

# SPECIAL MEETING AGENDA

The City Council/Successor Agency of the City of Firebaugh  
Vol. No. 25 / 02-18

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**Location of Meeting:** Andrew Firebaugh Community Center  
1655 13<sup>th</sup> Street, Firebaugh, CA 93622  
**Date/Time:** February 18, 2025 / 5:30 p.m.

## CALL TO ORDER

**ROLL CALL**  
Mayor Freddy Valdez  
Mayor Pro Tem Silvia Renteria  
Council Member Brady Jenkins  
Council Member Felipe Perez  
Council Member Elsa Lopez

In compliance with the Americans with Disabilities Act, if you need special assistance to access the Andrew Firebaugh Community Center to participate at this meeting, please contact the Deputy City Clerk at (559) 659-2043. Notification 48 hours prior to the meeting will enable the city to make reasonable arrangements to ensure accessibility to the Andrew Firebaugh Community Center.

Any writing or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at City Hall, in the Deputy City Clerk's office, during normal business hours.

## PLEDGE OF ALLEGIANCE

## APPROVAL OF THE AGENDA

## PUBLIC COMMENT

*Any person or persons wishing to address the City Council on any matter that is not on the agenda may do so at this time. Individuals must limit their comments to three minutes. Issues raised during Public Comments are informational only and the Council cannot take action at this time. All comments should be directed at the Mayor and not at individual Councilmembers or staff members.*

## NEW BUSINESS

- 1. THE CITY COUNCIL OF THE CITY OF FIREBAUGH APPROVING THE FINAL REPORT OF THE FIREBAUGH COMMUNITY CONNECTIVITY AND DOWNTOWN REVITALIZATION STUDY.**

**Recommended Action:** Council receives public comment & approve final report for Community Connectivity and Downtown Revitalization Study.

- 2. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH APPROVING THE FINAL MAP AND A SUBDIVISION IMPROVEMENT AGREEMENT WITH HABITAT FOR HUMANITY FRESNO, INC. FOR DEVELOPMENT OF TRACT 6477**

**Recommended Action:** Council receives public comment & approve Resolution No. 25-03 Final Map and a Subdivision Improvement Agreement with Habitat for Humanity Fresno, Inc. for development of Tract 6477.

## ADJOURNMENT

### **Certification of posting the agenda**

I declare under penalty of perjury that I am employed by the City of Firebaugh and that I posted this agenda on the bulletin boards at City Hall, February 14, 2025, at 5:00 p.m. by Pio Martin, Finance Director.



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TO: Mayor Freddy Valdez and Council Members  
FROM: Benjamin Gallegos, City Manager  
DATE: February 18, 2025  
SUBJECT: Accept Final Report for Community Connectivity and Downtown Revitalization Study

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**RECOMMENDATION:**

The council receives public comment & approve final report for Community Connectivity and Downtown Revitalization Study.

**HISTORY:**

The City of Firebaugh has been awarded a \$236,532 Sustainable Communities Planning Grant from the California Department of Transportation (Caltrans), with a required city match of \$30,645, bringing the total project budget to \$267,177. The city has partner with CivicWell and Opticos Design to conduct a study focused on downtown revitalization. Opticos Design recently provided an update to the City Council on September 16, 2024, detailing the progress of stakeholder meetings and community workshops. These sessions have been crucial in gathering feedback from residents and stakeholders regarding their vision for the future of Firebaugh's downtown. This community input, along with other data and analysis, will inform the final study report prepared by Opticos Design. This report will likely outline key areas for development and strategies for achieving the community's vision.

**REFERENCE MATERIALS ATTACHED:**

Final Report - Community Connectivity and Downtown Revitalization Study



# Community Connectivity and Downtown Revitalization Study

Firebaugh, CA

**Final Report**

**January 2025**



*Prepared For:*

**City of Firebaugh**

1133 P Street  
Firebaugh, CA 93622

*and*

**CivicWell**

520 Capitol Mall, Suite 440  
Sacramento, CA 95814  
916.448.1198 | [www.civicwell.org](http://www.civicwell.org)

*Prepared By:*

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Berkeley, California 94704  
510.558.6957 | [www.opticosdesign.com](http://www.opticosdesign.com)

*With Consultants:*

**Blue Zones, LLC**

**BAE Urban Economics**

**Michael Moule**

**Konveio**

# What's Inside?

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# About the Project

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# 1.1 Purpose and Intent

**The Firebaugh Community Connectivity and Downtown Revitalization Study will guide the future growth of Firebaugh by identifying key areas to focus development efforts and create a vibrant downtown.**

## Project Background

While Firebaugh's population has increased steadily over the past two decades, economic activity in its downtown has declined due to lack of visibility and poor connections to Highway 33. The Firebaugh Community Connectivity and Downtown Revitalization Study (Study) seeks to develop design strategies to draw more visitors to the downtown core and the San Joaquin river, and identify priority areas for safer travel by walking, bicycling, and driving. The Study is funded through a Caltrans Sustainable Communities Planning Grant awarded to the City of Firebaugh.

Opticos Design, with help from Michael Moule, Blue Zones, BAE Urban Economics, and CivicWell, have facilitated an extensive community-driven process to update the design vision for downtown Firebaugh presented in this document. This project is built on the foundation of

existing City and County policies and planning efforts, including the 2007 Central Firebaugh Revitalization Plan. This Study refines and updates the previous work to reflect current conditions and potential opportunities in downtown Firebaugh. It defines a set of design principles, identifies key opportunity sites, and establishes design guidance and implementation recommendations to shape future downtown development.

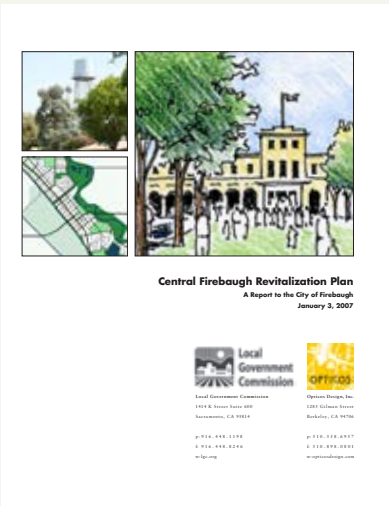
This is a great moment for a plan update, spurred by recent developer interest in downtown as well as the recently completed Downtown Firebaugh Mixed-Use Study by the City of Firebaugh.

The Study will engage community members to identify high-priority projects, develop conceptual designs, and better position Firebaugh to start implementing projects either through its capital improvement program or by applying for State and Federal grants.



The study will prepare a strategy for revitalizing the struggling downtown that will analyze opportunities for infill commercial and residential development."

**City of Firebaugh; statement from the Firebaugh Connectivity and Downtown Revitalization Study RFP**



2007 Central Firebaugh Revitalization Plan

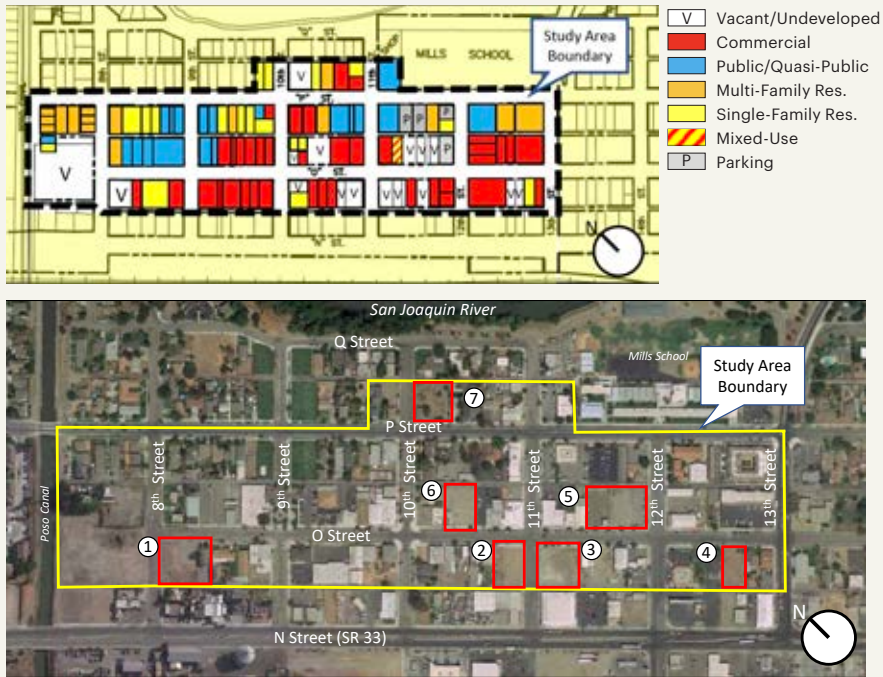
The current study builds on the 2007 study and updates elements of the downtown vision to meet present-day needs and opportunities. This plan has four guiding principles:

- improve primary travel route linkages to central Firebaugh
- improve visual and physical access to the San Joaquin river
- create a well-defined, centrally located, compact town center
- improve north-south mobility for pedestrians and bicyclists

The 2007 plan recommends changes to Highway 33, including sidewalk improvements, bike lanes, gateway features, greening, additional truck parking, and roundabouts on Highway 33 and 13th Street to assist in traffic calming. It also highlights 9th Street and 11th Street as places where the visual access to the San Joaquin river could be improved; and Q Street is also highlighted for improvements. The 2007 plan proposed a new town plaza and mixed-use center at O Street and 12th Street, as well as additional infill development along O Street. It highlights P Street as a bike-priority street and proposes a trail network to improve north-south mobility.

2020 Downtown Firebaugh Mixed-Use Analysis

The City conducted a focused mixed-use analysis of the downtown core that identified existing uses as well as vacant parcels that could be potential sites for infill or redevelopment. The findings of the 2020 analysis have informed this current study.



Project Timeline



# 1.2 Regional Context and History

## Regional Context

Firebaugh is a rural city in California located on the west side of the San Joaquin river. The city has a population of 8,415 and is part of Fresno County. Surrounded by agricultural land, Firebaugh is located 43 miles west of Fresno, the largest city in the region. Nearby cities are Mendota, 9 miles to the south, Dos Palos, 15 miles to the north and Madera, the nearest urban center, is 26 miles to the east. Firebaugh is connected to the region by State Routes 33 and 180. Nees Avenue, which becomes 12th Street once it enters Firebaugh, connects it to Interstate 5 approximately 15 miles to the west.

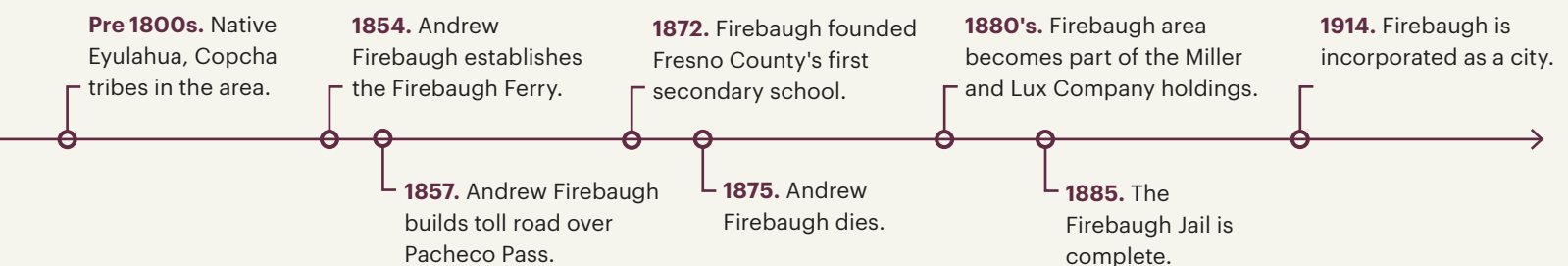
The San Joaquin Valley Railroad is an important regional freight line that runs parallel to SR 33 and delineates the western edge of downtown, with no stops within Firebaugh. The Fresno County Rural Transit Agency (FCRTA) provides bus service between Firebaugh and Fresno. Firebaugh also has an airport which is used to support local agricultural industries and private aircraft.

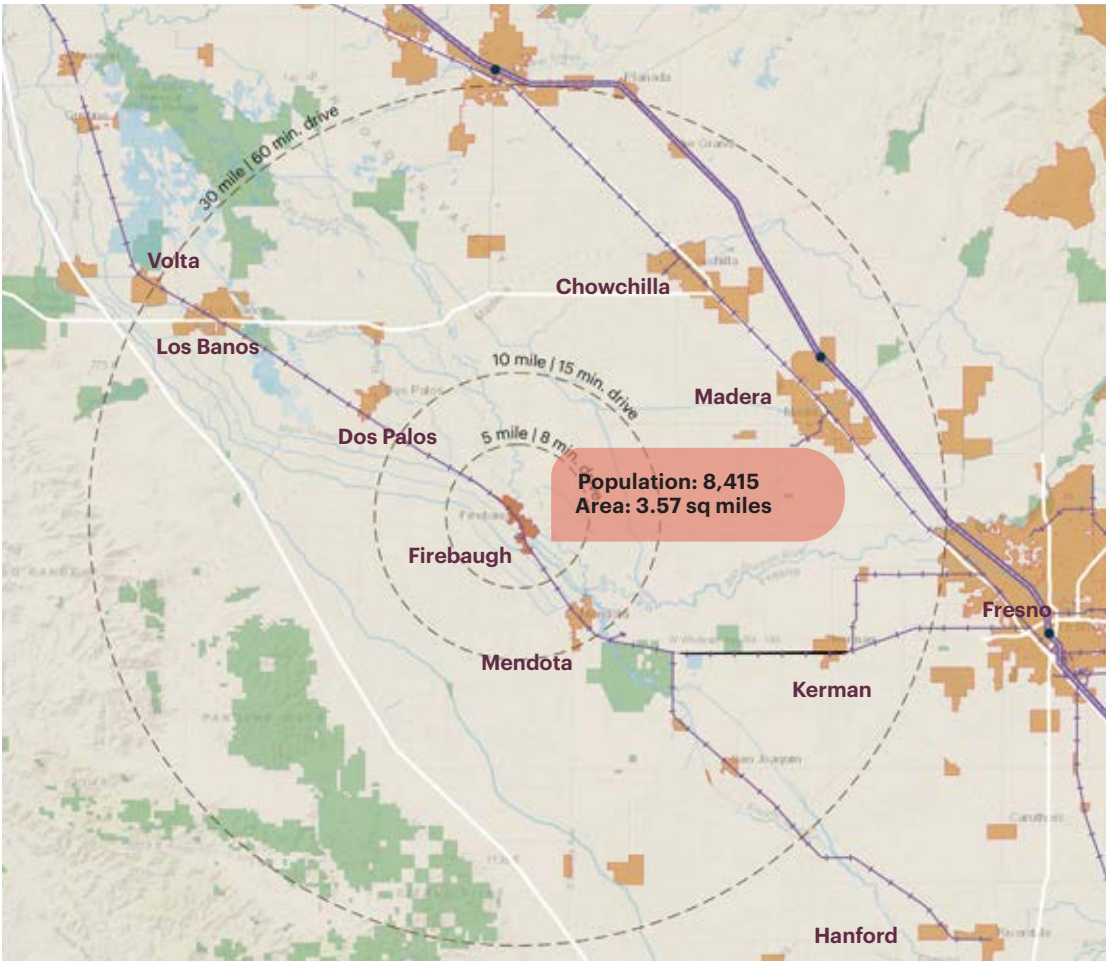
## Historical Setting

Native American communities were the first to settle in the Firebaugh area several thousand years ago. More recent history can be traced back to 1854, when Andrew Davidson Firebaugh established a trading post and started a ferry service on the San Joaquin River. Named after its founder, the town grew around the ferry service, which was a station on the Butterfield Overland Stage route and carried passengers and mail from two eastern nodes, Memphis and St. Louis, to San Francisco. Although the ferry is no longer in service, it has played a central role in Firebaugh's history. Andrew Firebaugh also built a toll road over Pacheco Pass, and was one of the founders of "The Academy", Fresno county's first secondary school.

Firebaugh was incorporated as a city in 1914. The Sanborn Fire Insurance Maps from that year show Firebaugh bounded by 10th Street to the north, 12th Street to the south, Q Street to the east, and N Street (now SR 33) to the west. The city gradually expanded north and south and this pattern continues till today.

**Figure 1.1 Major milestones in Firebaugh's development**





**NEIGHBORING CITIES**

**Dos Palos**  
Population: 5,798  
Area: 1.35 sq miles

**Newman**  
Population: 12,351  
Area: 2.06 sq miles

**Mendota**  
Population: 12,595  
Area: 3.39 sq miles

**Chowchilla**  
Population: 19,039  
Area: 11.13 sq miles

**Los Banos**  
Population: 45,532  
Area: 10.12 sq miles

**Hanford**  
Population: 53,967  
Area: 17.40 sq miles

**Madera**  
Population: 66,224  
Area: 16.48 sq miles

**Merced**  
Population: 86,333  
Area: 23.25 sq miles

**Fresno**  
Population: 545,567  
Area: 116 sq miles

**CLIMATE**  
Mediterranean

Average temperatures  
(degrees Fahrenheit):  
Summer: 86 - 105  
Winter: 35 - 50

Average rainfall:  
7.23 inches annually

**Figure 1.2 Regional and planning context**

- City boundaries
- City of Firebaugh
- Distance radii
- Highway
- Amtrak line
- Amtrak stations
- Freight rail

**Figure 1.3 Historical buildings in Firebaugh.**



**Firebaugh library and court**  
Image source: David Jordan, Wikipedia



**Firebaugh jail**  
Image source: Mapio.net



**Historic marker in Andrew Firebaugh Park**  
Image source: hmdb.org

# 1.3 Demographic and Socio-Economic Profile

## Population

Firebaugh is a small city, with an estimated population of 8,415 residents. Between 2000 and 2022, its average annual population growth rate was 2.1 percent, according to the Housing Needs Assessment (HNA) conducted for Fresno County. Firebaugh's population is younger, with 28.5 as the median age (compared to 33 for Fresno County). 60 percent of the city's population is under the age of 35. Firebaugh is much less racially diverse than the County, with 93 percent of the population in 2023 identifying as Hispanic.

## Household and Housing Characteristics

Firebaugh has a high share of family households at roughly 88 percent of all households according to ESRI data. The average household size of 3.9 persons is higher than that for Fresno County (3.09). Married couple households make up over half of all households, and a third of married households have children under the age of 18. According to the Fresno County Housing Needs Assessment, extremely low-income residents make up 14 percent of the total households in Firebaugh, of which 88 percent are renters. Firebaugh also has a higher rate of household overcrowding than other cities in Fresno County.

73 percent of all housing units in Firebaugh are single-family homes and multi-family buildings with five or more units comprise less than nine percent of the City's housing units, compared to 15 percent countywide. Homeownership

rates are also lower at 51 percent (2023) compared to 56 percent in Fresno County.

Due to the limited number of multi-family rental units in Firebaugh, the City has a large number of renter households living in single-family units. The high prevalence of large households, coupled with the high rate of renter households in single-family units, indicates the need for more rental housing options for families at attainable price points.

## Household Incomes

Firebaugh households have much lower incomes than the county as a whole. The 2023 median household income in Firebaugh was \$42,610, compared to \$65,270 in Fresno County. 57 percent of residents have annual incomes below \$50,000 compared to 38 percent countywide.

## Employment

Firebaugh is not a significant employment node, with roughly 2,140 jobs. Firebaugh has lower per capita taxable retail sales at \$3,951 (2023) compared to \$14,886 countywide. Agriculture, education, and manufacturing account for two-thirds of the city's jobs. Major downtown employers are the School District, West Hills Community College, the City of Firebaugh, and local retail and restaurants.

Due to lower incomes, Firebaugh residents generally spend lesser on retail goods and services than national averages. In 2023, the average household spent \$16,000 annually on retail goods and services, with 45 percent of the total spending on food.

Summary of Downtown’s Socio-Economic Conditions

Data source: American Community Survey [2022], Fresno Multi-Jurisdictional Housing Element [2023-2031]



**2,365** total housing units  
**73%** of units are single-family  
**51%** of homes are owner-occupied  
**52%** of total units are rental\*  
**\$737** median rent\*  
**8.1%** vacancy rate\*  
**400** units needed to house farmworkers\*

\* from Housing Needs Assessment, Fresno County Housing Element



**8,415** residents in Firebaugh  
**97%** population from minority groups  
**\$42,612** median household income  
**14%** of households are considered extremely low income\*  
**28.5** years median age  
**3.9** average household size  
**31.2%** of population under age 18

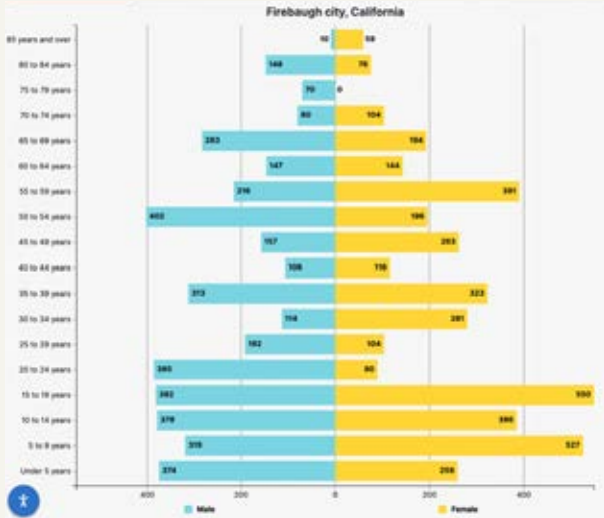
\* from Housing Needs Assessment, Fresno County Housing Element



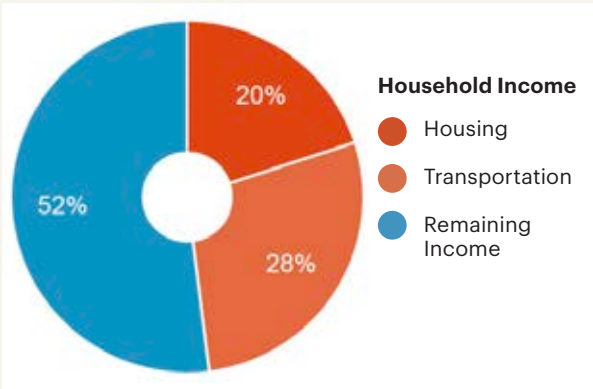
Main auto access routes via **State Highways 33 and 180**  
**26 minutes** mean commute time  
**Nees Avenue** an important connection to **Interstate 5**  
**San Joaquin Valley Railroad** provides freight transportation services



**40.8%** of jobs in Agriculture, Forestry, Fishing and Hunting, and Mining  
**14.5%** of jobs in Manufacturing  
**13.3%** of jobs in Educational Services, Healthcare, and Social Assistance



Population Pyramid  
Image source: American Community Survey [2022]



Housing and Transportation Costs  
Image source: Center for Neighborhood Technology [2023]

Major Employers in Firebaugh (2013)

<b>Toma-Tek, Inc.</b> 60-650 employees (seasonal)	<b>Firebaugh Las Deltas USD</b> 305 employees	<b>Thomason Tractor Co.</b> 40 employees
<b>(Tri) Westside Produce</b> 150-600 employees (seasonal)	<b>Paramount Farming Co Ranch</b> 70 employees	<b>Red Rooster Inc.</b> 20-150 employees
<b>Cartel Transport</b> 30-200 employees (seasonal)	<b>City of Firebaugh</b> 45 employees	<b>Davis, N.F Drier &amp; Elevator</b> 20-55 employees

# 1.4 Existing Conditions Summary

**This section includes a series of maps illustrating existing conditions in downtown Firebaugh. For additional maps and more detail, refer to the 2024 Existing Conditions Analysis report as part of this Study.**

## Downtown Today

Downtown Firebaugh has a gridded street pattern that runs parallel to the railroad and State Route 33 in a north-west to south-east direction. Blocks in downtown are typically 400 feet long and 320 feet wide. Its connected street grid and small blocks make downtown pedestrian-scaled and walkable.

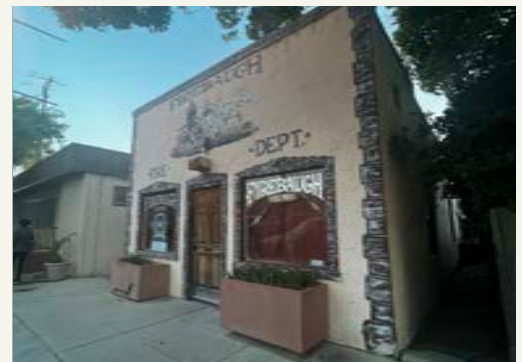
O Street is the historic main street. Today, it has primarily single-story commercial buildings. P Street has a mix of residential and civic buildings. State Route 33 acts as the western border of the downtown area. Many parcels in downtown are vacant and offer redevelopment potential. At the same time, there has been recent development interest in downtown. Figure 1.7 on the next page shows development projects that have been recently completed, or are in the development pipeline.

## Arriving in Downtown

A key issue affecting downtown that was identified is the lack of visibility. Figure 1.6 shows the primary circulation routes and main access points to downtown, and photos describing existing conditions. The arrival experience as of now is not very memorable. Clear wayfinding and signage, as well as traffic calming measures will help in improving access to downtown.

### Figure 1.4 Conditions in downtown Firebaugh

*Downtown has a variety of building types as shown in the photos to the right.*



**Figure 1.5** *Downtown arrival experience*



**1** Highway 33/ N Street approaching downtown (10th Street) from north



**2** Turning into downtown from N Street at 9th Street



**6** O and 13th Streets



**3** Turning into downtown from N Street at 13th Street



**5** P and 13th Streets



**4** Arriving in downtown from 13th Street

# Downtown Today

The graphic below illustrates key community destinations in downtown, projects that have been recently completed, and pipeline projects.

