CITY OF CORNING
CITY COUNCIL AGENDA
TUESDAY, FEBRUARY 10, 2009
CITY COUNCIL CHAMBERS
794 THIRD STREET

A. **CALL TO ORDER: 6:30 p.m.**

B. **ROLL CALL:**

Council:	**Hill**
	Turner
	Parkins
	Leach
Mayor:	**Strack**

The **Brown Act** requires that the Council provide the opportunity for persons in the audience to briefly address the Council on the subject(s) scheduled for tonights closed session. Is there anyone wanting to comment on the subject(s) the Council will be discussing in closed session? If so, please come to the podium, identify yourself and give us your comments.

C. **ADJOURN TO CLOSED SESSION:**

CONFERENCE WITH LABOR NEGOTIATOR PURSUANT TO SECTION 54957.6:
Agency Negotiator: William May, Labor Relations Consultant
Public Safety Employees Bargaining Unit

D. **RECONVENE AND REPORT ON CLOSED SESSION: 7:30 p.m.**

E. **INVOCATION AND PLEDGE OF ALLEGIANCE:**

F. **PROCLAMATIONS, RECOGNITION'S, APPOINTMENTS:**

G. **NOLAN SCHLERETH, CORNING HIGH SCHOOL LIAISON REPORT:**

H. **BUSINESS FROM THE FLOOR:** If there is anyone in the audience wanting to speak on an item not already on tonight's Agenda, if so, please come to the podium, identify yourself and briefly present your information to the Council. **A three minute time limit will apply unless the Council makes an exception due to special circumstances.** If your matter will require more time or formal action by the Council, the law requires that it be placed on the printed Agenda for a future meeting so that interested members of the public will have the chance to appear and speak on the subject.

I. **CONSENT AGENDA:** It is recommended that items listed on the Consent Agenda be acted on simultaneously unless a Councilmember or members of the audience requests separate discussion and/or action.

1. **Waive reading, except by title, of any Ordinance under consideration at this meeting for either introduction or passage, per Government Code Section 36934.**
2. **Waive the Reading and Approve the Minutes of the January 13, 2009 Meeting with any necessary corrections.**
3. **January 2009 Wages and Salaries - $481,536.34.**
4. **February 4, 2009 Claim Warrant - $148,768.73.**
5. **Business License Report – February 4, 2009.**

6. **January 2009 Treasurer's Report.**

7. **January 2009 Building Permit Valuation - $542,914.**

8. **City of Corning Wastewater Operation Summary Report – January 2009.**

9. **Tehama County Transportation Commission Agreement to Reimburse City for Installation of Bus Shelters and Benches.**

10. **Approve Progress Pay Estimate 4 for $45,893.50 to Thomas Williams Construction for the Safe Routes to School Cycle 7 Project.**

J. **ITEMS REMOVED FROM THE CONSENT AGENDA:**

K. **PUBLIC HEARINGS AND MEETINGS:** Any person may speak on items scheduled for hearing at the time the Mayor declares the Hearing open. **ALL LEGAL NOTICES PUBLISHED IN ACCORDANCE WITH LAW.**

11. **Tentative Tract Map 08-1003, Gallelli & Sons, LLC; Proposal to subdivide a 9.07 acre parcel and create 7 commercial parcels ranging in size from 0.75 acres to 1.32 acres with a 1.08 acre common parcel to be used as a Drainage Detention Basin. Proposed property is located within the City Limits west of I-5 along the east side of Barham Avenue approximately 200 ft. southeast of the Corning Road/Barham Avenue Intersection (APN's 69-210-43 & 49 and 69-220-01 & 08).**

L. **REGULAR AGENDA:**

12. **Authorize Change Order No. 2 for the Safe Routes to School Cycle 7 Project to Include East Street Facilities; Approve Appropriation of $35,545 from the General Fund, and Approve Appropriation of $52,690 from Street Maintenance Fund 115 for the completion of the Marguerite Avenue Paving Project.**

M. **ITEMS PLACED ON THE AGENDA FROM THE FLOOR:**

N. **COMMUNICATIONS, CORRESPONDENCE AND INFORMATION:**

O. **REPORTS FROM MAYOR AND COUNCIL MEMBERS:**

13. **Hill:**
14. **Turner:**
15. **Parkins:**
16. **Leach:**
17. **Strack:**

The **Brown Act** requires that the Council provide the opportunity for persons in the audience to briefly address the Council on the subject(s) scheduled for tonights closed session. Is there anyone wanting to comment on the subject(s) the Council will be discussing in closed session? If so, please come to the podium, identify yourself and give us your comments.

P. **ADJOURN TO CLOSED SESSION:**

PUBLIC EMPLOYMENT:
Pursuant to Government Code Section 54957:
Continuation of City Manager Evaluation

Q. **RECONVENE AND REPORT ON CLOSED SESSION:**

R. **ADJOURNMENT!:**

POSTED: FRIDAY, FEBRUARY 6, 2009

THE CITY OF CORNING IS AN EQUAL OPPORTUNITY EMPLOYER

CITY OF CORNING
CITY COUNCIL MINUTES

TUESDAY, JANUARY 13, 2009
CITY COUNCIL CHAMBERS
794 THIRD STREET

A. CALL TO ORDER: 6:30 p.m.

B. ROLL CALL:

Council: **Hill, Turner, Parkins, Leach**
Mayor: **Strack**

All members of Council were present.

C. ADJOURN TO CLOSED SESSION:

CONFERENCE WITH LABOR NEGOTIATOR PURSUANT TO SECTION 54957.6:
Agency Negotiator: William May, Labor Relations Consultant
Public Safety Employees Bargaining Unit
Dispatch Association Unit

D. RECONVENE AND REPORT ON CLOSED SESSION: 7:30 p.m.

Mayor Strack announced that the Council had met in closed session with the Labor Relations Consultant Bill May and received information and gave him direction.

E. INVOCATION AND PLEDGE OF ALLEGIANCE:

Councilor Leach gave the invocation and City Manager Stephen Kimbrough led the Pledge of Allegiance.

F. PROCLAMATIONS, RECOGNITION'S, APPOINTMENTS:

1. Chamber of Commerce Thanks City – Presentation by Yvonne Boles.

Yvonne Boles addressed the Council on behalf of the Chamber of Commerce. Mrs. Boles thanked the City Council and City Staff for their support and assistance with the yearly events sponsored by the Chamber of Commerce. She then presented a power point display of the Hometown Christmas 2008 festivities.

2. Proclamation: January 2009, National Mentoring Month in the City of Corning.

Mayor Strack presented the Proclamation to Melissa Mendonca from the Tehama County Department of Education proclaiming the month of January 2009 as National Mentoring Month in the City of Corning.

3. Informational Presentation by Members of the Corning Police Officers Association (Detective Mel Allison, Police Officers James Dodge and Jeremy White).

Mel Allison and Jeremy White of the Corning Police Officers Association presented a power point display that addressed hiring and training costs for Police Officers and the pay scale for the various positions within the department. They illustrated the costs for an interview and Oral Board, Background Check, Officer's Psychological Exam, Uniform, Medical Exam and Live Scan, Range Training, Taser Training, Defensive Tactics, Radar Certification, CPR Certification, etc. for a total cost of $40,338.91 per position and the City currently has 14 positions.

