect to accessible routes required by section 206.2.1 of appendix B to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines) that connect building and facility entrances to public streets and sidewalks.

Exception: Where elements are altered, on or adjacent to an existing pedestrian circulation path, the existing pedestrian circulation path need not be altered to provide a pedestrian access route complying with R202.2.

R203.2.2 *Connection to Accessible Facilities subject to the ABA.* Pedestrian access routes subject to the ABA shall connect accessible elements, spaces, and pedestrian facilities required to be accessible and connect to accessible routes required by section 206.2.1 of appendix C to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines) that connect building and facility entrances to public streets and sidewalks.

Exception: Where elements are altered, on or adjacent to an existing pedestrian circulation path, the existing pedestrian circulation path need not be altered to provide a pedestrian access route complying with R202.2.

R203.3 *Pedestrian Circulation Paths.* Pedestrian access routes complying with R302 shall be provided within pedestrian circulation paths, including sidewalks and shared use paths. Transitional segments may be used to connect new or altered pedestrian access routes to existing pedestrian circulation paths, and the differences between adjacent surface characteristics shall be minimized to provide a smooth transition.

R203.4 *Crosswalks.* A pedestrian access route complying with R302 shall be provided within and for the full length of a crosswalk, including medians and pedestrian refuge islands. Crosswalks shall comply with R306.

R203.5 *Pedestrian At-Grade Rail Crossing.* Where a pedestrian circulation path crosses at-grade rail tracks, a pedestrian access route complying with R302 shall be included within the pedestrian at-grade rail crossing. Pedestrian at-grade rail crossings shall comply with R306.

R203.6 *Curb Ramps and Blended Transitions.* A curb ramp, blended transition, or a combination of curb ramps and blended transitions shall be provided in accordance with R203.6 and shall comply with R304.

R203.6.1 *Placement.* Placement of curb ramps and blended transitions shall comply with R203.6.1.

R203.6.1.1 *Crosswalks at an Intersection.* At an intersection corner, one curb ramp or blended transition shall be provided for each crosswalk, or a single blended transition that spans all crosswalks at the intersection corner may be provided. Where pedestrian crossing is prohibited, curb ramps or blended transitions shall not be provided, and the pedestrian circulation path shall be either (a) separated from the roadway with landscaping or other non-prepared surface or (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the pedestrian circulation path.

Exception: In alterations, where existing physical constraints make compliance with R203.6.1.1 technically infeasible, a single

curb ramp complying with R304 shall be permitted at the apex of the intersection corner.

R203.6.1.2 *Mid-Block and Roundabout Crosswalks.* At a mid-block or roundabout crosswalk, curb ramps or blended transitions shall be provided on both ends of the crosswalk. Where pedestrian crossing is not intended, curb ramps or blended transitions shall not be provided, and the pedestrian circulation path shall be either (a) separated from the roadway with landscaping or other non-prepared surface or (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the pedestrian circulation path.

R203.6.1.3 *Parallel On-Street Parking.* At parallel on-street parking spaces complying with the dimensions specified in R310.2.1, a curb ramp or blended transition shall be provided at either end of the parking space if needed to connect the parking space to a pedestrian access route.

R203.6.1.4 *Perpendicular and Angled On-Street Parking and Passenger Loading Zones.* At perpendicular and angled on-street parking spaces, and at passenger loading zones, a curb ramp or blended transition shall be provided if needed to connect the access aisle to a pedestrian access route.

R203.6.2 *Alterations to Crosswalks.* When alterations are made to crosswalks, curb ramps or blended transitions shall be provided on both ends of the crosswalk where the pedestrian access route crosses a curb.

R203.7 *Pedestrian Overpasses and Underpasses.* Pedestrian overpasses and underpasses shall contain a pedestrian access route complying with R302. Where an overpass, underpass, bridge, or similar structure is designed for pedestrian use only, or pedestrian and bicycle use only, and the approach slope to the structure exceeds 1:20 (5.0%), a ramp complying with R407, or an elevator or limited use/limited application elevator complying with sections 407 or 408 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines), shall be provided. Elevators and limited use/limited application elevators shall be unlocked and independently usable during the operating hours of the pedestrian facility served.

Exception: In alterations, where existing physical constraints make compliance with R203.7 technically infeasible, a platform lift complying with section 410 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines) shall be permitted.

R203.8 *Ramps.* Where provided, ramps shall comply with R407.

R203.9 *Elevators and Limited Use/Limited Application Elevators.* Where provided, elevators and limited use/limited application elevators shall comply with sections 407 or 408 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

R203.10 *Platform Lifts.* In alterations, where the use of elevators or limited use elevators is not technically feasible, platform lifts may be used and shall comply with section 410 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

R203.11 *Doors, Doorways, and Gates.* Doors, doorways, and gates that are part of

a pedestrian access route shall comply with section 404 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

R204 *Alternate Pedestrian Access Routes, Transit Stops, and Passenger Loading Zones*

R204.1 *Alternate Pedestrian Access Route.* When a pedestrian circulation path is temporarily not accessible due to construction, maintenance operations, closure, or other similar conditions, an alternate pedestrian access route must be provided and comply with R303 and R402.

Exception: If establishing or maintaining an alternate pedestrian access route is technically infeasible due to site conditions or existing physical constraints, an alternate means of providing access for pedestrians with disabilities shall be permitted.

R204.2 *Alternate Transit Stops.* Where accessible transit stops are temporarily not accessible due to construction, maintenance operations, or other similar conditions, alternate transit stops complying with R309 shall be provided.

R204.3 *Alternate Passenger Loading Zones.* Where a permanently designated passenger loading zone is temporarily not accessible due to construction, maintenance operations, or other similar conditions, and a temporary passenger loading zone is provided, it must comply with R311.

R205 *Detectable Warning Surfaces*

R205.1 *General.* Detectable warning surfaces shall be provided in accordance with R205.

R205.2 *Curb Ramps and Blended Transitions.* Curb ramps shall have detectable warning surfaces complying with R205.2.1. Blended transitions shall have detectable warning surfaces complying with R205.2.2.

Exception: Detectable warning surfaces are not required on curb ramps and blended transitions used exclusively to connect passenger loading zones, accessible parallel on-street parking spaces, and access aisles for perpendicular and angled parking spaces to pedestrian access routes.

R205.2.1 *Curb Ramps.* Curb ramps located at crosswalks shall have detectable warning surfaces complying with R305.1 and either R305.2.1 or R305.2.2.

R205.2.2 *Blended Transitions.* Blended transitions located at crosswalks shall have detectable warning surfaces complying with R305.1 and R305.2.3.

R205.3 *Pedestrian Refuge Islands.* Cut-through pedestrian refuge islands shall have detectable warning surfaces complying with R305.1 and R305.2.4.

R205.4 *Pedestrian At-Grade Rail Crossings.* Pedestrian at-grade rail crossings not located within a street shall have detectable warning surfaces complying with R305.1 and R305.2.5. Pedestrian at-grade rail crossings located within a street at a crosswalk shall not have detectable warning surfaces adjacent to the railway.

R205.5 *Boarding Platforms.* Boarding platforms at transit stops that are not protected by screens or guards along the sides of the boarding and alighting areas facing the transit vehicles shall have detectable warning surfaces complying with R305.1 and R305.2.6.

R205.6 Sidewalk and Street-Level Rail Boarding and Alighting Areas. Boarding and alighting areas at sidewalk or street-level transit stops for rail vehicles that are not protected by screens or guards along the side of the boarding and alighting areas facing the rail vehicles shall have detectable warning surfaces complying with R305.1 and R305.2.7.

R205.7 Driveways. Pedestrian circulation paths at driveways controlled with yield or stop control devices or traffic signals shall have detectable warning surfaces complying with R305.2.8.

R206 Pedestrian Signal Heads and Pedestrian Activated Warning Devices

R206.1 General. Where provided, pedestrian signal heads and pedestrian activated warning devices shall comply with R206. The accessible features required by these guidelines shall be available at all times.

R206.2 Traffic Control Signals and Hybrid Beacons with Pedestrian Signal Heads. Where pedestrian signal heads are provided at crosswalks, the walk indication shall comply with R308. Pedestrian signal heads must have a pedestrian push button complying with R307, except for R307.7, or passive detection or pretimed operation that activates audible and vibrotactile indications complying with R308.

R206.3 Pedestrian Activated Warning Devices. Pedestrian activated warning devices shall have pedestrian push buttons complying with R307, except for R307.2 and R307.6, or passive detection that operates audible indications complying with R307.7.

R207 Protruding Objects and Vertical Clearance

R207.1 General. Protruding objects and vertical clearance along any portion of a pedestrian circulation path shall comply with R402.

R208 Pedestrian Signs

R208.1 General. Where provided, signs intended solely for pedestrians, including transit signs, and all signs serving shared use paths, shall comply with R410.

Exceptions: 1. Transit schedules, timetables, and maps are not required to comply with R410.

2. Signs mounted immediately above or incorporated into a push button detector unit are not required to comply with R410.

R209 Street Furniture

R209.1 General. Where provided, street furniture shall comply with the applicable requirements in R209.

R209.2 Drinking Fountains. Drinking fountains shall comply with sections 602.1 through 602.6 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

R209.3 Public Street Toilets. Public street toilets shall be provided in accordance with R209.3.

R209.3.1 Permanent Public Street Toilets. Permanent public street toilets shall comply with sections 603 through 610 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

R209.3.2 Portable Toilet Units. Portable toilet units shall comply with section 603 of

Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines). Where multiple single user portable toilet units are clustered at a single location, at least 5 percent, but no fewer than one of each type of the toilet units at each cluster shall be required to comply with 603 Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines). Portable toilet units complying with section 603 shall be identified by the International Symbol of Accessibility complying with R411.

R209.4 Tables. At least 5 percent of tables at each group of adjacent tables, but no fewer than one, shall comply with section 902 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

R209.5 Sales or Service Counters. Sales or service counters shall comply with section 904.4 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

Exception 1: Sales or service counters that are located in a building subject to the ADA that is not itself in the public right-of-way but that directly serve the public right-of-way, such as at a service window accessed from the sidewalk, may comply with section 227.3 of Appendix B to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

Exception 2: Sales or service counters that are located in a building subject to the ABA that is not itself in the public right-of-way but that directly serve the public right-of-way, such as at a service window accessed from the sidewalk, may comply with section F227.3 of Appendix C to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines).

R209.6 Benches. Benches, other than those that are part of tables complying with R209.4, shall comply with R209.6.

R209.6.1 Benches at Transit Stops and Shelters. Benches provided at transit stops shall have clear space complying with R404 next to either end of the bench, or if the bench has no end, such as a circular bench, the clear space shall either be integral to the bench or no more than 18 inches (455 mm) from the front of the bench. Benches provided within transit shelters shall have clear space complying with R309.2.2.

R209.6.2 Benches Not at Transit Stops and Shelters. At least 50 percent, but no less than one, of benches at each group of adjacent benches shall provide clear space complying with R404. The clear space shall be located next to either end of the bench, or if the bench has no end, such as a circular bench, the clear space shall either be integral to the bench or no more than 18 inches (455 mm) from the front of the bench.

R209.7 Operable Parts of Other Fixed Elements. Operable parts of other fixed elements to be used by pedestrians shall comply with R403.

R210 Transit Stops and Transit Shelters

R210.1 General. Where provided, transit stops and transit shelters shall comply with R309.

R210.2 Fare Vending Machines. Where provided at transit stops and transit shelters, fare vending machines shall comply with R403 and section 707 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines), except for 707.2 and 707.3.

R210.3 Operable Parts of Other Fixed Elements. Operable parts of other fixed

elements at transit stops and shelters intended to be used by pedestrians shall comply with R403.

R211 On-Street Parking Spaces

R211.1 General. Where on-street parking is provided and is metered or designated by signs or pavement markings, accessible parking spaces complying with R310 shall be provided in accordance with R211 and Table R211.

Exceptions: 1. On-street parking spaces designated exclusively as residential parking shall not be required to comply with R211 and shall not be counted for purposes of Table R211.

2. On-street parking spaces designated exclusively for commercial or law enforcement vehicles shall not be required to comply with R211 and shall not be counted for purposes of Table R211.

3. Where on-street parking spaces are altered, the requirements of R211 shall apply only to the affected parking spaces until the minimum number of accessible on-street parking spaces as specified in Table R211 are provided.

R211.2 Parking on Block Perimeter. Where parking spaces are provided on a block perimeter and are metered or designated by signs or pavement markings, accessible parking spaces complying with R310 shall be provided in accordance with Table R211. Where parking is metered or designated by signs or pavement markings, but individual spaces are not marked, each 20 feet (6.1 m) of block perimeter where parking is designated shall be counted as one parking space.

R211.3 Parking not on Block Perimeter. Where parking spaces are provided on a section of a street that is not part of a block perimeter, accessible parking spaces complying with R310 shall be provided in accordance with Table R211. Where parking is metered or designated by signs or pavement markings, but individual spaces are not marked, each 20 feet (6.1 m) of street where parking is designated shall be counted as one parking space.

TABLE R211 ON-STREET PARKING SPACES

Total number of metered or designated parking spaces	Minimum required number of accessible parking spaces
1 to 25	1.
26 to 50	2.
51 to 75	3.
76 to 100	4.
101 to 150	5.
151 to 200	6.
201 and over	4 percent of total.

R212 Passenger Loading Zones

R212.1 General. Where permanently designated passenger loading zones other than transit stops are provided, at least one accessible passenger loading zone complying with R311 shall be provided in every continuous 100 feet (30 m) of loading zone space, or fraction thereof.

R213 Stairs and Escalators

R213.1 *General*. Where provided on pedestrian circulation paths, stairs shall comply with R408 and escalators shall comply with section 810.9 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines). Stairs and escalators shall not be part of pedestrian access routes.

R214 Handrails

R214.1 *General*. Where provided on pedestrian circulation paths, handrails shall comply with R409.

Chapter 3: Technical Requirements

R301 General

R301.1 *Scope*. The technical requirements in Chapter 3 shall apply where required by Chapter 2 or where referenced by a requirement in these guidelines.

R302 Pedestrian Access Routes

R302.1 *General*. Pedestrian access routes shall comply with R302.

R302.2 *Continuous Clear Width*. Except as provided in R302.2.1 and R302.2.2, the continuous clear width of pedestrian access routes shall be 48 inches (1220 mm) minimum, exclusive of the width of any curb.

R302.2.1 *Medians and Pedestrian Refuge Islands*. The clear width of pedestrian access routes crossing medians and pedestrian refuge islands shall be 60 inches (1525 mm) minimum, except that where shared use paths cross medians and pedestrian refuge islands the clear width of the pedestrian access route shall be 60 inches (1525 mm) minimum or at least as wide as the crosswalk, whichever is greater.

R302.2.2 *Shared Use Paths*. On shared use paths, the clear width of the pedestrian access route shall extend the full width provided for pedestrian circulation on the path. Obstructions, such as bollards, shall not reduce the clear width of the pedestrian access route to less than 48 inches (1220 mm) measured from the edge of the obstruction.

R302.3 *Passing Spaces*. Where the clear width of pedestrian access routes is less than 60 inches (1525 mm), passing spaces shall be provided at intervals of 200 feet (61 m) maximum. Passing spaces shall be 60 inches (1525 mm) minimum by 60 inches (1525 mm) minimum. Passing spaces and pedestrian access routes are permitted to overlap.

R302.4 *Grade*. The grade of pedestrian access routes shall comply with R302.4, except the grade of curb ramps and blended transitions shall comply with R304 and the grade of ramps shall comply with R407.

R302.4.1 *Within Highway Right-of-Way*. Except as provided in R302.4.3, where a pedestrian access route is contained within a highway right-of-way, the grade of the pedestrian access route shall not exceed 1:20 (5.0%).

Exception: Where the grade established for the adjacent street exceeds 1:20 (5.0%), the grade of the pedestrian access route shall not exceed the grade established for the adjacent street.

R302.4.2 *Not Within Highway Right-of-Way*. Where a pedestrian access route is not contained within a highway right-of-way, the

grade of the pedestrian access route shall not exceed 1:20 (5.0%).

R302.4.3 *Within a Crosswalk*. Where a pedestrian access route is contained within a crosswalk, the grade of the pedestrian access route shall be 1:20 (5.0%) maximum.

Exception: Where roadway design requires superelevation greater than 1:20 (5.0%) at the location of a crosswalk, the grade of the pedestrian access route within the crosswalk may be the same as the superelevation.

R302.5 *Cross Slope*. The cross slope of a pedestrian access route shall comply with R302.5.

R302.5.1 *Not Contained Within a Crosswalk*. The cross slope of a pedestrian access route not contained within a crosswalk shall be 1:48 (2.1%) maximum.

Exception: The portion of a pedestrian access route within a street that connects an accessible parallel on-street parking space to the nearest crosswalk at the end of the block face or the nearest midblock crosswalk is not required to comply with R302.5.

R302.5.2 *Contained Within a Crosswalk*. The cross slope of a pedestrian access route contained within a crosswalk shall comply with R302.5.2.

R302.5.2.1 *Crosswalk with Yield or Stop Control Devices*. Where a pedestrian access route is contained within a crosswalk at an intersection approach with yield or stop control devices, the cross slope of the pedestrian access route shall be 1:48 (2.1%) maximum.

R302.5.2.2 *Crosswalk at Uncontrolled Approach*. Where a pedestrian access route is contained within a crosswalk at an uncontrolled approach, the cross slope of the pedestrian access route shall be 1:20 (5.0%) maximum.

R302.5.2.3 *Crosswalk with Traffic Control Signal or Pedestrian Hybrid Beacon*. Where a pedestrian access route is contained within a crosswalk at an intersection approach controlled by a traffic control signal or pedestrian hybrid beacon, the cross slope of the pedestrian access route shall be 1:20 (5.0%) maximum.

R302.5.2.4 *Midblock and Roundabout Crosswalks*. The cross slope of a pedestrian access route within a midblock crosswalk or a crosswalk at a roundabout shall not exceed the street grade.

R302.6 *Surfaces*. The walking surfaces of pedestrian access routes, elements, and spaces that are required to be accessible shall be stable, firm, and slip resistant and shall comply with R302.6.

R302.6.1 *Grade Breaks*. Grade breaks shall be flush.

R302.6.2 *Changes in Level*. Changes in level of $\frac{1}{4}$ inch (6.4 mm) maximum shall be permitted to be vertical. Changes in level between $\frac{1}{4}$ inch (6.4 mm) and $\frac{1}{2}$ inch (13 mm) shall be beveled with a slope not steeper than 1:2 (50.0%). Changes in level greater than $\frac{1}{2}$ inch (13 mm) up to 6 inches shall have a 1:12 (8.3%) maximum slope. Changes in level greater than 6 inches (150 mm) shall comply with R407.

R302.6.3 *Horizontal Openings*. Horizontal openings in ground surfaces, such as those in gratings and joints, other than flangeway gaps (see R302.6.4), shall not allow passage of a sphere larger than $\frac{1}{2}$ inch (13 mm) in

diameter. Except where multiple directions of travel intersect, elongated openings are permitted and shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

R302.6.4 *Surfaces at Pedestrian At-Grade Rail Crossings*. Surfaces at pedestrian at-grade rail crossings shall comply with R302.6.4.

R302.6.4.1 *Surface Alignment*. Where a pedestrian access route crosses rails at grade, the pedestrian access route surface shall be level and flush with the top of rail at the outer edges of the rails, and the surface between the rails shall be aligned with the top of rail.

R302.6.4.2 *Flangeway Gaps*. Flangeway gaps shall comply with R302.6.4.2.

R302.6.4.2.1 *Flangeway Gaps at Tracks Subject to FRA Safety Regulations*. At pedestrian at-grade rail crossings that cross tracks that are subject to safety regulations at 49 CFR part 213, issued by the Federal Railroad Administration, flangeway gaps shall be 3 inches (75 mm) wide maximum.

R302.6.4.2.2 *Flangeway Gaps at Tracks Not Subject to FRA Safety Regulations*. At pedestrian at-grade rail crossings that cross tracks that are not subject to safety regulations at 49 CFR part 213, issued by the Federal Railroad Administration, flangeway gaps shall be 2 $\frac{1}{2}$ inches (64 mm) wide maximum.

R303 Alternate Pedestrian Access Routes

R303.1 *General*. Alternate pedestrian access routes shall comply with R303.

R303.2 *Signs*. Signs identifying alternate pedestrian access routes shall be provided in advance of decision points and shall comply with R410. Proximity actuated audible signs or other non-visual means within the public right-of-way of conveying the information that identifies the alternate pedestrian access route shall also be provided.

R303.3 *Surface*. Alternate pedestrian access route surfaces shall comply with R302.6 or shall not be less accessible than the surface of the temporarily closed pedestrian circulation path.

R303.4 *Continuous Clear Width*. The minimum continuous clear width of alternate pedestrian access routes shall be 48 inches (1220 mm) exclusive of the width of any curb.

Exception: Where the alternate pedestrian access route utilizes an existing pedestrian circulation path, the width shall not be less than the width of the temporarily closed pedestrian circulation path.

R303.5 *Curb Ramp or Blended Transition*. Where an alternate pedestrian access route crosses a curb, a curb ramp or blended transition complying with R304 shall be provided.

R303.6 *Detectable Edging of Channelizing Devices*. Where a channelizing device is used to delineate an alternate pedestrian access route, continuous detectable edging complying with R303.6 shall be provided throughout the length of the route.