## Existing Community Destinations

- 1 Fresno EOC Head Start Firebaugh
- 2 Hazel M. Bailey Primary School
- 3 Firebaugh Middle School
- 4 Arthur E. Mills Intermediate School
- 5 Firebaugh City Park
- 6 Riverside Park
- 7 Firebaugh Rodeo Grounds
- 8 Riverside Walking Trail
- 9 Maldonado Park/  
Firebaugh Farmers Market
- 10 Firebaugh City Hall

## Recent + Pipeline Projects

- 11 Valley Health Team Medical Clinic
- 12 West Hills College Campus Redevelopment
- 13 Rio Villas Senior Housing (30 units)
- 14 Fire Station
- 15 Element 7
- 16 MacDonald's
- 17 La Joya Commons (96 multi-family units)

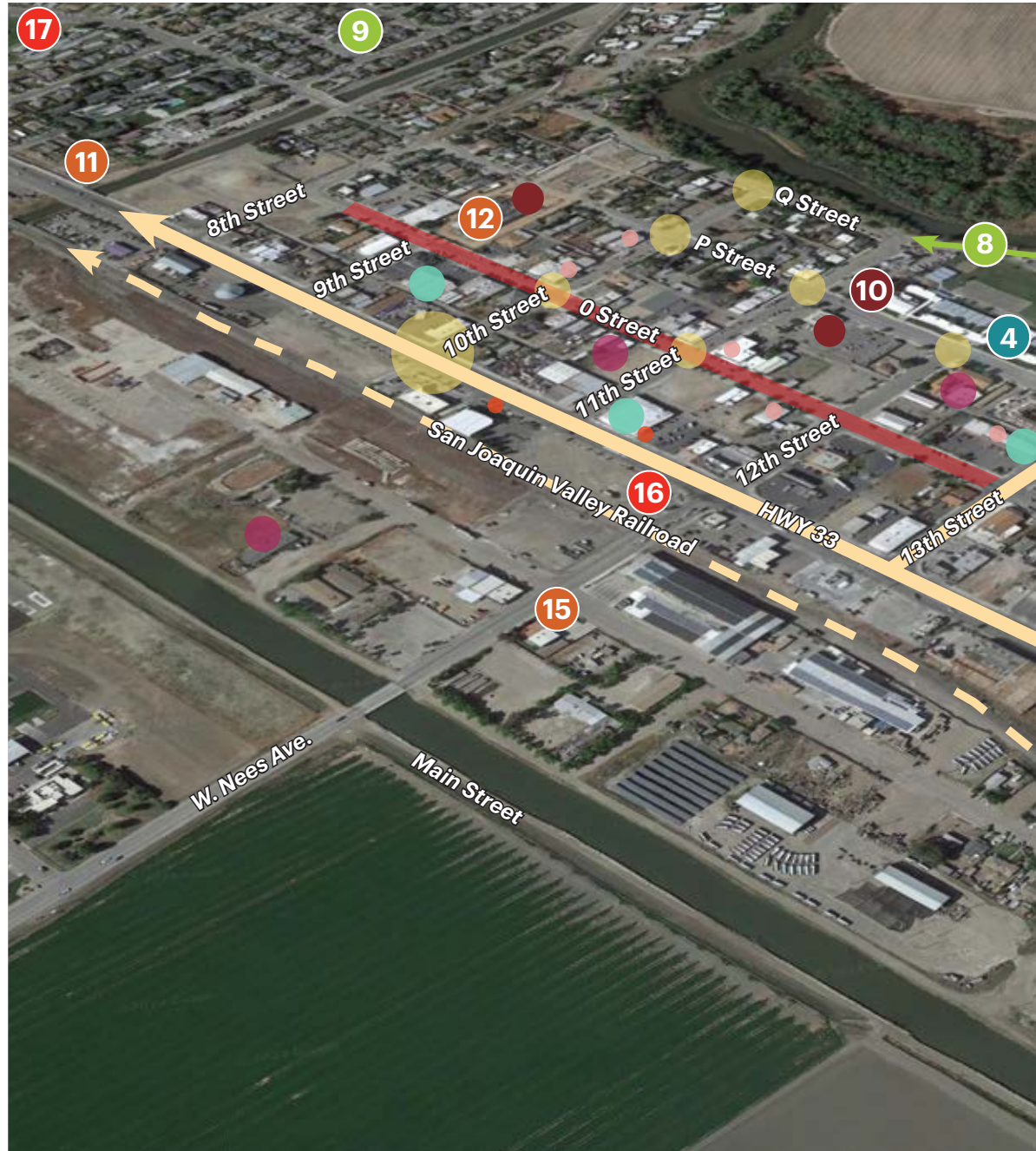


Figure 1.6 Project area existing conditions and pipeline projects

- |   |   |   |
|---|---|---|
| <span style="color: teal;">●</span> Schools                   | <span style="color: darkred;">●</span> Civic uses | <span style="color: orange;">●</span> Recently completed projects |
| <span style="color: limegreen;">●</span> Parks and recreation | <span style="color: magenta;">●</span> Churches   | <span style="color: red;">●</span> Pipeline projects              |



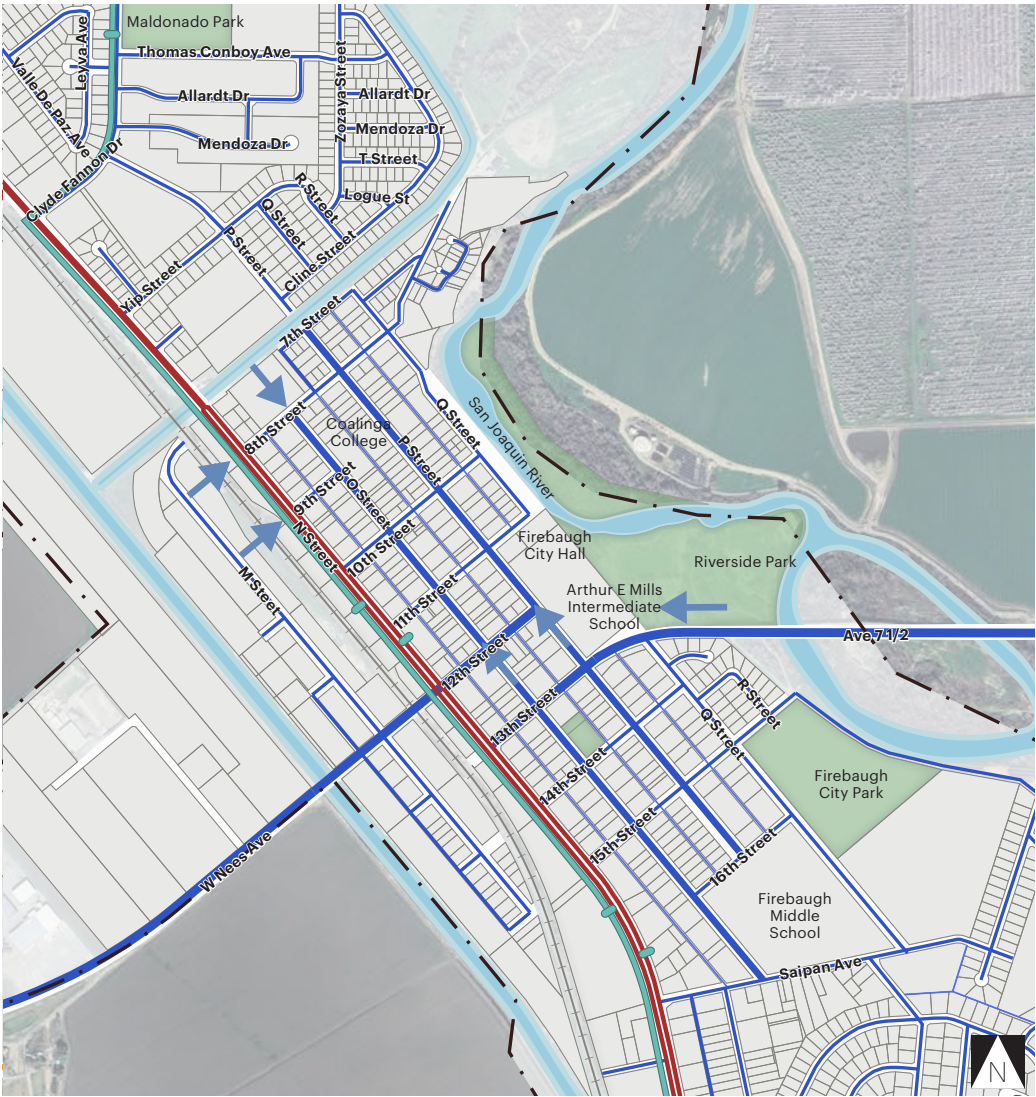
- Grocery stores
- Local businesses
- Intersection improvements
- Bus stops

### Street Hierarchy and Transit

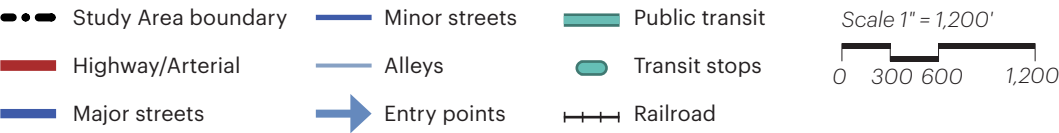
The downtown grid consists of 400 feet by 300 feet blocks and streets that are typically 80 feet wide. Alleys are prevalent in downtown, and are 20 feet wide.

N Street (Highway 33) runs north-south and is classified as an arterial. It functions as the primary connection to Fresno and other regional destinations. It has two travel lanes and a parking lane in each direction.

O, P, 12th and 13th Streets are classified as collector streets but traffic volumes are considerably higher on 12th and 13th compared to O and P. 12th Street (also called Nees Avenue) connects to Interstate 5 about 18 miles west of Firebaugh. To the east, 13th street (Avenue 7½) connects to Madera County. Transit service in Firebaugh is limited.



**Figure 1.7 Street hierarchy in downtown Firebaugh**



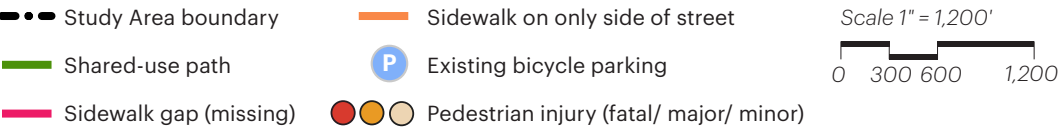
### Figure 1.8 Infrastructure improvements needed

The photo on the right shows the shared-use path along San Joaquin river which could use resurfacing. The photo on the far right shows sidewalk gaps on 10th Street.





**Figure 1.9 Existing pedestrian and bicycling facilities**



### Existing Pedestrian-Bicycle Facilities and Connectivity Gaps

The 2030 General Plan seeks to improve multi-modal transportation in Firebaugh, to create a more walkable environment. There have been recent traffic-calming improvements in downtown, such as the curb extensions and angled parking along O Street, but there are existing gaps in the sidewalk network in some parts of downtown.

As part of the Fresno County Regional Active Transportation Plan (FCRATP), there are plans to improve 12th Street (Nees Ave.), 13th Street, and Highway 33 (N Street). Bike infrastructure is also planned for N, O, P, 12th and 13th Streets.

According to the FCRATP, there were six collisions reported between 2016 and 2021 that involved pedestrians and bicyclists, three of which occurred in the main downtown.



**Figure 1.10 Highway 33 conditions**

Highway 33 is a wide street and has heavy truck traffic. With a narrow sidewalk on only one side, the environment is not pleasant for pedestrians. Improvements could have a significant impact on the downtown arrival experience.

## Downtown Built Form and Vacant Parcels

The Built Form map documents information about the scale and form of buildings in downtown, so that new development can complement and enhance the existing built character.

O Street contains small-footprint commercial buildings set very close to the sidewalk. The built form on P Street is of a similar scale but contains more small-footprint residential structures. It also has civic uses such as schools, which have larger lot sizes and bigger buildings. Along Highway 33, larger industrial and commercial buildings are seen on larger lots.

There are many vacant lots along O Street, especially between 10th Street and 13th Street. These provide opportunities for new infill development that could consist of housing, commercial, and mixed-use.



**Figure 1.11 Built form and vacant parcels in downtown**

- Study Area boundary
- Building footprints
- Vacant lots

Scale 1" = 1,200'

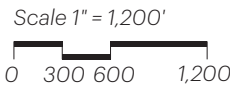
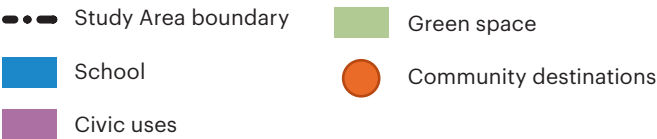
0 300 600 1,200

**Figure 1.12 Downtown Firebaugh's built form** varies depending on the street. O and P Streets have small-footprint commercial buildings (right). A new residential building in downtown (far right) marks the entry from the east.





**Figure 1.13 Civic uses and community destinations**



## Community Amenities

Community amenities shape a place's character. Firebaugh City Park, Riverside Park, and Maldonado Park are well-used community amenities. The Riverside Walking Trail is also an important community amenity.

There are also many civic uses downtown. Coalinga College and Arthur E. Mills Intermediate School are key downtown destinations. Other schools are located south-east of downtown.

Many small, local businesses are located along O Street, mostly north of 13th Street. These include drugstores, groceries and local restaurants.



**Figure 1.14 Popular community destinations**

include Arthur E. Mills Intermediate School (far left) and Coalinga College (left).





# Community Vision for Downtown

CHAPTER

## 2

### In this chapter

**2.1** Community Outreach and Engagement

18

**2.2** Issues and Opportunities

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**2.3** Design Principles

32

# 2.1 Community Outreach and Engagement

**Robust community engagement was an integral part of this Study and informed the design process at all stages.**

## Participatory Process

The importance of community participation stems from the fact that the legitimacy and longevity of any planning effort requires community input and ownership. Not only do community members have a deep understanding of a place that adds value to the design process, but they also have an intimate stake in the future of their community, which the Study’s recommendations will directly impact.

The consultant team sought this feedback during the project through a wide range of events, including a Community Design Charrette with stakeholder meetings, a community workshop, and a walking audit. The team also used existing community events to conduct pop-ups to help get feedback on proposed recommendations.

The events were attended by local stakeholders, and the feedback they provided played a critical role in shaping the Study’s vision and goals.

## Project Initiation and Outreach Strategy

The consultant team worked with City staff to develop an outreach strategy that included a range of stakeholders and community groups. Efforts were made to reach out and engage various community leaders and groups during the project. In addition to individual community members, representatives from the following groups participated in this project:

- Firebaugh City Council
- Firebaugh City Planning Commission
- Firebaugh City Departments

## Timeline of Public Engagement





**20**  
Participants in the  
Walk Audit

**19**  
Participants in  
the Community  
Workshop

**95+**  
Hours of public  
input during the  
Design Charrette

**Figure 2.1 Walk audit at the Community Design Charrette**  
(Above) The consultant team and staff led a Walk Audit that began at the Coalinga College Firebaugh Center.

**Figure 2.2 Table map exercise at the May workshop**  
(Below) Community members write and draw ideas on table maps.



- Firebaugh-Las Deltas Unified School District
- West Hills College Coalinga Firebaugh Center
- Rotary Club of Firebaugh
- Local business
- Local churches
- Local apartment complexes
- Fresno Council of Governments
- Fresno County Dept of Public Health
- Fresno Housing Authority
- Fresno County Rural Transit Agency
- Caltrans, District 6

According to the U.S. Census Bureau American Community Survey 5-Year Estimates from 2018-2022, demographics for the Study Area's corresponding census tract were identified as 97 percent primarily Hispanic or Latino, and 79 percent spoke a language other than English at home. So, the project team and City made efforts to provide Spanish language translation and interpretation services throughout the project.

Several outreach methods were used to connect with and engage residents, businesses, and other stakeholders about

**Figure 2.3 Flyers for the project workshops**

(Below left) Flyers to publicize outreach events were produced in both English and Spanish for community-wide distribution.

**Figure 2.4 Project website**

(Below right) Screenshot from the project website to communicate project updates and informational materials with the community ([www.firebaugh.konveio.com](http://www.firebaugh.konveio.com)).



the project and upcoming events and to maximize engagement.

- Flyers to publicize outreach events were produced in English and Spanish for community-wide distribution. They were distributed at city locations such as the Senior Center and also directly to local businesses in downtown Firebaugh before the Charrette.
- Project Advisory Group and other community members were asked to distribute flyers through other channels.
- Flyers were also sent to the Firebaugh-Las Deltas Unified School District for distribution through their parent announcement system and directly to parents through the Migrant Education Program.
- Flyers were also sent to the West Hills College Coalinga Firebaugh Center which made them available to students, staff and teachers.
- The City used social media to announce events and encourage public participation.
- Media releases were sent out announcing the Charrette event.

A project website ([firebaugh.konveio.com](http://firebaugh.konveio.com)) was created and updated throughout

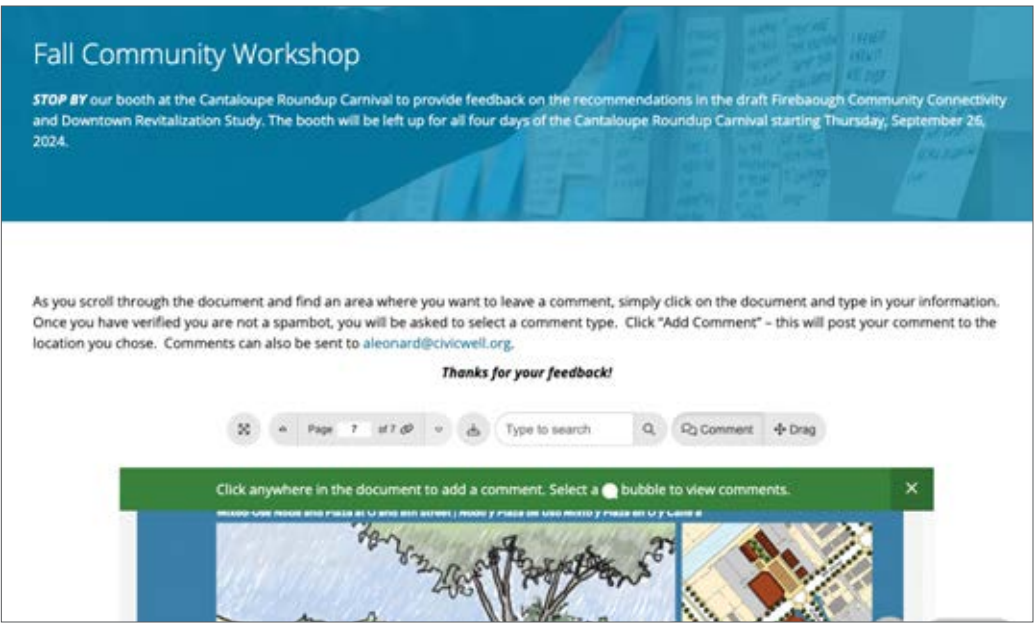
the planning process with up-to-date project information, documents, and announcements about recent and upcoming events. Draft recommendations were posted online in an interactive format soon after the May Charrette and revisions were posted again in the fall of 2024 to collect public input.

**Project Advisory Group**

A key component of the community engagement process was the Project Advisory Group (PAG), a the lead group of residents and stakeholders assembled by the City and consultant team to guide the project on the best ways to engage the public and discuss the plan concepts. Members of the PAG represented local business interests, schools, and the City. Participating organizations included:

- City of Firebaugh City Council
- City of Firebaugh Staff
- Firebaugh-Las Deltas Unified School District
- Rotary Club of Firebaugh
- RE/MAX Realtor

The PAG met multiple times during the project to share information, collaborate,



and guide community engagement and the development of the Study recommendations and guidelines. Key meeting dates included:

- Meeting #1: April 10, 2024
- Meeting #2: September 16, 2024
- Meeting #3: December 6, 2024

During the first meeting, they provided additional background information about the project area, such as its existing conditions and history, other plans and projects affecting the project area, issues that the Study should address, and specific locations that the team should focus on studying. The PAG also helped guide the engagement process with input on outlets for promotion through the school district and other groups, as well as guidance on event planning and structure to help engage the community of Firebaugh.

After the Charrette, at the September 16 meeting, the PAG also provided their input and guidance on developing project recommendations for the Study. They reviewed the refined design concepts and provided feedback on the Study updates. The team received good feedback from the advisory group who offered valuable insight on topics such as local traffic

patterns, the character of downtown, and investment opportunities. On the same day, the consultant team provided a brief update on the work to date to the City Council.

The final PAG meeting in December 2024 was focused on a review of the final Study recommendations.

### Community Design Charrette

From May 21-23, 2024, the consultant team, in coordination with the City of Firebaugh, held a multi-day Community Design Charrette to engage the public and other partners in developing needed transportation infrastructure improvements, ways to encourage more people to walk, bike, and roll in the community, and for ways of improving downtown Firebaugh by adding more affordable housing options and to support more business opportunities. This was done through a range of interactive events held over the three days.

### Stakeholder Meetings

During the Charrette, two stakeholder meetings were held on May 21. The first stakeholder meeting focused on transportation and safety issues. Attendees included City staff and the



**Figure 2.5 City Council**  
members receive an update of  
the Study from the consultant  
team.

City Engineer, and representatives from the Fresno Council of Governments, the Fresno County Department of Public Health, the Firebaugh-Las Deltas Unified School District, Fresno County Rural Transit Agency, and the California Department of Transportation. The main goals of this meeting were to identify roadway issues and safety concerns. There was some discussion of specific safety concerns regarding the highway and schools. Another goal of this meeting was to identify potential bikeways and trails.

The second stakeholder meeting was on the topic of economic development and housing. The stakeholders in this session included City representatives, a local business owner, and representatives from Fresno County Economic Development Corporation, Fresno Economic Opportunities Commission, Fresno Housing Authority, and Fresno County Public Works. One of the main goals of this meeting was to identify infill development opportunities. There were also discussions about what land uses

would be appropriate for Firebaugh and common permitting and zoning issues.

During this meeting, there were several topics of discussion:

- There are challenges for student transportation, especially during peak harvest season
- The intersection of 13th Street and Highway 33 is highlighted as a major concern due to heavy truck traffic
- Enforcement and driver education are crucial to deal with speeding in the City
- There is a desire to expand the existing bike trail along the river to connect all parts of the city
- It is important to connect schools, parks, and other key locations through the trail system, so a bicycle boulevard on P Street is being considered due to its lower traffic volume and connectivity benefits
- There are safety concerns near the high school
- While the FCRTA subsidizes fares for seniors, disabled individuals, and

**Figure 2.6 Stakeholder meeting at the Community Design Charrette**

*Dan Burden of Blue Zones leads a stakeholder meeting at the Community Design Charrette.*



veterans, and operates a paratransit vehicle in Firebaugh, there are challenges with the Firebaugh to Fresno route. Still exploring micro-transit ride-share programs.

Participants highlighted the following during this meeting:

- Firebaugh is a significant agricultural center, particularly for tomatoes and other crops, and a place of historical significance that can be leveraged for tourism. The Basque history of Firebaugh could be explored as a unique selling point, similar to Kingsburg's Swedish heritage.
- Firebaugh has the potential to support more recreational activities. For instance, developing hiking trails on the levees could attract tourists and locals.
- Anchor activities to the San Joaquin River and develop a vibrant downtown center with small businesses.
- Highlight events such as the Firebaugh Farmer's Market and Cantaloupe Festival to attract more visitors.
- Firebaugh Center for West Hills College has brought significant investment in bike and pedestrian improvements when it was built, and could be a model for future initiatives.
- The recent opening of a new medical clinic in Firebaugh is attracting people from Mendota.
- Share examples of other towns that have revitalized their main streets with public art and unique businesses, and that successfully revitalized their downtown areas with community-focused initiatives.
- There is still uncertainty about what specific business or attraction would revitalize Firebaugh.
- Remember that the high school is still a central focus for the town.
- There is a need for more multi-family and affordable housing in Firebaugh to enhance downtown development.

## Community Workshop

On the evening of May 21, the consultant team held a community workshop at the Andrew Firebaugh Community Center. This meeting consisted of several community exercises and a formal presentation by the consultant team. Linguistica Interpreting and Translation were available at the workshop to provide Spanish-language interpretation for attendees.

The first exercise was a value and visioning exercise where participants were asked to 1) write down their vision of what Firebaugh would look like in 20 years and 2) Five things they valued about Firebaugh. Participants were offered the chance to read out their visions and then to place the sticky notes with their five values on the wall, where the consultant team sorted them into groups.

After the first exercise, the design team consisting of Blue Zones, CivicWell, and Opticos Design led a presentation on the various tools available for transportation

and community connectivity improvements, as well as land use changes and placemaking. This was done by highlighting visual examples from communities similar to Firebaugh.

After the presentation, the team asked participants to break out into groups gathered around large aerial maps to share ideas about improving the downtown. Community members discussed and noted elements of the downtown that are working well as well as areas needing improvement. Each group then had the chance to share their ideas with the broader group.

Key ideas from the Workshop mapping exercise are summarized below:

- Stop light or maybe a roundabout at Clyde Fannon Drive and Highway 33
- New sidewalks and lighting on Highway 33, beautification of Highway 33 with trees or bushes
- Slowing down cars

**Figure 2.7 Mapping exercise at the Community Workshop**

*A visioning exercise collected community thoughts on what they envisioned for Firebaugh in 20 years.*



- Making the intersection at 13th Street and Highway 33 more walkable
- Roundabout at 11th and O Streets, and Highway 33 and 12th Street
- Beautification of the alleys in downtown
- Roundabout at 13th Street and P Street which is congested with truck and school traffic
- Intersection improvements on O Street at 12th and 13th
- More fencing and landscaping at the mobile home park
- More curb extensions in downtown
- Installing more benches to support businesses
- Façade improvements
- Support for small-lot mixed-use infill
- Making Highway 33 safer between 15th Street and Saipan Avenue
- Intersection improvements at Saipan Avenue



**Figure 2.8 Visioning exercises at the Community Workshop**

(Clockwise from top left)  
The consultant team worked with the community to document vision ideas; Table exercises helped bring out ideas and identify areas where interventions were needed; Break-out discussion with community members at the Community Workshop.



### Downtown Walk Audit

On the morning of May 22, the consultant team led a walk audit with community members exploring conditions in the downtown area, Highway 33, 13th Street, and the river parkway. The purpose of the walk audit was to identify opportunities and constraints related to the public realm in the project area. The group that attended consisted of County and City staff, community members, as well as members representing Caltrans and the Planning Commission. Overall, twenty people participated in this event. Spanish speaking staff from the consultant team and City were available at the walk audit.

### Pop-Up at the Firebaugh Farmers Market

On May 23, the last day of the Community Design Charrette, the consultant team attended a pop-up at the weekly Farmers Market held in Maldonado Park. The pop-up was a three-hour event during

which the team pinned up design concept sketches and received feedback from community members. All the concepts presented were created on-site as part of the Charrette process and informed by the community's desires and feedback. Community members could vote on what elements they wanted to see downtown. Spanish speaking staff from the project team and City were available at the pop-up.

### Second Advisory Group Meeting and City Council Presentation

On September 16, the consultant team held the second meeting with the PAG to review the refined design concepts and get feedback on the Study updates. The team received good feedback from the advisory group provided valuable insight on topics such as local traffic patterns, the character of downtown, and investment opportunities. On the same day, the

**Figure 2.9 Walk Audit of Highway 33**

(Left, top and bottom)  
The consultant team led members of the community and Caltrans on a walk audit of the project area. Walking the site together helped the group get a first-hand experience of existing safety issues and infrastructure gaps.



**Figure 2.10 Pop-Up at Farmers Market**

(Right) The consultant team describes the design concepts to residents at the Farmers Market pop-up event.



consultant team presented a brief project update to the City Council.

### Pop-Up at the Cantaloupe Round-Up Festival

On September 26, the consultant team held another pop-up event at the Cantaloupe Round-Up Festival, a four-day event that attracts many people from Firebaugh and neighboring communities. Held at Dunkle Park in Firebaugh, the team and City, with input from the PAG, decided to use this event instead of a formal workshop to solicit community input on the design updates. The consultant team used posters to communicate recommendations focusing on downtown accessibility and visibility, streetscape and roadway improvements, and the design vision for downtown.