G. **NOLAN SCHLERETH, CORNING HIGH SCHOOL LIAISON REPORT:**
Nolan Schlereth informed the City Council that the canned food drive ended recently and they collected 9,000 cans. He also stated that the Winter Formal is coming up this Friday.

H. **BUSINESS FROM THE FLOOR:**
Gene May: He congratulated Councilors John Leach and Toni Parkins on their election to the City Council. He also addressed the Council regarding his neighbor's property on Marin Street and tore on Solano Street. He is requesting that the City do something to enforce the cleanup of this property and modify the Ordinance to allow fines or something to entice residents to clean up their properties.

Joe DeScala: Addressed the Council regarding Lucero Olive Oil, the Flying J Reimbursement, and the City Encroachment Permit wording. Mayor Strack and Councilor Turner suggested that Mr. DeScala discuss these matters with City Staff, informing Mr. DeScala that the Council cannot discuss these matters at this time because some of these issues may come before the Council on an appeal and discussion of these issues at this time could result in Council members being required to repose themselves should an appeal be filed at a later date.

Steve Turner: Stated that he is aware that some of his collection is junk to others and that he has addressed some of the issues Mr. May has brought up.

Darlene Dickison: Stated that she wanted to inform the Council that the Lease Agreement with the Senior Center specifies that a member of the City or City Council serve as a member of the Board. She stated that they recently had their election and currently there is no City representation on the new Board.

Dean Cofer: Stated that the City of Orland has medical after retirement and other incentives for their Police Officers. He also stated that many Departments have a contract with Police Department Applicants stating that they must stay for a certain numbers of years or reimburse for training costs.

I. **CONSENT AGENDA:** It is recommended that items listed on the Consent Agenda be acted on simultaneously unless a Councilmember or members of the audience requests separate discussion and/or action.

4. **Waive reading, except by title, of any Ordinance under consideration at this meeting for either introduction or passage, per Government Code Section 36934.**

5. **Waive the Reading and Approve the Minutes of the December 9, 2008 Meeting with any necessary corrections.**

6. **January 7, 2009 Claim Warrant - $726,917.86.**

7. **Business License Report – January 7, 2009.**

8. **Treasurer's Report –December 2008.**

9. **Wages and Salaries – December 2008 - $326,214.75.**

10. **December 2008 Building Permit Valuation - $74,401.**

11. **December 2008 – Southwest Water Company Wastewater Operation Summary Report.**

12. **Approve Resolution 01-13-09-01 Authorizing the Tehama County Sanitary Landfill Agency to Submit a Regional Tire Recycling Grant Application.**

13. **Resolution No. 01-13-09-02 Authorizing the Building Official to Establish and Collect SB 1473 State Mandated Building Standards Fees.**

14. **Approve Resolution No. 01-13-09-03 Affirming that City Pays Employee Retirement Contributions.**

15. **Approve 25-Year Fixed Base Operator Lease Agreement with Bryan and Carol Carpenter of Rainbow Aviation.**

16. **Authorize Staff to Investigate Expanding Safe Routes to School Project to Include East Street.**

17. **Approve Progress Pay Estimate 3 for $55,964 for the Safe Routes to School Cycle 7 Project.**

Mayor Strack introduced each Consent Agenda Item by titles and asked if any member of Council would like to remove any items for further discussion. Councilor Hill requested to remove Consent Agenda Item No. 16 for further discussion.

With no further discussion on the remaining Consent Agenda Items Councilor Hill moved to approve Consent Agenda Item's 4 through15 and 17. Councilor Turner seconded the motion. **Ayes: Strack, Hill, Turner, Parkins and Leach. Opposed: None. Absent/Abstain: None. Motion approved by a 5-0 vote.**

J. **ITEMS REMOVED FROM THE CONSENT AGENDA:**

16. **Authorize Staff to Investigate Expanding Safe Routes to School Project to Include East Street.**

City Engineer Ed Anderson explained that $130,000 should be left over upon completion of the existing project. He informed the Council that he had spoken with the High School Superintendent and was informed by him that many of the students utilize East Street to traverse between home and school. Therefore, Staff is investigating using the residual funds to install sidewalks, curb and gutter on the east side of East Street from Solano to North Street and overlay East Street in this area.

With no further discussion Councilor Hill moved to authorize Staff to investigate expanding the Safe Routes to School Project to include facilities along East Street. Councilor Leach seconded the motion. **Ayes: Strack, Hill, Turner, Parkins and Leach. Opposed: None. Absent/Abstain: None. Motion approved by a 5-0 vote.**

K. **PUBLIC HEARINGS AND MEETINGS:** Any person may speak on items scheduled for hearing at the time the Mayor declares the Hearing open. **ALL LEGAL NOTICES PUBLISHED IN ACCORDANCE WITH LAW.**

18. **Rezone 2008-2, Ordinance 633 Amending Chapters 17.10, 17.12, 17.14 & 17.16 of the Corning Municipal Code regarding Minimum Height, Bulk and Space Requirements in Residential Zones.**

Mayor Strack introduced this item by title and Planning Director John Stoufer provided the Council further details and background information regarding the 25-foot lots located throughout the City. Mr. Stoufer stated that he has met with local realtors on two occasions to discuss this item, and sent letters to the owners of these lots. Councilor Leach asked how many of these lots existed and was informed by Mr. Stoufer approximately 200.

Mayor Strack opened the public hearing. Steve Turner addressed the Council and requested and received information on the effects of this Ordinance in relation to his property. With no further discussion Mayor Strack closed the public hearing.

Councilor Hill moved to waive the first reading of Ordinance 633, an Ordinance amending the minimum height, bulk and space requirements for residential zone parcels, the Ordinance to implement Rezone 2008-2, and adopt the five subfindings and findings. Councilor Turner seconded the motion. **Ayes: Strack, Hill, Turner, Parkins and Leach. Opposed: None. Absent/Abstain: None. Motion approved by a 5-0 vote.**

L. REGULAR AGENDA:

19. Ratify Memorandum of Understanding between City and Operating Engineers Local #3 Representing City of Corning Dispatchers Association Bargaining Unit.

Councilor Turner moved to ratify the Memorandum of Understanding between the City of Corning and the City of Corning Dispatch Association at an annual increased cost of $30,524 plus an average $19,000 more in years 2 and 3 of the Agreement. Councilor Hill seconded the motion. City Manager Kimbrough briefed the Council on the cost of this contract. **Ayes: Strack, Hill, Turner, Parkins and Leach. Opposed: None. Absent/Abstain: None. Motion approved by a 5-0 vote.**

20. Prioritizing Economic Stimulus List for the City of Corning.

Mayor Strack introduced this item by title and outlined some of the projects listed with the associated costs. Public Works Director John Brewer stated that originally the State and Tri-County Economic Development requested the attached list. Councilor Parkins stated that she would like item "P" to take the place of item "A", she would also like to see North Street added to the list.

The priority list was approved by Council consensus.