Exception: Where pedestrians or vehicles turn or cross, gaps in the detectable edging are permitted.

R303.6.1 *Top*. The top of the top detectable edging shall be no lower than 32

inches (815 mm) above the walking surface and be free of sharp or abrasive surfaces.

R303.6.2 *Bottom*. The bottom of the bottom detectable edging shall be 2 inches (51 mm) maximum above the walking surface.

R303.7 *Pedestrian Signal Heads*. Where temporary pedestrian signal heads are provided at a crosswalk that is part of an alternate pedestrian access route, pedestrian pushbuttons or passive detection devices shall be provided and shall comply with R307.

R304 Curb Ramps and Blended Transitions

R304.1 *General*. Curb ramps and blended transitions shall comply with R304 and have detectable warning surfaces in accordance with R205.

R304.2 *Perpendicular Curb Ramps*. Perpendicular curb ramps shall comply with R304.2 and R304.5.

R304.2.1 *Running Slope*. The running slope of a curb ramp shall be perpendicular to the curb or gutter grade break. The running slope of the curb ramp shall be 1:12 (8.3%) maximum.

Exception: Where the curb ramp length must exceed 15 feet (4.6 m) to achieve a 1:12 (8.3%) running slope, the curb ramp length shall extend at least 15 feet (4.6 m) and may have a running slope greater than 1:12 (8.3%).

R304.2.2 *Cross Slope*. The cross slope of a curb ramp run shall be 1:48 (2.1%) maximum.

Exception: At crosswalks, the cross slope of the curb ramp run shall be permitted to be equal to or less than the cross slope of the crosswalk as specified by R302.5.

R304.2.3 *Grade Breaks*. Grade breaks at the top and bottom of a curb ramp run shall be perpendicular to the direction of the curb ramp run. Grade breaks shall not be permitted on the surfaces of curb ramp runs and landings. Surface slopes that meet at grade breaks shall be flush.

R304.2.4 *Clear Area*. A clear area 48 inches (1220 mm) wide minimum by 48 inches long (1220 mm) minimum shall be provided beyond the bottom grade break of the perpendicular curb ramp run and within the width of the crosswalk. At shared use paths, the clear area shall be as wide as the shared use path. The clear area shall be located wholly outside the vehicle travel lanes, including bicycle lanes, that run parallel to the crosswalk. The running slope of the clear area shall be 1:20 (5.0%) maximum. The cross slope of the clear area shall be as specified by R302.5.

R304.2.5 *Landing*. When a change in direction is necessary to access a curb ramp from a pedestrian access route, a landing shall be provided at the top of the curb ramp. The landing shall be 48 inches (1220 mm) wide minimum by 48 inches (1220 mm) long minimum. At shared use paths, the landing shall be as wide as the shared use path. Where a landing serves only one curb ramp, the landing slope measured perpendicular to the curb ramp run shall be equal to or less than the cross slope of the curb ramp run, and the landing slope measured parallel to the curb ramp run shall be 1:48 (2.1%) maximum. Where a landing serves two curb

ramps, the landing slope in either direction of travel shall not exceed the cross slope of the crosswalk parallel to the direction of travel as specified by R302.5.

R304.2.6 *Side Treatments*. Where a pedestrian circulation path crosses the side of a curb ramp, the side of the curb ramp shall be flared. The slope of the flared side shall be 1:10 (10.0%) maximum, measured parallel to the adjacent curb line.

R304.2.7 *Connection to Pedestrian Facilities*. Perpendicular curb ramps or their landings shall be connected to adjacent pedestrian facilities by pedestrian access routes complying with R302. A transitional segment may be used in the connection.

R304.3 *Parallel Curb Ramps*. Parallel curb ramps shall comply with R304.3 and R304.5.

R304.3.1 *Running Slope*. The running slope of the curb ramp run shall be parallel to the curb and shall be 1:12 (8.3%) maximum.

Exception: Where the curb ramp run length must exceed 15 feet (4.6 m) to achieve a 1:12 (8.3%) running slope, the curb ramp run length shall extend at least 15 feet (4.6 m) and may have a running slope greater than 1:12 (8.3%).

R304.3.2 *Cross Slope*. The cross slope of the curb ramp run shall be 1:48 (2.1%) maximum.

R304.3.3 *Grade Breaks*. Grade breaks at the top and bottom of a curb ramp run shall be perpendicular to the direction of the curb ramp run. Grade breaks shall not be permitted on the surfaces of curb ramp runs or landings. Surface slopes that meet at grade breaks shall be flush.

R304.3.4 *Landings*. Landings shall be provided at the bottom of parallel curb ramps. Landings shall be 48 inches (1220 mm) wide minimum by 48 inches (1220 mm) long minimum. The slope of the landing, measured parallel to the direction of travel on the curb ramp run, shall be permitted to be equal to or less than the slope of the roadway or the cross slope of the crosswalk as specified by R302.5. The cross slope of the landing shall be 1:48 (2.1%) maximum measured perpendicular to the direction of travel on the curb ramp run.

R304.4 *Blended Transitions*. Blended transitions shall comply with R304.4 and R304.5.

R304.4.1 *Running Slope*. The running slope of blended transitions shall be 1:20 (5.0%) maximum.

R304.4.2 *Cross Slope*. The cross slope of blended transitions shall be equal to or less than the cross slope of the crosswalk as specified by R302.5.

R304.4.3 *Bypass*. Where a blended transition serving more than one pedestrian circulation path has a running slope greater than 1:48 (2.1%), a pedestrian access route shall be provided so that a pedestrian not crossing the street may bypass the blended transition.

R304.5 *Common Requirements*. Curb ramps and blended transitions shall comply with R304.5.

R304.5.1 *Width*. The width of curb ramp runs (excluding any flared sides) and blended transitions shall comply with R304.5.1.1 or R304.5.1.2, as applicable.

R304.5.1.1 *Curb Ramps and Blended Transitions Not on Shared Use Paths*. The clear width of curb ramp runs (excluding any flared sides) and blended transitions not on shared use paths shall be 48 inches (1220 mm) minimum.

R304.5.1.2 *Curb Ramps and Blended Transitions on Shared Use Paths*. On shared use paths, the width of curb ramp runs (excluding any flared sides) and blended transitions shall be equal to the width of the shared use path.

R304.5.2 *Change of Grade*. At gutters and streets where a change of grade occurs adjacent to curb ramps and blended transitions, the change of grade shall comply with the requirements contained in (A) or (B) below:

A. The change of grade shall not exceed 13.3 percent, or

B. A transitional space shall be provided at the bottom of the running slope of the curb ramp run or blended transition. The transitional space shall extend 24 inches (610 mm) minimum in the direction of pedestrian travel and the full width of the curb ramp run or blended transition. Transitional spaces shall have running slopes of 1:48 (2.1%) maximum and cross slopes no greater than the cross slope of the crosswalk as specified by R302.5.

R304.5.3 *Crosswalks*. Perpendicular curb ramp runs, parallel curb ramp landings, and 48 inches (1220 mm) minimum width of blended transitions, except those at shared use paths, shall be contained wholly within the width of the crosswalks they serve. At shared use paths, the full width of a perpendicular curb ramp run, parallel curb ramp landing, or the blended transition shall be contained wholly within the width of the crosswalk it serves.

R304.5.4 *Surfaces*. Surfaces of curb ramps and blended transitions shall comply with R302.6 except that changes in level are not permitted.

R305 Detectable Warning Surfaces

R305.1 *General*. Detectable warning surfaces shall consist of truncated domes in a square or radial grid pattern and shall comply with R305.

R305.1.1 *Dome Size*. The truncated domes shall have a base diameter of 0.9 inches (23 mm) minimum and 1.4 inches (36 mm) maximum, a top diameter of 50 percent of the base diameter minimum and 65 percent of the base diameter maximum, and a height of 0.2 inches (5.1 mm). When detectable warning surface tiles are cut to fit, partial domes are permitted along the cut edges.

R305.1.2 *Dome Spacing*. The truncated domes shall have a center-to-center spacing of 1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inches (17 mm) minimum, measured between the most adjacent domes.

Exceptions: 1. When detectable warning surfaces are cut to fit, center-to-center spacing measured between domes adjacent to cut edges shall not exceed twice the normal spacing between domes not adjacent to cut edges.

2. Dome spacing requirements do not apply at a gap in a detectable warning surface at an

expansion joint provided that the *detectable warning surface* aligns with both edges of the expansion joint.

R305.1.3 *Contrast*. *Detectable warning surfaces* shall contrast visually with adjacent walking surfaces, either light-on-dark or dark-on-light.

R305.1.4 *Surface Size*. *Detectable warning surfaces* shall extend 24 inches (610 mm) minimum in the direction of pedestrian travel. The width of *detectable warning surfaces* shall be as follows:

A. At *curb ramps* and *blended transitions*, *detectable warning surfaces* shall extend the full width of the *curb ramp run* (excluding any flared sides), *blended transition*, or *landing*.

B. At *cut-through pedestrian refuge islands*, *detectable warning surfaces* shall extend the full width of the *pedestrian circulation path opening*.

C. At *pedestrian at-grade rail crossings* not located within a *street*, *detectable warning surfaces* shall extend the full width of the *pedestrian circulation path*.

D. Where required at *boarding platforms*, *detectable warning surfaces* shall extend the full length of the unprotected areas of the platform.

E. At *boarding and alighting areas* at *sidewalk* or *street level transit stops* for rail vehicles, *detectable warning surfaces* shall extend the full length of the unprotected area of the *transit stop*.

R305.2 *Location*. The location of *detectable warning surfaces* shall comply with R305.2. Where a concrete border is required for proper installation of a *detectable warning surface*, a concrete border not exceeding 2 inches (51 mm) shall be permitted on all sides of the *detectable warning surface* except between the *detectable warning surface* and the edge of pavement where a setback is already permitted.

R305.2.1 *Perpendicular Curb Ramps*. On *perpendicular curb ramps*, *detectable warning surfaces* shall be located as follows:

A. Where the ends of the bottom *grade break* are in front of the back of *curb* or at the edge of pavement where there is no *curb*, the *detectable warning surface* shall be placed at the back of *curb* or no greater than 6 inches (150 mm) from the edge of pavement where there is no *curb*.

B. Where the ends of the bottom *grade break* are behind the back of *curb* or edge of pavement where there is no *curb* and the distance from both ends of the bottom *grade break* to the back of *curb* or edge of pavement where there is no *curb* is 60 inches (1525 mm) or less, the *detectable warning surface* shall be placed on the *ramp run* at the bottom *grade break*.

C. Where the ends of the bottom *grade break* are behind the back of *curb* or edge of pavement where there is no *curb* and the distance from either end of the bottom *grade break* to the back of *curb* or edge of pavement where there is no *curb* is more than 60 inches (1525 mm), the *detectable warning surface* shall be placed on the clear area so that both front corners of the *detectable warning surfaces* are at the back of *curb* or no greater than 6 inches (150 mm) from the edge of pavement where there is no *curb*.

R305.2.2 *Parallel Curb Ramps*. On *parallel curb ramps*, *detectable warning surfaces* shall be located on the landing at either the back of *curb* or the edge of pavement where there is no *curb*.

R305.2.3 *Blended Transitions*. On *blended transitions*, *detectable warning surfaces* shall be located on the *blended transition* so that both front corners of the *detectable warning surfaces* are at the back of *curb* or no greater than 6 inches (150 mm) from the edge pavement where there is no *curb*.

R305.2.4 *Pedestrian Refuge Islands*. At *cut-through pedestrian refuge islands*, *detectable warning surfaces* shall be located no greater than 6 inches (150 mm) from the edges of the *pedestrian refuge island* or at back of *curb* and shall be separated by a 24 inch (610 mm) minimum length of surface in the direction of travel without *detectable warning surfaces*.

R305.2.5 *Pedestrian At-Grade Rail Crossings*. At *pedestrian at-grade rail crossings* not located within a *street*, *detectable warning surfaces* shall be located on each side of the rail crossing. The edge of the *detectable warning surface* nearest the rail crossing shall be 6 feet (1.8 m) minimum and 15 feet (4.6 m) maximum from the centerline of the nearest rail. Where *pedestrian gates* are provided, *detectable warning surfaces* shall be located on the side of the gate opposite the rail. *Pedestrian gates* shall not overlap *detectable warning surfaces*.

R305.2.6 *Boarding Platforms*. At *boarding platforms* for transit vehicles, *detectable warning surfaces* shall be located at the boarding edge of the platform.

Exception: Where a *curb* is present at the boarding edge of the platform, the *detectable warning surface* may be placed at the back of *curb*.

R305.2.7 *Sidewalk and Street-Level Rail Boarding and Alighting Areas*. At *boarding and alighting areas* at *sidewalk* or *street-level transit stops* for rail vehicles, *detectable warning surfaces* shall be located at the edge of the boarding and alighting area closest to the rail vehicles.

R305.2.8 *Driveways*. Where driveways are controlled with yield or stop control devices or traffic signals, *detectable warning surfaces* shall be provided on the *pedestrian circulation path* where the *pedestrian circulation path* meets the driveway.

R306 Crosswalks

R306.1 *General*. *Crosswalks* shall comply with R306.

R306.2 *Pedestrian Signal Phase Timing*. Where a traffic control signal with *pedestrian* signal indications is provided at a crosswalk, *pedestrian* signal phase timing shall be based on a *pedestrian* clearance time that is calculated using a *pedestrian* walking speed of 3.5 ft/s (1.1 m/s) or less from the location of the *pedestrian push button* to a *pedestrian refuge island* or the far side of the *traveled way*. The *walk interval* shall be 7 seconds minimum. Where the *pedestrian* clearance time is calculated to a *pedestrian refuge island*, an additional *pedestrian push button* or passive detection device shall be provided on the *pedestrian refuge island*.

Exception: If a passive *pedestrian* detection device is used to automatically adjust the *pedestrian* clearance time based on the *pedestrian's* actual clearance of the *crosswalk*, a faster walking speed may be used.

R306.3 *Accessible Walk Indication*. An *accessible walk indication* complying with R308.2 shall have the same duration as the *walk interval*.

Exception: Where the *pedestrian* signal rests in *walk*, the *accessible walk indication* may be limited to the first 7 seconds of the *walk interval*. If the *pedestrian* signal is resting in *walk* and there is sufficient time remaining to provide an *accessible walk interval* before the beginning of the *pedestrian change interval*, the *accessible walk indication* may be recalled by a button press.

R306.4 *Roundabouts*. Where *pedestrian circulation paths* are provided at *roundabouts*, they shall comply with R306.4.

R306.4.1 *Edge Detection*. The *street side* edge of the *pedestrian circulation path* at the approach and along the *circulatory roadway* of the *roundabout* shall comply with R306.4.1.1 where not attached to the *curb*, or R306.4.1.2 where attached to the *curb*.

Detectable warning surfaces shall not be used for *roundabout edge detection*.

R306.4.1.1 *Separation*. Where *pedestrian* crossing is not intended, the *pedestrian circulation path* shall be separated from the *curb*, *crosswalk* to *crosswalk*, with landscaping or other nonprepared surface 24 inches (610 mm) wide minimum.

R306.4.1.2 *Vertical Edge Treatment*. Where *pedestrian* crossing is not intended, a *curb-attached pedestrian circulation path* shall have a continuous and detectable vertical edge treatment along the *street side* of the *pedestrian circulation path*, from *crosswalk* to *crosswalk*. The bottom edge of the vertical edge treatment shall be 15 inches (380 mm) maximum above the *pedestrian circulation path*.

R306.4.2 *Crosswalk Treatments*. Each multi-lane segment of the *roundabout* containing a *crosswalk* shall provide a *crosswalk* treatment consisting of one or more of the following: a traffic control signal with a *pedestrian signal head*; a *pedestrian hybrid beacon*; a *pedestrian* actuated rectangular rapid flashing beacon; or a raised crossing.

R306.5 *Channelized Turn Lanes*.

Crosswalks at multi-lane channelized turn lanes shall provide treatments consisting of one or more of the following: a traffic control signal with a *pedestrian signal head*; a *pedestrian hybrid beacon*; a *pedestrian* actuated rectangular rapid flashing beacon; or a raised crossing.

R307 Pedestrian Push Buttons and Passive Pedestrian Detection

R307.1 *General*. *Pedestrian push buttons* and passive *pedestrian* detection devices shall comply with R307. *Operable parts* of *pedestrian push buttons* shall comply with R403.

R307.2 *Activation*. *Pedestrian push buttons* and passive detection devices shall activate the *accessible pedestrian signals* and, where applicable, the *walk interval*.

R307.3 Extended Push Button Press.

Where an extended *push button* press is used to provide any additional features, a *push button* press of less than one second shall actuate only the *pedestrian* timing and any associated *accessible* walk indication, and a *push button* press of one second or more shall actuate the *pedestrian* timing, any associated *accessible* walk indication, and any additional features. If additional crossing time is provided by means of an extended *pushbutton* press, a sign so indicating shall be mounted adjacent to or integral with the *pedestrian* push button.

R307.4 Location. *Pedestrian push buttons* shall be located no greater than 5 feet from the side of a *curb ramp* run or the edge of the farthest associated *crosswalk* line from the center of the intersection. *Pedestrian push buttons* shall be located between 1.5 and 10 feet from the edge of the *curb* or pavement.

R307.4.1 Two Pedestrian Push Buttons on Same Corner. Where two *pedestrian push buttons* are provided on the same corner, they shall be 10 feet or more apart.

Exception: In alterations, where technically infeasible to provide 10 feet separation between *pedestrian push buttons* on the same corner, a *pedestrian push button* information message complying with R308.3.2 shall be provided.

R307.5 Push Button Orientation. The face of the *push button* shall be parallel to its associated *crosswalk*.

R307.6 Audible and Vibrotactile Walk Indications for Pedestrian Signal Heads. *Pedestrian push buttons* or passive detection devices shall activate audible and *vibrotactile* walk indications complying with R308.

R307.7 Audible and Vibrotactile Indication for Pedestrian Activated Warning Devices Without a Walk Indication. Where a *pedestrian push button* or a passive detection device is provided for *pedestrian activated warning devices*, such as rectangular rapid flashing beacons, the *pedestrian push button* or passive detection device shall activate a speech message that indicates the status of the beacon in lieu of an audible walk indication. The speech message volume shall comply with R308.4. Where a *pedestrian push button* is provided, it shall not include *vibrotactile* features indicating a *walk interval*.

R307.8 Locator Tone. *Pedestrian push buttons* shall incorporate a locator tone complying with R307.8.

R307.8.1 Duration. Locator tones shall have a duration of 0.15 seconds or less and repeat at one-second intervals except when another audible indication from the same device is active. When another audible indication from the same device is active, the locator tone shall be silenced.

Exception: A locator tone may be silenced if a passive detection system activates the locator tone when a *pedestrian* is within a 12-foot radius of the *pedestrian push button*.

R307.8.2 Locator Tone in Response to Ambient Sound. *Pedestrian push button locator tones* shall be intensity responsive to ambient sound and shall be audible 6 to 12 feet from the *push button*, or to the *building* line, whichever is less. The *push button locator tone* shall be louder than ambient

sound up to a maximum volume of 5 dBA louder than ambient sound. Automatic volume adjustment in response to ambient traffic sound level shall be a maximum volume of 100 dBA.

R307.8.3 Locator Tone and Audible Beacons. Where audible beacons are used, the volume of the *push button locator tone* during the *pedestrian change interval* of the called *pedestrian* phase shall be increased and operated in one of the following ways:

A. The louder audible walk indication and louder locator tone comes from the far end of the *crosswalk*, as *pedestrians* cross the street;

B. The louder locator tone comes from both ends of the *crosswalk*; or

C. The louder locator tone comes from an additional speaker that is aimed at the center of the *crosswalk* and that is mounted on a *pedestrian signal head*.

R307.8.4 Locator Tone and Traffic Control Signal in Flashing Mode. When the traffic control signal is operating in a flashing mode, *pedestrian push button locator tones* shall remain active, and the *pedestrian push button* shall activate a speech message that communicates the operating mode of the traffic control signal. Where traffic control signals or *pedestrian hybrid beacons* are activated from a flashing or dark mode to a stop-and-go mode by *pedestrian* actuations, a speech message communicating the operating status of the traffic control signal is not required.

R307.9 Tactile Arrow. *Pedestrian push buttons* shall have a tactile arrow with high visual contrast that is aligned parallel to the direction of travel on their associated *crosswalks*.

R308 Accessible Pedestrian Signal Walk Indications

R308.1 General. *Accessible pedestrian signal walk indications* shall comply with R308.

R308.2 Audible and Vibrotactile Walk Indications. *Accessible pedestrian signals* shall have an audible and *vibrotactile* walk indication during the *walk interval* only. The audible walk indication shall be audible from the beginning of the associated *crosswalk*. Following the audible and *vibrotactile* walk indication and during the *pedestrian change interval*, *accessible pedestrian signals* shall revert to the *pedestrian push button locator tone*.

R308.3 Audible Walk Indications. Audible walk indications shall comply with R308.3.

R308.3.1 Percussive Tone. Where an *accessible pedestrian signal* is provided at a single crossing or where two *accessible pedestrian signals* are 10 feet or greater from each other at a corner, the audible walk indication shall be a percussive tone and repeat eight to ten ticks per second with multiple frequencies and a dominant component at 880 Hz.

R308.3.2 Speech Walk Message. In alterations, where it is technically infeasible to provide 10 feet separation between *pedestrian push buttons* on the same corner, the audible walk indication for each signal shall be a speech walk message that complies with R308.3.2.