The consultant team operated the table with the posters to answer questions for three hours, and the posters were left up

for the remainder of the festival to get community feedback. Spanish speaking staff from the City were available at the pop-up.

Feedback on the proposed recommendations were generally positive from the community members who stopped by the pop-up. The boards were also posted on the project website, providing an alternative method for the community to provide comments.



**Figure 2.11 Pop-Ups at the Farmers Market (left) and the Cantaloupe Round-Up (right)** provided opportunities for the consultant team to discuss preliminary design concepts at the Farmer's Market pop-up event during the Community Design Charrette in May 2024, as well as provide design updates at the Cantaloupe Round-Up pop-up in September 2024.

# Community Priorities: What We Heard



**Figure 2.14** *Design Charrette dot exercise*

(Above) The dot exercise at the pop-up at the farmers market allowed residents to indicate the downtown improvements they would like to see in Firebaugh.

**Figure 2.15 Community values from public workshop**

(Right, above) At the workshop, participants were asked to describe what they value about Firebaugh. A word cloud summarized the words that were used most by the participants.

**Figure 2.16** *Walk Audit along the riverside trail*

(Right, below) Walking along the riverside trail with community members during the downtown Firebaugh walk audit.

- ## Connectivity Improvements:

- Shared-use paths and bike lanes on downtown streets
  - Bike parking
  - Curb extensions
  - Roundabouts
- Note: design must accommodate trucks

### Building Types:

- Mixed-use buildings
- Commercial buildings
- Live-work units
- Row House
- Cottage Court
- Courtyard building
- Multiplex
- Duplex

## Public Realm + Activation:

- Public open spaces such as a pocket park, splash pad, community garden
- Riverfront trail and improved access
- Street furniture such as benches, lighting, shade awnings, trees
- Outdoor dining, flexible use of downtown streets for events, etc.
- Near-term improvements such as reclaiming underutilized parking areas
- Murals, gateways, beautification





“Still a small town feel. A dependable and clean water system. A beautiful downtown.

**Community Member**  
Community Workshop

”



“In 20 years, I see Firebaugh will hopefully a bigger population and more businesses. I hope to see this town with more town events, jaripeos, to help everyone come together and be united.”

**Community Member**  
Community Workshop

“

I would like Firebaugh to look like a community that is welcoming, beautiful, and inviting, well kept with nice stores and parks.”

**Community Member**  
Community Workshop



“

I would like to see Firebaugh increase affordable housing, more businesses and activities that will draw people to our parks and other events.”

**Community Member**  
Community Workshop



## 2.2 Issues and Opportunities

**As a result of the community outreach and the analysis of existing conditions and real estate market conditions, the following issues and opportunities were identified.**

### Issues

Four key issues reflect existing conditions that need to be improved in order for downtown to grow in a manner aligned with the community's vision.

### Opportunities

Downtown Firebaugh has attributes that provide a solid foundation to develop a memorable place. Several development projects have been recently completed and there are ongoing improvements to Highway 33. Downtown Firebaugh also has a few development projects in the pipeline. This section identifies key opportunities that can help shape the future of downtown.



Issue

1

#### **Lack of a visible town center**

Downtown Firebaugh and other community amenities, such as the San Joaquin River, lack definition and visual connection to regional travel routes. This lack of visual connection leaves visitors unaware of downtown.



Issue

3

#### **Inadequate multi-modal access and connectivity**

Downtown Firebaugh lacks multi-modal infrastructure such as bike lanes that could allow residents to move through downtown safely.



Issue

2

**Lack of downtown investment**

Over the past decades, the downtown has experienced economic disinvestment resulting in vacant lots and empty storefronts.



Issue

4

**Minimal housing opportunities downtown**

Downtown Firebaugh does not have many housing opportunities. Providing housing in downtown could help support local businesses by putting residents close to these services.



Opportunity

1

**Vacant parcels in downtown provide an opportunity for new development in downtown.**



Opportunity

2

**The Riverside Walking Trail provides an opportunity to strengthen the connection between downtown and the San Joaquin River.**



Opportunity

3

**New projects in the downtown area, such as the Firebaugh Center project, are helping to strengthen the identity of Firebaugh.**

## 2.3 Design Principles

**The four Design Principles developed for downtown Firebaugh reflect the community's vision and are intended to generate a pedestrian-oriented, multi-modal, and mixed-use downtown with an identity that is uniquely Firebaugh.**

### Design Principles

The Design Principles recognize existing conditions and address key issues and development opportunities identified in Chapter One: Project Background. They have emerged as a direct result of community engagement.

### Expected Outcomes and Recommended Projects

In the following pages, each design principle is described, including a section each on “Expected Outcomes” and “Recommended Projects”. The intent behind this is to provide a physical framework to help translate the stated principles into the desired built outcome.



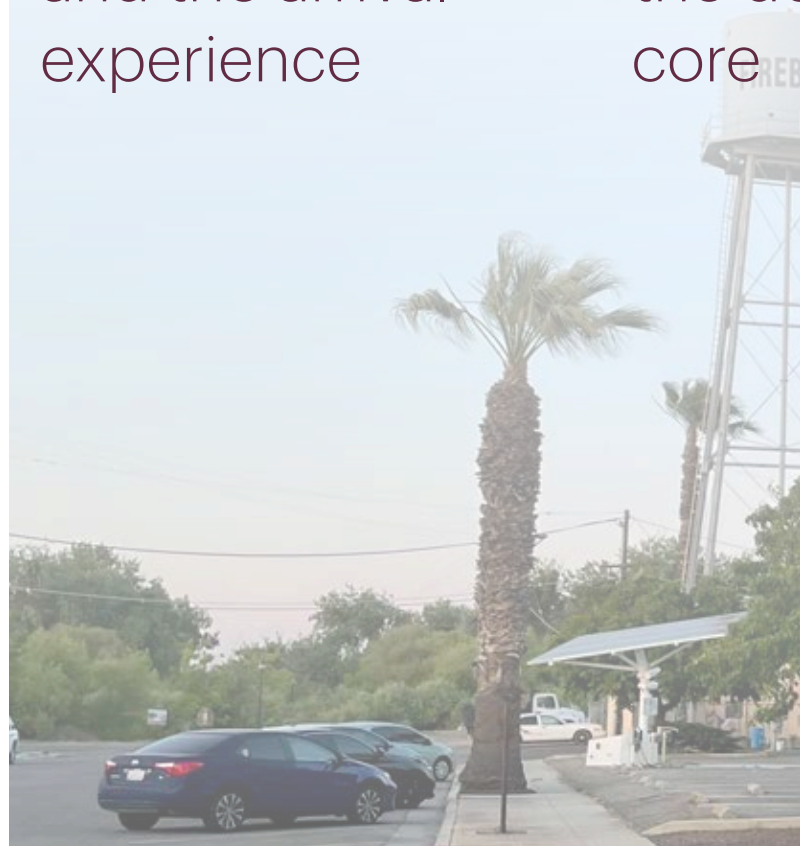
### Principle

# 1

Improve the visibility of downtown and the arrival experience



Focus on mixed-use development in the downtown core





Principle

2

Create new  
mixed-use infill  
development in  
downtown



Principle

3

Improve  
multi-modal  
connectivity  
citywide and  
strengthen  
pedestrian-  
bike access to  
downtown



Principle

4

Create new  
open spaces in  
downtown and  
reinforce access  
to San Joaquin  
River



**Principle****1**

# Improve the visibility of downtown and the arrival experience

**Improving the arrival experience through a coherent system of wayfinding elements could bring Firebaugh more visibility and strengthen its sense of place.**

Thousands of travelers pass by Firebaugh every day on Nees Avenue/Avenue 7 1/2 and Highway 33. For many more who live and work in this area, these streets are the primary means of access to essential services and businesses. Physical improvements along these streets represent a critical opportunity for projecting a positive and welcoming image of Firebaugh.

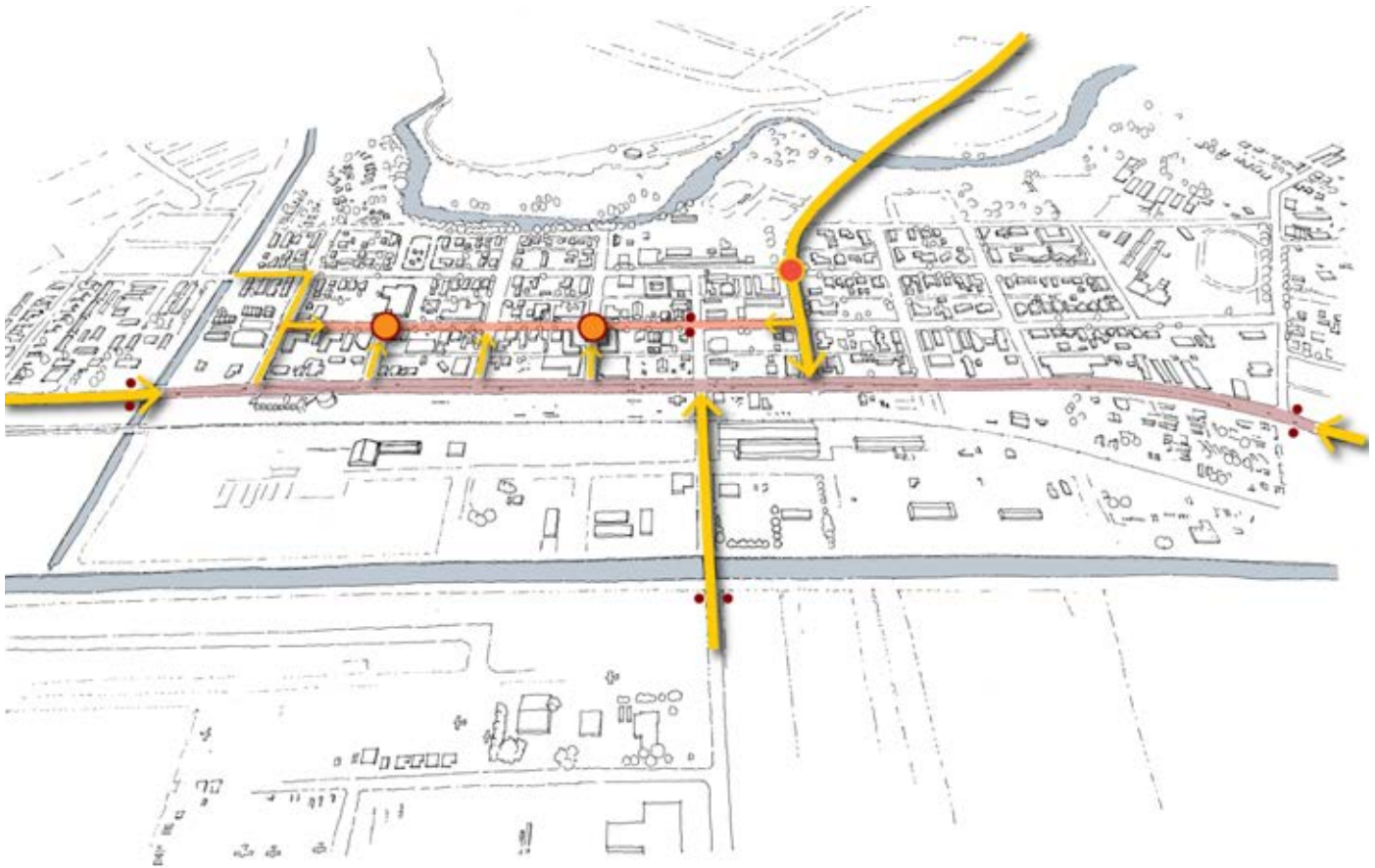
The Study identifies wayfinding and gateway projects to improve downtown visibility.

**Recommendations**

The downtown arrival experience can be improved through signage and wayfinding strategies. There needs to be more signage to let visitors know they are approaching Firebaugh on Highway 33. Adding welcome signage before entering Firebaugh could notify and direct visitors downtown. A perfect place for new signage would be on W. Nees Avenue before entering Firebaugh, and at the intersections of Morris Kyle Drive and Highway 33, and Clyde Fannon Drive and Highway 33.

Slowing down traffic on Highway 33 before entering downtown Firebaugh could also improve the arrival experience and signal to drivers that they are approaching a place. Drivers are more likely to stop at local businesses if traffic speeds are slower. This Study proposes that the section of Highway 33 between 7th Street and Saipan Avenue could be improved by reducing the number of travel lanes and adding a landscaped median, trees, and signage. This plan also proposes roundabouts at Clyde Fannon Drive and Morris Kyle Drive to slow down traffic.

This Study also recommends gateway features and signage to frame entrances to downtown at critical intersections. A perfect opportunity for a gateway feature is the intersection at 12th and O Streets. Visitors could see the gateway as they enter Firebaugh on 13th Street, which would be favorable for local businesses located on O Street.



### Expected Outcomes

- Improved visibility of Firebaugh to people passing through on Highway 33 and 13th Street.
- A defined sense of place, especially in the downtown area.
- Enhanced arrival experience to O Street, reinforcing this as the main street in Firebaugh.
- Decreased traffic speeds to increase safety for pedestrians and bicyclists.
- Roundabout with entry signage at the intersection of P and 13th Street.
- New entry sign at W. Nees Avenue before entering Firebaugh.
- New gateway feature at the intersection of 12th and O Street.
- Roadway improvements to Highway 33 including lane reductions and the other traffic calming measures.

### Potential Projects

- Roundabout with entry signage at the intersections of Morris Kyle Drive and Highway 33, and Clyde Fannon Drive and Highway 33.



**Figure 2.17** Signage creates a sense of arrival to downtown (above); gateway informs visitors they have arrived (below).

## Principle

## 2

## Focus new infill development at the downtown core



**Figure 2.18 Walkable, mixed-use downtowns** are an established trend, with a focus on pedestrian-scaled streets and active ground floor uses.

### Focusing new infill development at the downtown core will help create a robust downtown identity.

O Street can provide a “main street” retail environment for local businesses and entrepreneurs. Many of the buildings along O Street are historically significant and provide a great opportunity for visitors to experience the unique character of the historic downtown in a pleasing, pedestrian-friendly environment. Despite these positive aspects, retail along O Street has struggled due to its limited access and visibility from Highway 33, Nees Avenue, and 13th Street.

New economic development in Firebaugh should be organized in a manner that increases the viability of existing O Street businesses, and encourages visitors to patronize existing available services. The Study suggests ways in which new mixed-use development in downtown may be organized to create such an environment.

### Recommendations

The Study recommends focusing infill development in strategic locations along O Street. These focus areas can help anchor downtown development and spur revitalization.

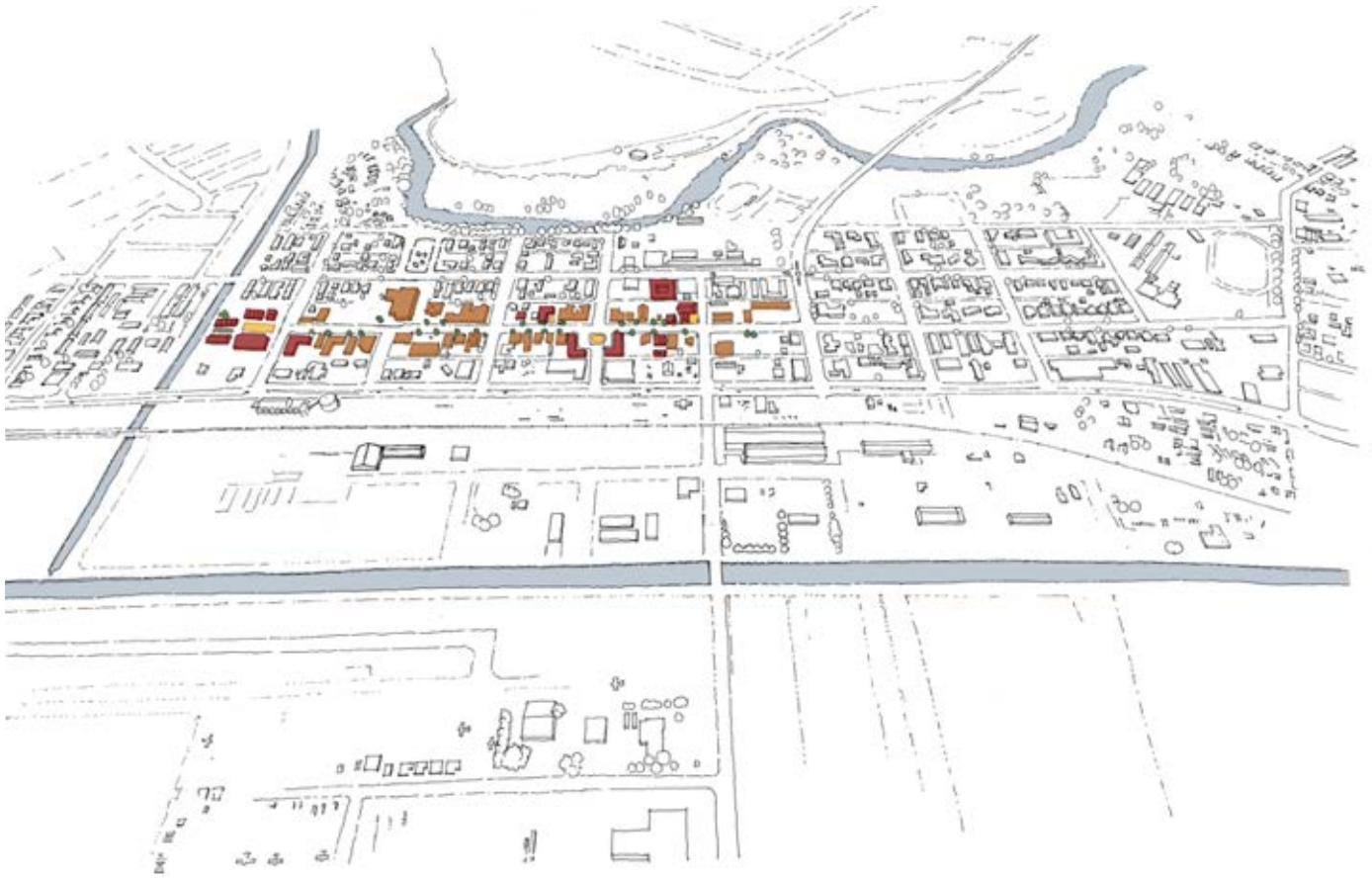
The Central Downtown Focus Area is located on O Street between 10th and 13th Street and has a civic identity. This focus area has the potential to add new mixed-use infill development on vacant

parcels, and can benefit from a new open space and a new gateway to downtown to enhance the arrival experience of O Street.

The North Downtown Focus Area is located on O Street between 10th and 7th Street and has a commercial identity. This focus area can include a variety of housing opportunities that could bring more people to help sustain existing and new downtown businesses.

### Expected Outcomes

- Downtown has a balanced mix of housing, employment, civic and recreation uses.
- Downtown also functions as a neighborhood, with an increase in the number of people living there.
- Downtown is a destination for employment, entertainment, and recreation for Firebaugh and neighboring areas.
- Downtown has active, well-used streets and public spaces, and can host a variety of community events and activities.
- Downtown has a distinct identity that is representative of Firebaugh’s past and future.



## Potential Projects

- Redevelopment of opportunity sites along O Street from 7th to 13th Streets.
- Create mixed-use nodes at 11th and O Streets, and at 8th and O Streets.
- Create a central open space in downtown to hold community events.
- Incentivize small-scale infill housing throughout downtown on underutilized parcels.
- Establish a strong multi-modal network downtown to improve pedestrian and bicycle access, safety and connectivity to all downtown destinations.



**Figure 2.19** Local institutions and events give identity to a downtown, attracting residents and visitors alike.

## Principle

# 3

## Improve multi-modal connectivity citywide and strengthen pedestrian-bike access to downtown



**Figure 2.20** Class II bike lanes with a buffer strip are a great addition to any multi-modal framework. They are a low cost option to increase the safety of bicyclists in a city.

### Improve connectivity between local amenities to provide a pleasant and safe walking and biking experience.

Analysis of the City's physical form shows that there is an opportunity to link several principal open spaces and City schools along one continuous network for pedestrians and bicyclists. This network can provide safe routes for children and families to and from home and school and can provide an alternative means to auto-oriented, north-south travel across town that promotes health and exercise.

Potential transformations to Highway 33 can further support multi-modal transportation in Firebaugh. Highway 33 is an essential north-south connection that currently prioritizes vehicular movement over other modes.

### Recommendations

This Study recommends bicycle facilities connecting popular destinations such as the Firebaugh High School, Middle School, Hazel M. Bailey Primary School, Maldonado Park and Dunkle Park with other schools and parks in downtown such as the Arthur E Mills Intermediate School, Riverside Park, and Firebaugh Center/West Hills Community College.

Clyde Fannon Drive, P Street, and Morris Kyle Drive are the major streets that would require infrastructure improvements.

It is important to note that bicycle improvements do not require changes to existing curbs since downtown streets are sufficiently wide at 80 feet. Paint is the only material necessary for implementing these changes, thus a low-cost solution.

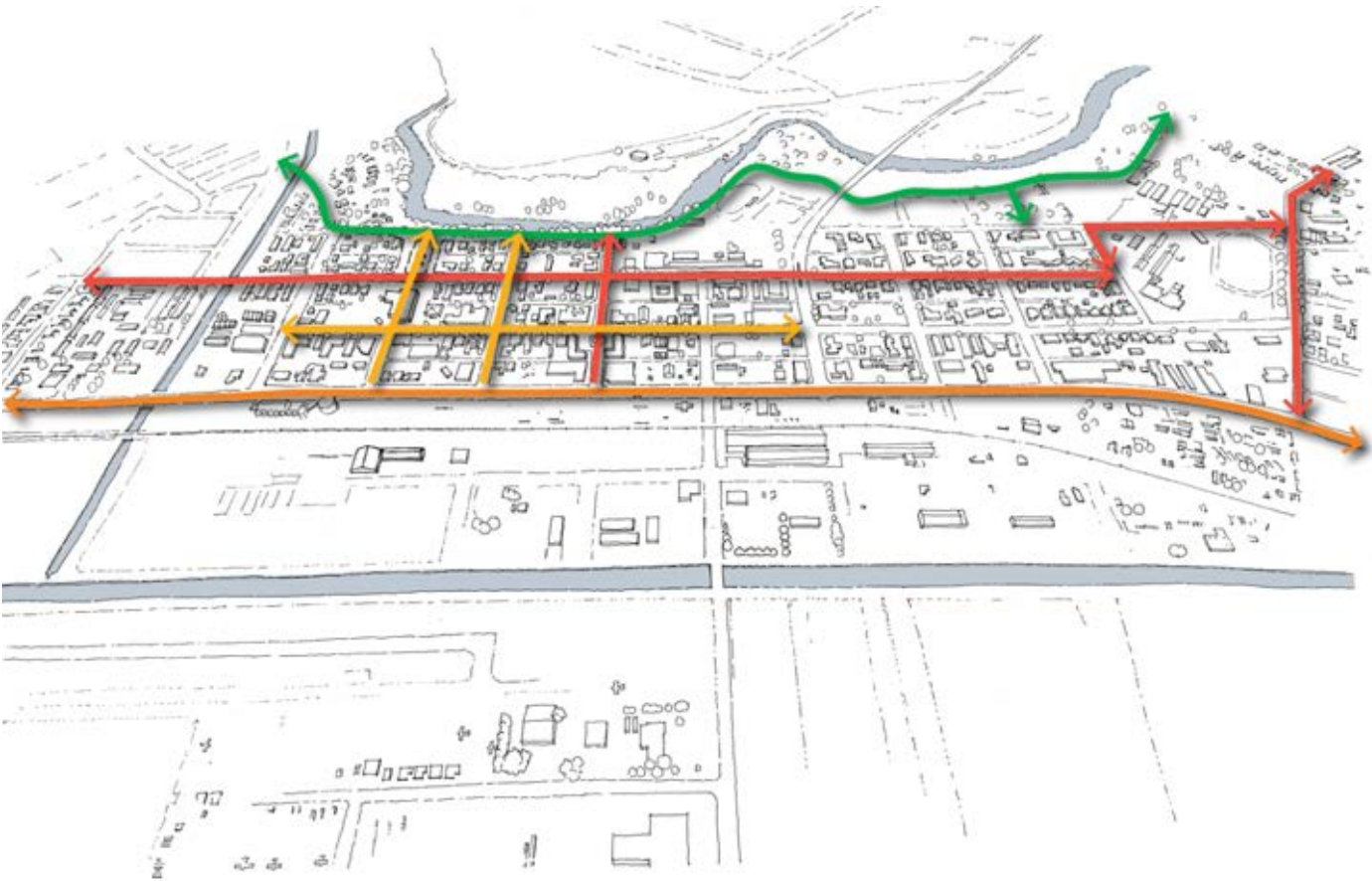
Bicycle lanes on Highway 33 can also help with traffic calming and improving safety for pedestrians and bicyclists.

### Expected Outcomes

- An increase in the number of people walking and bicycling to downtown from adjacent neighborhoods.
- Reduction in severe and fatal injuries near crossings and along major corridors by slowing vehicular traffic.
- Improved pedestrian and cycling experience throughout Firebaugh.
- Gaps closed in pedestrian and bicycle network.

### Potential Projects

- Addition of Class II bike lanes on Morris Kyle Drive, Clyde Fannon Drive and Highway 33.
- Highway 33 safety improvements for traffic calming and pedestrian safety.



- Curb extensions and crosswalks at the intersection of Highway 33 and major east-west streets in the core of downtown.



**Figure 2.21 Active streets** with protected bicycle facilities (above); wide sidewalks, street trees, and outdoor dining (below).

## Principle

## 4

# Create new open spaces in downtown and reinforce access to San Joaquin River

**The San Joaquin River is an essential part of Firebaugh’s history. By creating visual and physical connections to the river, this amenity could help strengthen and enhance Firebaugh’s local identity.**

The City enjoys close proximity to the San Joaquin River and the natural areas that surround it. The river enjoys high water levels year round, and maintains special historical significance as the location for Firebaugh’s original ferry service. Despite its close proximity, the river is not visible from most areas of town, and access to the river’s edge is not easy or obvious.

The Friant Dam settlement restored healthy water levels to the San Joaquin River. As the environmental quality of the river continues to improve, it should be promoted as a location of natural, recreational, and historic importance that can be enjoyed by residents and visitors alike. To this end, the Study suggests urban design improvements that can assist in improving visual and physical access to the river.

## Recommendations

This plan identifies three main east-west streets that can strongly visual terminate the river from Highway 33: 9th, 10th, and 11th Streets. These streets provide strong visual and physical connections to the river from Highway 33 and should also be prioritized to facilitate east-west movement for pedestrians and bicyclists traveling to and from the river.