21. Rodgers Theatre: Approve Plan of Action.

Mayor Strack introduced this item by title. Councilor Parkins stated that she believes this is the best plan presented to date...and it has a backup. Councilor Leach statedd that he is not opposed to having the Theatre in town, however he is not in favor of a loan or using the Park money for the Theatre, he is in favor of obtaining a grant. Mayor Strack stated that he is not in favor with using the Park Bond Monies...the Park Bond money must be used within the next two years and he doesn't believe the Theatre would be ready to move forward in two years. Councilor Hill stated that due to the economy, we might be able to obtain lower bids for some of these projects. Councilor Turner requested and received the dollar amounts of the other funds available.

Mayor Strack suggested utilizing an RFP (Request for Proposal) for a grant writer, instead of just assuming to use the school's grant writer stating that there have been others who have offered their services.

Councilor Hill stated that she believes the Theatre would be used as a Community Cultural Center. She stated that the Council should never delude themselves into believing that the Theatre would ever be self-supporting. She stated that we should think of the Theatre as an investment in the City and its residents, and hope that from that investment it will grow fruit and tax revenues.

Councilors Hill and Parkins both stated that they like the proposal and acknowledged that the only item it seems that the Council is not in agreement on is item 3 (committing the State Park 2002 Park Bond Act Funds).

Councilor Turner stated that he was not in favor of using the Parks Grant monies for the Theatre when the City has other funds available to use.

Darlene Dickison stated that she had collected 175 signatures in support of reopening the Theatre and that these signatures were collected in a one-week period. Danny Dunigan outlined the history of the discussions on the Theatre and discussions on possible grants available.

Mayor Strack stated that in this plan no restrooms were mentioned, he stated that the restrooms must be restored.

The City Manager stated that he needed a specific dollar amount for the City's matching funds for the Grant Writer to Use in the Application; Council set the dollar amount at $.

Tony Cardenas updated the Council and the audience on resent information he had received from the Cowell Foundations, they stated that if the City can supply 50% of the funding at prevailing wage the Cowell Foundation may consider it.

Councilor Hill moved for Mayor and Council to:

1. Approve the "Action Plan" to renovate and reopen the Rodgers Theatre; and
2. Direct the City Manager to return to Council with a proposal for grant writing services; and
3. Commit funds from Park Acquistion Funds 341 and 355 up to $200,000 as a foundation Grant match; and
5. City Council makes no commitment to the "Alternative Plan of Action" nor City funding until the private foundation opportunity is exhausted.

(The motion excluded recommendation 4 "Authorizing the City Manager to submit the application for the State Park Bond money in order to commit the State to the Project and define any State conditions of Grant which may add to the project cost with the condition that the City Council can reallocate and modify the State Grant Application should private foundation funds not be available".

Councilor Leach seconded the motion. **Ayes: Hill, Parkins and Leach. Opposed: Strack and Turner. Absent/Abstain: None. Motion approved by a 3-2 vote with Strack and Turner opposing.**

22. **Setting the Date for the Public Hearing on the Proposed Annual Rate Increase for Corning Disposal Service.**

Councilor Hill moved to set a new date of March 10th for a Public Hearing on the proposed rate increase for Corning Disposal Service. Councilor Parkins seconded the motion. 5-0 Vote approved. **Ayes: Strack, Hill, Turner, Parkins and Leach. Opposed: None. Absent/Abstain: None. Motion approved by a 5-0 vote.**

M. ITEMS PLACED ON THE AGENDA FROM THE FLOOR: None

N. COMMUNICATIONS, CORRESPONDENCE AND INFORMATION: None

O. REPORTS FROM MAYOR AND COUNCIL MEMBERS:

23. **Hill:** Thanked City Staff for their assistance on the coordination of the League Division Meeting here. She acknowledged the dinner provided by the Corning Exchange Club. Councilor Hill requested Staff to discuss 2 items in their staff meeting, these items were: 1) Corning Olive Grove Apartments, she stated that she would like Staff to do a report to update the Council on the status of Use Permit compliance; and 2) A Staff Report on parades...specifically the Staff time spent in preparation for these parades, and what the process and standards are to have a parade in the City, etc.
24. **Turner:** Stated for the record that he was apprehensive about the rare meat at the League Division Meeting, not concerned.

25. **Parkins:** Stated that she, John and Gary would be attending the League of California Cities 2009 New Mayors and Council Members Academy meeting next week in Sacramento.
26. **Leach:** Updated the Council on the Tripartite Board Meeting dates and stated that he was looking forward to the meeting next week.
27. **Strack:** Updated the Council on the entry signs status. He stated that they are done and that they turned out nice.

P. ADJOURNMENT!: 9:45 p.m.

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Lisa M. Linnet, City Clerk

MEMORANDUM

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: LORI SIMS
ACCOUNTING TECHNICIAN

DATE: February 4, 2009

SUBJECT: Cash Disbursement Detail Report for the Tuesday, February 10, 2009 Council Meeting

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PROPOSED CASH DISBURSEMENTS FOR YOUR APPROVAL CONSIST OF THE FOLLOWING:

A.	Cash Disbursements	Ending	01-29-09	$	18,069.57
B.	Payroll Disbursements	Ending	01-29-09	$	70,615.59
C.	Cash Disbursements	Ending	02-04-09	$	60,083.57
			GRAND TOTAL	$	148,768.73

CITY OF CORNING
Cash Disbursement Detail Report
Check Listing for 01-09 Bank Account.: 1020

Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Payment Information	
							Invoice #	Description
007944	01/26/09	COR09	CORNING CHAMBER OF COMM.	120.00	.00	120.00	090126	CONF/MTGS-
007945	01/28/09	RED02	RED BLUFF POLICE DEPT	822.03	.00	822.03	090128	OTS GRANT-POLICE
007946	01/28/09	TEH15	TEHAMA CO SHERIFF'S DEPT	939.10	.00	939.10	090128	OTS GRANT-POLICE
007947	01/28/09	ALE01	ALEXANDER, JACK	98.89	.00	98.89	090128	FICA
007948	01/28/09	ALL01	ALLISON, MELVIN	49.04	.00	49.04	090128	FICA
007949	01/28/09	ATK01	DON ATKINS	42.63	.00	42.63	090128	FICA
007950	01/28/09	BRA03	BRASIER, DEL	44.13	.00	44.13	090128	FICA
007951	01/28/09	CAL1A	CALKINS, LAURA	98.89	.00	98.89	090128	FICA
007952	01/28/09	CAR03	CARDENAS, ANTHONY	98.89	.00	98.89	090128	FICA
007953	01/28/09	DAW01	TATIA DAWLEY	78.57	.00	78.57	090128	FICA
007954	01/28/09	DEE02	DEEN, AMBER	98.89	.00	98.89	090128	FICA
007955	01/28/09	DEM01	DEMO, MICHAEL	110.24	.00	110.24	090128	FICA
007956	01/28/09	DEM03	DEMO, CHRIS	78.57	.00	78.57	090128	FICA
007957	01/28/09	DYK01	DYKE, STEVE	98.70	.00	98.70	090128	FICA
007958	01/28/09	FEA01	FEARS, JEREMIAH	98.89	.00	98.89	090128	FICA
007959	01/28/09	GRI07	GRINE, DAWN	42.65	.00	42.65	090128	FICA
007960	01/28/09	GRO00	GROOTVELD, TROY	98.89	.00	98.89	090128	FICA
007961	01/28/09	HER02	HERNANDEZ, AGUSTIN	104.73	.00	104.73	090128	FICA
007962	01/28/09	JOB02	JOBE, WAYNE	98.89	.00	98.89	090128	FICA
007963	01/28/09	KAI10	KAIN, DAVID	69.03	.00	69.03	090128	FICA
007964	01/28/09	KLE00	KLEIN, DOREEN	52.36	.00	52.36	090128	FICA
007965	01/28/09	MAR04	MARTINEZ, RAYMOND	63.25	.00	63.25	090128	FICA
007966	01/28/09	MEN03	MENDOZA, ARMANDO OCHOA	38.28	.00	38.28	090128	FICA
007967	01/28/09	PRY02	PRYATEL, ROBERT	146.22	.00	146.22	090128	FICA
007968	01/28/09	PRY03	DAVID PRYATEL	142.25	.00	142.25	090128	FICA

Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Payment Information: Invoice #	Payment Information: Description
007969	01/28/09	SCH03	SCHUTTER, CARLA	91.16	.00	91.16	090128	FICA
007970	01/28/09	SCH05	SCHLERETH, DAYMON	42.63	.00	42.63	090128	FICA
007971	01/28/09	SIM03	SIMS, LORI	42.63	.00	42.63	090128	FICA
007972	01/28/09	SPA10	SPANNAUS, MARTIN	98.89	.00	98.89	090128	FICA
007973	01/28/09	WHI02	WHITE JR, JAMES A.	98.89	.00	98.89	090128	FICA
007974	01/28/09	WHI03	WHITE, JEREMY D.	98.89	.00	98.89	090128	FICA
007975	01/29/09	DEP01	DEPT OF JUSTICE	52.00	.00	52.00	090123	PROF SVCS-POLICE
				-52.00	.00	-52.00	090123u	Ck# 007975 Reversed
			Check Total.....:	.00	.00	.00		
007976	01/29/09	DEP12	DEPT OF JUSTICE	245.00	.00	245.00	719295	PROF SVCS-POLICE
007977	01/29/09	HIT01	HI-TECH EMER VEH SERV,INC	306.13	.00	306.13	126697	VEH OP/MAINT-FIRE
007978	01/29/09	HOL04	HOLIDAY MARKET #32	7.68	.00	7.68	25810	Mat/Supplies BuildingMain
007979	01/29/09	INT04	INTERNATIONAL ASSOCIATION	120.00	.00	120.00	081231	Assoc.Dues PoliceServices
007980	01/29/09	KET10	KETCHUM MANUFACTURING CO	17.00	.00	17.00	INV082874	MAT & SUPPLIES-ACO
007981	01/29/09	KNI00	KNIFE RIVER CONSTRUCTION	867.06	.00	867.06	93422	MAT & SUPPLIES-
007982	01/29/09	LIN02	LINNETS TIRE SHOP	104.68	.00	104.68	49972	Veh Opr/Maint-POLICE
007983	01/29/09	LNC01	LN CURTIS & SONS	645.43	.00	645.43	116490701	EQUIP REPLAC-FIRE
007984	01/29/09	MCC01	MCCOY'S HARDWARE & SUPPLY	239.04	.00	239.04	090125	MAT & SUPPLIES-
007985	01/29/09	NOR31	NORM'S PRINTING	232.88	.00	232.88	006371	PRINTING/ADV-POLICE
007986	01/29/09	OFF01	OFFICE DEPOT	21.44	.00	21.44	458546720	Office Supplies PoliceDis
				11.56	.00	11.56	459412353	Office Supplies PoliceDis
				192.07	.00	192.07	459412483	Office Supplies PoliceDis
				298.64	.00	298.64	459735788	Office Supplies PoliceDis
				106.96	.00	106.96	459865143	Office Supplies PoliceDis
				216.12	.00	216.12	460809107	Office Supplies PoliceDis
			Check Total.....:	846.79	.00	846.79		
007987	01/29/09	ORL00	ORLAND VETERINARY HOSP.	140.00	.00	140.00	090120	SPAY/NEUTER VOUCHER PROGR
007988	01/29/09	PAC16	PACIFIC TELEMANAGEMENT	63.95	.00	63.95	91698	COMMUNICATIONS-GEN CITY

CITY OF CORNING
Cash Disbursement Detail Report
Check Listing for 01-09 Bank Account.: 1020

Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Payment Information: Invoice #	Payment Information: Description
007988	01/29/09	PAC16	PACIFIC TELEMANAGEMENT	303.00	.00	303.00	91774	COMMUNICATIONS-GEN CITY
			Check Total.....:	366.95	.00	366.95		
007989	01/29/09	QUI02	QUILL CORPORATION	357.34	.00	357.34	4151723	Office Supplies-FINANCE
007990	01/29/09	QUI04	QUIXOTE TRANSPORTATION	1128.06	.00	1128.06	000001093	PROF SVCS-ENG SVCS
007991	01/29/09	SAN04	SAN DIEGO POLICE EQUIP.	3891.89	.00	3891.89	587394	SAFETY ITEMS-POLICE
007992	01/29/09	SUB01	SUBURBAN PROPANE	45.00	.00	45.00	19642	PROPANE-AIRPORT
007993	01/29/09	TAS00	TASER INTERNATIONAL, INC.	282.84	.00	282.84	SI1144793	TRAINING/EDUCATION-POLICE
007994	01/29/09	VAL01	VALLEY INDUSTRIAL COMM.	178.09	.00	178.09	95788	COMMUNICATIONS-FIRE
007995	01/29/09	VAL07	VALLEY VETERINARY CLINIC	175.60	.00	175.60	45736	K-9 PROGRAM-POLICE
				47.19	.00	47.19	45737	K-9 PROGRAM-POLICE
			Check Total.....:	222.79	.00	222.79		
007996	01/29/09	WAL05	WALKER STREET VETERINARY	140.00	.00	140.00	206206	SPAY/NEUTER VOUCHER PROGR
				70.00	.00	70.00	206327	SPAY/NEUTER VOUCHER PROGR
			Check Total.....:	210.00	.00	210.00		
007997	01/29/09	DEP01	DEPT OF JUSTICE	52.00	.00	52.00	090123A	PROF SVCS-POLICE
007998	01/29/09	COR08	CORNING LUMBER CO INC	923.97	.00	923.97	090124	Mat/Supplies-
007999	01/29/09	TEH20	TEHAMA CO DISTRICT ATTY	315.38	.00	315.38	090129	OTS GRANT-POLICE
008000	01/29/09	TEH28	TEHAMA CO HEALTH AGENCY	848.01	.00	848.01	090114	PROF SVCS-POLICE
008001	01/29/09	UNI09	UNITED RENTALS NORTHWEST	278.80	.00	278.80	793213990	MAT & SUPPLIES-
008002	01/29/09	USB01	US BANCORP	989.66	.00	989.66	116549163	Rents/Leases-GEN CITY
			Cash Account Total.....:	18069.57	.00	18069.57		
			Total Disbursements.....:	18069.57	.00	18069.57		
			Cash Account Total.....:	.00	.00	.00		