R308.3.2.1 Speech Information Message when Walk Interval is Not Timing. Where *speech push button* information messages are made available at a pretimed signal or by actuating the *accessible pedestrian push button* or passive detection device, they shall only be actuated when the *walk interval* is not timing. They shall begin with the term "Wait," followed by intersection identification information modeled after: "Wait to cross Broadway at Grand." If information on intersection signalization or geometry is also given, it shall follow the intersection identification information.

R308.3.2.2 Speech Walk Message during Pedestrian Phasing Concurrent with Vehicular Phasing. Speech walk messages that are used at intersections having *pedestrian* phasing that is concurrent with vehicular phasing shall be patterned after the model: "Broadway. Walk sign is on to cross Broadway."

R308.3.2.3 Speech Walk Message during Exclusive Pedestrian Phasing. Speech walk messages that are used at intersections having exclusive *pedestrian* phasing shall be patterned after the model: "Walk sign is on for all crossings."

R308.3.2.4 Speech Walk Message and Pilot Light. If a pilot light is used at an *accessible pedestrian signal* location, each actuation shall be accompanied by the speech message, "Wait."

R308.4 Volume. Audible walk indications shall be louder than ambient sound up to a maximum volume of 5 dBA louder than ambient sound. Automatic volume adjustment in response to ambient traffic sound level shall be a maximum volume of 100 dBA.

Exception: Where audible beacons are provided in response to an extended *push button* press, the beacons can exceed 5 dBA louder than ambient sound.

R308.5 Vibrotactile Walk Indication. The *pedestrian push button* shall vibrate during the *walk interval*.

R309 Transit Stops and Transit Shelters

R309.1 Transit Stops. *Transit stops* shall comply with R309.1.

R309.1.1 Boarding and Alighting Areas. Boarding and alighting areas at *sidewalk* or *street-level transit stops* must serve each *accessible* vehicle entry and exit and shall comply with R309.1.1 and R309.1.3.

R309.1.1.1 Dimensions. Boarding and alighting areas shall have a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the face of the *curb* or *street* edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the street.

R309.1.1.2 Slope. The slope of boarding and alighting areas measured parallel to the street shall be the same as the *grade* of the street. The slope of boarding and alighting areas measured perpendicular to the street shall be 1:48 (2.1%) maximum.

R309.1.2 Boarding Platforms. Boarding platforms at *transit stops* shall comply with R309.1.2 and R309.1.3.

R309.1.2.1 Platform and Vehicle Floor Coordination. Boarding platforms shall be positioned to coordinate with vehicles in accordance with the applicable requirements in 49 CFR parts 37 and 38.

R309.1.2.2 *Slope*. The slope of the boarding platform measured parallel to the track or street shall be the same as the grade of the track or street. The slope of the boarding platform measured perpendicular to the track or street shall be 1:48 (2.1%) maximum.

R309.1.3 *Common Requirements*. Boarding and alighting areas and boarding platforms shall comply with R309.1.3.

R309.1.3.1 *Surfaces*. The surfaces of boarding and alighting areas and boarding platforms shall comply with R302.6.

R309.1.3.2 *Connection to Existing Pedestrian Circulation Paths*. In alterations, boarding and alighting areas and boarding platforms shall be connected to existing pedestrian circulation paths by pedestrian access routes complying with R302.

R309.2 *Transit Shelters*. Transit shelters shall comply with R309.2.

R309.2.1 *Connection to Boarding and Alighting Areas*. Transit shelters shall be connected by pedestrian access routes complying with R302 to boarding and alighting areas complying with R309.1.1 or boarding platforms complying with R309.1.2.

R309.2.2 *Clear Space*. Transit shelters shall provide a minimum clear space complying with R404 entirely within the shelter. Where seating is provided within transit shelters, the clear space shall be located either at one end of a seat or so as to not overlap the area within 18 inches (455 mm) from the front edge of the seat.

R309.2.3 *Environmental Controls*. Where provided, environmental controls within transit shelters shall be proximity-actuated.

R309.2.4 *Protruding Objects*. Protruding objects within transit shelters shall comply with R402.

R310 On-Street Parking Spaces

R310.1 *General*. On-street parking spaces shall comply with R310.

R310.2 *Parallel On-Street Parking Spaces*. Parallel on-street parking spaces shall comply with R310.2.

R310.2.1 *Dimensions*. Parallel on-street parking spaces shall be 24 feet (7.3 m) long minimum and 13 feet (4.0 m) wide minimum. Parallel on-street parking spaces shall not encroach on the traveled way.

Exceptions: 1. Where parallel on-street parking spaces are altered but the adjacent pedestrian circulation path is not, any accessible parallel on-street parking spaces provided may have the same dimensions as the adjacent parallel on-street parking spaces if they are provided nearest the crosswalk at the end of the block face or nearest a midblock crosswalk, and a curb ramp or blended transition is provided serving the crosswalk.

2. In alterations, where providing parallel on-street parking spaces with the dimensions specified in R310.2.1 would result in an available right-of-way width less than or equal to 9 feet (2.7 m), measured from the curb line to the right-of-way line, the accessible parallel on-street parking spaces may have the same dimensions as the adjacent parallel on-street parking spaces if they are provided nearest the crosswalk at the end of the block face or nearest a midblock crosswalk, and a curb ramp or blended transition is provided serving the crosswalk.

R310.2.2 *Pedestrian Access Route Connection*. Parallel on-street parking spaces shall connect to pedestrian access routes. Where curb ramps and blended transitions are used, they shall not reduce the required width or length of the parking spaces and shall be located at either end of the parking space. Where two or more accessible parallel on-street parking spaces complying with the dimensions specified in R310.2.1 are contiguous on a block face, each accessible parallel on-street parking space shall have an independent connection to the pedestrian access route. Curb ramps and blended transitions shall be provided in accordance with R203.6.1.3 and shall comply with R304. Detectable warning surfaces are not required on curb ramps and blended transitions used exclusively to connect accessible on-street parallel parking spaces to pedestrian access routes.

Exception: In alterations, where parallel on-street parking spaces are provided in accordance with Exception 1 or 2 to R310.2.1, the parallel on-street parking space shall be connected to the curb ramp or blended transition serving the crosswalk by a pedestrian circulation path complying with R302.6, except that changes in level are not permitted.

R310.2.3 *Surfaces*. Surfaces of parking spaces shall comply with R302.6, except that changes in level are not permitted.

R310.2.4 *Clearance Adjacent to Parking Spaces*. The center 50 percent of the length of the sidewalk, or other surface, adjacent to an accessible parallel parking space shall be free of obstructions, including parking identification signs, parking pay meters, and parking pay stations, and shall comply with R302.6.

R310.2.5 *Identification*. Parallel on-street parking spaces shall be identified by signs displaying the International Symbol of Accessibility complying with R411. Signs shall be 60 inches (1525 mm) minimum above the ground surface measured to the bottom of the sign.

R310.3 *Perpendicular Parking Spaces*. Perpendicular parking spaces shall comply with R310.3.

R310.3.1 *Access Aisles*. Perpendicular on-street parking spaces shall have adjacent access aisles 96 inches (2440 mm) wide minimum extending the full length of the parking space. One access aisle shall be permitted to serve two parking spaces where front and rear entry parking are both permitted. Where an access aisle serves only one parking space and parking is restricted to either front entry or rear entry orientation, the access aisle shall be located on the passenger side of the vehicle.

R310.4 *Angled Parking Spaces*. Accessible angled parking spaces shall comply with R310.4.

R310.4.1 *Width*. The width of an angled parking space shall be 132 inches (3350 mm).

R310.4.2 *Access Aisles*. Each angled on-street parking space shall have an adjacent access aisle 60 inches (1525 mm) wide minimum extending the full length of the parking space on the passenger side.

R310.5 *Common Requirements for Perpendicular and Angled Parking Spaces*. Perpendicular and angled parking spaces shall comply with R310.5.

R310.5.1 *Access Aisle Markings*. The access aisle surface shall be marked to discourage parking in the access aisle.

R310.5.2 *Access Aisle Location*. Access aisles shall be located at the same level as the parking space they serve and shall not encroach on the traveled way.

R310.5.3 *Pedestrian Access Route Connection*. Access aisles shall connect to pedestrian access routes. Where curb ramps and blended transitions are used, they shall not reduce the required width or length of access aisles and parking spaces. Curb ramps and blended transitions shall be provided in accordance with R203.6.1.4 and shall comply with R304. A detectable warning surface is not required on a curb ramp or blended transition used exclusively to connect on-street parking access aisles to pedestrian access routes.

Exception: In alterations, the access aisle may connect to an existing pedestrian circulation path in accordance with R202.2.

R310.5.4 *Surfaces*. Surfaces of parking spaces and access aisles serving them shall comply with R302.6, except that changes in level are not permitted.

R310.5.5 *Identification*. Perpendicular or angled on-street parking spaces shall be identified by signs displaying the International Symbol of Accessibility complying with R411. The signs shall be located at the head of the parking space. Signs shall be 60 inches (1525 mm) minimum above the ground surface measured to the bottom of the sign.

R310.6 *Parking Meters and Parking Pay Stations*. Parking meters and parking pay stations that serve accessible parking spaces shall provide operable parts complying with R403. The clear space required by R403.2 shall be located so that displays and information on parking meters and pay stations are visible from a point located 40 inches (1015 mm) maximum above the center of the clear space in front of the parking meter or parking pay station.

R311 Passenger Loading Zones

R311.1 *General*. Accessible passenger loading zones shall comply with R311.

R311.2 *Vehicle Pull-Up Space*. Accessible passenger loading zones shall provide a vehicular pull-up space that is 96 inches (2440 mm) wide minimum and 20 feet (6.1 m) long minimum.

R311.3 *Access Aisle*. Vehicle pull-up spaces shall have adjacent access aisles complying with R311.3 that are 60 inches (1525 mm) wide minimum extending the full length of the vehicle pull-up space. Access aisles shall be at the same level as the vehicle pull-up space they serve and shall not encroach on the traveled way.

R311.3.1 *Clearance Adjacent to Passenger Loading Zone*. The center 50 percent of the length of the sidewalk, or other surface, adjacent to an accessible passenger loading zone shall be free of obstructions and comply with R302.6.

R311.3.2 *Marking*. Access aisle surfaces shall be marked to discourage parking in them.

R311.4 *Surfaces*. Surfaces of vehicle pull-up spaces and the access aisles serving them shall comply with R302.6, except that changes in level are not permitted.

R311.5 Pedestrian Access Route Connection. Access aisles shall connect to *pedestrian access routes*. Where *curb ramps* and *blended transitions* are used, they shall be provided in accordance with R203.6.1.4 and comply with R304, and shall not reduce the required width or length of access aisles. *Detectable warning surfaces* are not required on *curb ramps* and *blended transitions* used exclusively to connect access aisles to *pedestrian access routes*.

Exception: In alterations, the access aisle may connect to an existing *pedestrian circulation path* in accordance with R202.2.

Chapter 4: Supplemental Technical Requirements

R401 General

R401.1 Scope. The supplemental technical requirements in Chapter 4 shall apply where required by Chapter 2 or where referenced by a requirement in these guidelines.

R402 Protruding Objects and Vertical Clearance

R402.1 General. Protruding objects and vertical clearance shall comply with R402.

R402.2 Protrusion Limits. Objects with leading edges more than 27 inches (685 mm) and less than 80 inches (2030 mm) above the walking surface shall not protrude horizontally more than 4 inches (100 mm) into *pedestrian circulation paths*.

Exception: Handrails shall be permitted to protrude 4½ inches (115 mm) maximum.

R402.3 Post-Mounted Objects. Where objects are mounted on posts or pylons, they shall comply with R402.3.

Exception: The sloping portions of handrails serving *stairs* and *ramps* shall not be required to comply with R402.3.

R402.3.1 Objects Mounted on Single Post or Pylon. Where objects are mounted on a single post or pylon and the objects are more than 27 inches (685 mm) and less than 80 inches (2030 mm) above the walking surface, the objects shall not protrude into the *pedestrian circulation path* more than 4 inches (100 mm) measured horizontally from the post or pylon or more than 4 inches (100 mm) measured horizontally from the outside edge of the base where the base height is 2½ inches (64 mm) minimum.

R402.3.2 Objects Mounted Between Posts or Pylons. Where objects are mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches (305 mm), the lowest edge of the object shall be 27 inches (685 mm) maximum or 80 inches (2030 mm) minimum above the walking surface.

Exception: Objects mounted with the lowest edge greater than 27 inches (685 mm) and less than 80 inches (2030 mm) above the walking surface are permitted if a barrier with its lowest edge at 27 inches (685 mm) maximum above the walking surface is provided between the posts or pylons.

R402.4 Vertical Clearance. Vertical clearance shall be 80 inches (2030 mm) high minimum. Guards or other barriers to prohibit *pedestrian* travel shall be provided where the vertical clearance is less than 80 inches (2030 mm) high above the walking surface. The lowest edge of the guard or

barrier shall be located 27 inches (685 mm) maximum above the walking surface.

R402.5 Required Clear Width. Protruding objects shall not reduce the clear width required for *pedestrian access routes*.

R403 Operable Parts

R403.1 General. Operable parts shall comply with R403.

R403.2 Clear Space. A clear space complying with R404 shall be provided at *operable parts*.

R403.3 Height. Operable parts shall be placed within one or more of the reach ranges specified in R406.

R403.4 Operation. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate *operable parts* shall be 5 pounds (22.2 N) maximum.

R404 Clear Spaces

R404.1 General. Clear spaces shall comply with R404.

R404.2 Surfaces. Surfaces of clear spaces shall comply with R302.6. The slope of the clear space shall be 1:48 (2.1%) maximum in both directions.

Exception: Where the slope of the clear space would exceed 1:48 (2.1%) in either or both directions due to the *grade* of an adjacent *pedestrian access route* conforming to the requirements of R302.4, the slope of the clear space may be consistent with the slope of the *pedestrian access route*.

R404.3 Size. Clear spaces shall be 30 inches (760 mm) minimum by 48 inches (1220 mm) minimum.

R404.4 Knee and Toe Clearance. Unless otherwise specified, clear spaces shall be permitted to include knee and toe clearance complying with R405.

R404.5 Position. Clear spaces shall be positioned either for forward approach where the 30-inch side is nearest to the *element*, or for parallel approach where the 48-inch side is nearest to the *element*. Clear spaces shall not be located on *curb ramp* runs or flares.

R404.6 Approach. One full unobstructed side of a clear space shall adjoin a *pedestrian access route* or adjoin another clear space.

R404.7 Maneuvering Clearance. Where a clear space is confined on all or part of three sides, additional maneuvering clearance shall be provided in accordance with R404.7.1 and R404.7.2.

R404.7.1 Forward Approach. The clear space and additional maneuvering clearance shall be 36 inches (915 mm) wide minimum where the depth of the confined space exceeds 24 inches (610 mm) measured perpendicular to the *element*.

R404.7.2 Parallel Approach. The clear space and additional maneuvering clearance shall be 60 inches (1525 mm) wide minimum where the depth of the confined space exceeds 15 inches (380 mm) measured perpendicular to the *element*.

R405 Knee and Toe Clearance

R405.1 General. Where space beneath an *element* is included as part of a clear space, the space shall comply with R405. Additional space shall not be prohibited beneath an *element* but shall not be considered as part of the clear space.

R405.2 Toe Clearance. Toe clearance shall comply with R405.2.

R405.2.1 General. Space under an *element* between the ground surface and 9 inches (230 mm) above the ground surface shall be considered toe clearance and shall comply with R405.2.

R405.2.2 Maximum Depth. Toe clearance shall extend 25 inches (635 mm) maximum under an *element*.

R405.2.3 Minimum Required Depth. Where toe clearance is required at an *element* as part of a clear space, the toe clearance shall extend 17 inches (430 mm) minimum under the *element*.

R405.2.4 Additional Clearance. Space extending greater than 6 inches (150 mm) beyond the available knee clearance at 9 inches above the ground surface shall not be considered toe clearance.

R405.2.5 Width. Toe clearance shall be 30 inches (760 mm) wide minimum.

R405.3 Knee Clearance. Knee clearance shall comply with R405.3.

R405.3.1 General. Space under an *element* between 9 inches (230 mm) and 27 inches (685 mm) above the ground surface shall be considered knee clearance and shall comply with R405.3.

R405.3.2 Maximum Depth. Knee clearance shall extend 25 inches (635 mm) maximum under an *element* at 9 inches (230 mm) above the ground surface.

R405.3.3 Minimum Required Depth. Where knee clearance is required under an *element* as part of a clear space, the knee clearance shall be 11 inches (280 mm) deep minimum at 9 inches (230 mm) above the ground surface, and 8 inches (205 mm) deep minimum at 27 inches (685 mm) above the ground surface.

R405.3.4 Clearance Reduction. Between 9 inches (230 mm) and 27 inches (685 mm) above the ground surface, the knee clearance shall be permitted to reduce at a rate of 1 inch (25 mm) in depth for each 6 inches (150 mm) in height.

R405.3.5 Width. Knee clearance shall be 30 inches (760 mm) wide minimum.

R406 Reach Ranges

R406.1 General. Reach ranges shall comply with R406.

R406.2 Reach Range Limits. For forward and parallel approaches, the high reach shall be 48 inches (1220 mm) maximum and the low reach shall be 15 inches (380 mm) minimum above the ground surface.

R406.3 Obstructions. Obstructed reach shall comply with R406.3.

R406.3.1 Forward Reach. Where the clear space is configured solely for a forward approach to an *element*, obstructions shall not be permitted between the clear space and the *element* for a forward reach.

R406.3.2 Side Reach. Where a clear space is configured for a parallel approach to an *element*, an obstruction shall be permitted between the clear space and the *element* where the depth of the obstruction is 10 inches (255 mm) maximum and the height of the obstruction is 34 inches (865 mm) maximum.

R407 Ramps

R407.1 General. Ramps shall comply with R407. R407 does not apply to *curb*

ramps or pedestrian access routes following the grade established for the adjacent street consistent with the requirements of R302.4.1.

R407.2 *Running Slope.* The running slope of each ramp run shall be 1:12 (8.3%) maximum.

R407.3 *Cross Slope.* The cross slope of ramp runs shall be 1:48 (2.1%) maximum.

R407.4 *Clear Width.* The clear width of a ramp run shall be 48 inches (1220 mm) minimum. Where handrails are provided, the clear width between handrails shall be 48 inches (1220 mm) minimum.

Exception: Where a ramp only serves a building entrance, the clear width of the ramp run shall be permitted to be 36 inches (915 mm) minimum. Where handrails are provided, the clear width between handrails shall be permitted to be 36 inches (915 mm) minimum.

R407.5 *Rise.* The rise for any ramp run shall be 30 inches (760 mm) maximum.

R407.6 *Landings.* Ramps shall have landings at the top and the bottom of each ramp run. Landings shall comply with R407.6.

R407.6.1 *Slope.* Landing slopes shall be 1:48 (2.1%) maximum parallel and perpendicular to the ramp running slope.

R407.6.2 *Width.* The landing clear width shall be at least as wide as the widest ramp run leading to the landing.

R407.6.3 *Length.* The landing clear length shall be 60 inches (1525 mm) long minimum.

R407.6.4 *Change in Direction.* Ramps that change direction between runs at landings shall have a clear landing 60 inches (1525 mm) minimum by 60 inches (1525 mm) minimum.

R407.7 *Surfaces.* Surfaces of ramp runs and landings shall comply with R302.6, except that changes in level are not permitted.

R407.8 *Handrails.* Ramp runs with a rise greater than 6 inches (150 mm) shall have handrails complying with R409.

R407.9 *Edge Protection.* Edge protection complying with R407.9.1 or R407.9.2 shall be provided on each side of ramp runs and each side of ramp landings except those serving an adjoining ramp run, stairway, or other pedestrian circulation path.

R407.9.1 *Extended Ramp Surface.* The surface of the ramp run or landing shall extend 12 inches (305 mm) minimum beyond the inside face of a handrail complying with R409.

R407.9.2 *Curb or Barrier.* A curb that is 4 inches (100 mm) high minimum, or a barrier that prevents the passage of a 4-inch (100 mm) diameter sphere, where any portion of the sphere is within 4 inches (100 mm) of the surface of the ramp run or landing, shall be provided.

R408 Stairs

R408.1 *General.* Stairs shall comply with R408.

R408.2 *Treads and Risers.* All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 inches (100 mm) high minimum and 7 inches (180 mm) high maximum. Treads shall be 11 inches (280 mm) deep minimum.

R408.3 *Open Risers.* Open risers are not permitted.

R408.4 *Tread Surface.* Stair treads shall comply with R302.6, except that changes in level are not permitted.

Exception: Treads shall be permitted to have a slope not steeper than 1:48 (2.1%).

R408.5 *Nosings.* The radius of curvature at the leading edge of the tread shall be 1/2 inch (13 mm) maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1 1/2 inches (38 mm) maximum over the tread below.

R408.6 *Visual Contrast.* The leading edge of each step tread and top landing shall be marked by a stripe. The stripe shall be 1 inch (25 mm) wide minimum and shall contrast visually with the rest of the step tread or circulation path surface either light-on-dark or dark-on-light.

R408.7 *Handrails.* Stairs shall have handrails complying with R409.

R409 Handrails

R409.1 *General.* Handrails required at ramps and stairs, and handrails provided on pedestrian circulation paths shall comply with R409. R409 does not apply to curb ramps.