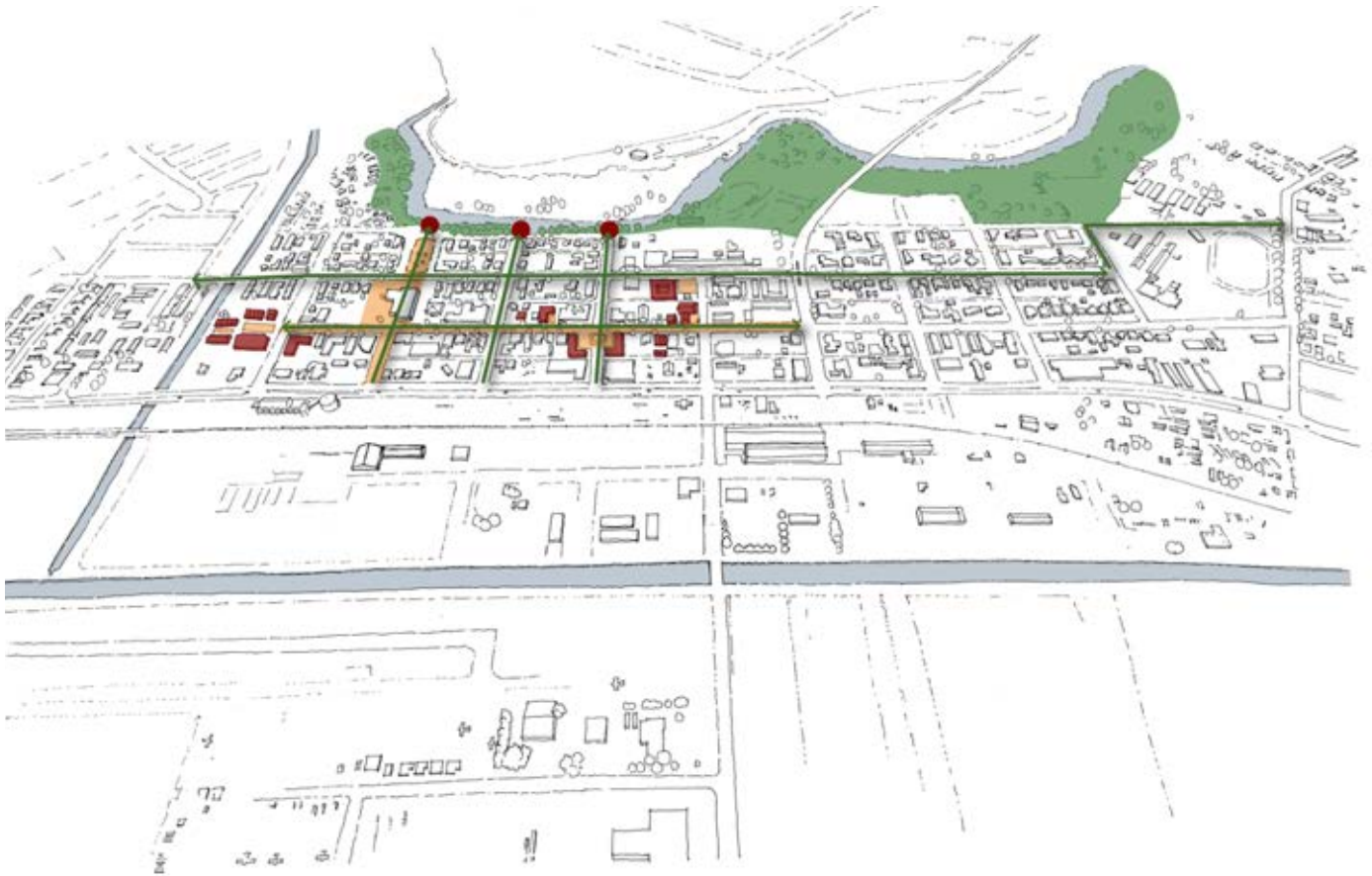
The trailhead for the Riverside Walking Trail terminates at 11th Street. Currently, the trailhead is small and does not celebrate the entry to this amenity. Improvements to this trailhead can let visitors know that they have arrived at the trailhead.

At the end of 10th Street, there is a steep grade change, and the river cannot be seen from the street. At the top of the stairs, a taller vertical element such as an arch could announce this amenity and draw people down to experience the river.

On 9th Street, the goal is to strengthen the connection between Firebaugh Center/ West Hills Community College and the river. Between P and Q Streets, there is already a lovely park space associated with the college. Connecting this park with the river and the Riverside Walking Trail could help it feel more connected to the city’s overall framework of public spaces.

## Expected Outcomes

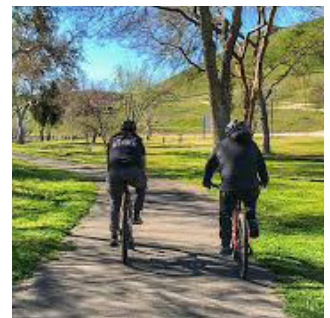
- Improved visual and physical connections between Highway 33 and the San Joaquin River.
- Riverside Walking Trail and other open spaces integrated into the network of public spaces.



- Increased potential for recreational activities such as fishing and canoeing.
- Enhanced sense of place and identity through an active riverfront.
- A visual terminus at the end of 10th Street to attract visitors from O Street and Highway 33.

### Potential Projects

- Improvements to the trailhead at the end of 11th Street for the Riverside Walking Trail.
- Improvements to the Riverside Walking Trail such as resurfacing and new trail markers.
- Improved recreational access to the San Joaquin River through terracing or similar methods to ensure people of all mobility levels can enjoy this amenity.



**Figure 2.22** Kern River Trail in Bakersfield, CA is an example of a well-used shared-use path that links a number of community destinations including the university.





# Downtown Vision for Urban Design and Connectivity

CHAPTER

## 3

### In this chapter

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# 3.1 A Connected, Mixed-Use Downtown Firebaugh

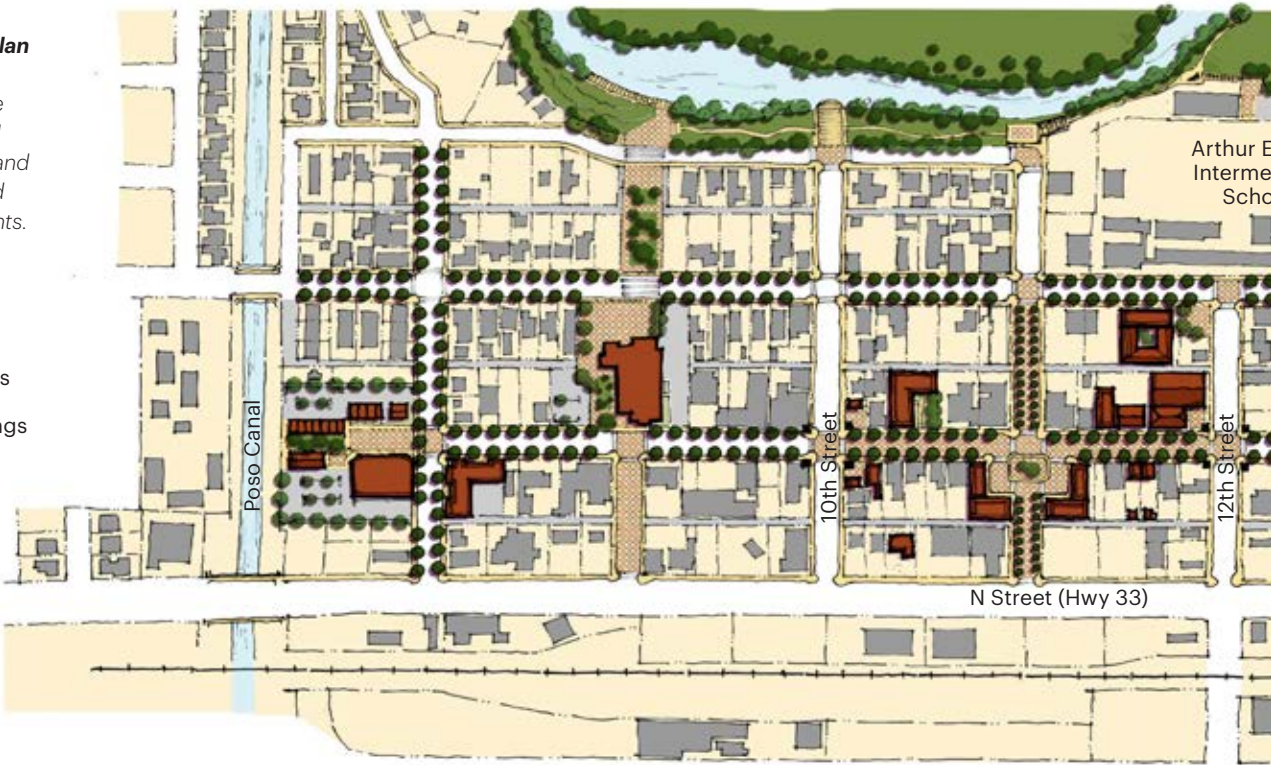
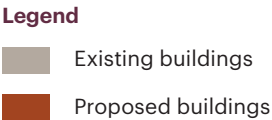
**This plan envisions a downtown Firebaugh where new development and connectivity improvements work hand in hand to create a strong identity.**

## Vision for Downtown

The vision for downtown is of a vibrant destination for Firebaugh residents and visitors, with a mix of residential, retail, civic and institutional uses. It will have a distinct identity, shaped by its buildings and open spaces, and a sense of place reinforced by an inviting and inclusive public realm. Focused infill development on vacant parcels will bring new housing and retail uses to downtown that will support its

evolution as a mixed-use destination. The built environment will establish a clear hierarchy of spaces within downtown, reinforcing O Street as the main street of downtown Firebaugh. Downtown will have new parks and plazas as well as improved access to the San Joaquin River. Connectivity improvements will prioritize safety and access for pedestrians and bicyclists and make it easier to get to downtown both from

**Figure 3.1 Illustrative Plan**  
Focusing on the core of downtown, the illustrative plan shows potential infill development on vacant and undeveloped parcels and connectivity improvements.



Highway 33 as well as from other parts of Firebaugh.

Through key City-led development projects and public realm improvements in strategic locations, downtown can attract economic investment and provide places for people to live, work, shop, and gather.

### Design Process

During the multi-day Community Design Charrette in May 2024, the consultant team worked with City staff and the community to understand opportunities in downtown for infill development and

connectivity. Potential infill sites were identified to demonstrate improvements as part of the overall downtown design framework. These sites were tested with appropriate building types to illustrate what the future development could look like, as shown in the downtown illustrative plan in Figure 3.1.

In parallel, concepts for streetscape and public realm improvements were also developed to support the proposed infill development, improve safety and create a unique identity for downtown.



## 3.2 Multi-Modal Connectivity Framework

**A “complete streets” network that accommodates pedestrians, bicyclists and motorists will improve safety and access to downtown.**

### Overall Approach

A “complete streets” design approach, as illustrated in Figure 3.3, is recommended for downtown Firebaugh. Complete streets prioritize the safety, comfort, and experience of pedestrians and bicyclists in addition to accommodating motor vehicle traffic. Updating the entire downtown street network is recommended to create a “complete streets network”, where all users have access. However, every street does not need to accommodate all modes equally; some streets will be prioritized for one or more user types.

### Multi-Modal Framework

The proposed multi-modal framework for downtown highlights priority streets for walking, bicycling, and motor vehicle traffic and helps to guide recommended improvements.

### Pedestrian Priorities

- Establish O Street as a pedestrian-priority downtown “main street.”
- Connect 11th and 9th Street to the San Joaquin riverfront.
- Complete sidewalk gaps where missing.

### Bicyclist Priorities

- Prioritize P Street as a bike-priority street.
- Connect across Highway 33/ N Street.
- Improve intersection crossings.

### Motorist Priorities

- Highway 33/ N Street reconfiguration to maintain traffic flow, while also calming traffic and improving downtown access.
- Roundabouts to provide gateways and improve safety.

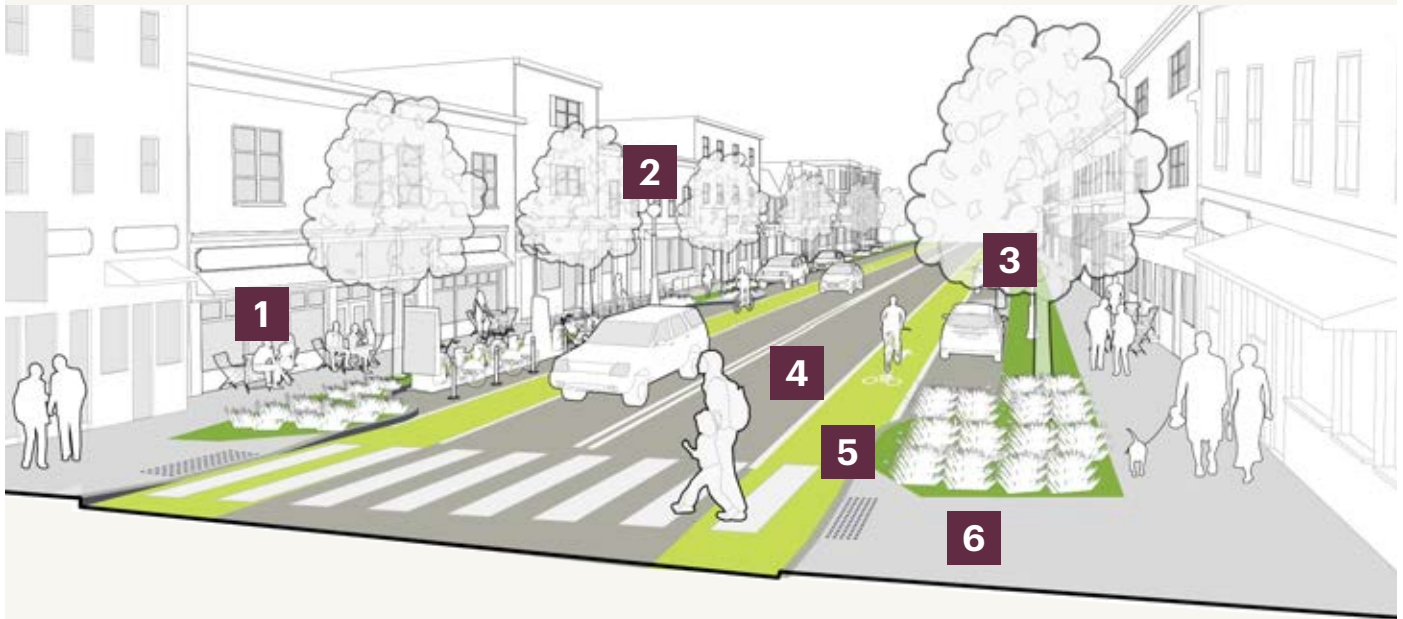
**Figure 3.2 Recent pedestrian safety improvements in Firebaugh** include curb extensions that reduce pedestrian crossing distances and improve safety.



## Complete Streets

**Figure 3.3 A multi-modal approach to balance the needs of all users.**

Complete Streets are designed so that people of all ages and abilities can travel safely, comfortably, and conveniently by foot, bicycle, car, or transit. This approach improves the quality of life for all users by creating safe, sustainable transportation networks and public spaces.



**1. Street Furniture** such as seating, tables, and bicycle parking help to identify the street as a destination rather than merely a route between distant points.



**4. Narrower Travel Lanes** encourage people to drive more slowly along the street, resulting in a safer and more hospitable downtown environment.



**2. Pedestrian-Scale Lighting** that is well-designed can contribute to safety and accessibility, making the street an inviting place at all hours and for all users.



**5. Bicycle Facilities** can make cycling an attractive option for a wide range of ages and ability levels.



**3. Street Trees and Green Infrastructure** can deliver a variety of benefits to the streetscape, from providing shade and lowering ambient temperatures, to capturing and treating storm water.



**6. ADA-Compliant Sidewalks and Crosswalks** with curb extensions and highly visible crosswalk markings can make a tremendous difference for people with sensory or mobility challenges, and the elderly.



# Street Prioritization for Multi-Modal Connectivity



**Figure 3.4 Vehicular circulation in downtown Firebaugh** needs to address truck traffic that services the region's agro-based industries.

## Overall Approach

Prioritizing some roadways for vehicular traffic while improving pedestrian and bicycle facilities can help to balance the priorities of motor vehicles, pedestrians and cyclists. The motor vehicle priority streets include those that provide access for the movement of both people and goods into and through Firebaugh from surrounding communities, while also providing the primary connections within Firebaugh between neighborhoods, and to downtown.

The motor vehicle priority streets under jurisdiction of the City of Firebaugh are:

- **13th Street** provides access from Highway 33 and downtown to schools and neighborhoods east of downtown, then becomes Avenue 7½ leading east to agricultural areas, Madera, and Highway 99.
- **12th Street** provides access from Highway 33 and downtown to industrial areas west of the railroad tracks, then becomes W Nees Avenue leading west to agricultural areas and Interstate 5.

- **Clyde Fannon Drive** provides access from Highway 33 and downtown to neighborhoods in north Firebaugh and to agricultural areas north of town.

Recommendations for these streets include maintaining access and throughput for motor vehicles, while ensuring safety and access for pedestrians and bicyclists. 12th Street and 13th Street must also accommodate regional traffic, including truck traffic and farm equipment. For 13th Street, a roundabout is recommended at P Street, to serve as a gateway to Firebaugh, and to improve safety and usability of the intersection for all users.

**Highway 33 (N Street)** is a special case, as a roadway under Caltrans jurisdiction that passes through Firebaugh. It must serve multiple purposes, providing a major route for motor vehicle traffic traveling north-south through Firebaugh while also serving local traffic to connect between neighborhoods, and to downtown. At the same time, pedestrians and bicyclists must use and cross N Street to access some destinations.

**Figure 3.5 N Street/ Hwy 33** is a regional connector under Caltrans jurisdiction that fulfills a variety of purposes.

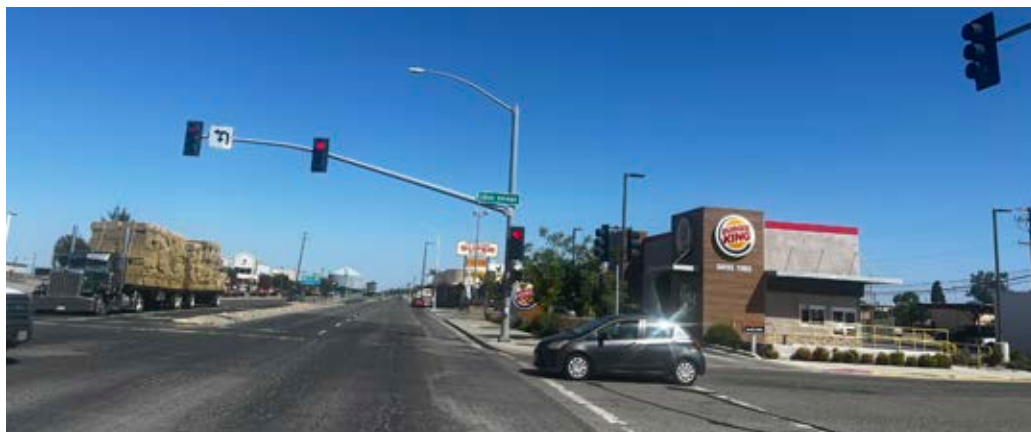
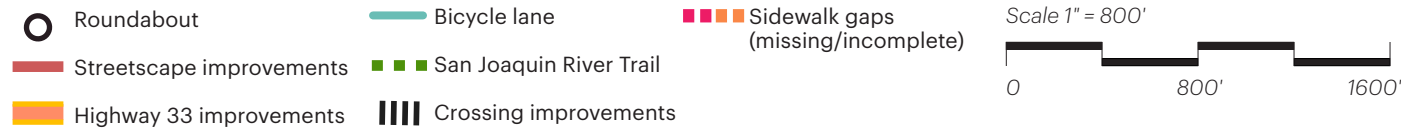




Figure 3.6 Proposed multi-modal circulation network

Legend



At the time of this Study report (January 2025), improvements to Highway 33 by Caltrans were underway for the section between Clyde Fannon Drive and Morris Kyle Drive, with the addition of Class II bike lanes, separated from travel lanes by a two foot buffer strip. In the longer term, it is recommended to reconfigure Highway 33 to reduce the number of through lanes to one lane (from two) in each direction for the section between Saipan Avenue and Yip Street. This lane reduction would allow bike lanes, street parking and sidewalks to be accommodated while allowing highway through-traffic. It would improve safety for all users, make it easier for pedestrians and bicyclists to travel along and across

Highway 33, and enable motorists to easily access downtown.

Between 12th and 13th Streets, Highway 33 also serves east-west traffic through Firebaugh, necessitating a unique design between 11th Street and 14th Street. At the north and south entrances to Firebaugh on Highway 33 at at Clyde Fannon Drive and Morris Kyle Drive, roundabouts are recommended to serve as gateways while controlling the movement of motor vehicle traffic in a safe and efficient manner.

Recommended improvements to the motor vehicle network are listed in Table 3A below.

Table 3A. Recommended Motor Vehicle Network Improvements	
<b>Roundabout on 13th Street at P Street</b>	<p>Serves as a gateway for traffic entering downtown Firebaugh from the east.</p> <p>Provides a safe intersection for all users.</p> <p>Provides more efficient traffic operations than the existing all-way stop.</p>
<b>Highway 33 (N Street) lane reduction (long-term iteration of ongoing Highway 33 improvements by Caltrans in 2025)</b>	<p>Reduce the number of through lanes from two lanes to one lane between Yip Street and south of Saipan Avenue.</p> <p>Provide left turn lanes at intersections.</p> <p>Provide buffered bike lanes, street parking where needed.</p> <p>Between 11th Street and 14th Street, add a second through lane southbound at 12th Street and northbound at 13th Street, then continue these lanes to the next intersection as left turn lanes. These lanes will improve signal operations by allowing shorter signal cycles for the movements served by additional lanes, and provide storage for queued vehicles at the signals.</p>
<b>Highway 33 gateway roundabouts at Clyde Fannon Drive and Morris Kyle Drive</b>	<p>Add roundabouts on Highway 33 at Clyde Fannon Drive and Morris Kyle Drive.</p> <p>Use the central islands to provide gateway signs and other features.</p> <p>Roundabouts will provide safe and efficient movement for motor vehicles, while also improving safety for pedestrians and bicyclists.</p>

# Bicycle Network and Pedestrian Facilities

## Overall Approach

Improving safety and access for pedestrians and creating a connected bicycle network for Firebaugh will create a more equitable transportation system for residents and visitors. Additionally, improved pedestrian and bicycle facilities have been proven to provide economic benefits in communities.

## Bicyclists

Currently, motor vehicles occupy the largest portion of the right-of-way in Firebaugh, in the form of travel lanes and parking. Some of the street right-of-way can be repurposed for bicycle lanes, providing transportation options for those who choose to, or need to, cycle as their mode of transportation. These on-road bicycle lanes dovetail with the existing and proposed trail system, focused around the path along the San Joaquin River.

The recommended bikeway network aims to attract residents within Firebaugh, where the entire city is within easy bicycling distance (under three miles) of downtown and other destinations, by creating bicycle facilities on select roadways. The bikeway network should support bicyclists of all ages and abilities as well as users of other low-speed mobility devices such as electric scooters.

The priority bicycling projects include developing buffered bicycle lanes on Highway 33 as part of the recommended reconfiguration from two through lanes to one through lane in each direction, completing the proposed shared use paths along and connecting to the San

Joaquin River, and developing a north-south route using bicycle lanes on Clyde Fannon Drive and P Street, continuing on other streets to Firebaugh High School and Highway 33.

Priority bicycling improvement projects are listed in Table 3B on the next page.

## Pedestrians

As noted in the 2024 Fresno County Active Transportation Plan, Firebaugh has sidewalks on most streets, with more than 33 miles of existing sidewalks. The ATP recommends constructing sidewalks to fill existing sidewalk gaps. There are small gaps on several minor streets, including 8th Street, 10th Street, 14th Street, and 15th Street; these gaps are lower priority because these streets carry low traffic volumes. A more critical sidewalk gap is on N Street (Highway 33) north of Clyde Fannon Drive, along with a short segment on the north side of Clyde Fannon Drive at N Street.

The sidewalk network is complete along O Street, which is downtown Firebaugh's "main street"; however, street trees and other public realm improvements will help revitalize downtown, as discussed in subsequent sections of this document.

Pedestrian safety and access can be greatly enhanced by improving crossings on busy streets. One recommended improvement is a roundabout at the intersection of 13th Street and P Street. But the most critical crossing concerns for pedestrians in Firebaugh are along Highway 33.



**Figure 3.7 Separated bikeway** in Coalinga, CA improves safety for bike users of all ages and experience levels.

Source: Fresno County Regional Active Transportation Plan



**Figure 3.8 Flashing beacons** as in this example from Fowler, CA allow pedestrians to alert drivers before crossing streets.

Source: Fresno County Regional Active Transportation Plan

Table 3B. Priority Bicycling Improvement Projects	
<b>Bicycle Lanes to Firebaugh Schools</b>	<p>Restripe the following streets to implement on-road bicycle lanes; use painted buffers where there is enough width. These bicycle lanes connect most Firebaugh neighborhoods to all Firebaugh schools:</p> <ul style="list-style-type: none"><li>- Clyde Fannon Drive from Dodderer Street to Highway 33</li><li>- P Street from Clyde Fannon Drive to 16th Street</li><li>- 16th Street from P Street to O Street</li><li>- O Street from 16th Street to Saipan Avenue</li><li>- Saipan Avenue from O Street to Highway 33</li><li>- Landucci Drive from Saipan Avenue to Morris Kyle Drive</li><li>- Morris Kyle Drive from Landucci Drive to Highway 33</li></ul>
<b>Highway 33 (N Street) buffered bicycle lanes</b>	<p>Install bicycle lane with painted buffers (ongoing project as of 2025 consistent with the Fresno County Active Transportation Plan), and retain Class II buffered bike lanes as part of the proposed future Highway 33 lane reduction.</p>
<b>San Joaquin River path</b>	<p>Construct two critical segments of the path:</p> <ul style="list-style-type: none"><li>- From the current southern end of the path near River lane to Birch Drive</li><li>- From 7th Street to Maldonado Park, including the bridge over Poso Canal</li></ul>

Reconfiguration of Highway 33 through Firebaugh to reduce the number of through lanes to one lane in each direction can make crossing the highway significantly easier and safer. With only one through lane to cross at unsignalized intersections along the highway, marked crosswalks with rectangular rapid flashing beacons can be implemented at any intersection where there are notable destinations west of the highway.

As noted in the previous section, this can be a long-term version of the current improvements underway for Highway 33, which include the addition of Class II bicycle lanes, separated by a two foot

buffer strip, while still maintaining two travel lanes in each direction.

Gateway roundabouts on Highway 33 at Clyde Fannon Drive and Morris Kyle Drive will further enhance pedestrian crossings at those two intersections, serving to connect existing neighborhoods and schools east of the highway with potential residential and commercial development west of the highway near these intersections.