CITY OF CORNING
Cash Disbursement Detail Report - Payroll Vendor Payment(s)
Check Listing for 01-09 Bank Account.: 1025

Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Payment Information: Invoice #	Payment Information: Description
3812	01/27/09	BAN03	POLICE OFFICER ASSOC.	350.00	.00	350.00	A90127	POLICE OFFICER ASSOC
3813	01/27/09	EDD01	EMPLOYMENT DEVELOPMENT	3059.91	.00	3059.91	A90127	STATE INCOME TAX
				1090.23	.00	1090.23	1A90127	SDI
			Check Total.....:	4150.14	.00	4150.14		
3814	01/27/09	ICM01	ICMA RETIREMENT TRUST-457	1314.00	.00	1314.00	A90127	ICMA DEF. COMP
3815	01/27/09	OEU03	OPERATING ENGINEERS	500.00	.00	500.00	A90127	CREDIT UNION SAVINGS
3816	01/27/09	PERS1	PUBLIC EMPLOYEES RETIRE	28245.23	.00	28245.23	A90127	PERS PAYROLL REMITTANCE
3817	01/27/09	PERS4	Cal Pers 457 Def. Comp	275.00	.00	275.00	A90127	PERS DEF. COMP.
3818	01/27/09	TEH15	TEHAMA CO SHERIFF'S DEPT	179.33	.00	179.33	A90127	Wage Asng 130373
3819	01/27/09	VAL06	VALIC	1457.50	.00	1457.50	A90127	AIG VALIC P TAX
3820	01/29/09	AFL01	AMERICAN FAMILY LIFE	2040.78	.00	2040.78	A90131	AFLAC INS.PRE TAX
3821	01/29/09	BLU02	BLUE SHIELD OF CALIFORNIA	9973.00	.00	9973.00	A90131	MEDICAL INSURANCE
3822	01/29/09	CIT01	CITY OF CORNING	6.00	.00	6.00	A90131	CHGS FOR WAGE ATCHMT
3823	01/29/09	OEU01	OPERATING ENGINEERS #3	15780.00	.00	15780.00	A90131	MEDICAL INSURANCE
3824	01/29/09	OEU02	OPERATING ENG. (DUES)	215.00	.00	215.00	A90131	UNION DUES MGMNT
				516.00	.00	516.00	1A90131	UNION DUES POLICE
				240.00	.00	240.00	2A90131	UNION DUES DISPATCH
				640.00	.00	640.00	3A90131	UNION DUES-MISC
			Check Total.....:	1611.00	.00	1611.00		
3825	01/29/09	PRI04	PRINCIPAL	2810.49	.00	2810.49	A90131	DENTAL INSURANCE
				539.92	.00	539.92	1A90131	VISION INSURANCE
			Check Total.....:	3350.41	.00	3350.41		
3826	01/29/09	TRA03	TRANSAMERICA WORKSITE MKT	1383.20	.00	1383.20	A90131	LIFE INSURANCE
			Cash Account Total.....:	70615.59	.00	70615.59		
			Total Disbursements.....:	70615.59	.00	70615.59		

CITY OF CORNING
Cash Disbursement Detail Report
Check Listing for 02-09 Bank Account.: 1020

Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Payment Information: Invoice #	Payment Information: Description
008014	02/02/09	BRE01	BREWER, JOHN	400.00	.00	400.00	000A902011	VEH OP/MAINT-
008015	02/02/09	CAR03	CARDENAS, ANTHONY	400.00	.00	400.00	000A902011	ProfServices PoliceServic
008016	02/02/09	COR07	CORBIN WILLITS SYSTEMS	729.72	.00	729.72	000A902011	Finance Dept.
008017	02/02/09	COR09	CORNING CHAMBER OF COMM.	1600.00	.00	1600.00	000A902011	CngChamberComm. Economic
008018	02/02/09	HAL05	HALL, ROBERT	104.70	.00	104.70	000A902011	ProfServices FireDepartme
008019	02/02/09	KEN00	KEN VAUGHAN & SONS	904.17	.00	904.17	000A902011	Landscape Maint-Parks
008020	02/02/09	KEN01	KEN VAUGHAN & SONS	800.00	.00	800.00	000A902011	Janitorial
008021	02/02/09	PIT01	PITNEY BOWES	241.84	.00	241.84	000A902011	Rents/Leases Finance Dept
008022	02/02/09	S&L00	S & L BREWER ENTERPRISES	200.00	.00	200.00	000A902011	K-9 PROGRAM-POLICE
008023	02/02/09	TLD01	TEDC	1666.66	.00	1666.66	000A902011	Economic Devel
008024	02/02/09	TOM03	TOMLINSON JR., ROBERT L.	54.70	.00	54.70	000A902011	Prof. Svcs.-Fire Dept.
008025	02/02/09	ATT07	AT&T	5.66	.00	5.66	090125	COMMUNICATIONS-PW ADMIN
008026	02/02/09	BAS01	BASIC LABORATORY, INC	86.00	.00	86.00	0900666	ProfServices Water Dept
				114.00	.00	114.00	0900866	ProfServices Water Dept
			Check Total.....:	200.00	.00	200.00		
008027	02/02/09	CLE04	CLEMENTI, MARK A., PH.D.	585.00	.00	585.00	090119	ProfServices-DISPATCH
008028	02/02/09	COR12	CORNING FORD MERCURY, INC	76.50	.00	76.50	104163	Veh Opr/Maint-POLICE
				539.51	.00	539.51	104715	Veh Opr/Maint-
			Check Total.....:	616.01	.00	616.01		
008029	02/02/09	HAR06	HARRAH'S THEATRE EQUIP CO	223.68	.00	223.68	Q1739	Bldg.Maint. RodgersTheatr
008030	02/02/09	HAT10	HATFIELD'S	514.19	.00	514.19	090125	Mat/Supplies-
008031	02/02/09	HYA02	HYATT REGENCY HOTEL	643.65	.00	643.65	090202	CONF/MTGS-CITY ADMIN
008032	02/02/09	KEN01	KEN VAUGHAN & SONS	200.00	.00	200.00	1032	BLD MAINT-PW ADMIN
008033	02/02/09	KIM01	KIMBROUGH, STEPHEN J.	503.20	.00	503.20	090202	CONF/MTGS-CITY ADMIN
008034	02/02/09	LNC01	LN CURTIS & SONS	136.16	.00	136.16	116602500	MAT & SUPPLIES-
				137.75	.00	137.75	116602502	MAT & SUPPLIES-

Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Payment Information: Invoice #	Payment Information: Description
			Check Total.....:	273.91	.00	273.91		
008035	02/02/09	NAP01	NAPA AUTO PARTS	1204.15	.00	1204.15	090125	MAT & SUPPLIES-
008036	02/02/09	NOR25	NORTHERN LIGHTS ENRGY,INC	7363.59	.00	7363.59	175123	MAT & SUPPLIES-STR PROJ
008037	02/02/09	PGE2B	PG&E	4971.17	.00	4971.17	090123	ELECT-WWTP
008038	02/02/09	SEI01	SEILER, ROY R., CPA	3400.60	.00	3400.60	22944	ProfServices Finance Dept
008039	02/02/09	WAL05	WALKER STREET VET CLINIC	140.00	.00	140.00	206616	SPAY/NEUTER VOUCHER PROGR
				70.00	.00	70.00	206638	SPAY/NEUTER VOUCHER PROGR
			Check Total.....:	210.00	.00	210.00		
008040	02/02/09	COR09	CORNING CHAMBER OF COMM.	4000.00	.00	4000.00	090202	CngChamberComm. Economic
008041	02/02/09	ATT13	AT&T/MCI	322.26	.00	322.26	T9070520	COMMUNICATIONS-
008042	02/02/09	COM01	COMPUTER LOGISTICS, INC	42.00	.00	42.00	44614	COMMUNICATIONS-
				26.00	.00	26.00	44616	COMMUNICATIONS-POLICE
				116.67	.00	116.67	44662	COMMUNICATIONS-POLICE
			Check Total.....:	184.67	.00	184.67		
008043	02/02/09	FIR01	FIRST BANKCARD	558.56	.00	558.56	090127	CONF/MTGS-
008044	02/02/09	FIR02	FIRST BANKCARD	1181.17	.00	1181.17	090127	TRAINING/ED-
008045	02/02/09	FOR05	FORENSICS SOURCE	20.33	.00	20.33	F090119ZI	MAT & SUPPLIES-POLICE
008046	02/02/09	LIN02	LINNETS TIRE SHOP	129.32	.00	129.32	50005	Veh Opr/Maint-POLICE
008047	02/02/09	MEN03	MENDOZA, ARMANDO OCHOA	60.00	.00	60.00	090202	TRAINING/EDUCATION-POLICE
008048	02/02/09	NAT03	NAT'L ANIMAL CONTROL ASSN	35.00	.00	35.00	090131	TRAINING/ED-ACO
008049	02/02/09	TEH15	TEHAMA CO SHERIFF'S DEPT	40.00	.00	40.00	090114	TRAINING/EDUCATION-POLICE
008050	02/02/09	UNI02	UNIFORMS, TUXEDOS & MORE	821.00	.00	821.00	87286	SAFETY ITEMS-POLICE
008051	02/02/09	UNI07	UNION BANK OF CALIF	2945.00	.00	2945.00	090123	Bond Trustee
008052	02/02/09	XER00	XEROX CORPORATION	150.87	.00	150.87	038450948	EQUIP MAINT-POLICE
008053	02/04/09	A&A00	A AND A TOWING	210.00	.00	210.00	1949	PROF SVCS-POLICE
008054	02/04/09	AND01	ED ANDERSON	7095.00	.00	7095.00	090202	ProfServices-

Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Payment Information: Invoice #	Payment Information: Description
008055	02/04/09	ATT10	AT&T/MCI	1170.16	.00	1170.16	T9074285	COMMUNICATIONS-
008056	02/04/09	COM01	COMPUTER LOGISTICS, INC	24.00	.00	24.00	44615	COMMUNICATIONS-FIRE
008057	02/04/09	DEP03	DEPT OF TRANS/CAL TRANS	68.40	.00	68.40	183340	Equip.Maint. St&Trf Light
008058	02/04/09	GRA02	GRAINGER, W.W., INC	814.04	.00	814.04	982865216	MAT & SUPPLIES-PARKS
008059	02/04/09	HOL04	HOLIDAY MARKET #32	20.32	.00	20.32	25769	Mat/Supplies-CITY COUNCIL
008060	02/04/09	INT01	INTERLAND BUSINESS SUPPLY	517.93	.00	517.93	090202	Office Supplies-
008061	02/04/09	KNI00	KNIFE RIVER CONSTRUCTION	783.19	.00	783.19	93864	MAT & SUPPLIES-
008062	02/04/09	LIN02	LINNETS TIRE SHOP	314.04	.00	314.04	50015	Veh Opr/Maint-POLICE
				150.00	.00	150.00	50016	Veh Opr/Maint-FIRE
			Check Total.....:	464.04	.00	464.04		
008063	02/04/09	MAR04	MARTINEZ, RAYMOND	72.14	.00	72.14	090203	UNIFORMS/CLOTH-POLICE
008064	02/04/09	NAP01	NAPA AUTO PARTS	71.90	.00	71.90	090125A	Veh Opr/Maint-FIRE
008065	02/04/09	NEX01	NEXTEL COMMUNICATIONS	463.68	.00	463.68	090129	COMMUNICATIONS-
008066	02/04/09	NEX02	NEXTEL	159.43	.00	159.43	086319086	COMMUNICATIONS-POLICE
008067	02/04/09	NOR25	NORTHERN LIGHTS ENRGY,INC	2285.58	.00	2285.58	88995	VEH OP/MAINT-
				1203.98	.00	1203.98	89020	MAT & SUPPLIES-
				241.48	.00	241.48	89021	VEH OP/MAINT-FIRE
			Check Total.....:	3731.04	.00	3731.04		
008068	02/04/09	NOR31	NORM'S PRINTING	46.06	.00	46.06	006350	OFFICE SUPPLIES-PW ADMIN
				92.32	.00	92.32	006390	OFFICE SUPPLIES-FINANCE
			Check Total.....:	138.38	.00	138.38		
008069	02/04/09	OME02	OMEGA INDUST. SUPPLY, INC	192.51	.00	192.51	060682	SAFETY ITEMS-FIRE
008070	02/04/09	PAT02	PATTERSON ELECTRIC,	222.47	.00	222.47	1423	THEATRE LIGHTS
				342.87	.00	342.87	1432	BATTERY BACK UP FOR LIFT
			Check Total.....:	565.34	.00	565.34		
008071	02/04/09	PGE01	PG&E	275.04	.00	275.04	090127	Electricity-SWR
008072	02/04/09	PRE03	PREMIER WEST BANK	1040.91	.00	1040.91	090204	HSA CONTRIBUTION 2008 - S

CITY OF CORNING
Cash Disbursement Detail Report
Check Listing for 02-09 Bank Account.: 1020