R409.2 *Where Required.* Handrails shall be provided on both sides of ramps and stairs.

R409.3 *Continuity.* Handrails shall be continuous within the full length of each ramp run or stair flight. Inside handrails on switchback or dogleg ramps and stairs shall be continuous between ramp runs or stair flights.

R409.4 *Height.* The top of gripping surfaces of handrails shall be 34 inches (865 mm) minimum and 38 inches (965 mm) maximum vertically above walking surfaces, ramp surfaces, and stair nosings. Handrails shall be at a consistent height above walking surfaces, ramp surfaces, and stair nosings.

R409.5 *Clearance.* Clearance between handrail gripping surfaces and adjacent surfaces shall be 1 1/2 inches (38 mm) minimum.

R409.6 *Gripping Surface.* Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail gripping surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur 1 1/2 inches (38 mm) minimum below the bottom of the handrail gripping surface.

R409.7 *Cross Section.* Handrail gripping surfaces shall have a cross section complying with R409.7.1 or R409.7.2. Where expansion joints are necessary for large spans of handrails, the expansion joint cross section is permitted to be smaller than the specified cross section diameters for 1 inch (25 mm) maximum in length.

R409.7.1 *Circular Cross Section.* Handrail gripping surfaces with a circular cross section shall have an outside diameter of 1 1/4 inches (32 mm) minimum and 2 inches (51 mm) maximum.

R409.7.2 *Non-Circular Cross Section.* Handrail gripping surfaces with a non-circular cross section shall have a perimeter

dimension of 4 inches (100 mm) minimum and 6 1/4 inches (160 mm) maximum, and a cross-section dimension of 2 1/4 inches (57 mm) maximum.

R409.8 *Surfaces.* Handrail gripping surfaces and any surfaces adjacent to them shall be free of sharp or abrasive elements and shall have rounded edges.

R409.9 *Fittings.* Handrails shall not rotate within their fittings. Where expansion joints are necessary for large spans of handrails, the expansion joint is permitted to rotate in its fitting.

R409.10 *Handrail Extensions.* Handrail gripping surfaces shall extend beyond and in the same direction of ramp runs and stair flights in accordance with R409.10. Handrail extensions shall not extend into the roadway or pedestrian circulation path. In alterations, if handrail extensions complying with R409.10 would reduce the clear width of a pedestrian access route, they shall extend as far as possible without reducing the clear width of the pedestrian access route.

Exception: Extensions shall not be required for continuous handrails at the inside turn of switchback or dogleg ramps and stairs.

R409.10.1 *Top and Bottom Extension at Ramps.* Ramp handrails shall extend horizontally above the landing for 12 inches (305 mm) minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run.

R409.10.2 *Top Extension at Stairs.* At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches (305 mm) minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

R409.10.3 *Bottom Extension at Stairs.* At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

R410 Visual Characters on Signs

R410.1 *General.* Visual characters on signs shall comply with R410.

R410.2 *Finish and Contrast.* Characters and their background shall have a non-glare finish. Characters shall contrast with their background with either light characters on a dark background or dark characters on a light background.

R410.3 *Case.* Characters shall be uppercase or lowercase or a combination of both.

R410.4 *Style.* Characters shall be conventional in form. Characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

R410.5 *Character Proportions.* Characters shall be selected from fonts where the width of the uppercase letter "O" is 55 percent minimum and 110 percent maximum of the height of the uppercase letter "I".

R410.6 *Character Height.* Minimum character height shall comply with Table R410.6. Viewing distance shall be measured

as the horizontal distance between the character and an obstruction preventing further approach towards the sign. Character

height shall be based on the uppercase letter “I”.

R410.6 VISUAL CHARACTER HEIGHT

Height to finish surface from baseline of character	Horizontal viewing distance	Minimum character height
40 inches (1015 mm) to less than or equal to 70 inches (1780 mm).	Less than 72 inches (1830 mm) ...	5/8 inch (16 mm).
40 inches (1015 mm) to less than or equal to 70 inches (1780 mm).	72 inches (1830 mm) and greater	5/8 inch (16 mm), plus 1⁄8 inch (3.2 mm) per foot (305 mm) of viewing distance above 72 inches (1830 mm).
Greater than 70 inches (1780 mm) to less than or equal to 120 inches (3050 mm).	Less than 180 inches (4570 mm)	2 inches (51 mm).
Greater than 70 inches (1780 mm) to less than or equal to 120 inches (3050 mm).	180 inches (4570 mm) and greater	2 inches (51 mm), plus 1⁄8 inch (3.2 mm) per foot (305 mm) of view-ing distance above 180 inches (4570 mm).
Greater than 120 inches (3050 mm)	Less than 21 feet (6400 mm)	3 inches (75 mm).
Greater than 120 inches (3050 mm)	21 feet (6400 mm) and greater	3 inches (75 mm), plus 1⁄8 inch (3.2 mm) per foot (305 mm) of view-ing distance above 21 feet (6400 mm).

R410.7 *Stroke Thickness.* Stroke thickness of the uppercase letter “I” shall be 10 percent minimum and 30 percent maximum of the height of the character.

R410.8 *Character Spacing.* Character spacing shall be measured between the two closest points of adjacent characters, excluding word spaces. Spacing between individual characters shall be 10 percent minimum and 35 percent maximum of character height.

R410.9 *Line Spacing.* Spacing between the baselines of separate lines of characters within a message shall be 135 percent minimum and 170 percent maximum of the character height.

R410.10 *Height from Ground Surface.* Visual characters shall be 40 inches (1015 mm) minimum above the ground surface.

R411 *International Symbol of Accessibility*

R411.1 *General.* The International Symbol of Accessibility shall comply with R411 and Figure R411.

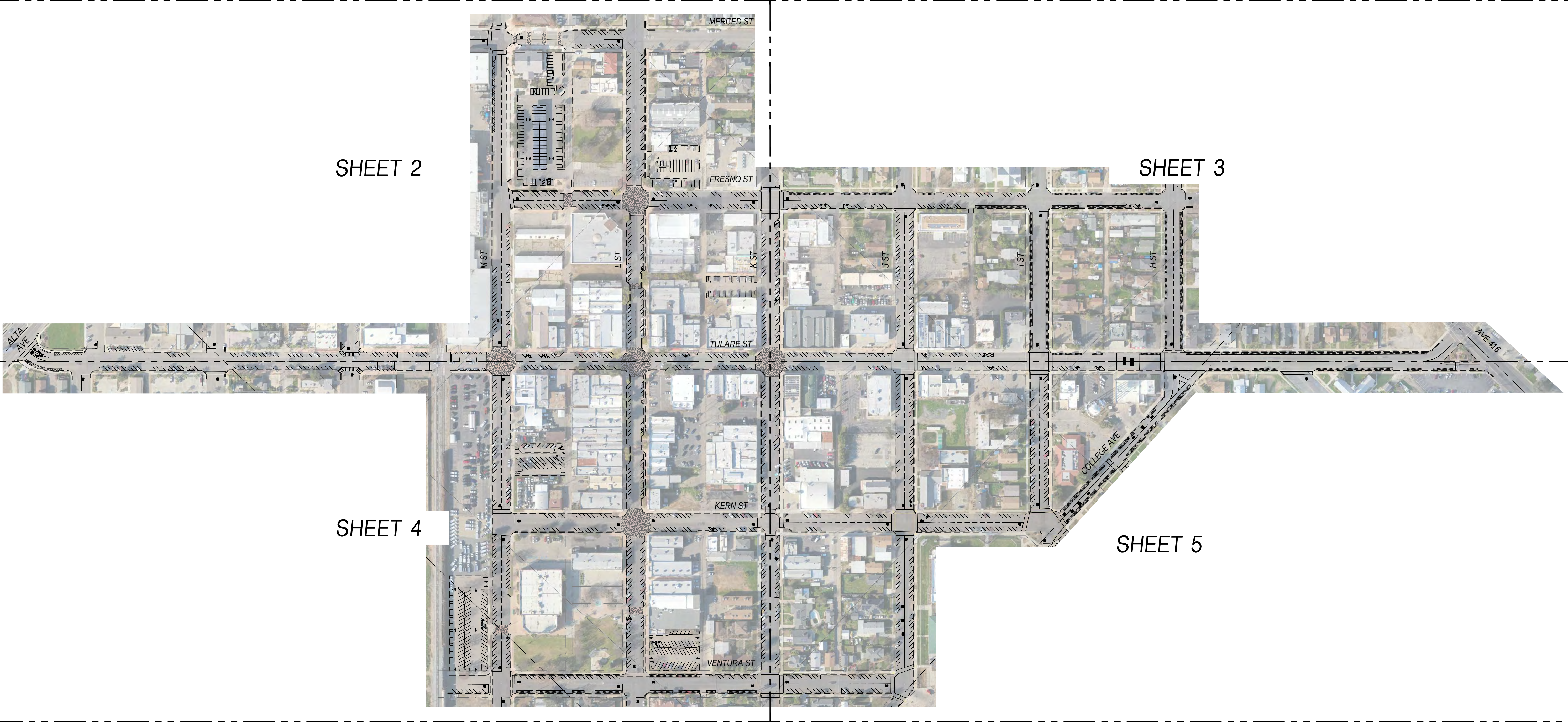
R411.2 *Finish and Contrast.* The symbol and its background shall have a non-glare finish. The symbol shall contrast with its background with either a light symbol on a dark background or a dark symbol on a light background.

Figure R411 – International Symbol of Accessibility



DOWNTON PARKING SURVEY

CITY OF DINUBA



INDEX MAP

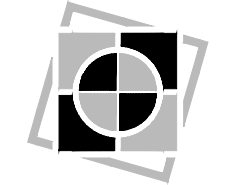
N.T.S.

KEYNOTES:

- ☒ NUMBER OF STANDARD PARKING STALLS.
TOTAL = 1,359
- ☒ NUMBER OF ADA PARKING STALLS.
TOTAL = 45
- ☒ NUMBER OF PARALLEL PARKING STALLS.
TOTAL = 274

Ref. & Rev.

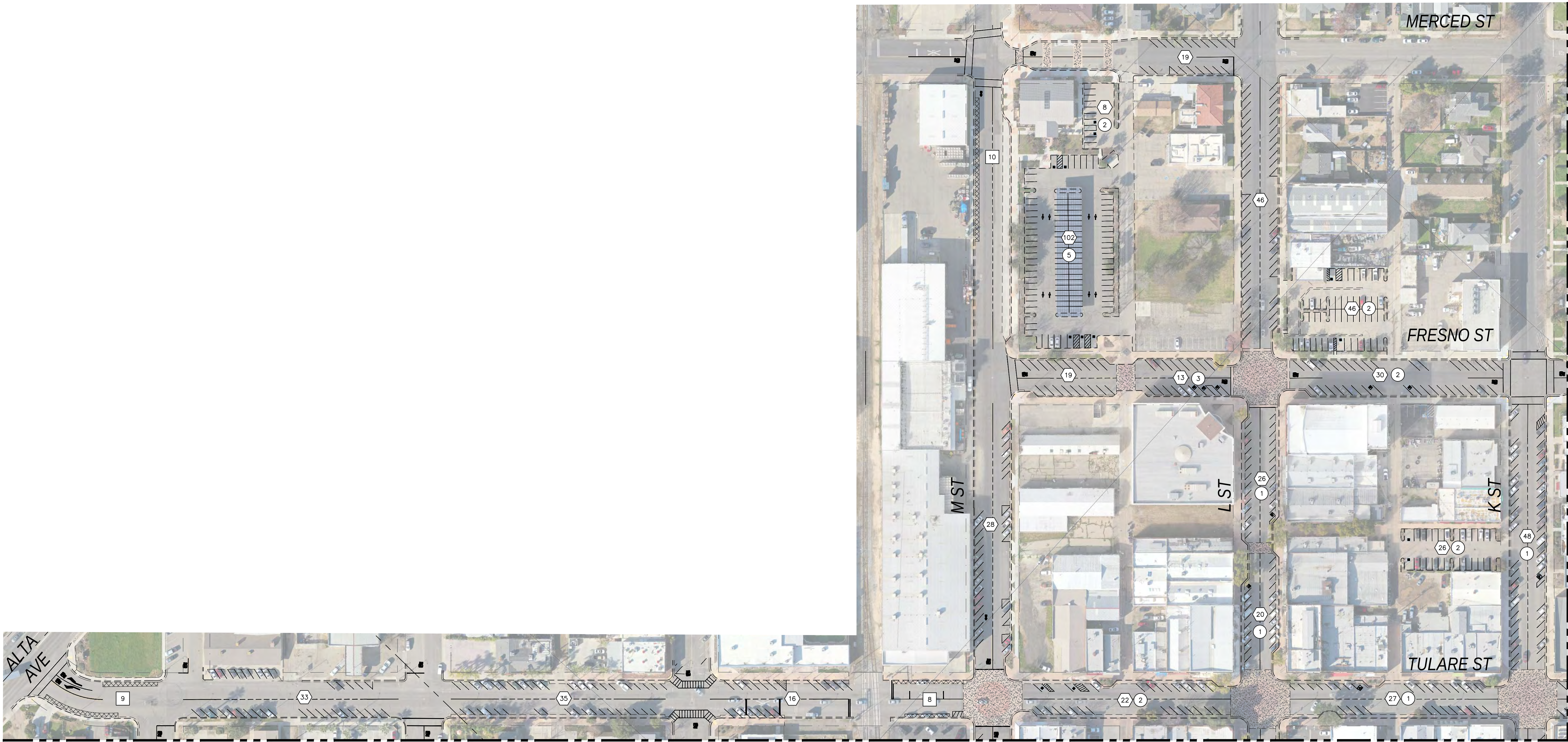
Yamabe & Horn
Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2085 N. BURL AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 244-3123 WEBSITE: YANDHENG.COM



DOWNTON PARKING SURVEY
CITY OF DINUBA
INDEX SHEET

PROJECT TITLE
SHEET DESCRIPTION

Dr. By: JG
Ch. By: DL
Date: 05/31/2022
Scale: As Noted
YH Job No. 21-260
Sheet No. 1
of 5 Sheets



SEE SHEET 4

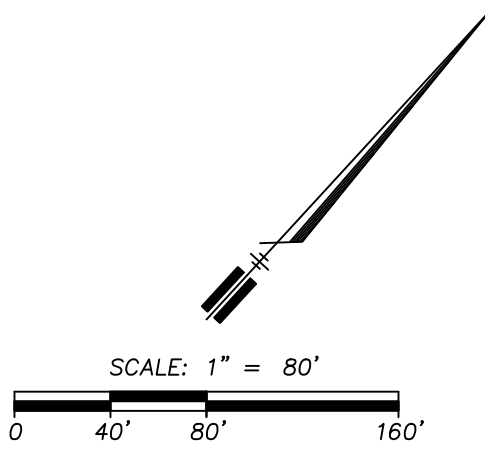
SEE SHEET 3

KEYNOTES:

- (X) NUMBER OF STANDARD PARKING STALLS.
- (X) NUMBER OF ADA PARKING STALLS.
- (X) NUMBER OF PARALLEL PARKING STALLS.

LEGEND:

- [Hatched Box] AREA ASSIGNED FOR PARALLEL PARKING.



Ref. & Rev.	
 Yamabe & Horn Engineering, Inc. CIVIL ENGINEERS • LAND SURVEYORS 2085 N. BURL AVENUE SUITE 101 FRESNO, CA 93727 TEL: (559) 244-3123 WEBSITE: YANDHEINGR.COM	
DOWNTON PARKING SURVEY CITY OF DINUBA	
SURVEY EXHIBIT	
PROJECT TITLE	
SHEET DESCRIPTION	
Dr. By: JG	
Ch. By: DL	
Date: 05/31/2022	
Scale: As Noted	
YH Job No. 21-260	
Sheet No. 2	
of 5 Sheets	

Prep By: Jose Gonzalez Plot Date: 5/31/2022 File Location: C:\2021\21-260\Project\Downtown ADA Parking Plan\Exhibit\Survey Map Exhibit.dwg



SEE SHEET 2

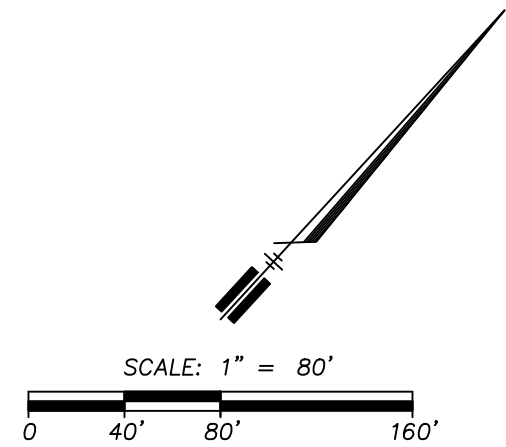
SEE SHEET 5

KEYNOTES:

- (X) NUMBER OF STANDARD PARKING STALLS.
- (X) NUMBER OF ADA PARKING STALLS.
- (X) NUMBER OF PARALLEL PARKING STALLS.

LEGEND:

- [Hatched Box] AREA ASSIGNED FOR PARALLEL PARKING.



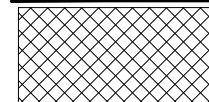
Ref. & Rev.	
 Yamabe & Horn Engineering, Inc. CIVIL ENGINEERS • LAND SURVEYORS 2085 N. BURL AVENUE SUITE 101 FRESNO, CA 93727 TEL: (559) 244-3123 WEBSITE: YANDHENG.COM	
PROJECT TITLE DOWNTON PARKING SURVEY CITY OF DINUBA	SHEET DESCRIPTION SURVEY EXHIBIT
Dr. By: JG	
Ch. By: DL	
Date: 05/31/2022	
Scale: As Noted	
YH Job No. 21-260	
Sheet No. 3	
of 5 Sheets	

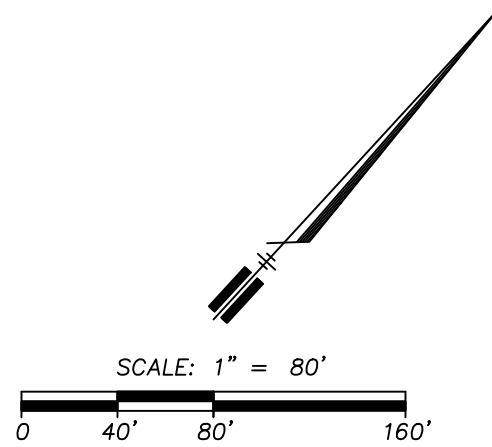


KEYNOTES:

-  NUMBER OF STANDARD PARKING STALLS.
-  NUMBER OF ADA PARKING STALLS.
-  NUMBER OF PARALLEL PARKING STALLS.

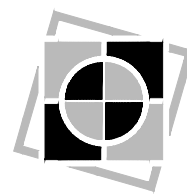
LEGEND:

-  AREA ASSIGNED FOR PARALLEL PARKING.



Ref. & Rev.