Priority pedestrian improvement projects are listed in Table 3C on the facing page.

Table 3C. Priority Pedestrian Improvement Projects	
<b>O Street Streetscape</b>	<p>Construct streetscape improvements on O Street between 10th Street and 13th Street and on 10th Street, 11th Street, and 12th Street between N Street and P Street, including</p> <ul style="list-style-type: none"><li>- Curb extensions at intersections and midblock where feasible</li><li>- Street trees, lighting, seating and shading elements where feasible</li></ul>
<b>Highway 33 (N Street) sidewalk gaps</b>	<p>Connect all sidewalk gaps on the east side of N Street, in conjunction with the lane reduction project.</p> <p>Missing sidewalks on the west side in front of developed lots should also be constructed</p>
<b>Highway 33 (N Street) crossing improvements</b>	<p>Construct median refuges and rectangular rapid flashing beacons across as part of the Highway 33 lane reduction project, at the following locations:</p> <ul style="list-style-type: none"><li>- 10th Street</li><li>- 11th Street</li><li>- 15th Street</li><li>- Midblock connecting the mobile home park to the market</li><li>- Saipan Avenue</li></ul>

## 3.3 Improving the Downtown Arrival Experience

**Creating a sense of arrival to downtown Firebaugh will help support downtown revitalization and enhance its identity.**

### Roundabouts for Firebaugh

Roundabouts are recommended at several locations within Firebaugh, including on Highway 33 at Clyde Fannon Drive and Morris Kyle Drive, and on 13th Street at P Street. Roundabouts are a recognized and proven method of improving road safety for all modes and in maintaining continuous traffic flow at lower speeds. Benefits of roundabouts, as envisioned for Firebaugh, are described below.

**Gateways.** The three intersections proposed for roundabouts will all serve as gateways to Firebaugh. The gateway benefits of roundabouts are two-fold. First, by design, roundabouts reduce travel speeds through the roundabout to 15 to 25 miles per hour, while managing traffic volumes efficiently. With roundabouts at three of the primary entries to the City, these slow speeds create a natural transition from high-speed rural roadways to slower travel speeds compatible with pedestrian and bicyclist safety and community revitalization.

**Wayfinding.** Second, the central islands of roundabouts offer opportunities for landscaping and streetscape features that can communicate a welcome to Firebaugh message using signage or art.

**Efficient Traffic Flow.** Roundabouts provide for efficient interactions between motor vehicles, managing conflicting streams of traffic and making it easy for vehicles to enter busy roadways or

make left turns. Due to the slower speeds created by roundabouts, they have significantly better vehicular safety records than signalized intersections and two-way stop-controlled intersections.

**Safety.** Roundabouts improve safety and convenience for pedestrians as well. At signalized intersections, pedestrians must often wait before crossing. At uncontrolled crosswalks of busy streets, motorists often don't yield to pedestrians, while pedestrians have difficulty judging gaps in traffic. At roundabouts, slow speeds facilitate motorists yielding to pedestrians, and pedestrians experience almost no delay. The raised splitter island at roundabout entrances serves as a refuge island for pedestrians, further simplifying the crossing task and improving safety. As a result of the slow speeds and refuge islands, roundabouts are safer for pedestrians than signalized intersections and uncontrolled crosswalks.

Bicyclists at roundabouts can take advantage of some of the benefits for both motorists and pedestrians. For bicyclists on the roadway, vehicle speeds are slowed to speeds compatible with bicycle speeds. Children and other bicyclists who use sidewalks can cross at roundabouts in a manner similar to pedestrians. For the roundabouts on Highway 33 where traffic volumes are higher, including frequent trucks, bicycle ramps are recommended to allow bicyclists to exit bicycle lanes to the sidewalks.



Figure 3.9 Downtown arrival strategy

- Main vehicular movement
- Downtown circulation
- Main access points
- Potential locations for traffic calming/ gateways
- Existing signage
- Recommended locations for additional signage

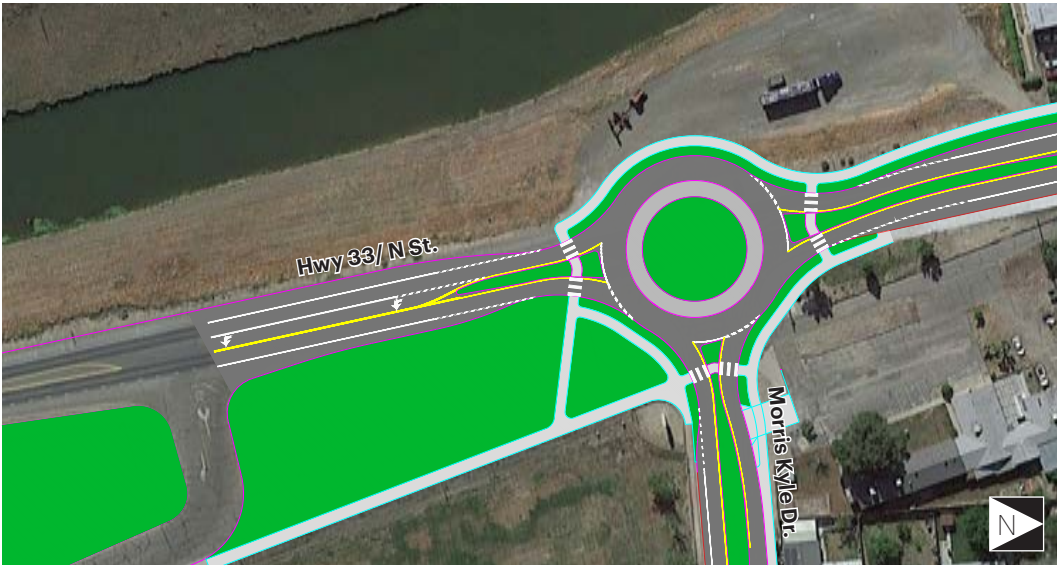


Figure 3.10 Potential roundabouts on Highway 33, such as this conceptual sketch at Morris Kyle Drive, can improve downtown access and visibility.

## Creating a Sense of Arrival

### Wayfinding examples when approaching downtown

The goal of this type of signage is to alert visitors that they are approaching downtown. These signs should be large to get the attention of visitors.



### Wayfinding examples when entering downtown

This type of signage announces to visitors that they have arrived in downtown. Often this type of signage is smaller scale and gives details about the character of downtown.



## 3.4 Focus Areas within Downtown

**The development strategy for downtown Firebaugh includes focused improvements in key areas to position O Street as a “main street”.**

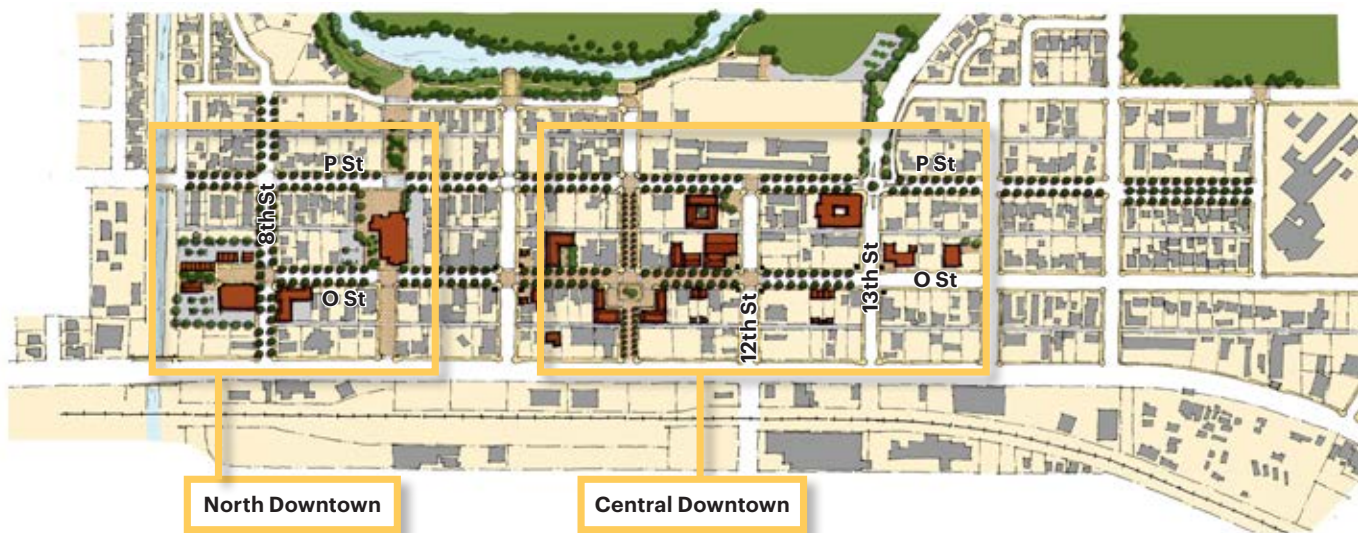
### Downtown Focus Areas

During the Community Design Charrette, the team focused on identifying focus areas for infill and/or redevelopment throughout downtown. These areas were then analyzed and tested with appropriate building types that would fit on existing lots, to create illustrative plans of what the future development could look like. Centered around O Street, the two focus areas, shown in Figure 3.11, are:

- **Central Downtown:** O Street between 10th and 13th Street
- **North Downtown:** O Street between 8th and 9th Street

This section discusses these two focus areas, describing the envisioned role of each in shaping the future vision for downtown Firebaugh.

Recommended design improvements for each opportunity site have been described, that include streetscape and public realm improvements, built character, and new uses.



**Figure 3.11 Focus areas**

Centered around O Street as the downtown “main street”, the concept plan focuses on two areas: Central and North Downtown.

#### Legend

- Existing buildings
- Proposed buildings
- Focus areas

# Central Downtown

## O Street between 10th and 13th Street

**This area is an opportunity to create a new identity for downtown through public spaces, a gateway, and community amenities.**

### Identity and Role

This area contains the primary entrance to downtown Firebaugh. A lot of traffic comes in on 13th Street from Fresno and turns onto Highway 33, completely missing downtown Firebaugh. The design ideas put forth in this Study work towards the goal of creating a strong sense of arrival to downtown. Another goal is to provide amenities within the downtown that attract people from Firebaugh as well as surrounding communities.

### Built Character and Uses

Design concepts for Central Downtown are shown in the illustrative plan in Figure 3.14 on the next page.

- Transform the corner of 11th and O Street by creating a mixed-use node with a new plaza. This plaza would allow people to gather, and new crosswalks would ensure pedestrians can safely frequent local businesses.

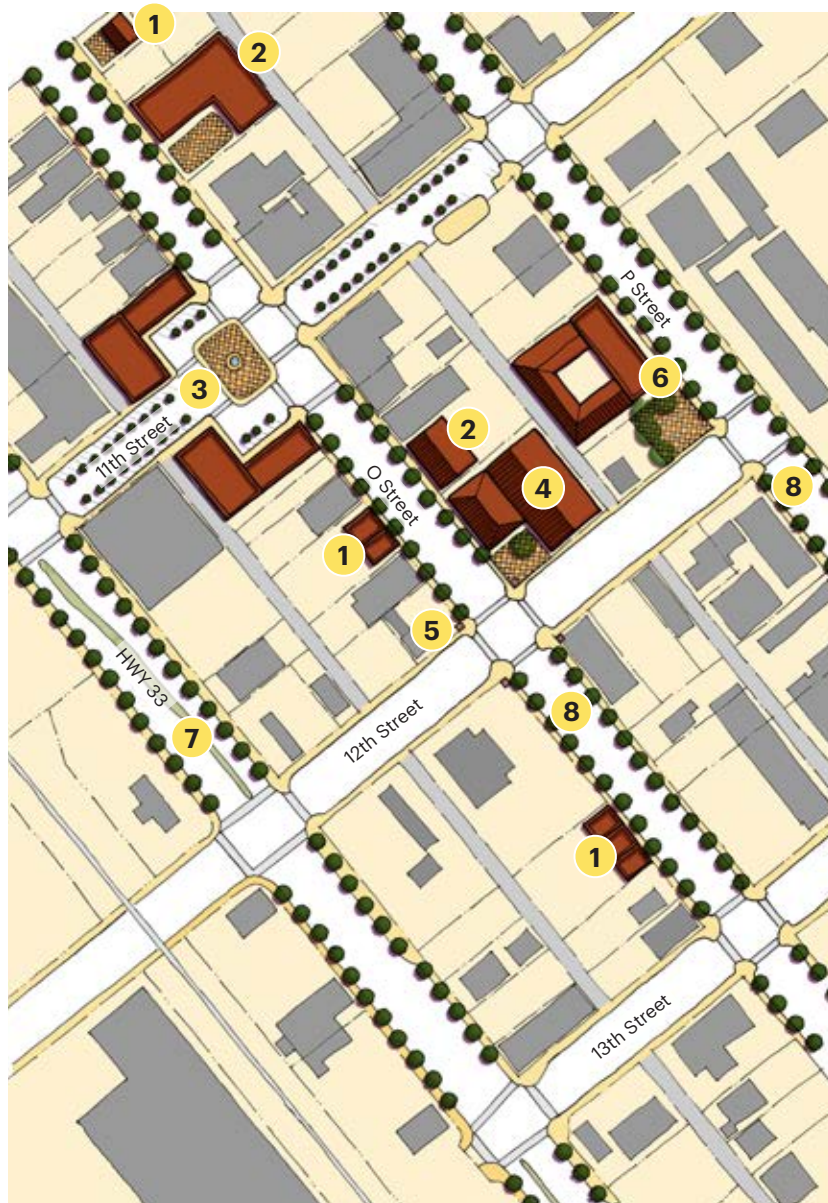


**Figure 3.12 Central Downtown focus area**

### Figure 3.13 Existing conditions

O Street is the main street in Firebaugh, but it experiences very little foot traffic. Currently, some small businesses are still operating in this section of O Street between 10th and 13th Street, but this area contains many vacant parcels where existing buildings were demolished. These parcels provide excellent opportunities for infill at a variety of scales.





**Figure 3.14 Illustrative Plan for Central Downtown**  
showing one possible build-out scenario

- 1 Small Scale Infill**  
*Lot-scale infill development on vacant or underutilized parcels.*
- 2 Large Scale Infill**  
*Larger infill projects on larger vacant or underutilized parcels.*
- 3 The Heart of Downtown**  
*11th Street reimagined with a small plaza at O Street, framed by two new mixed-use buildings, and streetscape improvements..*
- 4 Community Center**  
*A new community center is shown at the corner of O and 12th Street with a small corner plaza. This new use could provide community amenities such as a cooling center, business incubator spaces, etc.*
- 5 Gateway to Downtown**  
*A new gateway is proposed at the corner of O and 12th Street. This would provide a sense of arrival to downtown for visitors and residents alike.*
- 6 Courtyard Housing**  
*Courtyard housing could provide more housing options in downtown. This site provides a plaza space on the corner of 12th and P Street.*
- 7 Highway 33 Improvements**  
*Highway 33 improvements include the addition of new Class II bikes lanes and lane reductions.*
- 8 O and P Street Improvements**  
*Pedestrian infrastructure improvements along O and P Streets are complemented by bike infrastructure improvements on P Street.*

**Figure 3.15 Multi-Purpose Resilience Center, Coachella**

could be a model for the community center in downtown Firebaugh. The City of Coachella is seeking state funding to create a Resilience Community Center for emergency situations. This center would also act as a hub for the community.



- Enhance the corner of 12th and O Street with a new gateway feature that would provide a sense of arrival. The new community center could provide amenities to Arthur E. Mills School and the senior housing located on P Street.
- Develop new housing such as the courtyard building shown in the illustrative plan. More housing in downtown can meet local housing needs and also help local businesses by bringing people downtown. New development can help sponsor small open spaces such as the corner plaza shown here, between the school entry and the Catholic church. Such spaces could be shared with these entities to encourage outdoor gathering.
- Develop mixed-use and small-scale apartment buildings on O Street
- Providing new retail spaces and housing opportunities on vacant or underutilized parcels will help enliven downtown.

## Streetscape and Public Realm Improvements

### O Street

O Street is envisioned as the main street of downtown Firebaugh, with pedestrian infrastructure improvements. No changes to the right-of-way are proposed.

### P Street

P Street is designated as downtown's bike-priority street, since it connects local schools, the college, and other civic buildings such as the City Hall and the Post Office with existing residential neighborhoods. The recommended modifications to P Street are shown in Figure 3.17 and include:

- A 5-foot Class II bike lane with a 3 foot striped buffer makes biking safe and enjoyable for all ages and abilities.
- Angled parking on one side of P Street is changed to parallel parking, to provide space for bike lanes.

This Study also recommends a roundabout at the intersection P and 13th Streets, shown in Figure 3.19. This improvement can lower traffic speeds, provide a safe crossing for students, and create an entry feature on the east side of downtown. The outer portion of this roundabout can be "mountable" to accommodate semi-trucks and large farming machinery.

### N Street/ Highway 33

Highway 33 is an important state route and a major vehicular arterial with significant truck traffic, that will remain. Some of the generous street width can be repurposed to better accommodate pedestrians and bicyclists, still allowing



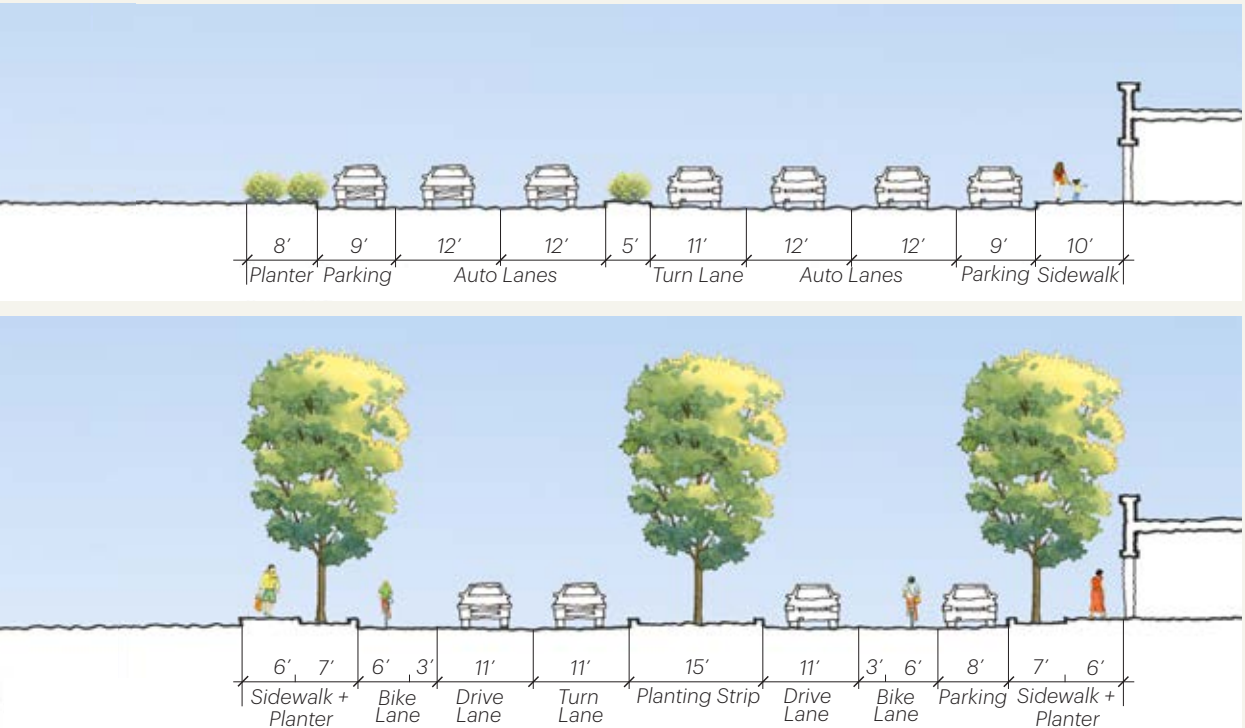
**Figure 3.16 McDermont Field House, Lindsay**

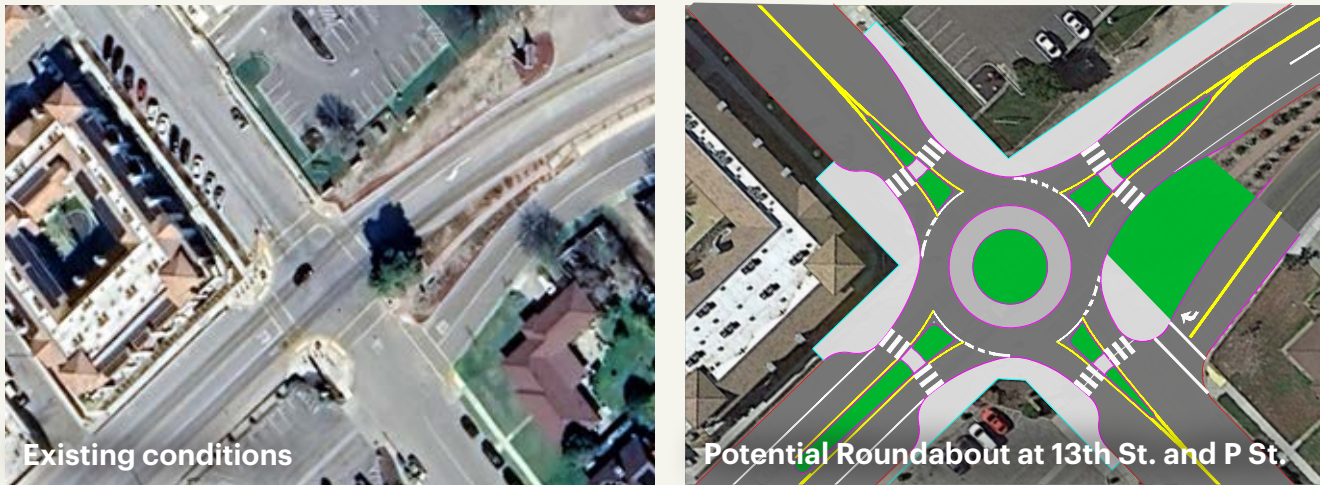
could be a model for the community center in downtown Firebaugh. This is a 172,000 square foot facility in Lindsay, CA with a fitness center, sports complex, and entertainment zone on two city blocks on Sweetbriar Avenue.

**Figure 3.17** Recommended improvements for P Street as downtown’s bike-priority street



**Figure 3.18** Recommended improvements to Highway 33 from 11th to 14th Street



**Figure 3.19** Existing street configuration and proposed roundabout at 13th Street and P Street.

one lane of travel in each direction, and a center turn lane. This can be a long-term transformation that could be eligible for Caltrans Active Transportation Program or other grant funding to build upon current improvements. Figure 3.18 shows the recommended modifications to Highway 33 between 11th and 14th Street:

- Reduce travel lanes from two in each direction and one turn lane to one lane in each direction and one turn lane.
- A 6-foot Class II bike lane with a 3 foot buffer from traffic added in each direction makes biking safer.
- Wider sidewalks with planter strips could greatly improve the pedestrian experience along Highway 33.

## Regulatory Changes

Zoning districts in this part of downtown include **C-2** and **G**. The following zoning changes will be needed for the development illustrated in this part of downtown to occur:

- The C-2 district does not allow townhouses. In order for townhouses to be built, this typology would need to be allowed as a permitted use.
- The density in the C-2 district is too low for mixed-use and multi-family

development, especially on small infill lots. The density cap will need to be raised or replaced by an alternate regulatory standard such as Floor Area Ratio (FAR) or standards to define the maximum building envelope.

- The G zoning district does not allow residential development of any kind. In order for residential development to occur, such as the courtyard building illustrated in the illustrative plan, the zone standards need to be updated or the zoning for these parcels changed to either C-2 or C-3.

The off-street parking requirements are too high. For multi-family projects, the required parking ratio is 1.5 spaces per unit. This could limit the development potential on small infill sites.



**Figure 3.20 Example roundabouts.** (Above) A roundabout in Mendota, similar to the proposed roundabout in Firebaugh, is located close to an elementary school and helps slow down traffic and enable safer crossings.

(Below) This roundabout in Kerman, completed in 2024, acts as a gateway in addition to traffic-calming.



# What Could Downtown Transformation Look Like?

## Downtown Plaza at O + 11th

**Figure 3.21 A new downtown plaza at O and 11th Streets**

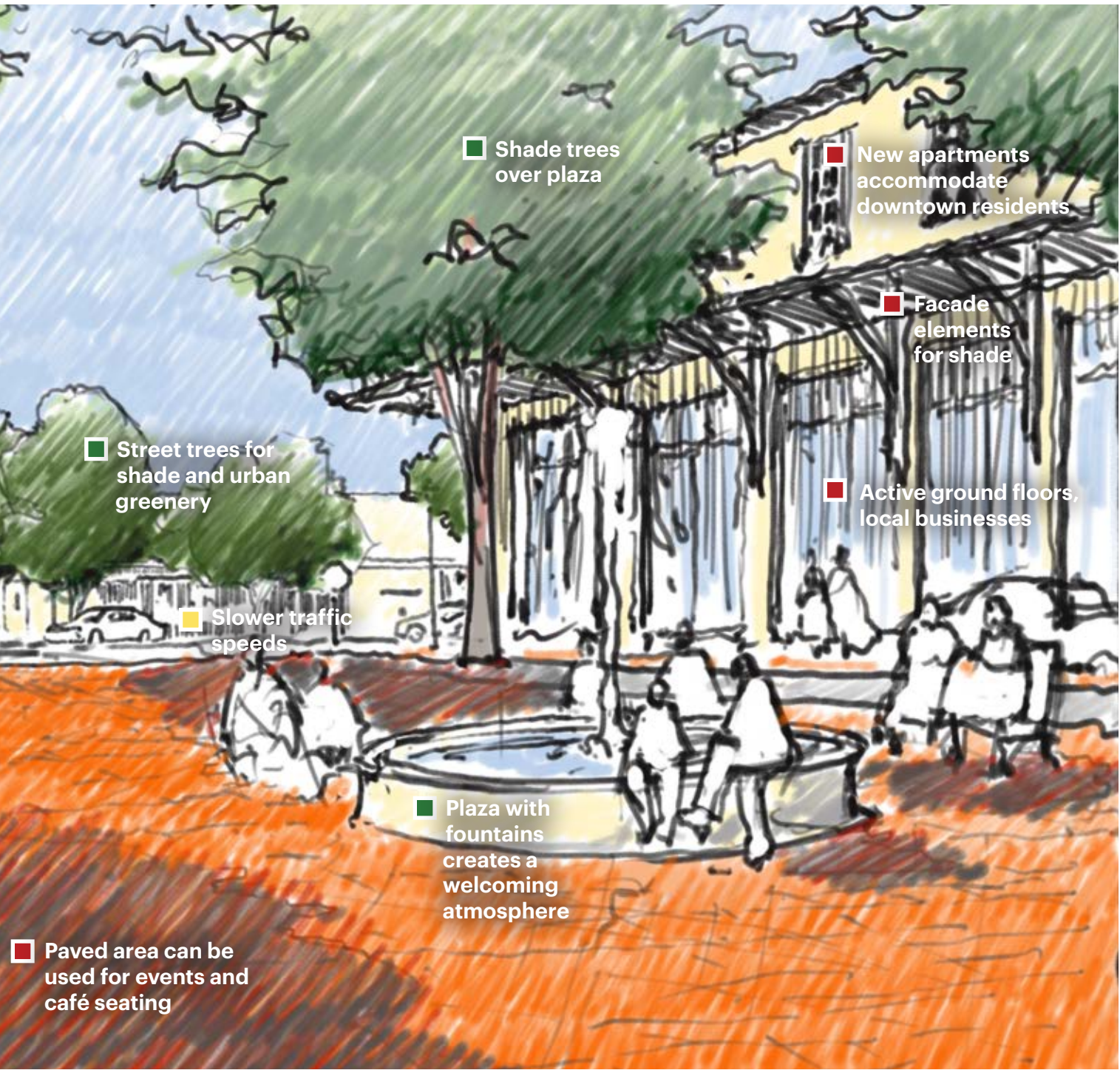
is shown in this perspective view of the corner of O Street and 11th Street; looking north-east down 11th Street.