Check Number	Check Date	Vendor Number	Name	Gross Amount	Discount Amount	Net Amount	Payment Information: Invoice #	Payment Information: Description
008073	02/04/09	SCH03	SCHUTTER, CARLA	484.00	.00	484.00	090203	Traing/Educ. PoliceDispat
008074	02/04/09	TEH15	TEHAMA CO SHERIFF'S DEPT	20.00	.00	20.00	090122	TRAINING/EDUCATION-POLICE
				-20.00	.00	-20.00	090122u	Ck# 008074 Reversed
				122.50	.00	122.50	090202	PROF SVCS-
				-122.50	.00	-122.50	090202u	Ck# 008074 Reversed
			Check Total.....:	.00	.00	.00		
008075	02/04/09	THO01	THOMES CREEK ROCK CO	551.64	.00	551.64	090131	Mat/Supplies-PARKS
008076	02/04/09	TOW00	TOWN AND COUNTRY RESORT	432.00	.00	432.00	081117	TRAINING/ED-DISPATCH
008077	02/04/09	WHI03	WHITE, JEREMY D.	120.00	.00	120.00	090202	TRAINING/ED-POLICE
008078	02/04/09	TEH15	TEHAMA CO SHERIFF'S DEPT	20.00	.00	20.00	090122A	TRAINING/EDUCATION-POLICE
008079	02/04/09	COR01	CORNING VETERINARY	582.80	.00	582.80	19287	ProfServices ACO
008080	02/04/09	ACC00	ACCESS INFORMATION	40.00	.00	40.00	50477	EQUIP MAINT-GEN CITY
008081	02/04/09	BAS01	BASIC LABORATORY, INC	280.00	.00	280.00	0901042	ProfServices Water Dept
008082	02/04/09	COR01	CORNING VETERINARY	980.00	.00	980.00	19291	SPAY/NEUTER VOUCHER PROGR
008083	02/04/09	PGE2A	PG&E	33.57	.00	33.57	090129	ELECT-MCDONALD & CASSANDR
008084	02/04/09	SCH01	LES SCHWAB TIRE CENTER	94.83	.00	94.83	394565	Veh Opr/Maint-
008085	02/04/09	TEH15	TEHAMA CO SHERIFF'S DEPT	122.50	.00	122.50	090202A	PROF SVCS-
			Cash Account Total.....:	60083.57	.00	60083.57		
			Total Disbursements.....:	60083.57	.00	60083.57		

Date..: Feb 4, 2009
Time..: 1:58 pm
Run by: PALA CANTRELL

CITY OF CORNING
NEW BUSINESSES FOR CITY COUNCIL

Page.: 1
List.: NEWB
Group: WTFMB

Business Name	Address	CITY/STATE/ZIP	Contact Name		Business Desc. #1	Business Start Date	Primary Teleph
CHIPPEWA PEST CONTRO		PARADISE, CA 95967	ATKINSON	TOM	GENERAL STRUCTURAL PEST CONTROL	01/29/09	(530)624-3702
YAK YAK SHACK	3525 HIGHWAY 99W	CORNING, CA 96021	WEISS	JERRY	ELECTRONIC SALES & SERVICE	01/29/09	(530)529-5698

Item No.: I-5

CITY OF CORNING

JANUARY 2009

TREASURERS REPORT

AGENCY	BALANCE	RATE	MATURES ON
LOCAL AGENCY INVESTMENT FUND	2,325,079.77	2.54	
PREMIER WEST BANK	192,937.32	2.67	03/28/09
PREMIER WEST BANK	172,807.28	2.67	04/20/09
TRUST ACCOUNTS			
PREMIER WEST BANK RIDELL TRUST	202,624.94	2.52	06/13/10

Respectfully Submitted

Pala Cantrell
City Treasurer

2/3/2009
7:28:12AM

CITY OF CORNING

PERMITS ISSUED (sort by Permit #)

For the Period 1/1/2009 thru 1/31/2009

Owner and Address	Parcel Number	Issued On	Valuation
JOHN MURRAY 2151 SOUTH AVE CORNING CA 96021 **Permit Description:** EVR FUEL SYSTEM UPGRADE	8710066 **Site Street Address:** 2151 SOUTH AVE	1/27/2009	45,000.00
MANUEL MADERA 1165 TOOMES AVE CORNING CA 96021 **Permit Description:** REROOF OVER EXISTING LAYER	7121108 **Site Street Address:** 1165 TOOMES AVE	1/5/2009	1,500.00
UNITED METHODIST CHURCH 783 SOLANO ST CORNING CA 96021 **Permit Description:** REPLACE HVAC UNIT	7307101 **Site Street Address:** 783 SOLANO ST	1/6/2009	5,200.00
ROBERT MUELLER 1534 PEACH ST CORNING CA 96021 **Permit Description:** TEAR OFF & REROOF	7317204 **Site Street Address:** 1534 PEACH ST	1/13/2009	6,400.00
ALAN HOWARD 519 CHESTNUT ST CORNING CA 96021 **Permit Description:** REMOVE UNGROUNDED WIRE /REPLACE WITH	7315113 **Site Street Address:** 519 CHESTNUT ST	1/14/2009	350.00
ALAN HOWARD 519 CHESTNUT ST CORNING CA 96021 **Permit Description:** NEW 100 AMP SERVICE	7315113 **Site Street Address:** 519 CHESTNUT ST	1/20/2009	250.00
JOHN SCHNIEDER 814 MARIN ST CORNING CA 96021 **Permit Description:** REPLACE EXISTING SEWER LINE	7306605 **Site Street Address:** 814 MARIN ST	1/20/2009	500.00

CITY OF CORNING

PERMITS ISSUED (sort by Permit #)

For the Period 1/1/2009 thru 1/31/2009

Owner and Address	Parcel Number	Issued On	Valuation
YVONNE BENNETT 1165 TOOMES AVE CORNING CA 96021 **Permit Description:** INSTALL HVAC UNIT & DUCTING	7121108 **Site Street Address:** 1165 TOOMES AVE	1/21/2009	14,919.00
ROBERT ESTES 1615 BUTTE ST CORNING CA 96021 **Permit Description:** COVER BBQ PATIO	7110203 **Site Street Address:** 1615 BUTTE ST	1/22/2009	8,500.00
JUDY MCFADDEN 318 FOURTH ST CORNING CA 96021 **Permit Description:** REPLACE SEWER MAIN	7105306 **Site Street Address:** 318 FOURTH ST	1/23/2009	550.00
MIKE CAMPI 454 DEL NORTE CORNING CA 96021 **Permit Description:** REPLACE HVAC UNIT	7305202 **Site Street Address:** 454 DEL NORTE	1/23/2009	5,500.00
WILLIAM JANES 1109 SIXTH AVE CORNING CA 96021 **Permit Description:** NEW HVAC	7117209 **Site Street Address:** 1109 SIXTH AVE	1/23/2009	5,500.00
PETE MARENINO 1933 SOLANO ST CORNING CA 96021 **Permit Description:** NEW PORCH & FACADE & ADA RESTROOMS	7115102 **Site Street Address:** 1933 SOLANO ST	1/26/2009	60,000.00
RON CRAIG (OLIVE PIT) 2156 SOLANO ST CORNING CA 96021 **Permit Description:** EXTEND & REMODEL FRONT OF BUSINESS	7133002 **Site Street Address:** 2156 SOLANO ST	1/27/2009	375,000.00
RAFAEL DIAZ 711 BEECH WAY CORNING CA 96021 **Permit Description:** CUT IN NEW HVAC & DUCTING	7314302 **Site Street Address:** 711 BEECH WAY	1/27/2009	13,245.00

CITY OF CORNING

PERMITS ISSUED (sort by Permit #)

For the Period 1/1/2009 thru 1/31/2009

Owner and Address	Parcel Number	Issued On	Valuation
SHIGE HOAKE 1701 YOLO ST CORNING CA 96021 **Permit Description:** CHANGE ELECT. SERVICE	7109405 **Site Street Address:** 1701 YOLO ST	1/28/2009	500.00

16 Permits Issued from 1/1/2009 Thru 1/31/2009 'OR A TOTAL VALUATION OF $ 542,914.00

***** END OF REPORT *****

Item No.: I-8

SouthWest Water Company

P.O. Box 230
25010 Gardiner Ferry Rd.
Corning, CA 96021
Phone 530.824.5863
Fax 530.824.5769
www.swwc.com

CITY OF CORNING
WASTEWATER OPERATION SUMMARY REPORT
January 2009

Below is a summary of the Monthly Operations Report that will be available for City review on February 13, 2009.