Yamabe & Horn
Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2085 N. BURL AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 244-3123 WEBSITE: YANDHENG.COM



DOWNTON PARKING SURVEY
CITY OF DINUBA
SURVEY EXHIBIT

PROJECT TITLE

SHEET DESCRIPTION

Dr. By: JG

Ch. By: DL

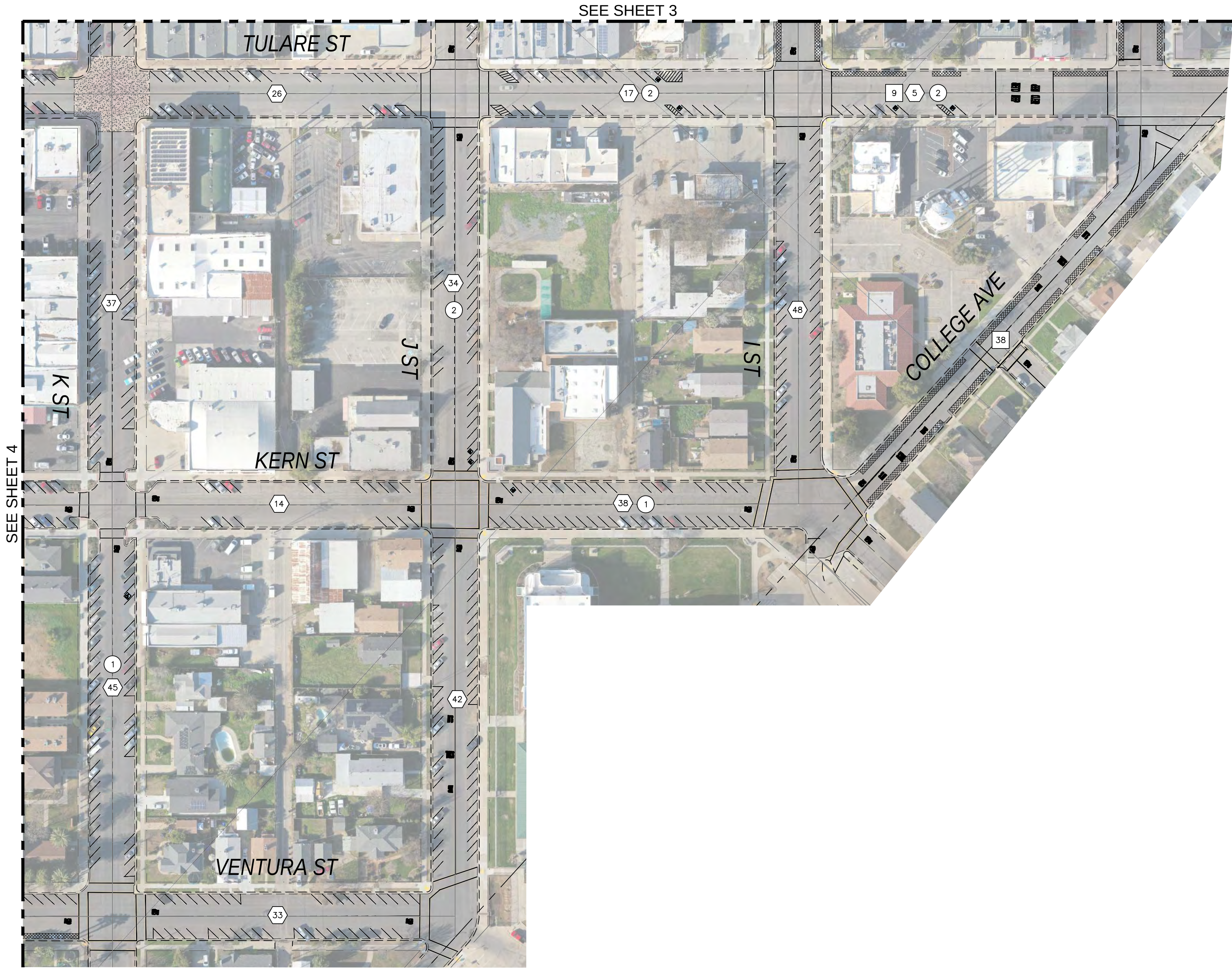
Date: 05/31/2022

Scale: As Noted

YH Job No. 21-260

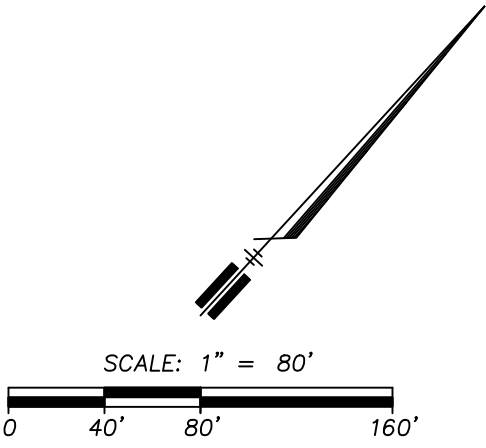
Sheet No. 4

of 5 Sheets



- KEYNOTES:**
- (X) NUMBER OF STANDARD PARKING STALLS.
 - (X) NUMBER OF ADA PARKING STALLS.
 - (X) NUMBER OF PARALLEL PARKING STALLS.

- LEGEND:**
- [Hatched Box] AREA ASSIGNED FOR PARALLEL PARKING.



Ref. & Rev.



**Yamabe & Horn
Engineering, Inc.**
CIVIL ENGINEERS • LAND SURVEYORS
2085 N. BURL AVENUE SUITE 101 FRESNO, CA 93727
TEL: (559) 244-3123 WEBSITE: YANDHEINGR.COM

PROJECT TITLE
DOWNTON PARKING SURVEY
CITY OF DINUBA

SHEET DESCRIPTION
SURVEY EXHIBIT

Dr. By: JG
Ch. By: DL
Date: 05/31/2022
Scale: As Noted
YH Job No. 21-260
Sheet No. 5
of 5 Sheets



Downtown Streetscape – Conceptual Package

City of Dinuba



October 8, 2025



Art

Art/ Landscape Flowers

Flowers

Flowers

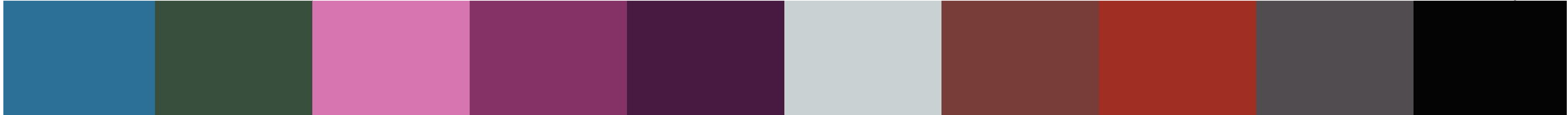
Concrete

Brick

Brick

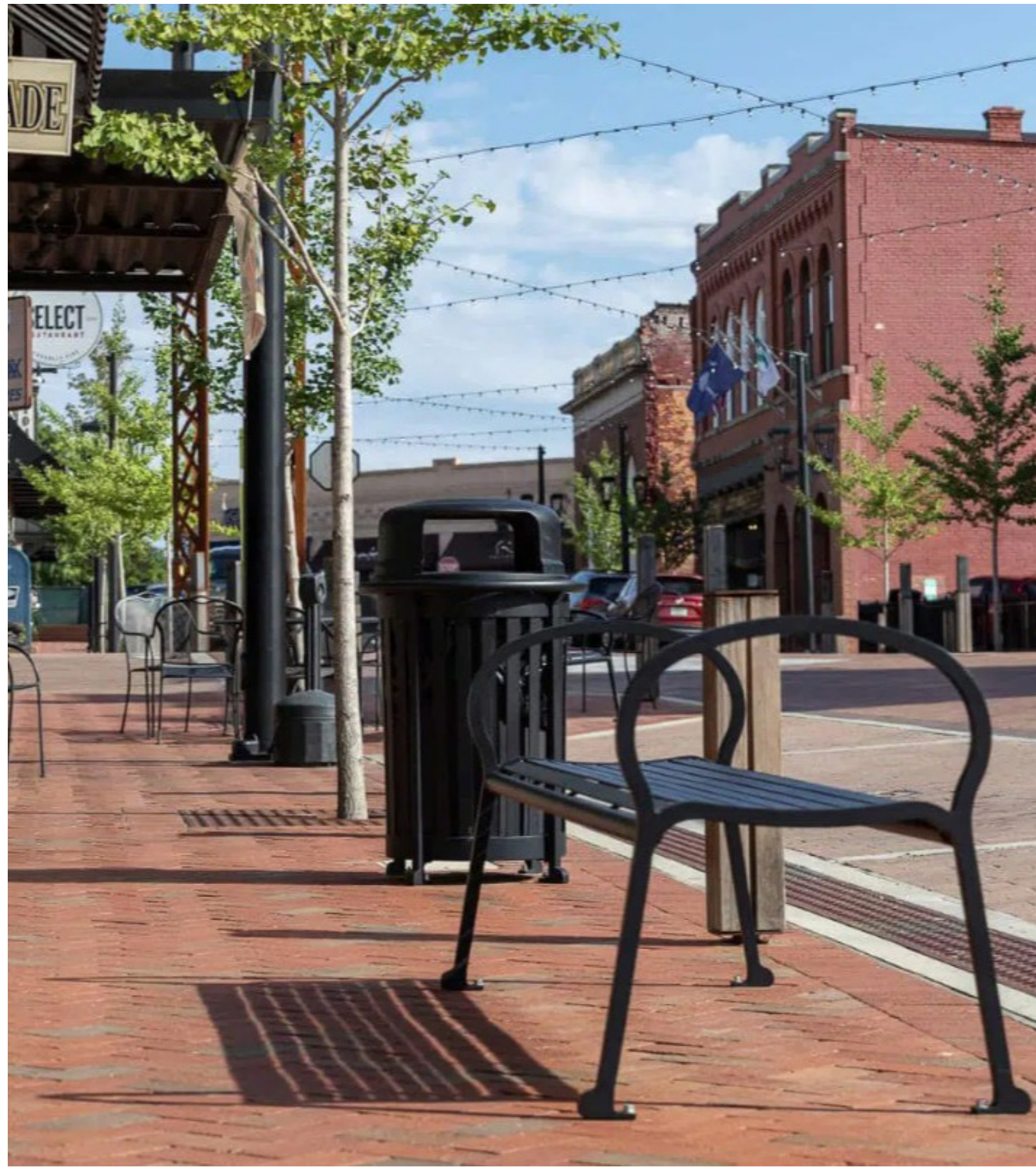
Pots/ ADA Domes

Site Furnishings



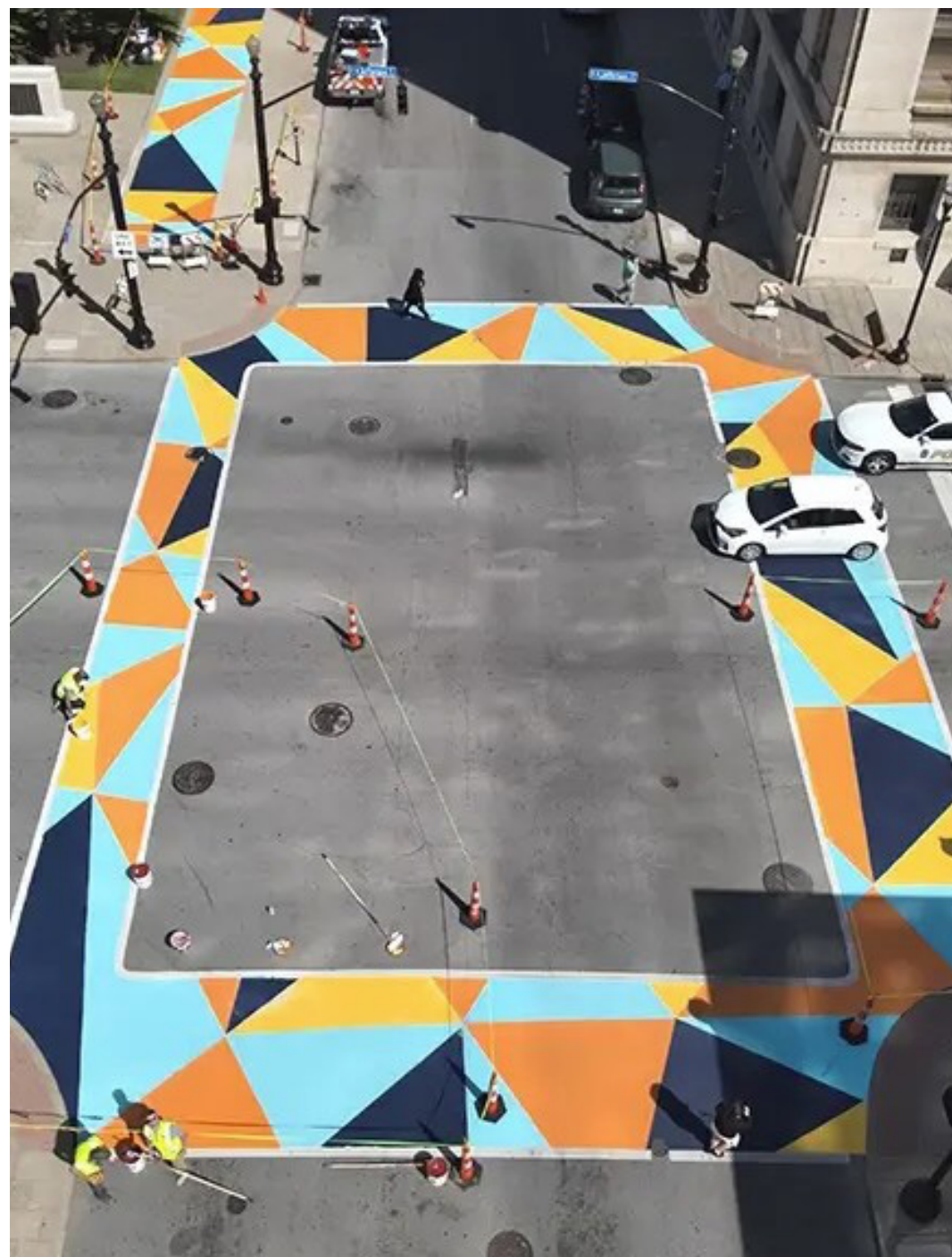
Emperor Grape Color Palette

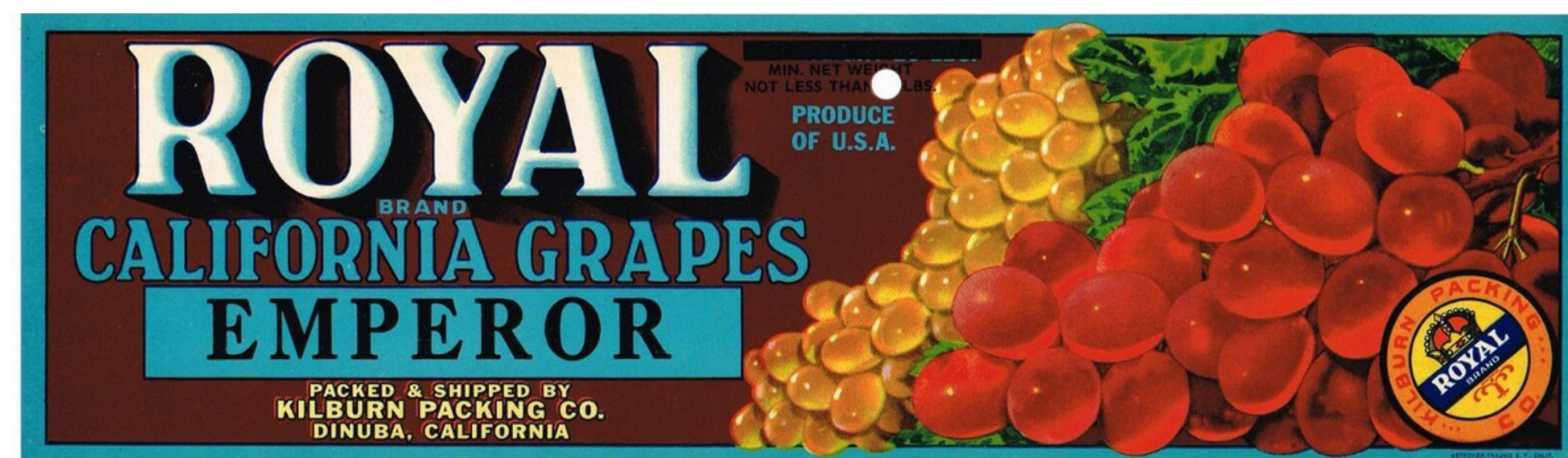
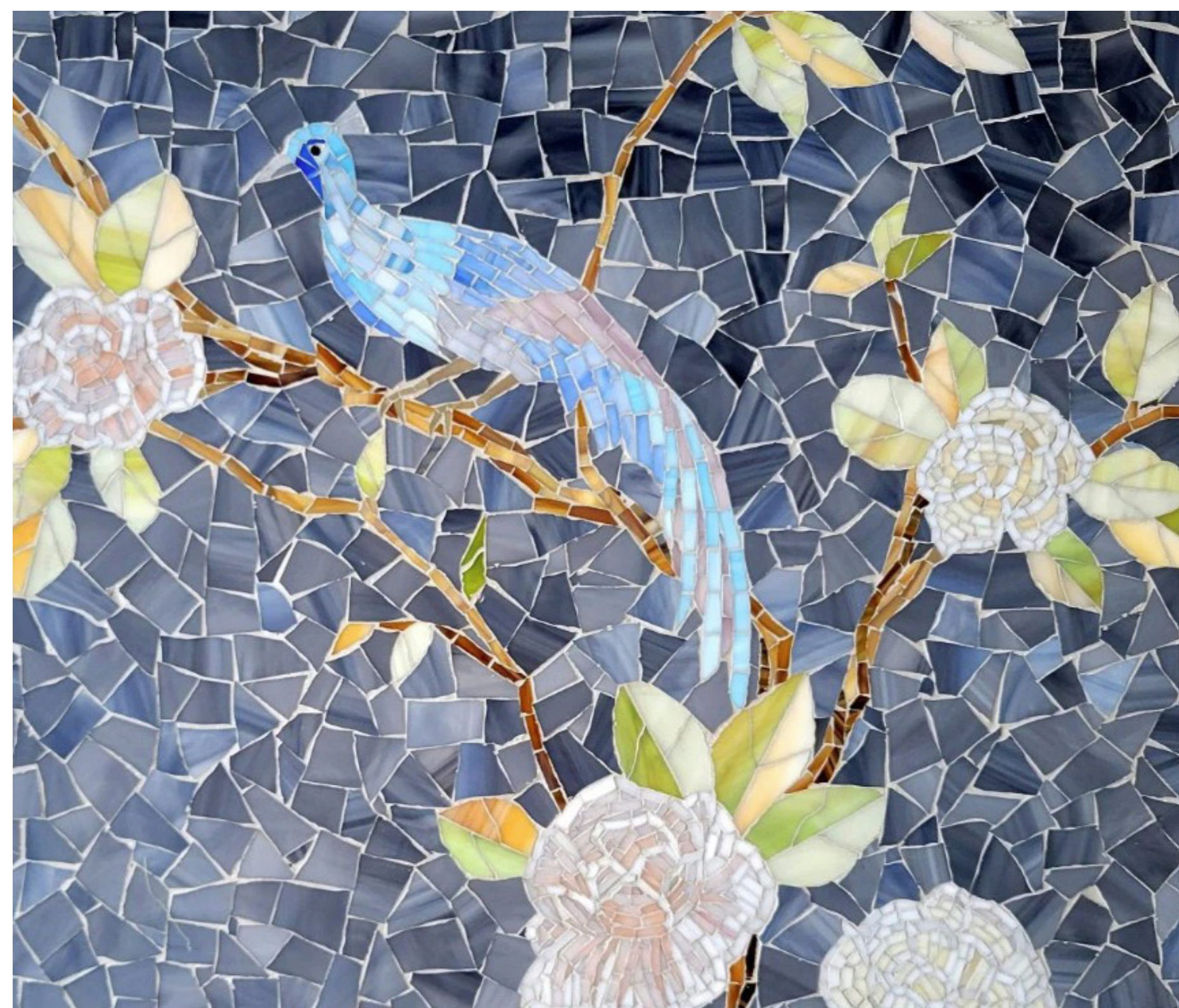
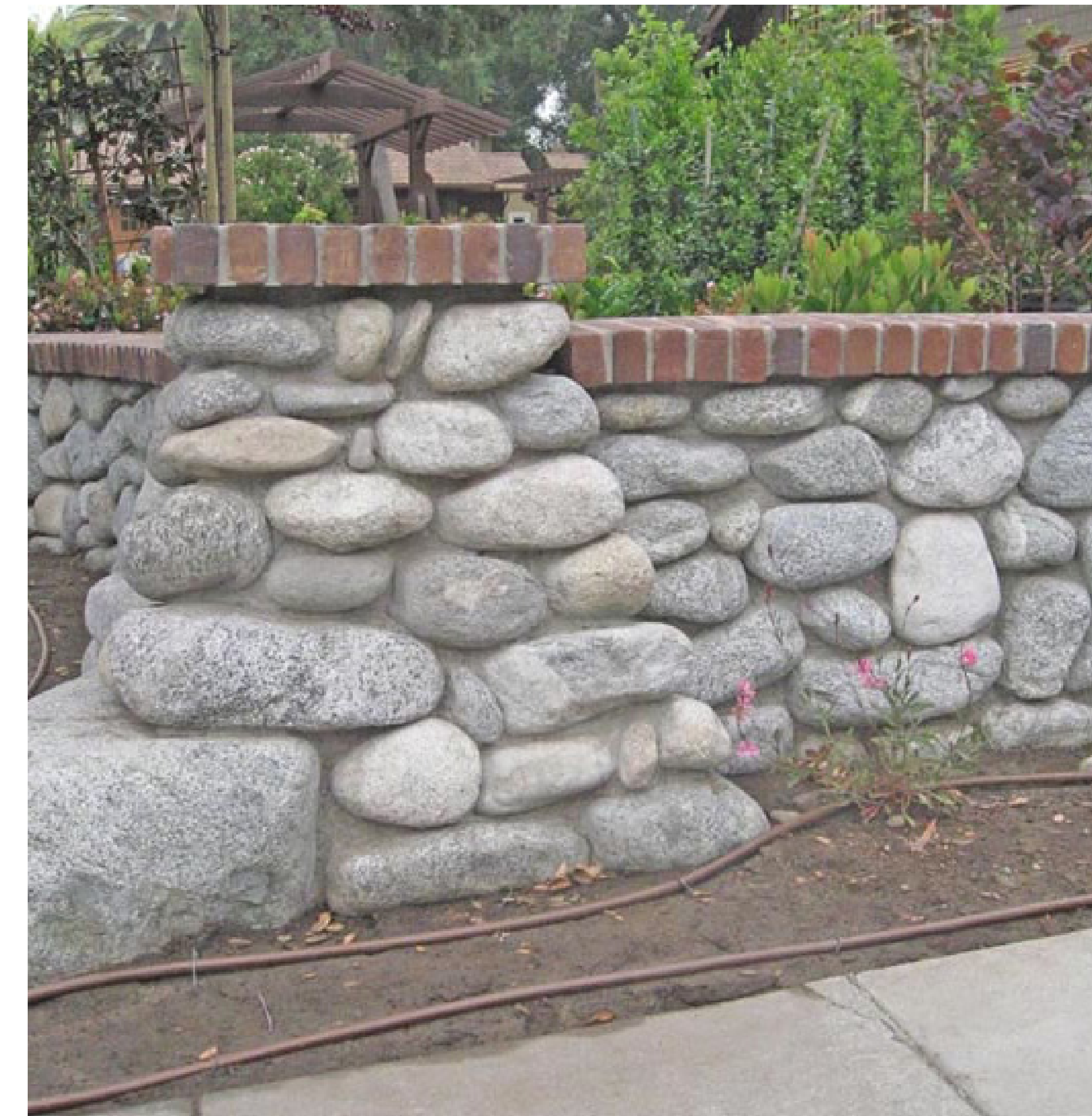