The photograph on the top right corner of the facing page shows existing conditions at the same location.

### Types of Improvements

- Streets and connectivity
- Parks and public spaces
- New uses and activities





# What Could Downtown Transformation Look Like?

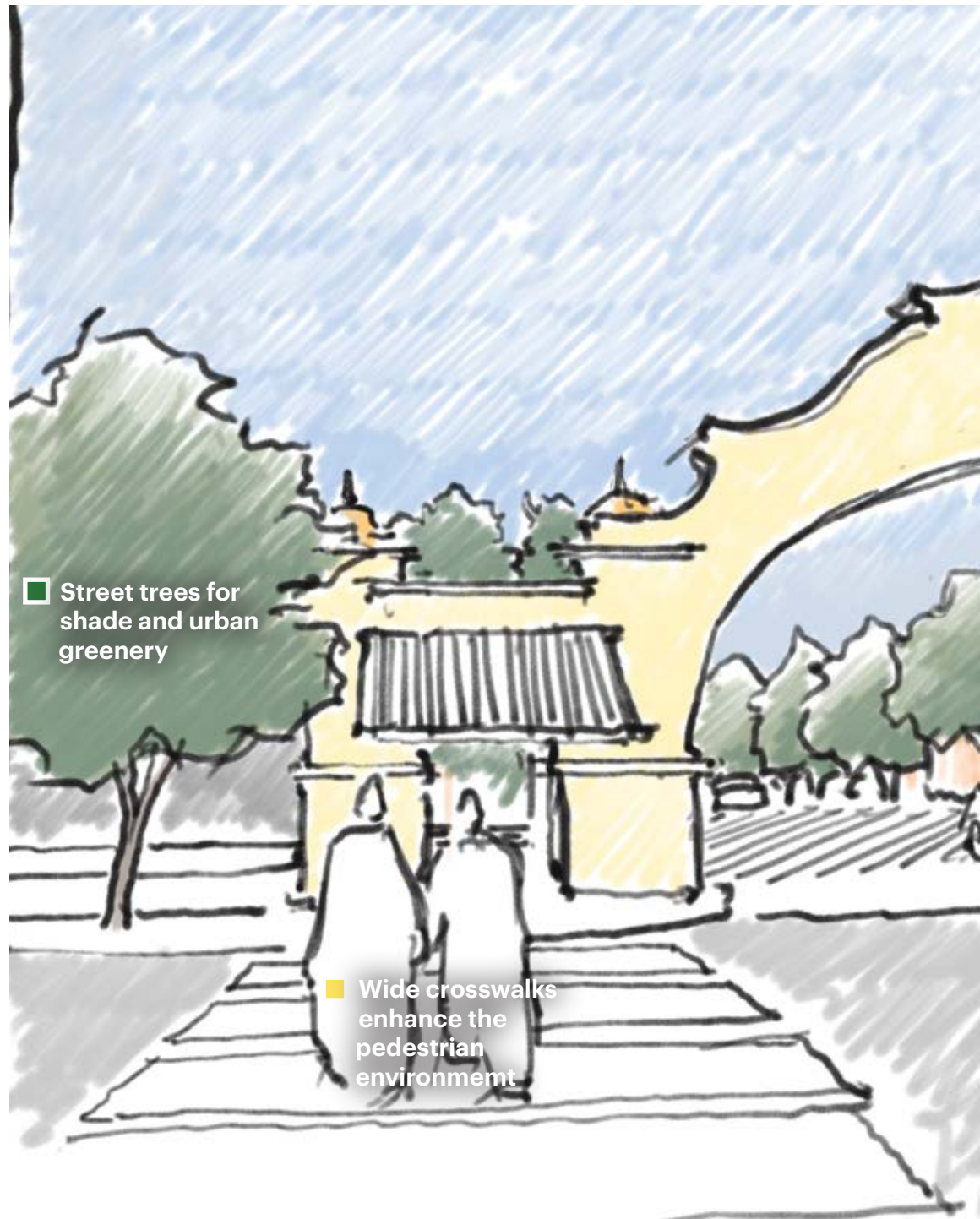
## Downtown Gateway at O + 12th

**Figure 3.22** A new downtown gateway at O and 12th Streets is shown in this perspective view of the corner of O Street and 12th Street; looking north-west down O Street.

The photograph on the top right corner of the facing page shows existing conditions at the same location.

### Types of Improvements

- Streets and connectivity
- Parks and public spaces
- New uses and activities





# North Downtown

## O Street between 8th and 9th Street



**Figure 3.23 North Downtown focus area**

**This area is an opportunity to create a new identity for downtown through public spaces, a gateway, and community amenities.**

### Identity and Role

This focus area contains 8th Street, an important entry point to downtown Firebaugh from Highway 33. Currently, there is no signage directing visitors to Firebaugh as one travels south-east on Highway 33. This presents an opportunity to create a new entry experience into downtown by using the bridge over Poso Canal as a gateway.

A large vacant parcel at this entry point on 8th Street has infill potential for a new

mixed-use development to terminate O Street and provide new retail and housing opportunities in downtown.

### Built Character and Uses

Design concepts for North Downtown are shown in the illustrative plan in Figure 3.25 on the facing page.

- Transform the bridge over the canal to create a sense of arrival through improved pedestrian and bike infrastructure and signage.

### Figure 3.24 Existing conditions

*This area of Firebaugh contains consistent street frontage and functioning local business. This area also includes the Firebaugh campus of Coalinga college, a major destination. As of 2025, State Foods Supermarket on O Street had plans to relocate to the vacant parcel at O and 8th Streets. The illustrative plan for this focus area shows a possible configuration of this supermarket expansion, also adding housing and plaza to create a mixed-use node.*





**Figure 3.25 Illustrative Plan for North Downtown**  
showing one possible build-out scenario

- 1 Highway 33 Bridge Improvements**  
*Bridge infrastructure updated with pedestrian improvements to provide a new gateway to downtown.*
- 2 Grocery Expansion**  
*Expansion of the State Foods Supermarket accommodated on the large vacant site terminating O Street.*
- 3 Residential Infill**  
*Townhouses and small multi-family buildings provide new housing options and activate the proposed public plaza in front of the grocery.*
- 4 Mixed Use Building**  
*Mixed-use building at the corner of 8th Street and O Street provides new commercial and housing options in downtown.*
- 5 9th Street Improvements**  
*Street improvements, such as changes in paving, draw people from Highway 33 to the downtown core at O Street.*
- 6 Highway 33 Improvements**  
*Highway 33 improvements includes the addition of new Class II bike lanes and lane reductions.*

- Enhance O Street by creating a mixed-use node at its terminus. This node could include residential and commercial uses, creating a new center of activity on O Street. New public spaces such as a plaza with trees could provide places for residents and shoppers to gather outdoors. A fountain, sculpture, or other public art options could provide this new public space with a distinct identity.
- Strengthen the visual connection between Highway 33 and the Firebaugh Center (Coalinga College) through street improvements along 9th Street. These improvements could support local businesses and also draw people in to experience O Street.
- Create a more pedestrian and bike-friendly environment on Highway 33

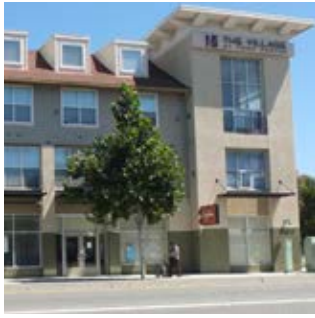
through traffic-calming measures and infrastructure improvements. These improvements could include reducing the number of travel lanes in both directions, introducing Class II bike lanes, and providing wide sidewalks with green buffers and trees to provide shade and encourage walking.

## Streetscape and Public Realm Improvements

### 8th Street

8th Street is an important connection between Highway 33 and O Street.

- Continuous sidewalks make this street more walkable for pedestrians.
- New bulb outs on 8th Street can create a safer experience for pedestrians.



**Figure 3.26 Mixed-use infill** could help provide housing and commercial space in downtown Firebaugh. Above is an example of what a mixed-use building at the corner of O Street and 8th Street could look like.

- Plant street trees to providing shading and foster a rich pedestrian experience.

### 9th Street

P Street connects Highway 33 and the Firebaugh Center.

- Strengthen the visual connection between Highway 33 and the Firebaugh Center through streetscape improvements.

### N Street/ Highway 33

This portion of Highway 33 is the main entry point to Firebaugh from the north-west.

- As envisioned in the proposed (long-term) lane reconfiguration for Highway 33, the segment of the highway adjacent to this focus area has three lanes (reduced from five) with one drive lane in each direction and a turn lane to improve access and safety.
- Wide planting strips provide opportunities for trees or other landscape elements.
- A 6-foot Class II bike lane with a 3-foot buffer makes the biking experience safer and more enjoyable.
- Wide sidewalks with a planter strip greatly improve the walking experience.

Figure 3.28 shows the recommended modifications to Highway 33 between 8th and 9th Streets.

## Regulatory Changes

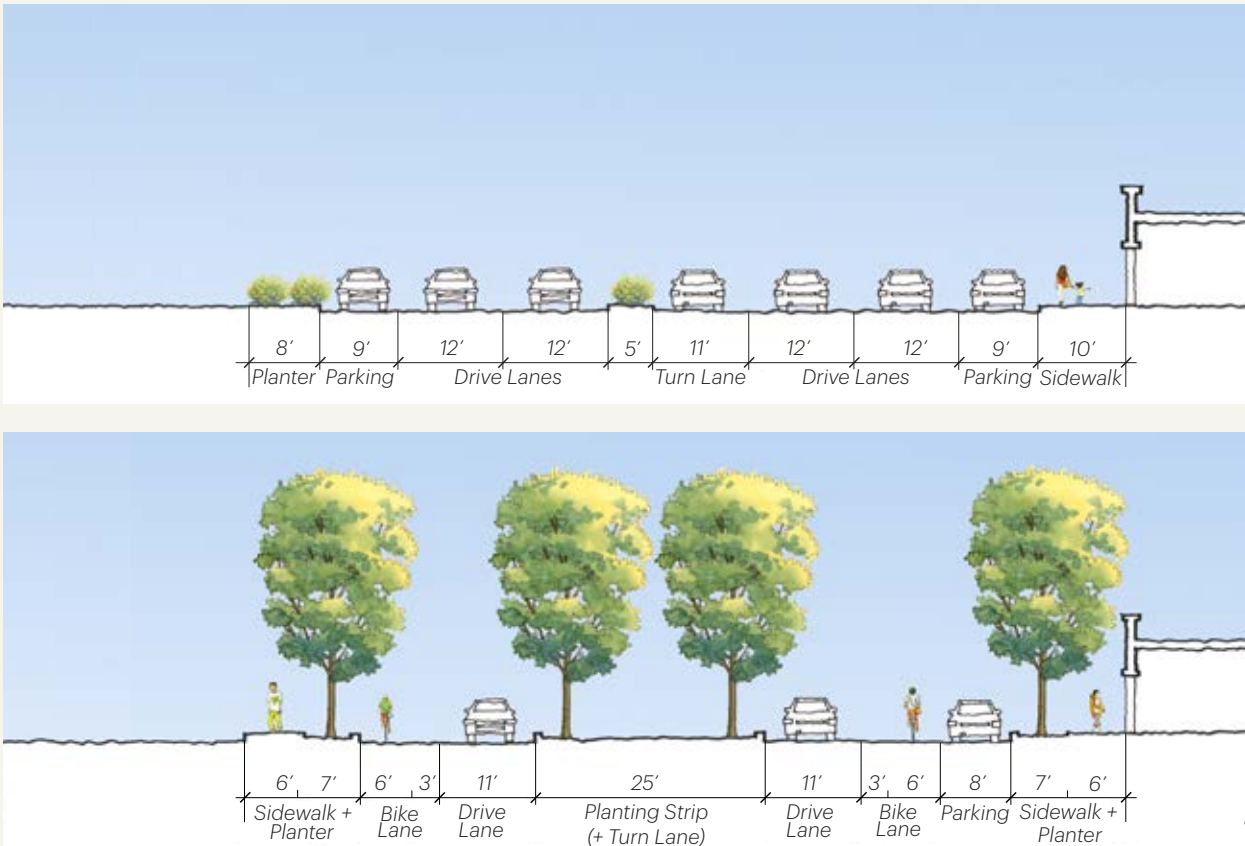
Zoning districts in this part of downtown include **C-2** and **C-3**. The following zoning changes will be needed for the development illustrated in this part of downtown to occur:

- The C-2 district does not allow townhouses. In order for townhouses to be built, this typology would need to be allowed as a permitted use.
- The density in the C-2 and C-3 districts is too low for mixed-use and multi-family developments, especially on small infill lots. The density cap will need to be raised or replaced by an alternate regulatory standard such as Floor Area Ratio (FAR).
- The off-street parking requirements for multi-family projects are high, at 1.5 spaces per unit. This can be reduced to improve project feasibility.

**Figure 3.27 Existing vacant site and an example of what the new grocery store could look like.**



**Figure 3.28** Recommended improvements for Highway 33 between 8th and 9th Streets



# What Could Downtown Transformation Look Like?

## Mixed-Use Development at O + 8th

**Figure 3.29** A new downtown commercial node terminating O Street is shown in this perspective view of the end of O Street; looking north-west down O Street.

The photograph on the top right corner of the facing page shows existing conditions at the same location.

### Types of Improvements

- Streets and connectivity
- Parks and public spaces
- New uses and activities





## 3.5 Open Space and Public Realm Strategies

**Creating a coherent system of public spaces throughout Firebaugh could improve walkability and contribute to a vibrant downtown.**

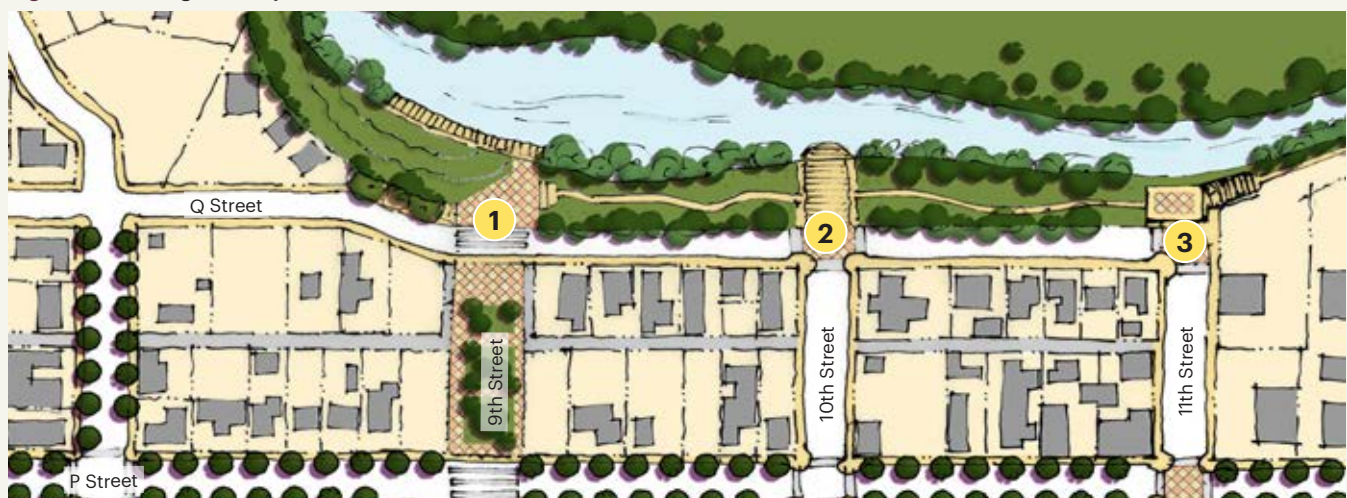
One of the key takeaways from community outreach was the desire for more open spaces in downtown and better riverfront access. As described in Section 3.4, open spaces can be integrated into development projects to enhance the public realm and attract residents and visitors to downtown.

Figure 3.30 below highlights design concepts to activate the riverfront through improved connections at 9th, 10th and 11th Streets. Grant funding can be pursued in the future to support further development of these concepts. Figure 3.31 on the facing page shows examples of open space types.

Strategies that can be considered include:

- Create pocket parks and plazas as part of downtown redevelopment projects by providing density bonus and other incentives, particularly on large parcels.
- Consider parklets along O Street to support local businesses and create places for people to gather.
- Repurpose underused parking lots and vacant parcels to create temporary pocket parks and plazas.
- Transform alleys in key locations into pedestrian paseos with lighting and paving improvements.

**Figure 3.30 Design concepts for riverfront activation**



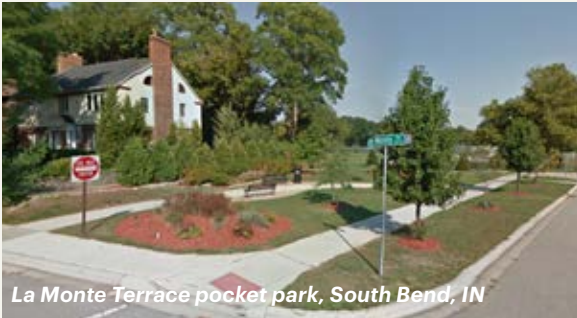
**1 Plaza with Riverside Terrace**  
Currently, it is not possible to access the river. A terrace as an extension of the plaza at 9th Street could allow fishing, boating and other recreational activities.

**2 Waterfront Stairway**  
Because of the steep topography, the river cannot be seen from the street. This stairway would allow vistas and be a point of interest.

**3 Trailhead Improvements**  
The trailhead for the Riverside Trail terminates 11th Street. Improvements can help attract downtown visitors.

**Figure 3.31 Open space types suitable for downtown Firebaugh****Pocket Plazas and Parks**

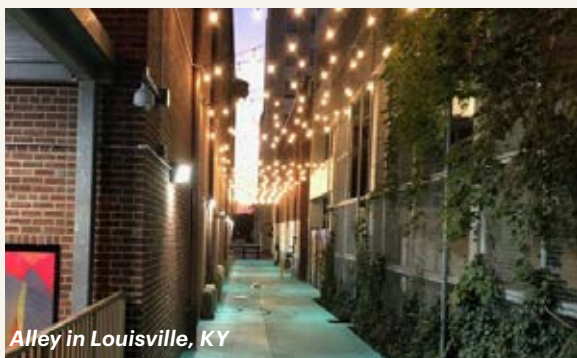
Small-scale plazas and parks, often located at street corners provide an intimate space for seating, outdoor cafés, and informal events. Pocket plazas can be incentivized at key downtown locations as part of redevelopment projects.

**La Monte Terrace pocket park, South Bend, IN****Plaza in Detroit, MI****Parklets**

Parklets are effective semi-permanent open spaces that provide a place for outdoor dining, activating the street. Parklets could be considered for O Street to support local shops and restaurants.

**Parklet in San Juan Bautista, CA****Parklet in Placerville, CA****Pedestrian Alleys**

Alleys can be improved with lighting, paving and public art to be lively places connecting pedestrian destinations.

**Alley in Louisville, KY****Alley in Anaheim, CA**





# Implementation Strategies

CHAPTER

4

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# 4.1 Overview of Plan Implementation

**This section outlines the overarching strategy for the implementation of the Study including prioritization of catalyst projects.**

## Implementation Approach

Implementation of the Community Connectivity and Downtown Revitalization Study's recommendations will be a long-term effort that will require collaboration between the City of Firebaugh, property owners, and the development community. It will be a combination of strategic catalyst projects as well as facilitating smaller-scale infill opportunities.

The Study recommends focusing on the projects outlined in Chapter Three, in the core of downtown. The Study does not recommend a rigid phasing strategy in order to provide a degree of flexibility to City staff to be able to pursue development as opportunities arise.

Public improvements will be needed to reinforce downtown's identity and attract investment. This will include measures to improve connectivity and access to downtown, traffic calming to enhance safety for pedestrians and bicyclists, as well as placemaking and wayfinding strategies.

For many of such proposed improvements, it will be practical and cost-effective to initiate a pilot project for a defined timeline to truth-test the concepts for viability, without incurring substantial upfront capital costs.

Simple implementation strategies can include:

- **Catalyst Infill Projects.** Prioritize development projects within the opportunity sites identified in Chapter Three. Such catalyst projects, supported by public realm improvements and development incentives, can lead to sustained incremental infill. The development and absorption of small projects will help to prove the market and demonstrate feasibility for larger-scale development.
- **Public Realm Improvements.** Define key public realm improvements necessary to implement the downtown vision as described in Chapter Three and assign a prioritization (high, medium, low) for each project as well as a timeline. Explore grant funding opportunities and initiate these projects in partnership with other public and/or private entities as feasible.
- **Placemaking and Tactical Urbanism.** Use short-term or temporary uses, quick-build improvements and placemaking efforts to build community support for design ideas. Figure 4.1 shows examples of such improvements.

# Short-Term and Long-Term Transformations

**Figure 4.1 Phased transformation and tactical urbanism for short-term activation**

Not all transformation needs to happen at the same time or at a large scale to have a big impact. In the near term, small, feasible improvements can provide enough change to transform a dilapidated building, street, or business into a lively, attractive hub. These small-scale transformations can be used as pilot projects to catalyze larger-scale transformation.

## Building Facades

Improving the building facade can greatly transform the pedestrian experience, such as opening up boarded windows, better signage, adding awnings and shade structures; adding a mural to a blank wall, etc.



Before



After facade improvements



Murals to improve blank facades

## Building Frontages

Improvements to the frontage (where the building meets the sidewalk) such as outdoor dining, benches, planters, paving, etc. can reclaim unused space and improve the public realm.



Before



After public realm improvements



Reclaimed space

## Pedestrian Alleys

Existing alleys can be made into attractive “pedestrian paseos” with better lighting, wayfinding signage, and murals, to attract more pedestrian activity and improve safety.



Before



After alley improvements



A “green alley”

## Events and Programming

Underutilized spaces can be used for events and activities, to build community support for downtown activation.



Before



Near-term transformation



Temporary events and activation

## 4.2 Downtown Revitalization and Economic Growth

**Downtown revitalization will need strategies that can be employed for both short-term and long-term projects in order to have balanced, sustained economic growth.**

### Overview

The following is a summary of recommended economic development strategies and actions for downtown Firebaugh in light of local conditions in the project area and the demographic and economic trends discussed in the Study's Existing Conditions Analysis report.

The strategies and actions are designed to facilitate a diverse mix of new uses in the downtown over the long-term and

help the City engage in new placemaking activities in the shorter term to activate public spaces and enhance overall quality of life, which can create new opportunities for economic development and growth.

The two key strategies are summarized below and described in the following pages.

### Overarching Strategies

The following high-level strategies are recommended for downtown Firebaugh:

# 1

#### Create and Activate Public Spaces

- Invest in wayfinding and public realm improvements in downtown.
- Develop special events programming for downtown.
- Develop art, cultural, and passive recreational programming for downtown.

# 2

#### Encourage a Diverse Mix of New Uses in Downtown

- Promote new mixed-use development projects at key opportunity sites (in the long term).
- Support new smaller residential infill projects on vacant and underutilized sites (in the near/medium/long term).

**Strategy**

# 1 Create and Activate Public Spaces

**Placemaking for a downtown district is crucial for enhancing retail sales and improving the community’s quality of life because it transforms the area into a vibrant, attractive destination that draws visitors and residents alike.**

By creating inviting public spaces, adding aesthetic elements, and ensuring the area is pedestrian-friendly, placemaking fosters a sense of community and encourages longer visits, leading to increased spending at local businesses.

Additionally, well-designed retail districts can host events, support social interactions, and provide recreational opportunities, contributing to enhanced well-being for residents and creating a thriving, dynamic community environment. Continued and expanded events programming downtown can enhance its vibrancy and reinforce the downtown’s position as a community gathering place.

## **1A. Invest in Wayfinding and Public Realm Improvements in Downtown.**

Physical improvements in downtown can both increase awareness of its offerings and improve connectivity to, from, and within downtown Firebaugh. A strong branding, signage, and wayfinding program is crucial to attract shoppers and fostering economic development. A well-defined brand can create a unique identity and experience that distinguishes downtown Firebaugh from its competitors, making it a preferred destination for consumers. This increased traffic can drive sales for local businesses, reduce vacancy rates, and enhance the area’s



**Figure 4.2 San Luis Bautista** is an example of a small town downtown that is memorable with effective, low-cost placemaking.

overall economic vitality. Additionally, a strong brand can attract new businesses and investment, further stimulating economic growth and contributing to the community's prosperity.

**Branding Assets.** Downtown Firebaugh has many assets and attributes that can be the foundation for a strong brand, including several historically significant buildings, the Firebaugh water tower at the end of 11th street, the new West Hills Community College campus, and the San Joaquin River.

**Signage and Wayfinding.** A well-designed signage and wayfinding program would reinforce the downtown brand, increase awareness of downtown's offerings, and facilitate movement to, from, and within the downtown. The design of a signage system, encompassing form, materials, and color palette should draw from Firebaugh's unique history and geography. Ideally a signage and wayfinding system design would occur as part of the design and implementation of street and sidewalk improvements, including any roundabouts.

Roundabouts also offer an opportunity to reinforce branding the district with monument signage and/or public art. Bend, Oregon, for example, has a

highly successful art program with its roundabouts and even has a "Roundabout Art Route" with online maps and the history behind the art and the artists. For more information: <https://visitbend.com/community/roundabout-art-route/>

### 1B. Develop Special Events Programming for Downtown.

In a highly competitive retail environment, commercial property owners and cities often support robust events programming to attract shoppers and enrich the community's quality of life. Downtown Firebaugh could benefit from enhanced special events programming to attract additional residents and visitors to the downtown. Given the demographics of Firebaugh and the high proportion of family households with children, additional family-oriented and youth-oriented programming could be considered.