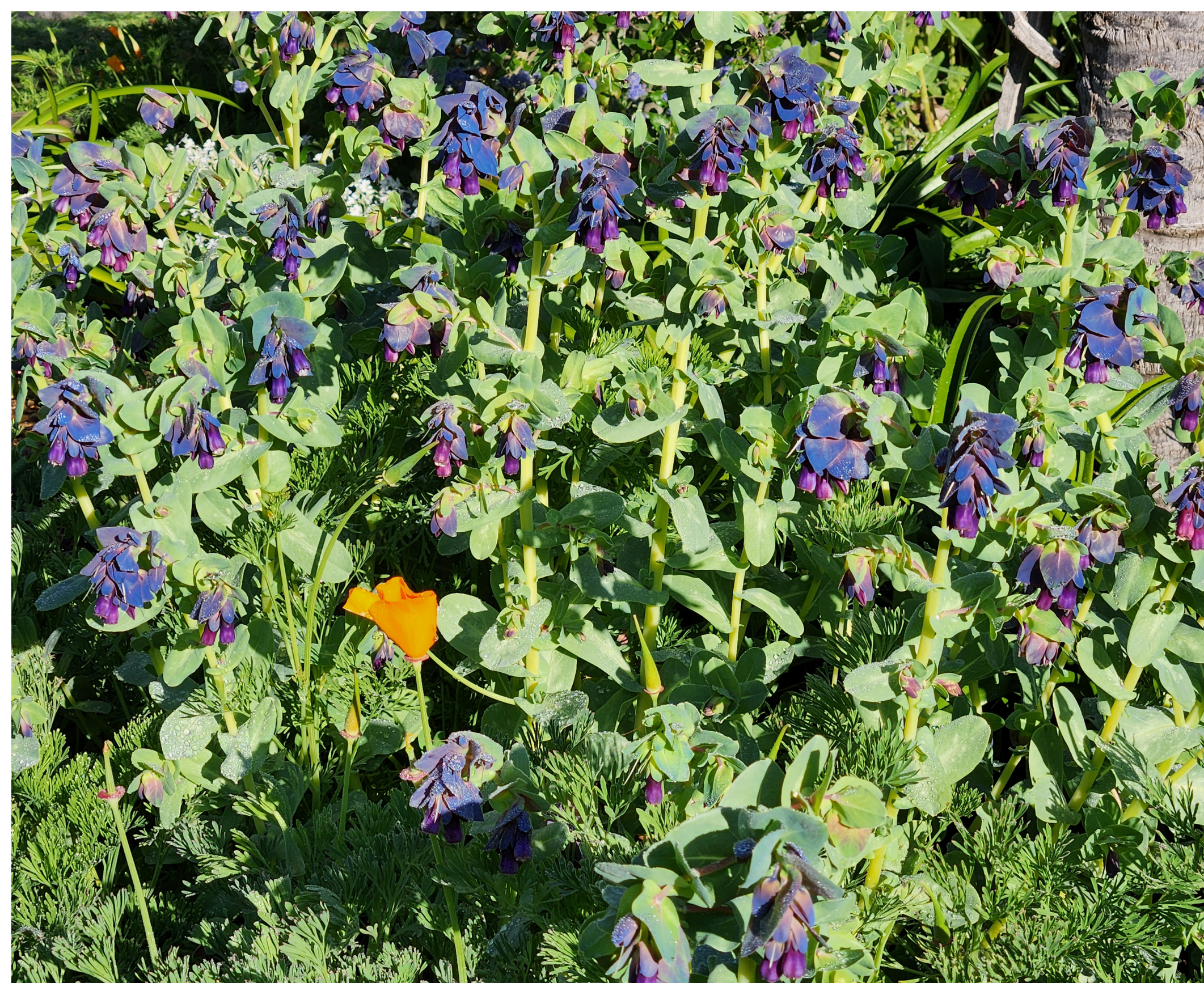












TREES



Pistacia chinensis
Chinese Pistache
35' H X 30' W
WUCOLS: L



Ulmus parvifolia 'Drake'
Drake Chinese Elm
45' H X 35' W
WUCOLS: M



Cercis occidentalis
Western Redbud
15' H X 8' W
WUCOLS: L



Sophora secundiflora
Texas Mountain Laurel
15' H X 8' W
WUCOLS: L



Magnolia grandiflora 'Samuel Sommer'
Samuel Sommer Southern Magnolia
40' H X 20' W
WUCOLS: M

SHRUBS & GROUND COVER



Verbena x 'Balendakle'
EnduraScape Dark Purple Verbena
15' O.C.
WUCOLS: L



Agastache hybrid 'Blue Boa'
Blue Boa Agastache
14" O.C.
WUCOLS: M



Sedum hybrid 'Lime Zinger'
SunSparkler Lime Zinger Sedum
1' O.C.
WUCOLS: L



Sedum 'TNSSEDEC' PPAF
Evolution Chocolate Fountain Sedum
15" O.C.
WUCOLS: L



Carex divisa
European Gray Sedge
15" O.C.
WUCOLS: L



Callistemon 'Little John'
Little John bottlebrush
3' O.C.
WUCOLS: L



Salvia 'Bee's Bliss'
Bee's Bliss sage
4' O.C.
WUCOLS: L



Carissa macrocarpa 'Green Carpet'
Green Carpet Natal Plum
3' O.C.
WUCOLS: M



Salvia leucantha 'Santa Barbara'
Santa Barbara Mexican Bush Sage
3' O.C.
WUCOLS: L



Rosa x 'Noare'
Flower Carpet Red Rose
3' O.C.
WUCOLS: L



Rosa x 'NOA83100B'
Flower Carpet Scarlet Rose
3' O.C.
WUCOLS: L



Rhaphiolepis umbellata
Yeddo Hawthorn
3' O.C.
WUCOLS: L



Penstemon heterophyllus 'Margarita B.O.P.'
Margarita B.O.P. Foothill Penstemon
2' O.C.
WUCOLS: L



Ilex vomitoria 'Nana'
Dwarf Yaupon Holly
3' O.C.
WUCOLS: M



Bouteloua gracilis 'Blonde Ambition'
Blonde Ambition Blue Grama
30" O.C.
WUCOLS: L



Dianella revoluta 'Little Rev'
Little Rev Flax Lily
2' O.C.
WUCOLS: L



Hesperaloe parviflora 'Yellow'
Yellow Yucca
2' O.C.
WUCOLS: L



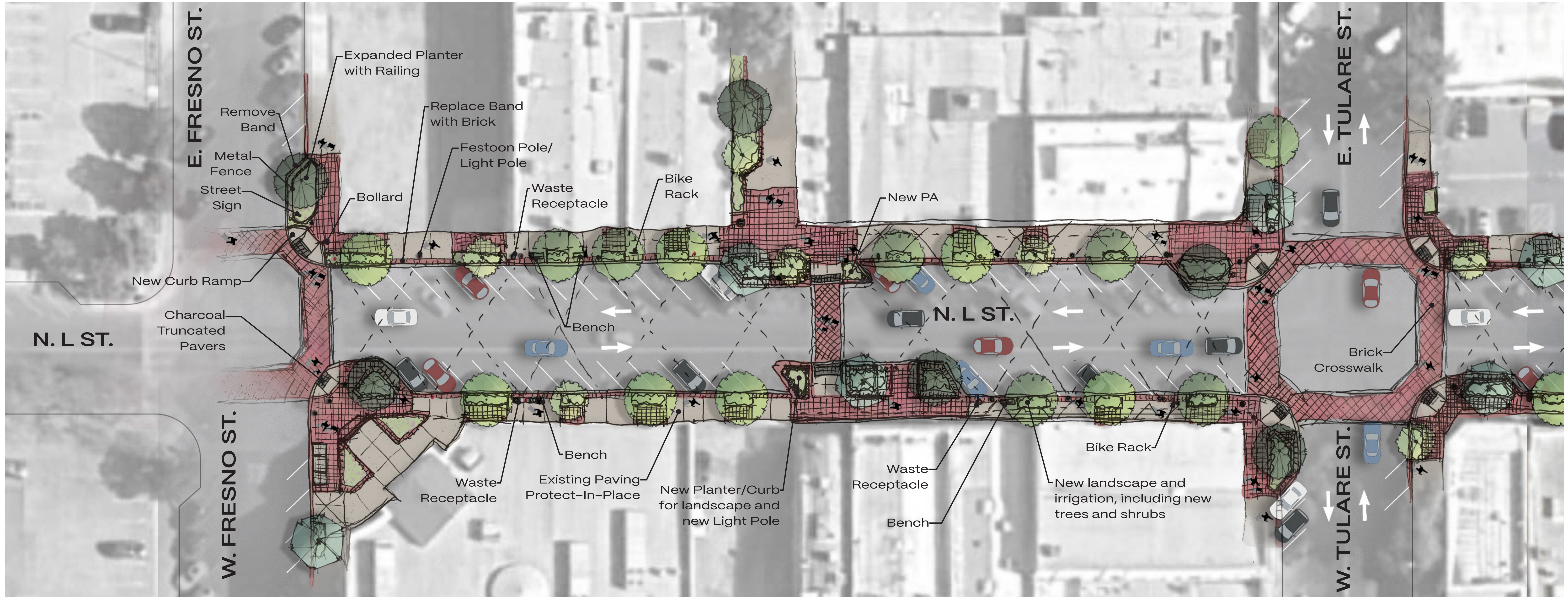
Westringia fruticosa 'Blue Gem'
Coast Rosemary
3' O.C.
WUCOLS: L



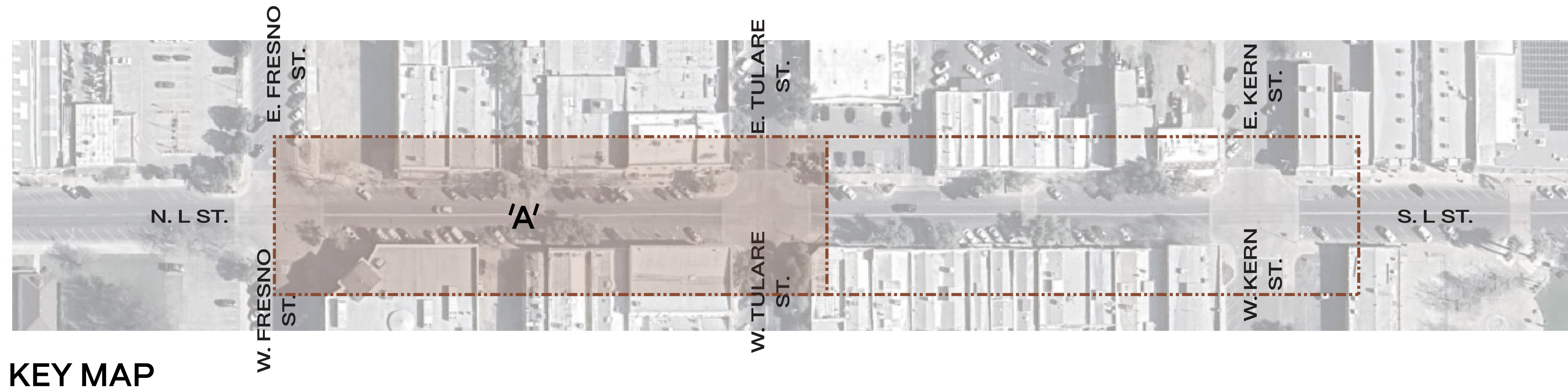
Gaura lindheimeri
Steffi Dark Rose Gaura
2' O.C.
WUCOLS: L



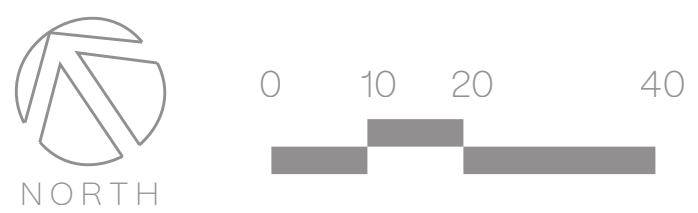
Rhamnus californica 'Eve Case'
Eve Case Coffeeberry
6' O.C.
WUCOLS: L

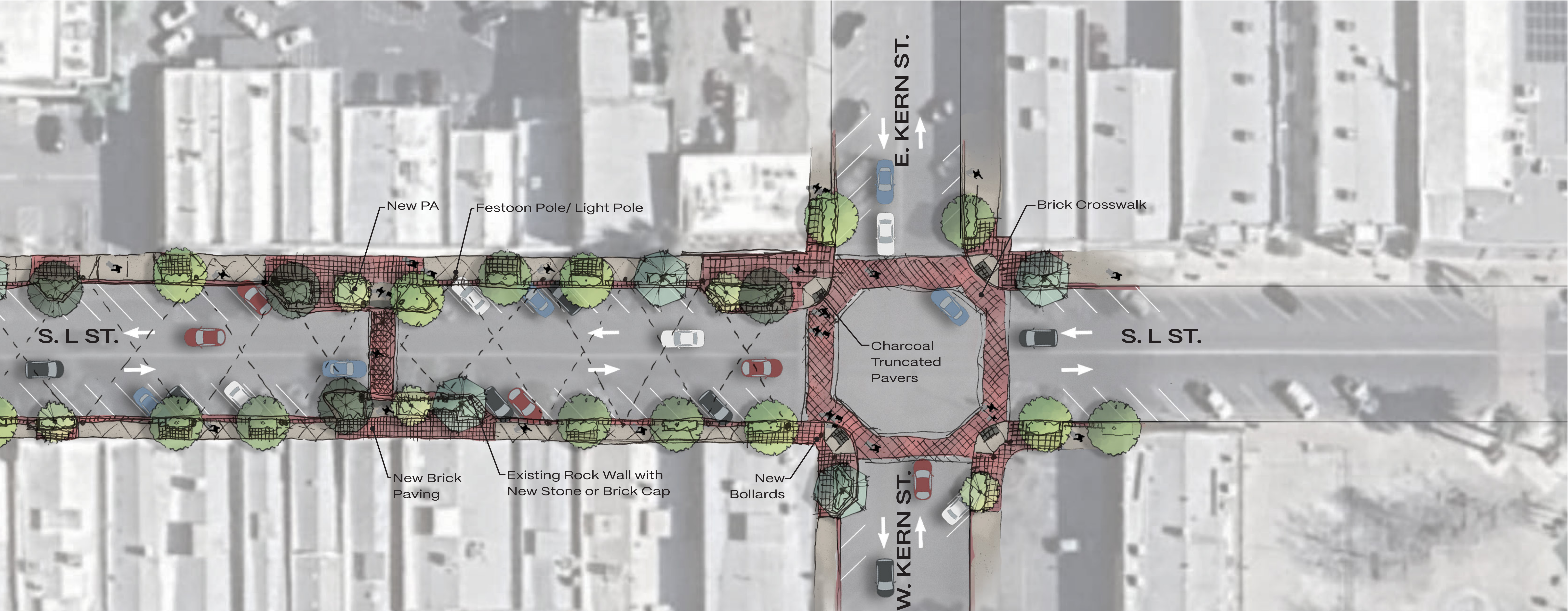


PLAN VIEW – WINDOW 'A'

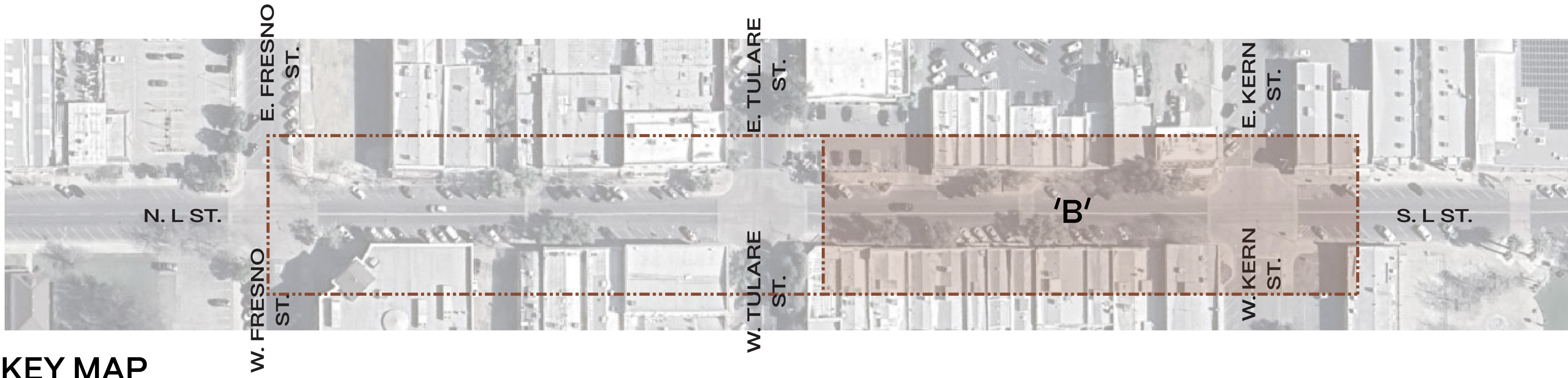


KEY MAP

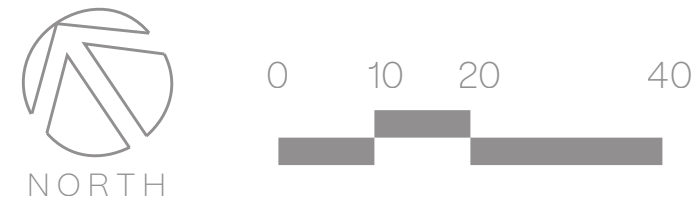




PLAN VIEW – WINDOW ‘B’



KEY MAP





1 Existing Alleyway Northeast of N. L Street



1 Proposed Alleyway Northeast of N. L Street



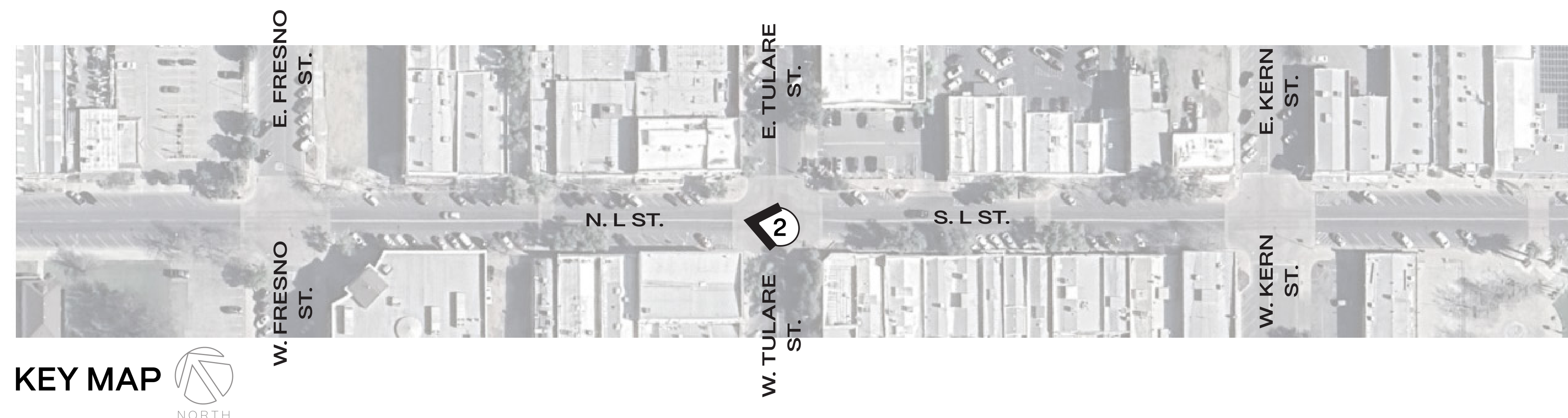
KEY MAP
NORTH



2 Existing Streetview of N. L St. and E. Tulare St.



2 Proposed Streetview of N. L St. and E. Tulare St.

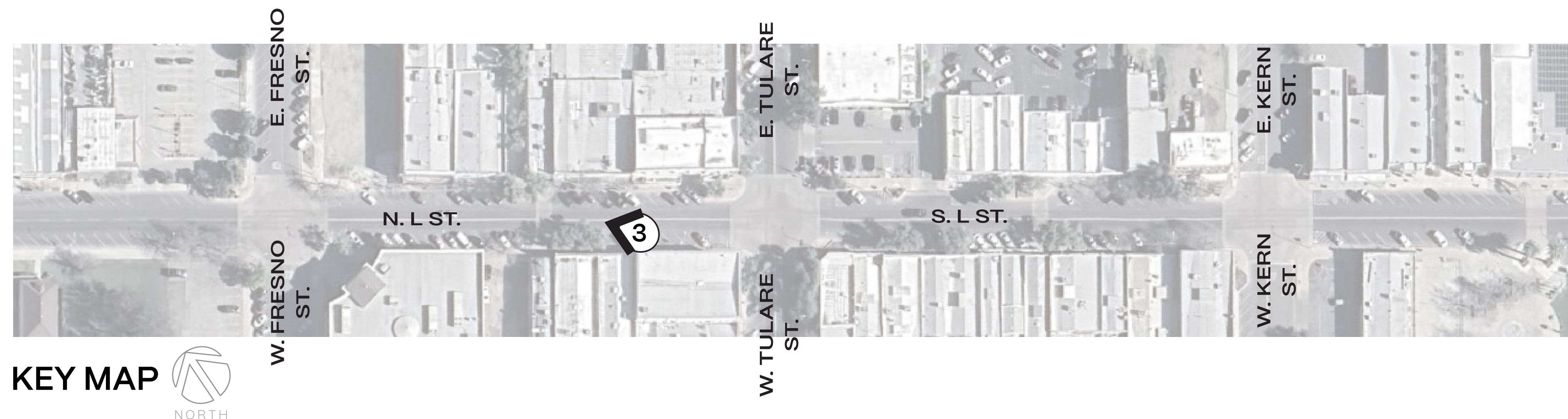


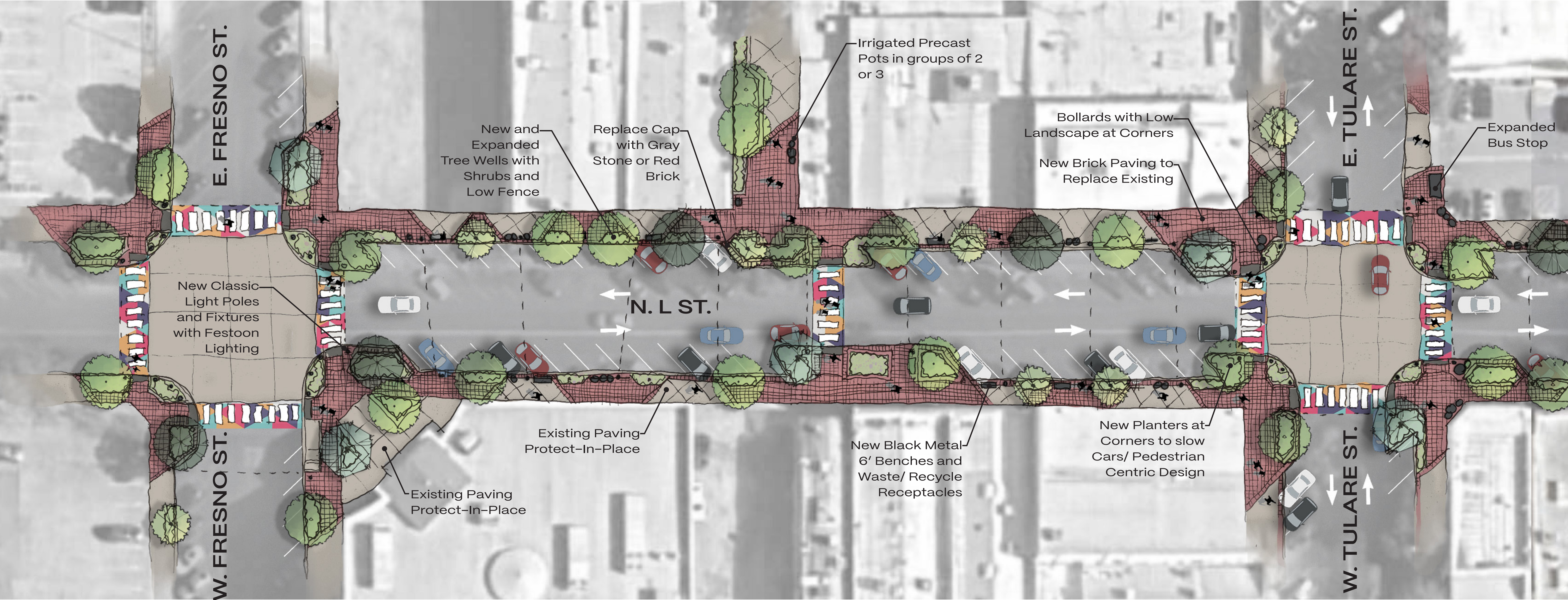


3 Existing Streetview of N. L Street

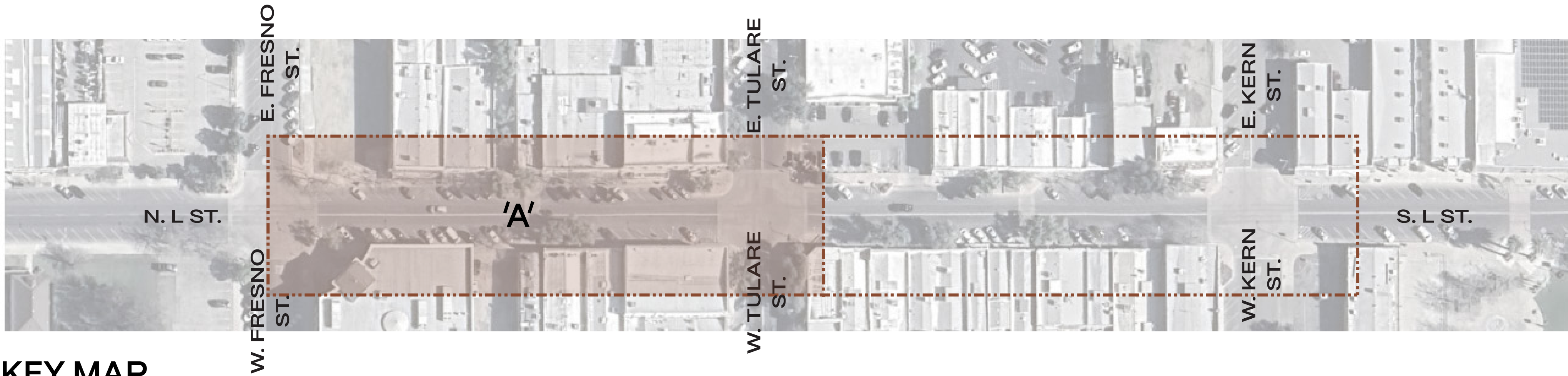


3 Proposed Streetview of N. L Street

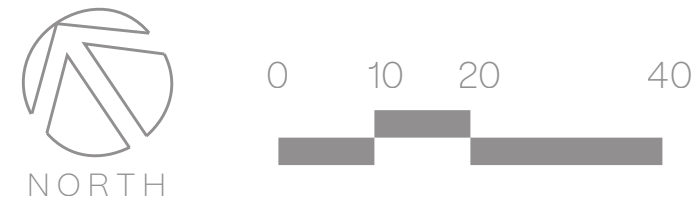


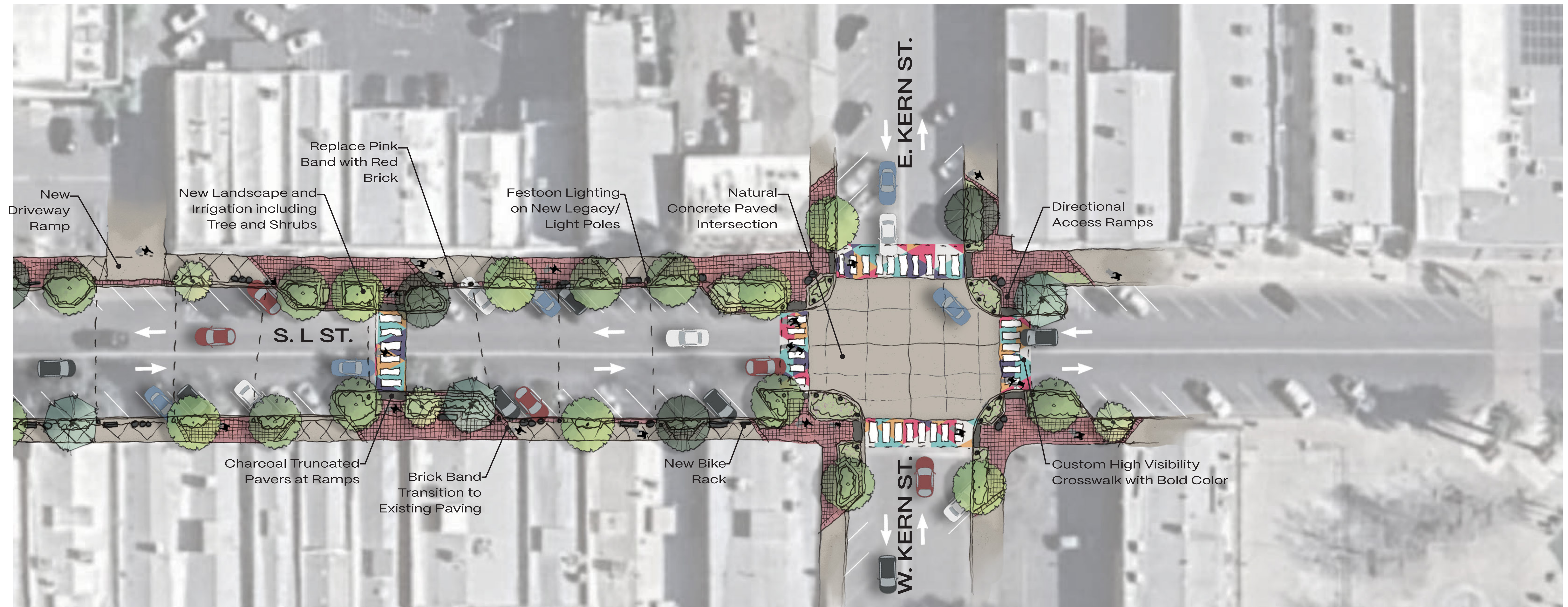


PLAN VIEW – WINDOW 'A'

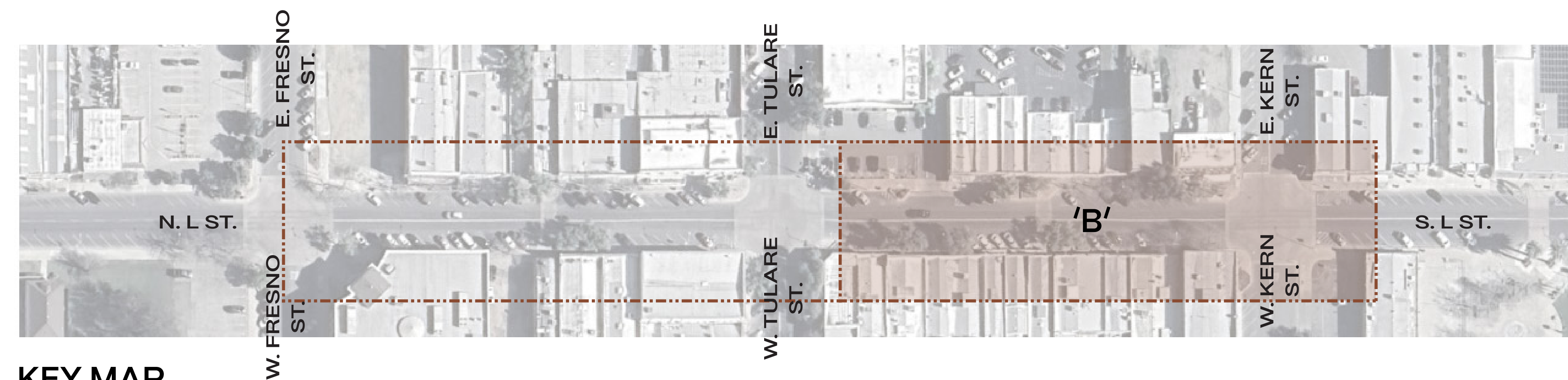


KEY MAP

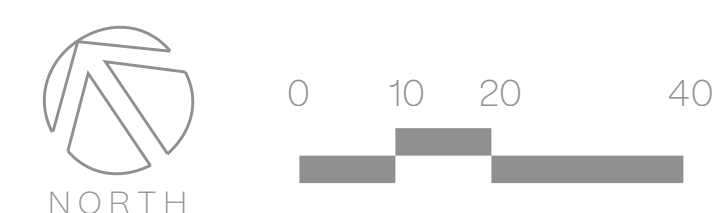




PLAN VIEW – WINDOW 'B'



KEY MAP





1 Existing Alleyway Northeast of N. L Street



1 Proposed Alleyway Northeast of N. L Street



KEY MAP
NORTH



2 Existing Streetview of N. L St. and E. Tulare St.



2 Proposed Streetview of N. L St. and E. Tulare St.

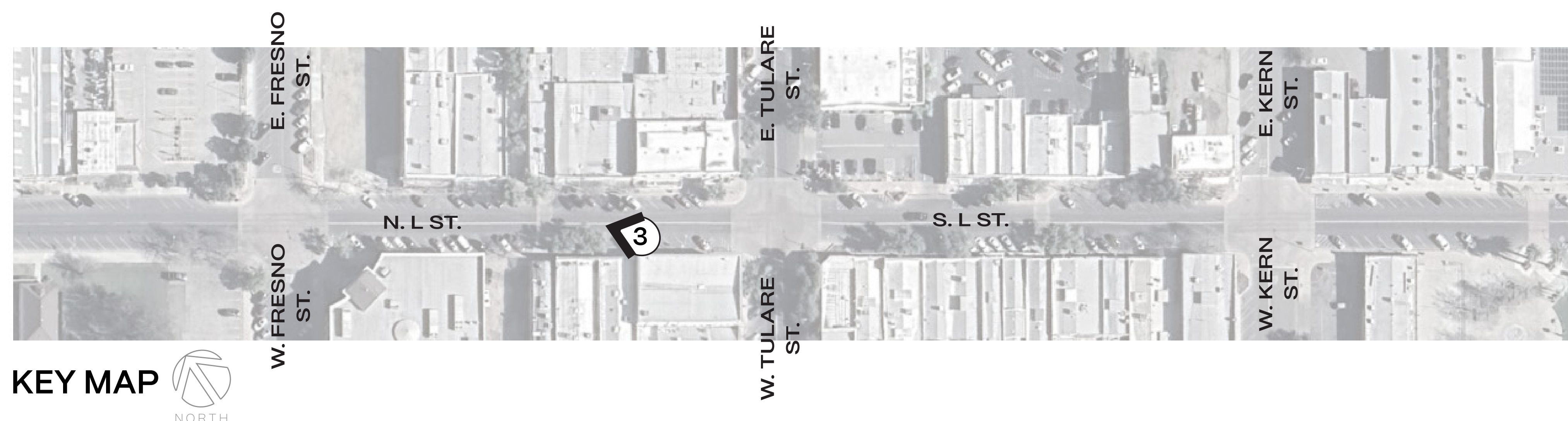




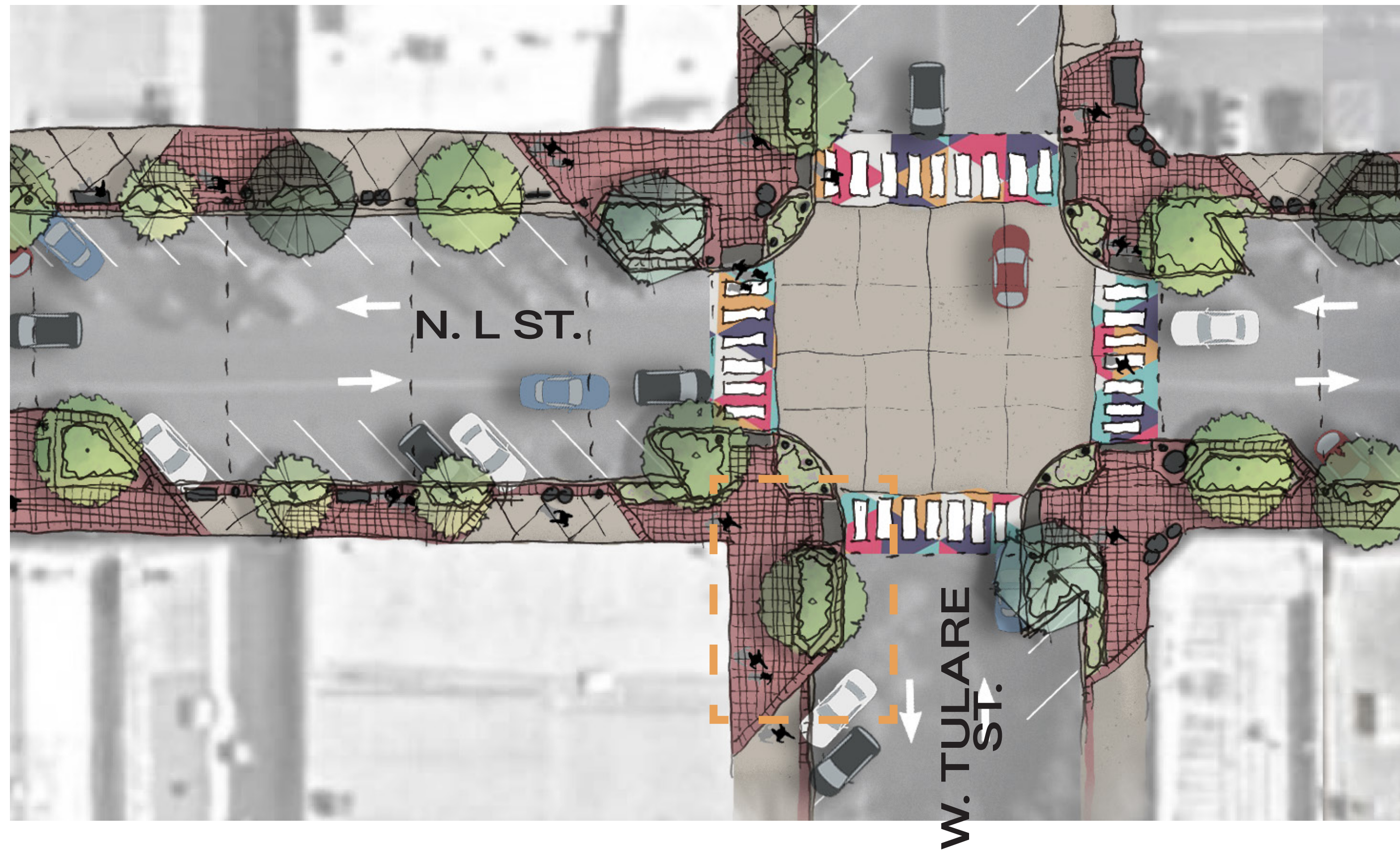
③ Existing Streetview of N. L Street



③ Proposed Streetview of N. L Street



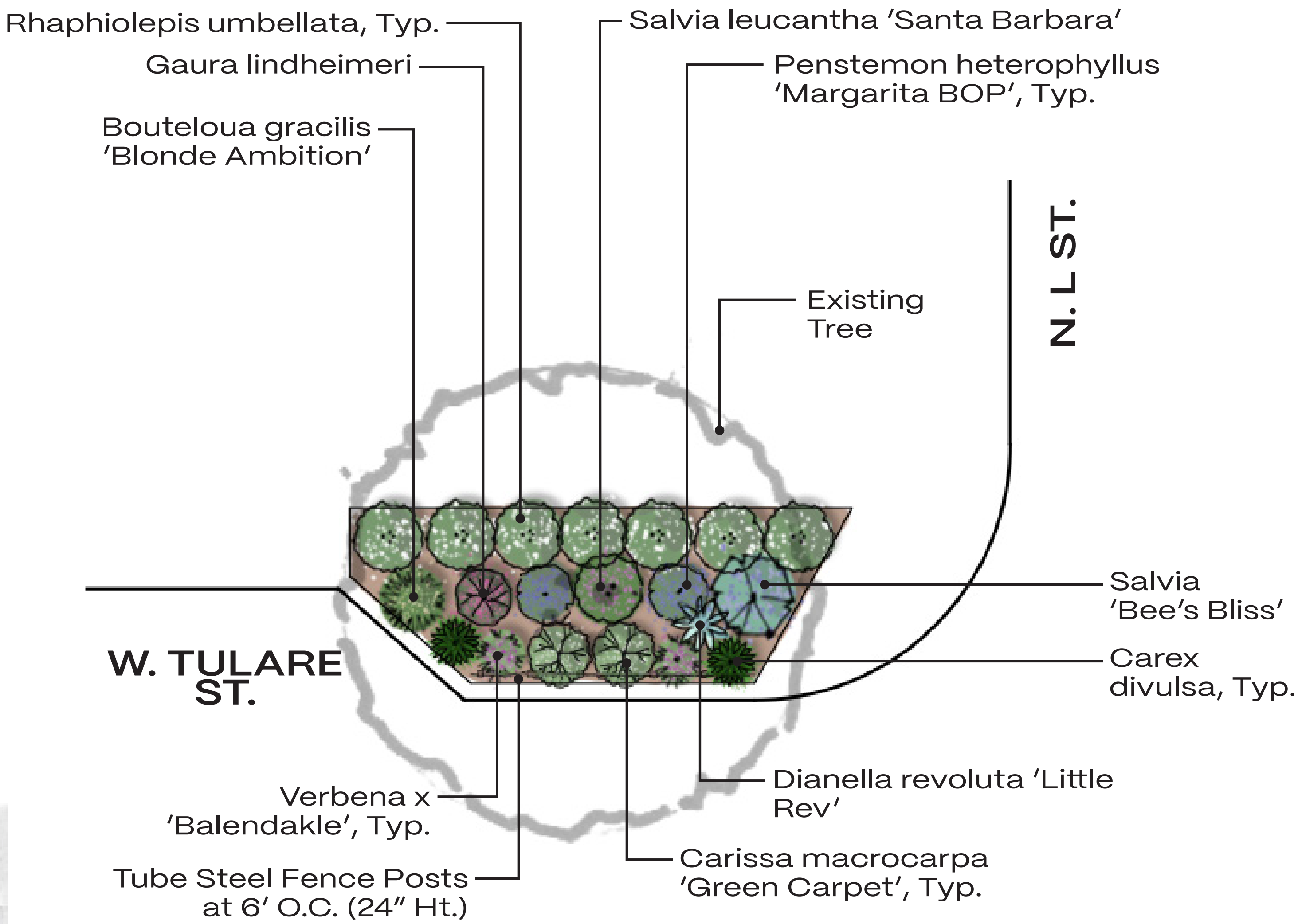
KEY MAP
NORTH



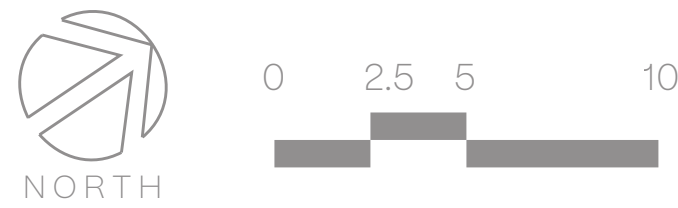
PLAN VIEW



KEY MAP



PLANTER ENLARGMENT



Verbena x 'Balendakle'
EnduraScape Dark Purple Verbena
1.5' O.C.
WUCOLS: L



Carex divulsa
European Gray Sedge
1.5' O.C.
WUCOLS: L



Salvia 'Bee's Bliss'
Bee's Bliss sage
4' O.C.
WUCOLS: L



Carissa macrocarpa 'Green Carpet'
Green Carpet Natal Plum
3' O.C.
WUCOLS: M



Salvia leucantha 'Santa Barbara'
Santa Barbara Mexican Bush Sage
3' O.C.
WUCOLS: L