Family-oriented programming ideas could include but not be limited to:

- Scavenger hunts for kids
- Educational workshops
- Seasonal outdoor activity center – climbing walls and trampolines
- Kids cooking classes sponsored by nearby restaurant(s)

**Figure 4.3 Placemaking**  
is a way to boost downtown identity.



- Family paint parties
- Seasonal outdoor petting zoo
- Holiday-themed children's activities

The City should work with partners to organize and promote new events, festivals, and other activities that draw crowds to downtown on a regular basis. These events can increase foot traffic, provide entertainment, and create opportunities for businesses to showcase their products and services.

Regular events can also help keep downtown vibrant and continually draw and introduce new visitors to the City. Potential new special event venues could include Riverside Park or underutilized parking lots in the commercial core of downtown.

### **1C. Develop Art, Cultural, and Passive Recreational Programming for Downtown.**

By incorporating artistic and cultural elements into an area-wide revitalization plan, the City can enhance the visitor experience, making each visit memorable and encouraging repeat visits. Art in public spaces, including alleys and private properties, can give residents and visitors a reason to come to downtown and enjoy its offerings. In many cases a

fun, distinctive artwork can become a social media moment that would put the downtown on social media in an organic, bottom-up way.

In addition to art and cultural programming, the City can incorporate other passive recreational programming elements at existing parks and open spaces such as Riverside Park near the San Joaquin River to create a more pleasant environment for residents and visitors. Overall, public art and passive recreational programming can stimulate economic growth by attracting visitors, supporting local businesses, and enhancing the area's cultural and community appeal.

## Strategy

# 2 Encourage a Diverse Mix of New Uses in Downtown

**Downtown offers several vacant and underutilized sites that present opportunities for redevelopment or enhanced place-making through activation.**

As part of a recent Downtown Mixed-Use Study, the City identified eleven sites for potential mixed-use development in the downtown. Most of the identified sites are less than half an acre in size and may be difficult to develop as mixed-use projects in the near term due to their size.

Recognizing that new mixed-use development may not be feasible on all eleven sites, this strategy recommends promoting the four largest sites as priority sites for new mixed-use projects; and supporting smaller stand-alone residential infill projects on the remaining seven sites.

### **2A. Promote New Mixed-Use Development Projects at Key Opportunity Sites (Long Term).**

The recent Downtown Mixed-Use Study identified a total of four sites that are greater than half an acre in size. The four sites are summarized in Table 4A on the facing page and should be prioritized in the long term for larger mixed-use development projects based on their size alone.

In order to ensure that the sites are available for future development, the City should evaluate data on the existing ownership of the parcels comprising the identified sites to determine whether other

land assembly strategies may be needed to enable development of these sites.

### **2B. Support New Smaller Residential Infill Projects on Vacant and Underutilized Sites (Near/Medium/Long Term).**

As discussed in the Existing Conditions Analysis report of this Study, there is significant need for more rental housing at all income levels, particularly housing suitable for large and family households, throughout the City.

In the near to medium term, the City should prioritize the development of new market-rate and affordable residential uses on smaller sites that were identified in the recent Downtown Mixed-Use Study. The sites are listed in Table 4B on the facing page.

**Table 4A. Recommended Sites for Mixed-Use Development**

Site	Address	APNs	Estimated Site Size
1	1503-1505 8th Street	008-041-12	127,700 sq. ft. / 2.9 acres
2	1135-1163 O Street	008-073-11, 008-073-10, 008-073-09, 008-073-08	30,000 sq. ft. / 0.7 acres
3	1062-1092 O Street	008-072-05, 008-072-06	22,500 sq. ft. / 0.5 acres
4	1108-1126 O Street	008-074-19, 008-074-18, 008-074-04	22,500 sq. ft. / 0.5 acres

**Table 4B. Recommended Sites for Residential Infill Projects**

Site	Address	APNs	Estimated Site Size
5	800 O Street	008-043-01	18,750 sq. ft. / 0.43 acres
6	1031-1049 O Street	008-071-10	18,750 sq. ft. / 0.43 acres
7	1001-1019 P Street	008-053-12	18,750 sq. ft. / 0.43 acres
8	1256-1262 O Street	008-076-27, 008-076-05	15,000 sq. ft. / 0.34 acres
9	1150-1170 O Street	008-074-06	11,250 sq. ft. / 0.26 acres
10	1002-1026 O Street	008-072-01	7,500 sq. ft. / 0.17 acres
11	1001 O Street	008-071-22	3,750 sq. ft. / 0.09 acres

**Figure 4.4 Examples of community-serving uses for downtown:****Above: Multi-Purpose Resilience Center, Coachella**

The City of Coachella is seeking state funding to create a Resilience Community Center for emergency situations. This center would also act as a hub for the community.

**Below: McDermont Field House, Lindsay**

This 172,000 sf facility in Lindsay, CA can be a model for Firebaugh. It is a community hub with a fitness center, sports complex, and fun zone on two city blocks on Sweetbriar Avenue.



## 4.3 Summary of Major Downtown Projects

**Table 4C. Priority Projects in Downtown**

**1** Near-term: 2025 - 2035  
Long-term: 2035 - 2045

### 1A. Infill Projects: Central Downtown

Program (based on illustrative plan + lot testing on infill sites)      65 new residential units  
18,000 SF new non-residential uses

Priority Infill Projects	Timing <sup>1</sup>	Priority
1A.1 New small-scale infill development on smaller vacant or underutilized parcels on O Street.	Long-term	Medium
1A.2 New large-scale infill development on larger vacant or underutilized parcels on O Street.	Long-term	Medium
1A.3 New mixed-use buildings framing a plaza at the intersection of 11th and O Street. Streetscape improvements such as on-street parking and trees on 11th street between Highway 33 and P Street.	Near-term	High
1A.4 New community serving facility at the corner of O and 12th Street with a small public open space.	Near-term	High
1A.5 New gateway at the corner of O and 12 Street to provide a sense of arrival to downtown.	Near-term	High
1A.6 New apartment building on P street with a plaza at the corner of 12th and P Street.	Long-term	Medium

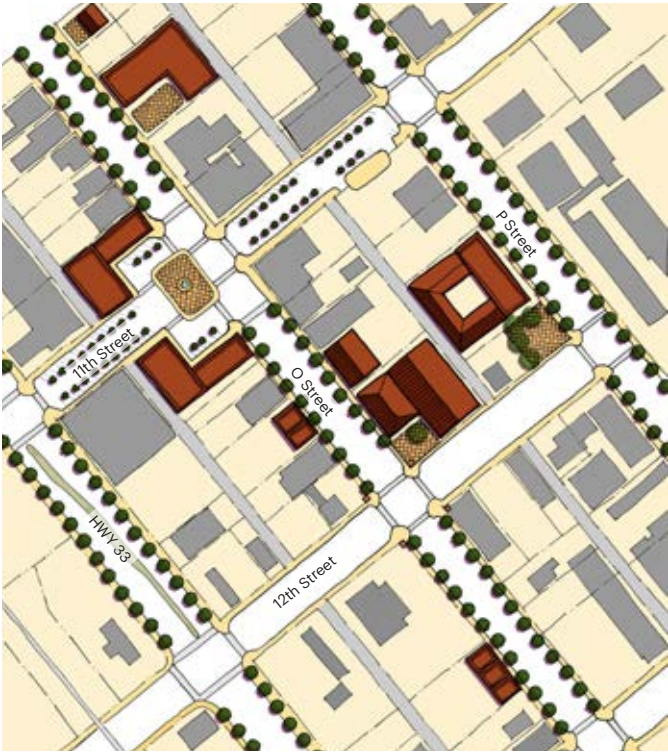
**Note:**

Most development projects listed here will occur over time, since most parcels are privately owned. The City can offer development incentives to prioritize projects. Please refer to Chapter Three for additional details.

### 1B. Infill Projects: North Downtown

Program (based on illustrative plan and lot testing on infill sites)      35 new residential units  
6,500 SF new non-residential uses

Priority Infill Projects	Timing <sup>1</sup>	Priority
1B.1 Infrastructure improvements to Highway 33 bridge over Poso canal including gateway feature.	Near-term	Medium
1B.2 Expansion of the State Foods Supermarket accommodated on the site terminating O Street.	Near-term	High
1B.3 New townhouses and other small multi-family buildings on the same site as the New State Foods Supermarket, adding housing downtown.	Long-term	High
1B.4 New mixed-use building on the corner of 8th and O Street to provide more housing and commercial uses downtown.	Long-term	Medium



**Figure 4.5 Central Downtown Priority Projects**  
Refer to Chapter Three, Section 3.4 for more information.



**Figure 4.6 North Downtown Priority Projects**  
Refer to Chapter Three, Section 3.4 for more information.

**Table 4C. Priority Projects in Downtown**

**1** Near-term: 2025 - 2035  
Long-term: 2035 - 2045

## 2. Connectivity + Bicycle/Pedestrian Infrastructure Improvements

Project/ Improvement	Timing <sup>1</sup>	Priority
<p><b>2A Highway 33 (N Street)</b></p> <p>The following recommendations are intended as a long-term iteration of the current improvements underway by Caltrans to add Class II bike lanes on Highway 33, separated from drive lanes by a two foot buffer strip.</p> <ul style="list-style-type: none"> <li>- Reduce the number of through lanes from two lanes to one lane between Yip Street and south of Saipan Avenue.</li> <li>- Provide left turn lanes at intersections.</li> <li>- Provide buffered bike lanes, parking where needed.</li> <li>- Between 11th Street and 14th Street, add a second through lane southbound at 12th Street and northbound at 13th Street, then continue these lanes to the next intersection as left turn lanes.</li> </ul>	Medium to Long-term	High
<p><b>2B Highway 33 (N Street) gateway roundabouts</b></p> <ul style="list-style-type: none"> <li>- Add roundabouts on Highway 33 at Clyde Fannon Drive and Morris Kyle Drive. Use the central islands to provide gateway signs and other features.</li> </ul>	Near-term	Medium, needs further analysis
<p><b>2C Highway 33 (N Street) sidewalk gaps</b></p> <ul style="list-style-type: none"> <li>- Connect all sidewalk gaps on the east side of N Street.</li> <li>- Construct missing sidewalks on west side.</li> </ul>	Near-term	High
<p><b>2D Highway 33 (N Street) crossing improvements</b></p> <p>Construct median refuges and rectangular rapid flashing beacons (RRFBs) at the following locations:</p> <ul style="list-style-type: none"> <li>- 10th Street</li> <li>- 11th Street</li> <li>- 15th Street</li> <li>- Midblock connecting the mobile home park to the market</li> <li>- Saipan Avenue</li> </ul>	Near to Medium-term	High, needs further analysis
<p><b>2E Roundabout on 13th Street at P Street</b></p>	Near-term	High
<p><b>2F Streetscape improvements on O Street</b></p> <p>Construct streetscape improvements on O Street between 10th Street and 13th Street and on 10th Street, 11th Street, and 12th Street between N Street and P Street, including</p> <ul style="list-style-type: none"> <li>- Curb extensions at intersections and midblock where feasible</li> <li>- Street trees, lighting, seating and shading where feasible</li> </ul>	Near-term	High

**Note:**

Proposed connectivity improvements mentioned in the Fresno County Regional Active Transportation Plan are not listed here to avoid duplication. This Study supports those improvements and the recommended projects are aligned with the Fresno County Regional ATP projects. Please refer to Chapter Three for additional details.

Table 4C. Priority Projects in Downtown				<b>1</b> Near-term: 2025 - 2035 Long-term: 2035 - 2045  <b>Note:</b> Proposed connectivity improvements mentioned in the Fresno County Regional Active Transportation Plan are not listed here to avoid duplication. This Study supports those improvements and the recommended projects are aligned with the Fresno County Regional ATP projects. Please refer to Chapter Three for additional details.
2G	<b>Streetscape improvements on 9th Street</b> Pedestrian infrastructure improvements along 9th Street such as repaving the street and lighting.	Long-term	Medium	
2H	<b>Downtown bicycle lanes</b> Restripe the following streets to implement on-street bicycle lanes. Use painted buffers if width allows. <ul style="list-style-type: none"> <li>- Clyde Fannon Drive from Dodderer Street to Highway 33</li> <li>- P Street from Clyde Fannon Drive to 16th Street</li> <li>- 16th Street from P Street to O Street</li> <li>- O Street from 16th Street to Saipan Avenue</li> <li>- Saipan Avenue from O Street to Highway 33</li> <li>- Landucci Drive from Saipan Avenue to Morris Kyle Drive</li> <li>- Morris Kyle Drive from Landucci Drive to Highway 33</li> </ul>	Near to Medium-term	High	
2I	<b>San Joaquin River Trail</b> Construct two critical segments of the path: <ul style="list-style-type: none"> <li>- From the current southern end of the path near River lane to Birch Drive.</li> <li>- From 7th Street to Maldonado Park, including the bridge over Poso Canal.</li> </ul>	Medium-term	Medium	

## 4.4 Zoning Recommendations

**Table 4D. General Zoning Recommendations**

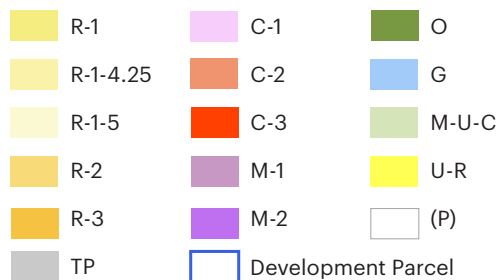
Reference	Standard	Recommendations
25-23.2	Permitted uses in C-2	Allow single-family attached in C-2 as a permitted use.
25-23.6 (C-2); 25-25.5 (C-3)	Maximum height in C-2 and C-3	Allow an additional story in the C-2 and C-3 zoning districts. The current standards allow 35' which can easily accommodate a third story.
25-19.6	Maximum density for multi-family development	Raise the maximum density for multi-family developments. The current standard is 1 du per 1,500 sf of lot area (29 du/ac). This maximum density may not be high enough to accommodate dense infill developments on small lots in downtown Firebaugh.
25-41.3	Maximum density for mixed-use development	Raise the maximum density for mixed-use developments. The current standard for residential development is 1 du per 1,500 sf of lot area (29 du/ac). This maximum density may not be high enough to accommodate dense infill developments on small lots in downtown Firebaugh.
25-19.6	Minimum lot size for multi-family development	Reduce the minimum lot for multi-family development in order to accommodate infill projects on smaller sites.
25-45.3	Off street parking	Lower the off-street parking requirements for multi-family from 1.5 spaces per unit to 1 space per unit.

**Table 4E. Site Specific Zoning Recommendations**

Site #	Address	Recommendation
7	1001-1019 P Street	Rezone this site from the G district to either the C-2 or C-3 district in order to allow multi-family or mixed-use development.



**Figure 4.7 Existing zoning in the project area and development parcels identified in the downtown market study as potential opportunity sites**



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## 4.5 Funding Opportunities for Infrastructure Improvements

**The following section outlines various funding sources and financing mechanisms that may be utilized to finance the public improvements that are identified in this Study.**

Many of the funding sources described below are unpredictable due to uncertainty about the availability of funding from various grant programs, the level of funding that will be available, outcomes from future negotiations with developers, and other factors. Therefore, the funding strategy must remain flexible and adaptable, in order to adjust to changes over time.

Funding for public improvements can accrue on either a one-time basis (e.g., grants, payments from developers) or on an ongoing basis (e.g., annual property assessments). There may be a mismatch between the timing for the availability of funds from certain revenue sources and when it will be necessary to pay certain costs, so that public improvements can be developed and ready when needed to serve new development. Often, it is necessary to “front load” development of public improvements, meaning that the improvements must be built in advance of the development that will ultimately benefit from them and generate the revenues that will help to pay for them. To address this, municipalities employ various debt financing tools to obtain necessary funds early in the development process, with the debt to be paid off over time by the development that is served.

Many of the improvements identified in the Plan not only benefit new development but will also benefit existing development.

The infill and redevelopment activity anticipated in the economic development strategy calls for an approach to funding that is different than the typical approach to funding public improvements in a “greenfield” area, where new development is essentially responsible for all of the costs of new public improvements. It will be necessary to identify funding sources that do not rely exclusively on new development, including allocating costs between new development and existing development to the extent feasible and pursuing outside funding opportunities that do not rely on new development for revenues.

The following is a discussion regarding the types of funding sources and financing mechanisms that the City could potentially use to finance new public improvements in the downtown.

### **City General Fund and General Government CIP Fund**

The General Fund is the main operating fund for the City and is the least restrictive of all potential funding sources. The use of General Fund monies is at the discretion of the City Council. Major sources of revenue for the City’s General Fund include property taxes, sales and use tax, and transient occupancy tax. Subject to the need to balance many budgeting needs, the City Council could decide to allocate

funds from the General Fund to finance any of the desired implementation items.

### **Existing City Development Impact Fees**

The City of Firebaugh's Development Fee Program establishes the relationship between contemplated new development, facilities needed to serve new development, and the estimated costs of those improvements. The purpose of the fees, sometimes also referred to as AB 1600 fees, is to finance public facilities to mitigate the impacts caused by new development. These capital improvement impact fees are adopted pursuant to California Government Code Section 66000, et. seq.

The City may be able to fund some of the downtown improvements using revenue from the City's existing development impact fees. The Development Fee Program is updated periodically to ensure that required facilities are adequately funded and costs are apportioned to the various types of new development. The updated Development Fee Program information is used to determine the amount of fees available for the funding of proposed projects, and could be amended to include public improvements identified for the downtown study area that create city-wide benefits.

However, impact fees can only address the need for improvements that are attributable to the impacts caused by the projects paying these fees, meaning that other funding sources will be needed to address existing unmet needs or needs inconsistent with the improvements that the existing development's impact fees are intended to address.

### **Development Agreements**

For discretionary projects, a Development Agreement is a voluntary but binding contract between a property owner

and the jurisdiction that outlines the rules and conditions for development. Structured negotiations between cities and developers are often conducted to obtain desired improvements in exchange for development rights through the development agreement process. To the extent that new developments in downtown are subject to development agreements, the City may have opportunities to work with developers to include terms in development agreements that would require the provision of certain improvements.

The extent to which a new project can contribute to the provision of infrastructure depends on the project's specific economics, including the relationship between development costs and the revenues that the developer would collect from either leasing or selling the completed development.

### **Business Improvement District or Property-Based Business Improvement District**

A Business Improvement District (BID) is a common type of self-taxing Special Assessment District that assesses business and/or property owners to fund maintenance, marketing, and other activities, including additional public services or improvements. Property owners within a BID agree to pay an additional property levy to fund improvements or services within that assessment district.

To establish a BID, the City must adopt a resolution of intention. The BID is established if the resolution of intention is not protested by a majority of the affected taxpayers. Once formed, the BID is limited to those types of improvements or activities that were specified upon formation. A standard BID assesses the businesses located within the district. A property-based business improvement

district (PBID) assesses the owners of property within the district. Although not common, BIDs and PBIDs can be established in overlapping areas.

Revenues from a BID or PBID could be used to guarantee issuance of a bond that could fund more significant improvements, such as signage and wayfinding, streetscape improvements, and parking and parking management improvements. To the extent that revenue exceeds that which is necessary to support debt service on bond issuance, surplus revenue could also be used to support ongoing maintenance of infrastructure and improvements, as well as for assorted programming, in downtown. Prior to forming a BID or PBID, the City should assess the ability of the affected parcels to support an additional assessment without imposing undue economic strain.

### **Community Facilities District**

State law (Mello-Roos Community Facility Act of 1982) enables local governments to establish special districts in which a special tax is levied to generate money to pay for public improvements and services. The district can also issue bonds that are secured with liens against the participating properties, repaying the bonds with annual special tax proceeds, or the revenue can be used to fund improvements or services on a pay-as-you-go basis.

Mello-Roos Community Facility District (CFD) formation may be initiated by the City Council or by property owner petition. Because CFD levies are considered a special tax, district formation requires approval of either two-thirds of the registered voters (if there are more than 12 registered voters living in the area) or two-thirds of the affected property owners (if there are 12 or fewer registered voters). As opposed to a Special Benefit Assessment District, a Special Tax District does not

have to allocate the burden of the levy among property owners strictly on the basis of proportional benefit, meaning there is greater flexibility to structure the levy to meet project funding needs. A key consideration in establishing a CFD is the degree to which the participating properties could support an additional tax levy without imposing undue economic strain.

### **Landscaping and Lighting Assessment District**

A landscaping and lighting assessment district (LLAD) is a type of special district established by a local government to finance the costs of landscaping and lighting in public areas. Revenues are most often used toward the installation and maintenance of landscaping, statues, fountains, general lighting, traffic lighting, recreational and playground equipment, and public restrooms.

Revenues can also be used to back revenue bonds, which can fund acquisition of land for parks and open space, as well as the construction of community centers, auditoriums, and other similar public uses. By law, the levy associated with a LLAD cannot be tied to the value of land or improvements but must be established using a “benefit formula” that allocates benefits and costs to providing service to each parcel. A majority vote is required to establish a LLAD, as well as to increase the assessment rate. Prior to forming a LLAD, the City should assess the ability of the affected parcels to support an additional assessment without imposing undue economic strain.

### **Enhanced Infrastructure Financing Districts (EIFDs)**

Enhanced Infrastructure Financing Districts (EIFDs) are a funding mechanism that was signed into law to serve as a post-redevelopment tool in 2014. The

purpose of EIFDs is to finance a wide array of infrastructure projects with “community-wide significance,” from parks and brownfield remediation to transit improvements and affordable housing.

An EIFD can be created by a city, county, or joint powers authority to fund specific infrastructure and economic development projects. EIFDs can also leverage multiple funding streams to achieve these goals — including tax increment, assessment revenues, user fees, and other sources such as state and federal grants. An EIFD can be established without voter approval and does not require an affordable housing set-aside. EIFDs may not issue debt without a 55 percent vote of the District’s registered voters, nor can revenues be used to fund ongoing maintenance and operations.

An important consideration in the formation of an EIFD is how much revenue could be generated, based on the portion of the property tax increment that the City controls, and how much of that increment could be dedicated to funding project area improvements versus the amount that is needed to fund increases in ongoing General Fund operations and maintenance costs for various City services that the downtown area will also need.

## Grants

Grants are available from a variety of public agencies and private foundations. Because there is uncertainty about the availability of funding from various grant programs, including future grant programs which are not known at this time, the level of funding that will be available from grants is unpredictable. A key role for the City will be to monitor and pursue grant opportunities for study area improvements, including grants addressing storefront and streetscape improvements, pedestrian/bicycle/

micromobility transportation, infrastructure improvements, and sustainable/livable communities.

Potential sources of grant funding are described below. It should be noted that this list of funding opportunities should not be considered exhaustive and may be subject to change over time.

### ■ Affordable Housing and Sustainable Communities (AHSC) Program.

The California Strategic Growth Council administers the Affordable Housing and Sustainable Communities (AHSC) program to provide affordable housing and transportation infrastructure funding for transit-oriented development and related infrastructure projects that reduce greenhouse gas (GHG) emissions.

Eligible projects may include affordable housing developments; active transportation improvements, such as sidewalks, paths, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that demonstrate improvements to connectivity and accessibility of jobs and housing, increase options for mobility, reduce air pollution, and encourage infill development.

### ■ Active Transportation Program (ATP).

The Caltrans Active Transportation Program (ATP) consolidates funding from various transportation programs at both the state and federal level, including the federal Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and Safe Routes to School program. The purpose of the ATP is to encourage and increase use of active modes of transportation, including walking and biking, as well as the safety and mobility of non-motorized users. Eligible projects may include

infrastructure projects, such as capital improvements; non-infrastructure projects, such as education, encouragement, and enforcement activities; combination projects, such as those that combine infrastructure and non-infrastructure projects; and transportation plans located in disadvantaged communities, such as community-wide bicycle, pedestrian, safe routes to school, or other active transportation plans.

■ **Federal-Aid Highway Programs.**

Caltrans receives federal funds for several major highway grant programs that provide funding for local transportation improvements and other related projects:

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).**

The CMAQ program provides funding for projects and programs that reduce emissions and improve air quality to help meet the requirements of the Clean Air Act (CAA). Examples of eligible projects include electric vehicles and charging stations, transit improvements, bicycle and pedestrian facilities, shared micromobility projects, and travel demand management programs

- **Surface Transportation Block Grant Program (STBG).** The STBG program is a flexible program that may be used for many types of projects and activities, including planning, operational improvements, recreational trails, bridge and tunnel projects, pedestrian and bicycle infrastructure, wetlands mitigation, and transit capital projects

- **Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Formula Program.** The PROTECT Formula program was established to provide funding for projects that seek to strengthen surface transportation's resiliency to natural hazards, including

climate change, sea level rise, flooding, extreme weather events, and other natural disasters. Eligible projects include planning activities, resilience improvements, community resilience and evacuation route activities, and at-risk coastal infrastructure.

- **Highway Safety Improvement Program (HSIP).**

The HSIP program was established to fund roadway safety improvements that significantly reduce traffic fatalities and serious injuries on public roads. Examples of eligible projects include pedestrian crossing enhancements, intersection improvements, roundabouts, guardrail upgrades, and bike safety improvements. To be eligible for HSIP funds, an agency must prepare a Local Roadway Safety Plan (LRSP) or an equivalent document to analyze roadway safety issues in the community and identify implementation strategies and projects to address the needs and problems identified in the LRSP.

- **Safe Streets and Roads for All (SS4A) Grant Program.**

The Safe Streets and Roads for All (SS4A) Grant Program provides funding for two types of grants to advance roadway safety in local communities: planning and demonstration grants and implementation grants. Planning and demonstration grants provide funding to support the development of a LRSP or Comprehensive Safety Action Plan. Implementation grants provide funding to carry out the strategies and/or projects identified in the LRSP or Action Plan. Eligible implementation grant projects include intersection improvements, education initiatives, safety technologies and strategies, speed management strategies, pedestrian safety enhancements, and Complete Streets planning and implementation improvements. A local match of no less than 20 percent of the

total project cost is required for all SS4A grant funds.

■ **Community Development Block Grant.** The Community Development Block Grant (CDBG) program provides annual grants on a formula basis to states, cities, and counties. Fresno County is the Urban County entitlement participating jurisdiction that receives CDBG funding under the entitlement program administered by the U.S. Department of Housing and Urban Development (HUD).

The County's Urban County Entitlement Program currently includes eight smaller partner cities, including Fowler, Kerman, Kingsburg, Mendota, Orange Cove, Reedley, Sanger, and Selma. Although the City of Firebaugh has elected not to participate in the County consortium, the City may apply for CDBG funds through the state CDBG program which is administered by the California Department of Housing and Community Development. CDBG funds can be used to support a wide array of public services and infrastructure improvements in the study area, as long as they provide benefits to low- and moderate-income persons, prevent or eliminate slums or blight, or help to remediate urgent threats to the health or welfare of the community for which other funds are not available.