Rhaphiolepis umbellata
Yeddo Hawthorn
3' O.C.
WUCOLS: L



Penstemon heterophyllus 'Margarita BOP'
Margarita B.O.P. Foothill Penstemon
2' O.C.
WUCOLS: L



Bouteloua gracilis 'Blonde Ambition'
Blonde Ambition Blue Grama
30" O.C.
WUCOLS: L

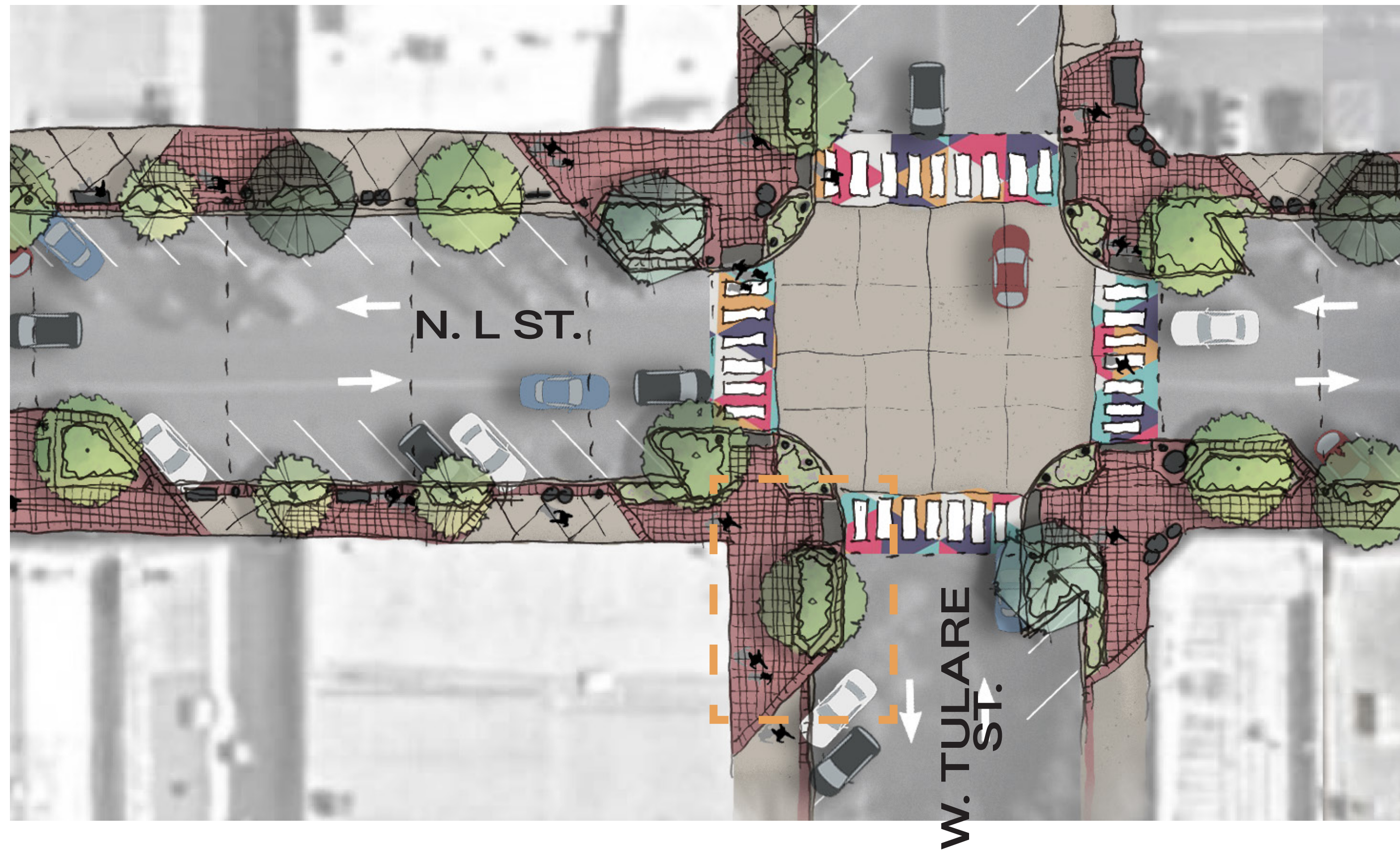


Dianella revoluta 'Little Rev'
Little Rev Flax Lily
2' O.C.
WUCOLS: L



Gaura lindheimeri
Steffi Dark Rose Gaura
2' O.C.
WUCOLS: L

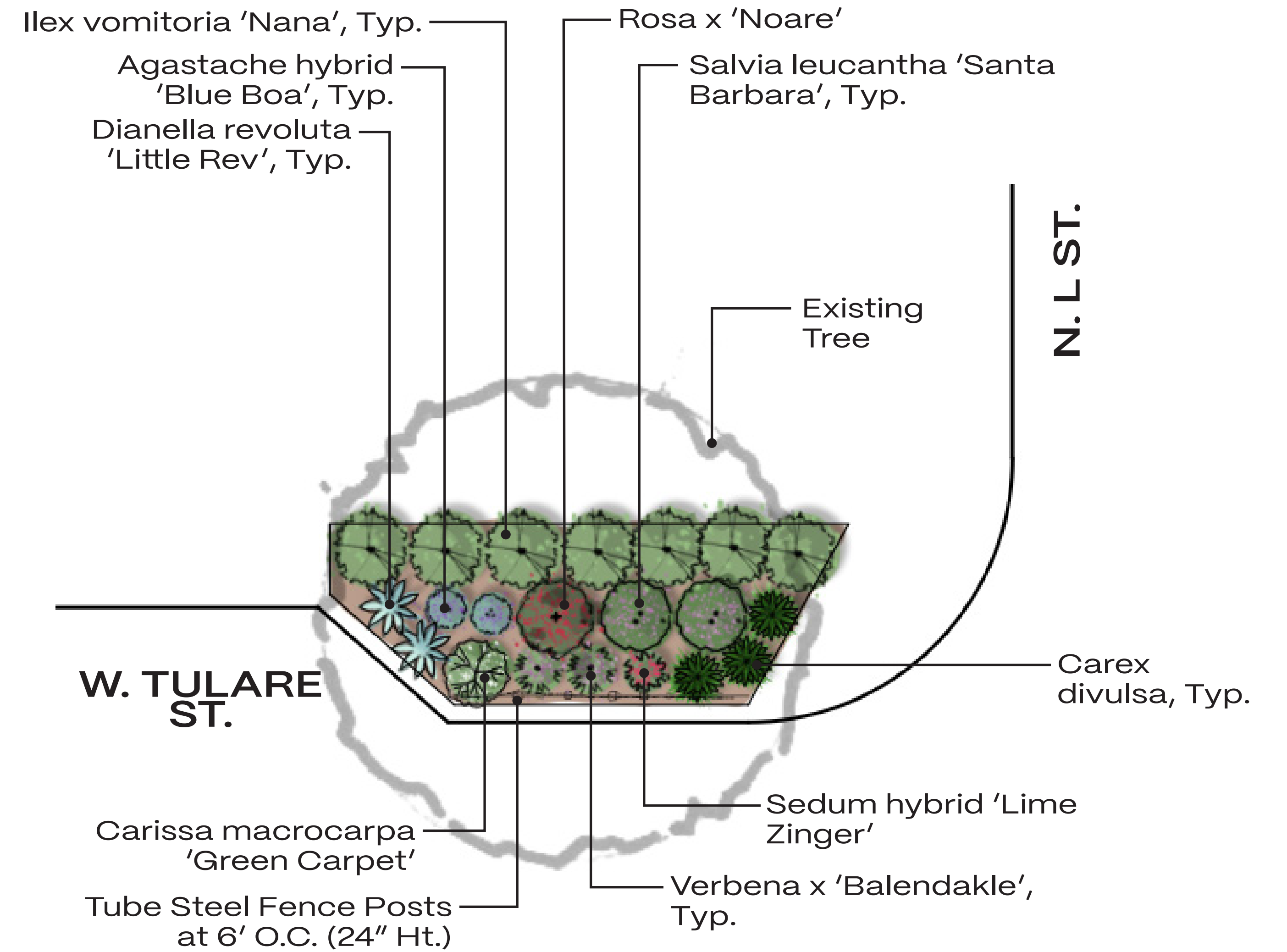
PLANTING PALETTE FOR PLANTER



PLAN VIEW



KEY MAP



PLANTER ENLARGMENT



Verbena x 'Balendakle'
EnduraScape Dark Purple Verbena
1.5' O.C.
WUCOLS: L



Carex divulsa
European Gray Sedge
1.5' O.C.
WUCOLS: L



Agastache hybrid 'Blue Boa'
Blue Boa Agastache
14" O.C.
WUCOLS: M



Carissa macrocarpa 'Green Carpet'
Green Carpet Natal Plum
3' O.C.
WUCOLS: M



Salvia leucantha 'Santa Barbara'
Santa Barbara Mexican Bush Sage
3' O.C.
WUCOLS: L



Sedum hybrid 'Lime Zinger'
SunSparkler Lime Zinger Sedum
1' O.C.
WUCOLS: L



Rosa x 'Noare'
Flower Carpet Red Rose
3' O.C.
WUCOLS: L

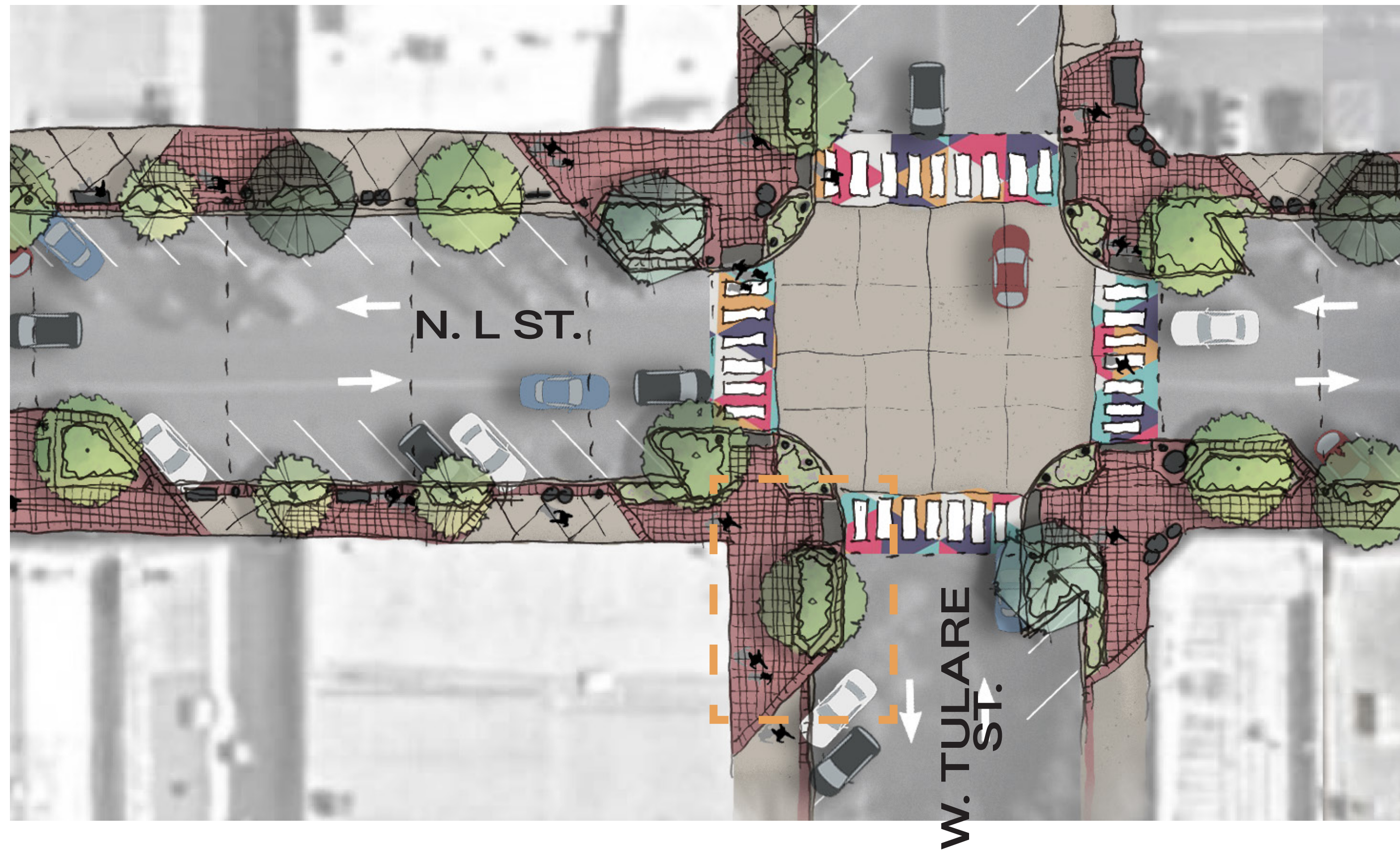


Dianella revoluta 'Little Rev'
Little Rev Flax Lily
2' O.C.
WUCOLS: L



Ilex vomitoria 'Nana'
Dwarf Yaupon Holly
3' O.C.
WUCOLS: M

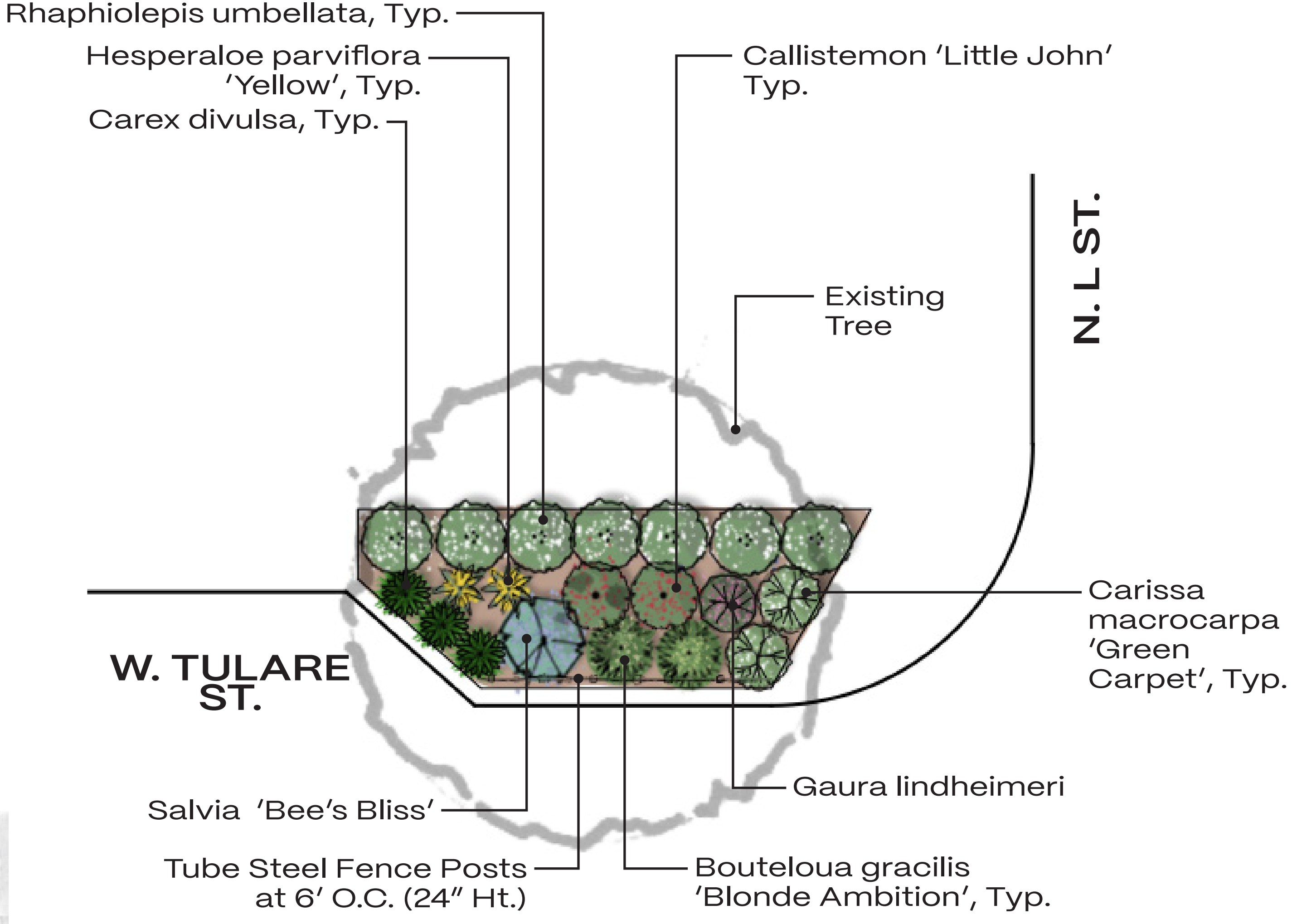
PLANTING PALETTE FOR PLANTER



PLAN VIEW



KEY MAP



PLANTER ENLARGMENT



Hesperaloe parviflora 'Yellow'
Yellow Yucca
2' O.C.
WUCOLS: L



Carex divulsa
European Gray Sedge
1.5' O.C.
WUCOLS: L



Callistemon 'Little John'
Little John bottlebrush
3' O.C.
WUCOLS: L



Carissa macrocarpa 'Green Carpet'
Green Carpet Natal Plum
3' O.C.
WUCOLS: M



Salvia 'Bee's Bliss'
Bee's Bliss sage
4' O.C.
WUCOLS: L



Raphiolepis umbellata
Yeddo Hawthorn
3' O.C.
WUCOLS: L



Bouteloua gracilis 'Blonde Ambition'
Blonde Ambition Blue Grama
30" O.C.
WUCOLS: L



Gaura lindheimeri
Steffi Dark Rose Gaura
2' O.C.
WUCOLS: L

PLANTING PALETTE FOR PLANTER

RESOLUTION NO. 2025-58

**A RESOLUTION APPROVING AND ACCEPTING THE S. EL MONTE NEIGHBORHOOD
REVITALIZATION PLAN THAT WAS FUNDED BY 21-CDBG-PL-30006**

WHEREAS, each year the Housing and Community Development Department release a Notice of Funding Availability for Community Development Block Grant (CDBG) funds; and

WHEREAS, the City applied for CDBG funds in 2021 for a planning study; and

WHEREAS, the City was awarded a contract 21-CDBG-PL-30006 to complete the S. El Monte Neighborhood Revitalization Plan; and

WHEREAS, the City of Dinuba, in partnership with 4Creeks, Inc., prepared the South El Monte Neighborhood Revitalization Plan to guide future development, infrastructure, housing, and public safety improvements for approximately 800 acres in the southern central portion of the City; and

WHEREAS, the Plan was developed through extensive community outreach, including in-person engagement at the BBQ and Brews Festival in March 2024 and an online survey conducted in August 2024, which received 266 responses; and

WHEREAS, the Plan includes strategic recommendations across six focus areas: (1) Parks and landscaping, (2) Housing, (3) Street improvements, (4) Building improvements, (5) Public safety, and (6) Utilities; and

WHEREAS, the Plan also includes an ADA Study identifying accessibility compliance needs, and a Downtown Streetscape Conceptual Plan to support long-term downtown revitalization efforts; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of Dinuba hereby takes the following actions:

1. The above recitals are true and correct and are adopted as the findings of the City Council.
2. The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.
3. That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

IN WITNESS THEREOF, I, Rachel Nerio-Guerrero, Mayor of the City of Dinuba have hereunto set my hand and caused the great seal of the City of Dinuba to be affixed, on this ____ day of _____ two-thousand-twenty-five.

PASSED AND ADOPTED this ____ day of _____, 20____ by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

Mayor

ATTEST:

Maria Alaniz, City Clerk