### Low-Interest Infrastructure Loan Programs

The City could consider applying for funds from a variety of low-interest loan programs that provide funding for infrastructure projects. Potential sources of low-interest loan funding are described below. It should be noted that this list of funding opportunities should not be considered exhaustive and may be subject to change over time.

■ **Infrastructure State Revolving Loan Fund (ISRF).** The California Infrastructure and Economic Development Bank (I-Bank) manages the Infrastructure State Revolving Fund (ISRF) program to provide loans to public agencies and non-profits for a wide variety of public infrastructure and economic expansion projects. Eligible project categories include rehabilitation of city streets, rehabilitation and/or replacement of water and wastewater treatment facilities; new parks and recreational facilities; flood control measures; educational, cultural, and social facilities; goods movement related infrastructure; and expanded public transit.

■ **Clean Water State Revolving Fund (CWSRF).** The Clean Water State Revolving Fund (CWSRF), similar to the DWSRF, provides low-cost financing to protect California's waters from pollution. CWSRF provides below-market interest rates, 30-year financing, loan forgiveness, and is compatible with other funding sources. A wide range of projects, from treatment works to stormwater management to water conservation, are eligible.

■ **U.S. Department of Agriculture (USDA) Rural Community Facilities Programs.** The U.S. Department of Agriculture (USDA) administers loan, grant, and loan guarantee programs to support essential community facilities and infrastructure in rural communities such as Firebaugh. Examples of community facilities include health care facilities, public facilities, street improvements, educational facilities, public safety services, and community support services such as child care centers, community centers, or fairgrounds. Local food systems such as community gardens, food pantries, community kitchens, food banks, etc. are also eligible for funding.





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TO: Mayor Freddy Valdez and Council Members  
FROM: Benjamin Gallegos, City Manager  
DATE: February 18, 2025  
SUBJECT: Final Map and a Subdivision Improvement Agreement with Habitat for Humanity Fresno Inc., for Development of Tract 6477

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**RECOMMENDATION:**

The council receives public comment & approve Resolution No. 25.03.

**HISTORY:**

The City of Firebaugh approved the tentative map for Tract 6477 on December 4, 2023, via Resolution 23-49. This approval came with conditions, notably the construction of streets, parking, and public improvements. At this time Habitat for Humanity Fresno, Inc would like to enter into an agreement with the City of Firebaugh to complete tract 6477 and subdivision improvements.

**REFERENCE MATERIALS ATTACHED:**

Resolution No. 25-03 – Final Map and a Subdivision Improvement Agreement with Habitat for Humanity Fresno, Inc. for Development of Tract 6477.

**RESOLUTION NO. 25-03**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH  
APPROVING THE FINAL MAP AND A SUBDIVISION IMPROVEMENT  
AGREEMENT WITH HABITAT FOR HUMANITY FRESNO, INC. FOR  
DEVELOPMENT OF TRACT 6477**

**WHEREAS**, Tentative Tract 6477 was approved by the City Council of the City of Firebaugh on December 4, 2023 through passage of Resolution 23-49; and

**WHEREAS**, the conditions imposed within the tentative subdivision map for Tract 6477, approved by the City Council of the City of the City of Firebaugh on December 4, 2023 through passage of Resolution 23-49 require construction of certain street, parking areas, and public improvements within the boundaries of said subdivision map;

**WHEREAS**, the City has reviewed the final submittals for HABITAT FOR HUMANITY FRESNO, INC. (“Subdivider”), including the proposed Final Map, and has determined that the required public improvements are yet to be completed and the City Engineer has reviewed the Final Map as to form for the subdivision of land and required dedications; and

**WHEREAS**, the Subdivider wishes to enter into an Agreement for the Construction of Improvements for the San Joaquin Villas subdivision (“Agreement”) and record the Final Map. The Agreement will require the Subdivider to complete the improvements within a timely manner; and the improvements will be subject to a performance security and a payment security; and

**WHEREAS**, the Agreement (attached as Exhibit “A”) has been prepared to document the conditions of approval, requirement improvements, and security for the development of Tract 6477.

**NOW THEREFORE, IT IS HEREBY RESOLVED**, by the City Council of the City of Firebaugh that:

1. The Agreement for the Construction of Improvements for the San Joaquin Villas subdivision, Tract 6477, is hereby approved, and the City Manager is authorized to sign the agreement and any required documents on behalf of the City. The Agreement shall be recoded upon execution by both the City and Subdivider.
2. The Final Map for Tract 6477 is hereby approved and shall be recorded upon the execution of the Agreement for the Construction of Improvements for the San Joaquin Villas subdivision by both the City and Subdivider.
3. The City of Firebaugh will accept all public improvements for Tract 6477 once completed to the satisfaction of the City of Firebaugh.

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Firebaugh held on the 18th day of February 2025, by the following vote, to wit:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**APPROVED:**

**ATTEST:**

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Freddy Valdez, Mayor

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Rita Lozano, Deputy City Clerk

**RECORDING REQUESTED BY AND  
WHEN RECORDED RETURN TO:**

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SPACE ABOVE THIS LINE FOR RECORDER'S USE

Fee Waived Per Section 27383 & 27388.1 (a)(2)(0) of the Government Code

**AGREEMENT FOR THE CONSTRUCTION OF IMPROVEMENTS  
FOR THE SAN JOAQUIN VILLAS SUBDIVISION**

This Agreement for the Construction of Improvements for the San Joaquin Villas Subdivision ("Agreement") is made and entered into this \_\_\_ day of February, 2025, by and between the CITY OF FIREBAUGH, a municipal corporation of the State of California, ("City"); and HABITAT FOR HUMANITY FRESNO, INC., a California public benefits corporation ("Subdivider"), with City sometimes referred to herein individually as a "party" and collectively with Subdivider, as the "parties", with reference to the following facts and recitals:

**RECITALS**

WHEREAS, Subdivider is subdividing that certain tract of land located on the east side of State Highway 33, approximately 1,780 feet north of Clyde Fannon Road known as the San Joaquin Villas, recorded on \_\_\_\_\_, in Book \_\_\_\_, Pages \_\_\_\_ through \_\_\_\_\_, as Document Number \_\_\_\_\_ in the Fresno County Records, situated in the City of Firebaugh, County of Fresno, State of California, such subdivision referred to as the San Joaquin Villas Subdivision ("Subdivision"); and

WHEREAS, a final map for said Subdivision (Tract 6477) has been filed with the City Clerk of the City of Firebaugh for presentation to the City Council for its approval, which map is hereby referred to herein and by said reference incorporated herein; and

WHEREAS, the conditions imposed within the tentative subdivision map for San Joaquin Villas Subdivision, approved on December 4, 2023 by the Firebaugh City Council, require the Subdivider to construct certain street, parking areas, and public improvements within the boundaries of said final map; and

WHEREAS, the conditions imposed on the tentative map for San Joaquin Villas, approved on December 4, 2023 by the Firebaugh City Council remain in full force and effect; and

WHEREAS, Subdivider has requested approval of said final subdivision map, prior to the construction and completion of the improvements required pursuant to the conditions of approval;

all in accordance with and as required by the plans and specifications for all or any part of said improvements in and within the limits of said Subdivision; and

WHEREAS, the Firebaugh City Council's approval of said final subdivision map and acceptance of the dedications therein offered are subject to and on the condition precedent that Subdivider first enter into and execute this agreement with the City, and provide the City with such bonds, improvement securities, monies and all other things as required herein and/or as required by the City.

NOW, THEREFORE, in order to ensure satisfactory performance by Subdivider of Subdivider's obligations under Section 57 of Chapter 25 of the Firebaugh Municipal Code and the Subdivision Map Act of the State of California relating to regulations and standards for the subdivision of lands in the City and for the preparation and presentation of subdivision maps thereof, the parties do hereby agree as follows:

1. Construction of Subdivision Improvements. Subdivider agrees to cause all of the improvements to be made and constructed in the Subdivision to fully comply with the requirements of the City of Firebaugh Municipal Code and the Subdivision Map Act of the State of California according to the Construction (Improvement) Plans for Tract 6477 ("Work") approved by the City Engineer of City ("City Engineer"). Subdivider agrees to pay for any materials, provisions, provender or other supplies used in, upon, for or about the performance of the Work, including without limitation, the costs identified in the Engineer's Cost Estimate attached hereto and made a part hereof and identified as Exhibit "A" to this Agreement. Subdivider agrees to the amount thereof and agrees to pay, when due, all amounts identified therein, including without limitation, all contingency fees identified therein.

Subdivider agrees to complete the Work on or before twenty-four (24) months from the date of this Agreement; provided, however, that the City Manager of City ("City Manager") is hereby authorized to extend the time within which the Work shall be completed for additional periods not to exceed six (6) months each, or a maximum of eighteen (18) months, in his or her sole discretion, if the City Manager is of the opinion that granting the extension will not be detrimental to the public welfare. No such extensions shall be made except upon the basis of a written application made by Subdivider, stating fully the grounds of the application and the facts relied upon for such an extension.

The Work is scoped and described in scoped and described in the Engineer's Cost Estimate, Exhibit A attached hereto. Said Work includes: the demolition and replacement of gutters, driveway and street improvements, construction of parking areas on Outlots A, F and G, and all other work, improvements or construction required in the above referenced plans and specifications and all appurtenances reasonably necessary to complete the aforementioned improvements.

Any Work required under this Agreement and not mentioned in the abovementioned specifications shall be constructed in accordance with "current" Standard Specifications of the City, the San Joaquin Unified Air Pollution Control District and those of other agencies identified in the Tentative Subdivision Map Conditions of Approval insofar as they apply.

2. Security.

a. Subdivider shall file with this Agreement two improvement securities with comply with California Government Code section 66499, *et seq.* to guarantee the faithful performance of this Agreement, including without limitation, the construction of the Work. Each security shall be in the amount of 100% of the total estimated cost of the Work as determined by the City Engineer which amount is the sum of Seventy-Three Thousand Three Hundred Thirteen and 87/100 Dollars (\$73,313.87). One improvement security shall secure faithful performance of this Agreement as required by California Government Code section 66499.3(a) (the “faithful performance” security). The second improvement security shall secure faithful performance of this Agreement as required by California Government Code section 66499.3(b), securing the obligations in Title 1 of California Civil Code (commencing with § 8000) of Part 6 of Division 4 for payment to the contractor, or the contractor’s subcontracts, and to persons renting equipment or furnishing labor or materials to them for the Work (the “payment security”).

b. Subdivider shall also file with this Agreement a “guarantee and warranty security” in the amount of 10% of the City Engineer’s estimated cost of the Work to guarantee and warrant the Work for a period of one (1) year following its completion and acceptance against any defective work or labor done, or defective materials furnished, as required by California Government Code section 66499(a)(5).

c. Any bonds submitted as security pursuant to this section shall be executed by a surety company authorized to transact a surety business in the State of California. All required securities must be in a form approved by the City Attorney of City.

3. Indemnity and Hold Harmless. Subdivider shall indemnify and hold harmless City and all officials, officers, agents, representatives and employees thereof from any and all loss, damage, claims, damages or liability of any whatsoever kind or character, in any way arising out of or in any way resulting from Subdivider, Subdivider’s independent contractors, employees, representatives, and agents performance or nonperformance of its duties and obligations under this Agreement, or Subdivider’s negligence, recklessness, or willful misconduct in the performance of work hereunder, or its failure to comply with any of its obligations contained in this Agreement, except such loss or damage caused by the sole negligence or willful misconduct of the City. Subdivider shall, at his or her own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against City, its officials, officers, agents, representatives and employees, on any claim or demand, of any nature whatsoever, and pay or satisfy any judgment that may be rendered against City, its officials, officers, agents, representatives and employees, in any such action, suit or legal proceedings, resulting from Subdivider or Subdivider’s independent contractors, employees, representatives, agents, and invitees’ performance or nonperformance of their duties and obligations under this Agreement, or from the negligent act or omission of themselves, their agents, contractors, servants, or employees or of City, save and except the sole active negligence of City. It is expressly understood and agreed that the foregoing provisions are intended to be as broad and inclusive as is permitted by the law of the State of California and will survive termination of this Agreement.

4. Insurance. Without limiting Subdivider's indemnification of City, and prior to release of said final Subdivision map and as a condition precedent of the recordation thereof, Subdivider shall obtain, provide, and continuously maintain at its own expense during the term of the Agreement, insurance policies as outlined in this Paragraph 4.

a. *Minimum Scope and Limits of Insurance.* Subdivider shall maintain limits no less than:

i. Commercial General Liability (including operations, products and completed operations) \$1,000,000 per occurrence, \$2,000,000 general aggregate, for bodily injury, personal injury and property damage, including without limitation, blanket contractual liability. Coverage shall be at least as broad as Insurance Services Office (ISO) Commercial General Liability coverage form CG 00 01. General liability policies shall be endorsed using ISO forms CG 20 10 and CG 20 37 to provide that the City and its officers, officials, employees and agents shall be additional insureds under such policies.

ii. Worker's Compensation as required by the State of California and \$1,000,000 Employer's Liability per accident for bodily injury or disease. Contractor shall submit to the City, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of the City, its officers, agents, employees, and volunteers.

b. *Maintenance of Coverage.* Subdivider shall procure and maintain, for the duration of this Agreement, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Work hereunder by Subdivider, its contractor, agents, employees, subcontractors or subconsultants.

c. *Proof of Insurance.* Subdivider shall provide to the City certificates of insurance and endorsements, as required herein, as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsements must be approved by the City prior to commencement of performance. Current evidence of insurance shall be kept on file with the City at all times during the term of this Agreement. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

d. *Waiver of Subrogation.* All insurance coverage maintained or procured pursuant to this Agreement shall be endorsed to waive subrogation against the City, its elected or appointed officers, agents, officials, and employees, or shall specifically allow Subdivider, its contractor, subcontractor(s), or agents providing insurance evidence in compliance with these specifications, to waive their right of recovery prior to a loss. Subdivider hereby waives its own right of recovery against the City for insured claims.

e. *Primary Insurance.* For any claims related to this Agreement, Subdivider's insurance coverage shall be primary insurance as respects the City and its officials, officers, agents, representatives and employees. Any insurance or self-insurance maintained by the City and/or its officials, officers, agents, representatives and employees shall be in excess of Subdivider's insurance and shall be non-contributory. Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

f. *Cancellation.* Such insurance policies shall specifically provide that the City shall receive at least thirty (30) days prior written notice of any cancellation of such policy or policies. Any such notice shall be sent to the attention of the City Engineer.

5. Warranty.

a. Subdivider guarantees and warrants the public improvements that constitute the Work required by this Agreement; and agrees to remedy any defects in the improvements or the Work arising from faulty or defective materials or construction of the improvements or the Work occurring within twelve (12) months after their acceptance by City. Subdivider agrees to permit inspection of all improvements in the Subdivision by the Public Works Director of City for such period, and to reimburse City for the cost of such inspections.

b. If, within the twelve (12) month warranty period, the Work or any part of the Work done, furnished, installed, or constructed fails to fulfill any of the requirements of this Agreement or the improvement plans and specifications, Subdivider shall, without delay or cost to City, repair, replace or reconstruct any defective or otherwise unsatisfactory part or parts of the Work. City may, at its sole option, perform such repair or replacement itself if Subdivider has failed to commence such repair within twenty (20) days after City has mailed written notice of default to Subdivider and to Subdivider's Surety. In such event, Subdivider agrees to pay the cost of such repair and replacement by City and City may at its option recover such cost as a lien against the Subdivision should the cost exceed the inspection fee deposited pursuant to Paragraph 2 of this Agreement.

c. Should City determine that the public safety requires repairs or replacements to be made before Subdivider can be notified, City may, in its sole discretion, make the necessary repairs or replacement or perform the necessary work. Subdivider shall pay to City the cost of such repairs and City may at its option recover such cost as a lien against the Subdivision.

6. Inspection Fees and Costs. The City Engineer of City shall schedule a preliminary final inspection to inspect all of the improvements made in the Subdivision to see that they comply with City's subdivision regulations and specifications. A deficiency list shall be compiled and submitted to Subdivider for correction. Upon completion of all corrections outlined by the deficiency list, Subdivider shall certify in writing that all corrections have been completed and request a final inspection. Upon finding that all items have been corrected, the Subdivision shall be placed on the Firebaugh City Council's agenda for acceptance. The completion of corrections indicated by the deficiency list shall not relieve Subdivider from the responsibility of correcting any deficiency not shown on the list that may be subsequently discovered during applicable warranty periods. Subdivider shall deposit the estimated inspection fee and reimburse City for the cost of such inspections in accordance with the fee schedule established by the Firebaugh City Council or as amended which in place at the time the Final Map was initiated by Subdivider.

7. Permits and Compliance. Should Subdivider be required to perform any work within public rights-of-way or easements, which are located beyond the Subdivision limits, Subdivider shall satisfy any and all requirements, other than the payment of fees, which would be necessary to obtain an encroachment permit. Subdivider shall further make arrangements for the relocation of all overhead and underground public utility facilities that interfere with the construction of the Work. Subdivider shall be responsible for the full cost of relocating such facilities. Subdivider shall repair any damage to public streets or other public property or improvement which results from, or is incidental to, the construction of the Work, or in lieu of making such repairs, Subdivider shall pay to City the full cost of such repairs.

8. Dust Control. Adequate dust control shall be maintained by Subdivider on all streets within the Subdivision on which work is required to be done under this Agreement from the time Work is commenced until the paving of the streets is completed. As used in this Agreement, "Adequate dust control" shall mean the sprinkling of the streets with water or the laying of a dustcoat of oil thereon with sufficient frequency to prevent the scattering of dust by wind or the activity of vehicles and equipment onto any street area or private property adjacent to the Subdivision. Whenever, in the opinion of the City Engineer, adequate dust control is not being maintained on any street(s), the City Engineer shall give notice to Subdivider to comply with the provisions of this paragraph forthwith. Such notice may be personally served upon Subdivider or upon any person who has signed this agreement on behalf of Subdivider or, at the election of the City Engineer, such notice may be mailed to Subdivider at the address stated in Section 21 of this Agreement. If, within twenty-four (24) hours after such personal service of such notice or within forty-eight (48) hours after the mailing thereof as herein provided, Subdivider shall not have commenced to maintain adequate dust control or shall at any time thereafter fail to maintain adequate dust control, the City Engineer may, without further notice of any kind, cause any such street or streets to be sprinkled or oiled, as deemed advisable, to eliminate the scattering of dust, by equipment and personnel of City or by contract as the City Engineer shall determine. Subdivider shall pay to City forthwith, upon receipt of billing therefore, the entire cost to the City of such sprinkling or oiling.

9. Notice Regarding Construction. Subdivider shall notify the Public Works Director of City in writing three (3) days before the commencement of construction of the Work.

10. Subdivider's Obligation to Warn Public During Construction. Until final acceptance of the Work, Subdivider shall give good and adequate warning to the public of each and every dangerous condition that may exist in the Work, and will take all reasonable actions to protect the public from any such dangerous conditions. Such warning may include, but is not limited to, barricades and warning signs to protect and warn the public of construction hazards.

11. Reimbursements/Fairshare Contributions due from Subdivider. The Subdivider hereby agrees to the following reimbursements or fair share contributions to be paid before approval of the final map for Subdivision as noted herein below:

a. No Reimbursements/Fairshare Contributions have been identified for this Subdivision.

12. Reimbursements to be Provided to Subdivider. In consideration of public improvements constructed through plans prepared by Land Design Consulting for Tract 6477, the City agrees to reimburse the Subdivider reasonable costs for construction of the following public improvements: \_\_\_\_\_.

13. Terms of Reimbursements to be Provided to Subdivider. The following terms shall apply to any and all reimbursements to be provided to Subdivider. \_\_\_\_\_.

City does not guarantee reimbursement, where reimbursements are made from impact fees or connection fees as those fees are collected. The City shall have no responsibility for the delivery of the funds collected hereunder to Subdivider and only agrees to hold said funds collected and to make payment as directed by Subdivider upon contact by City. City will contact Subdivider within ninety (90) days of collection of funds at the address as specified in this agreement or as may thereafter be provided in writing to the City Clerk of the City.

14. Actions. Any action by any party to this Agreement, or any action concerning a security furnished pursuant to paragraph 2 of this Agreement, shall be brought in the appropriate court of competent jurisdiction within the County of Fresno, State of California, notwithstanding any other provision of law that may provide that such action may be brought in some other location.

15. Release of Remaining Improvement Security - Warranty. At the conclusion of the construction of the Work, and upon written acceptance of it by City, the Public Works Director shall authorize the release of the faithful performance security upon the furnishing of the warranty security required by Paragraph 2(b).

16. Release of Payment Security. Forty-five (45) days after a notice of completion is filed with respect to the Work, the Public Works Director for the City may authorize the release of the payment security, in the event that no claims have been filed against the security. In the event that claims or actions are filed against the security, the Public Works Director may release so much of such security as is in excess of the total of the claims made against it, plus a reasonable amount of costs and attorney's fees.

17. Monuments. Subdivider agrees to install, on or before [date of deadline], such survey monuments as may be required by the Public Works Director of City. Upon the installation of such monuments, and their acceptance by the Public Works Director, the monument security shall be released.

18. Failure of Performance. In addition to any other remedies provided in this Agreement or by law, in the event Subdivider fails to perform one or more of the covenants or conditions of this Agreement, City shall have recourse to the security given to guarantee the

performance of such acts. City may do, or cause to be done, those acts required of Subdivider, and shall have recourse against so much of the security as is necessary to discharge the responsibility of Subdivider. In the event City seeks recourse against a security, City shall also have recourse against Subdivider for any and all amounts necessary to complete the obligations of Subdivider in the event the security is insufficient to pay such amounts. All administrative costs, including reasonable attorney's fees pursuant to California Government Code section 66499.4 incurred by the City, in addition to the costs of the improvements, shall be a proper charge against the security and Subdivider.

19. Attorney's Fees. In the event it becomes necessary for either party to bring an action with respect to enforcement of the provisions of this Agreement, or the security therefor, the prevailing party in such action shall be awarded reasonable attorney's fees, as may be determined by the court.

20. Integration, Amendments and Choice of Law. This Agreement is an integrated agreement. It supersedes all prior negotiations, representations, or agreements, either written or oral. This Agreement may be amended only by a written instrument signed by the parties. The law governing this Agreement is the law of the State of California.

21. Notices. Any notices sent to the parties relating to this Agreement shall be sent by first-class mail, postage prepaid or delivered to the following addresses:

City of Firebaugh  
City Manager  
1133 "P" Street  
Firebaugh, CA. 93622

Habitat for Humanity – Fresno  
Attn: Ashley Hedmann  
4991 East McKinley Avenue, Suite 123  
Fresno, CA 93727

22. Recitals and Exhibits. The recitals set forth herein above and the exhibit attached hereto and incorporated herein by reference.

23. Severability. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions shall nevertheless continue in full force and effect without being impaired or invalidated in any way.

24. Successors and Assigns. The covenants and agreements contained in this Agreement shall be binding upon and shall inure to the benefit of the heirs, successors and assigns of the parties hereto. This Agreement shall not be assignable by Subdivider without the prior express written consent of City.

25. Further Assurances. The parties agree to cooperate fully in carrying out the terms and conditions of this Agreement, including the execution of such documents or taking further action that may be necessary to carry out the purposes and intent of this Agreement.

26. Sole and Only Agreement. This Agreement supersedes any and all other agreements, either oral or in writing, between the parties hereto with respect to the matters set forth herein and contains all of the covenants and agreements between the parties regarding such matters. Each party to this Agreement acknowledges that no representations, inducements, promises or agreements, orally or in writing, have been made by any party or anyone acting on behalf of any party which are not embodied in this Agreement, and no other agreement, statement or promises shall be valid or binding.

[Signatures on next page.]

**IN WITNESS WHEREOF**, the City of Firebaugh, a municipal corporation, has authorized the execution of this Agreement in duplicate by its City Manager and attestation by its City Clerk under authority of Resolution No. \_\_\_\_\_, adopted by the Council of the City of Firebaugh on \_\_\_\_\_ and the Subdivider has caused this Agreement to be executed.

CITY  
CITY OF FIREBAUGH  
a municipal corporation

By: \_\_\_\_\_  
Ben Gallegos  
Its: City Manager

ATTESTED:

By: \_\_\_\_\_  
Rita Lozano  
Its: City Clerk

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Christina D. Smith  
Its: City Attorney

SUBDIVIDER  
HABITAT FOR HUMANITY FRESNO COUNTY, INC.  
a California corporation

By: \_\_\_\_\_  
Ashley Hedemann  
Its: Chief Executive Officer

[NOTARY ACKNOWLEDGEMENTS ON FOLLOWING PAGES.]

Exhibit A  
Engineer's Cost Estimate  
Tract 6477



**LandDesign Consulting**  
**1307 N Applegate Ave**  
**Fresno, CA 93737**  
**Cell: 559.920.0939**

**ENGINEER'S COST ESTIMATE 02/05/2025**  
**Tract 6477 - Habitat For Humanity, Firebaugh, CA**

**I. ON-SITE & OFF-SITE IMPROVEMENTS**

**A. Site Preparation & Grading**

Description	Quantity	Units		Unit Cost	Total
1 Mobilization	1	L.S.	\$	4,000.00 \$	4,000.00
2 Abandon Water Service	2	Each	\$	400.00 \$	800.00
3 Curb & Gutter Demolition	209	L.F.	\$	6.00 \$	1,254.00
4 Sawcut and Haul off	89	L.F.	\$	2.86 \$	254.54
5 Earthwork	1	L.S.	\$	5,000.00 \$	5,000.00
<b>SUB TOTAL</b>				<b>\$</b>	<b>11,308.54</b>

**II. ROADWAY/STREET IMPROVEMENTS**

Description	Quantity	Units		Unit Cost	Total
1 6" Standard Curb	121	L.F.	\$	24.00 \$	2,904.00
2 Concrete Valley Gutter	43	L.F.	\$	35.00 \$	1,505.00
3 Concrete Driveways	7	Each	\$	850.00 \$	5,950.00
4 Relocate existing streetlight	1	L.S.	\$	1,500.00 \$	1,500.00
<b>SUB TOTAL</b>				<b>\$</b>	<b>11,859.00</b>

**III. PARKING AREA (OUTLOTS A,F&G)**

1 2.5" A.C. Pavement (8,794 sf)	133	Tons	\$	90.85 \$	12,083.05
2 9" Aggregate Base Rock (8,794 sf)	462	Tons	\$	35.75 \$	16,516.50
3 12" Curb	454	L.F.	\$	14.15 \$	6,424.10
4 Concrete Driveways	4	Each	\$	900.00 \$	3,600.00
5 Install Concrete wheel stop	12	Each	\$	80.00 \$	960.00
6 Striping and signage	1	L.S.	\$	1,000.00 \$	1,000.00
<b>SUB TOTAL</b>				<b>\$</b>	<b>40,583.65</b>

CONTINGENCY 15%				\$	9,562.68
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<b>TOTAL IMPROVEMENTS</b>				<b>\$</b>	<b>73,313.87</b>
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