1) Filled out monthly reports.

2) Performed monthly Operator 10 maintenance on all plant equipment.

3) Changed flow disk.

4) Sent vehicle report to Texas.

5) Wasted to thickener.

6) Pumped to beds from thickener and EQ.

7) Worked on Maintain it program.

8) Scotty's electric install #2 EQ pump.

9) Safety meeting.

10) Scotty found contacts welded shut on #2 pump control panel, repaired it.

11) Cleaned up shop.

12) Inspected eyewash and emergency showers.

13) Unloaded chlorine truck.

14) Changed chart on analyzer.

15) Exercised generator.

16) Cleaned So2 pump.

17) Vic cleaned Bell-Carter lines.

18) Cleaned chlorine building.

19) Took out trash.

20) Tested all chlorine and So2 sensors.

21) River samples.

22) Sign by plant gate changed.

23) Garcia Const here did cement work around plant.

24) Checked all fire extinguishers.

25) Cleaned probe at lift station.

26) Tel-Star called will be here Feb 2 to install PH meter and analog recorder.

27) Calibrated So3 analyzer.

28) Replaced Y filter at SO2 pump.

29) Sent AnnualCertication Report to State Water Board.

30) Cleaned 5 drying beds.

31) Pumped to 2 beds.

32) Tested alarms with Fire Dept.

33) Greg Cash did SSO inspection.

34) Changed gate Code at plant.

35) Called PD, Fire Dept and City with new code.

36)

Total daily plant flow for the month of January 2009 was 667,871GPD.

Total daily plant flow for the previous month of December 2008 was 672,290GPD

January 2009
Industrial Flow = 566,851GPD
(Flow into the Bell Carter Ponds)

Domestic Flow = 667,871GPD

December 2008

Industrial Flow = 491,700 GPD

Domestic Flow = 672,290 GPD

ITEM NO. : I-9
AGREEMENT WITH TEHAMA COUNTY TRANSPORTATION COMMISSION REGARDING REIMBURSEMENT FOR INSTALLATION OF BUS SHELTERS AND BENCHES.

FEBRUARY 9, 2009

TO: **CITY COUNCIL OF THE CITY OF CORNING, CALIFORNIA**

FROM: **STEPHEN J. KIMBROUGH; CITY MANAGER**
JOHN L. BREWER, AICP; PUBLIC WORKS DIRECTOR

Steve
JB

SUMMARY:

The County Transportation Commission operates the Tehama Rural Area Express (TRAX) Bus System that provides public transportation between communities. The system naturally includes a number of bus stops throughout the County. The commission recently received a grant to purchase bus shelters and benches to improve those bus stops.

Seven (7) of those shelters and four (4) "stand alone" benches are to be installed in Corning. The County has requested that the City install the shelters and then be reimbursed for the labor and material costs.

The attached agreement between the County and City is offered for your consideration and approval prior to completing the installations.

BACKGROUND:

The intended shelter and bench locations are listed on the attached sheet. Staff has visited each site and determined the materials and labor costs in each placement. We've also solicited estimates from our concrete contractor (Ward's Concrete) for the necessary cement work. Our estimated costs are shown on the attached spreadsheet. Those estimates have been incorporated into the agreement.

Although all improvements will be within the public street right of ways, as a courtesy, staff has provided written notices of the shelter installations to the adjacent property owners.

RECOMMENDATION:

That the City Council;

- **Authorize the City Manager to sign the attached agreement between the City of Corning and the Tehama County Transportation Commission for bus stop improvements.**

AGREEMENT BETWEEN THE CITY OF CORNING AND TEHAMA COUNTY TRANSPORTATION COMMISSION

This agreement is entered into between the Tehama County Public Works (County) and the City of Corning (City) for the purpose of bus stop improvements.

RESPONSIBILITIES OF COUNTY

During the term of this agreement, County shall:

a. Provide shelters, benches, and sign to be installed at each location
b. Provide information detailing location of installation (site location only, excludes detailed site plan)

RESPONSIBILITIES OF THE CITY

During the term of this agreement, City shall:

a. Install up to (7) shelters with accompanying benches and up to (4) stand alone benches at selected locations and provide any additional materials required for the installation.
b. The City certifies that it has adopted the Uniform Cost Accounting Act procedures for public works contracts and may therefore use its force account or contractors to perform the agreement.
c. The City agrees to comply with ADA rules and regulations when installing shelters at prescribed bus stop locations
d. The City shall install shelters and benches in accordance with Tehama County Transit Agency Bus Stop Standards Policies & Procedures.
e. The City represents and warrants that they are the Owner or have an easement over the lands upon which the work will be done.
f. Begin the installation of the bus shelters and benches within 90 days of the date of the agreement and complete said work within 12 months of said agreement date unless circumstances exist that make this unfeasible and they are communicated to the County.

COMPENSATION

The City shall be paid $703 for each standard shelter installation with accompanying bench, and $75 for each stand alone non-sheltered bench installation. Exceptions due to circumstances that do not allow for typical installation shall be addressed on a case by case basis. City shall be paid the estimated sum of $5,221 for the 7 standard shelter/bench installations and 4 non-sheltered bench installations.

In no event shall the total compensation paid pursuant to this agreement exceed $7,500 during the term of this agreement.

BILLING AND PAYMENT

City shall submit to County an invoice for payment upon completion of the services

described in responsibilities of the city. County shall make payment within 30 days of receipt of City's invoice.

TERM OF AGREEMENT

This agreement shall commence upon the date signed by both parties and shall remain in effect for (1) one year, unless extended upon mutual consent of both parties or terminated pursuant to the conditions set forth herein.

TERMINATION OF AGREEMENT

If City fails to perform said duties to the satisfaction of the County, or if City fails to fulfill in a timely and professional manner the obligations under this agreement, or if City violates any of the terms or provisions of this agreement, then the County shall have the right to terminate this agreement effective immediately upon the County giving written notice thereof to the City. Either party may terminate this agreement on 30 days' written notice. County shall pay City for all work satisfactorily completed as of the date of notice. County may terminate this agreement immediately upon oral notice should funding cease or be materially decreased.

ENTIRE AGREEMENT; MODIFICATION

This agreement supersedes all previous agreements and constitutes the entire understanding of the parties hereto. City shall be entitled to no other benefits other than those specified herein. No changes amendments or alterations shall be effective unless in writing and signed by both parties.

INDEMNIFICATION

The City shall indemnify and hold harmless the County, its elected and appointed officials, officers and employees against all claims, suits, costs, fees, expenses, damages, judgments or decrees by reason of any person or persons bodily injury, including death, or property damage occurring during the progress of the work, whether by negligence or otherwise.

NOTICES

Any notice required to be given pursuant to the terms and provisions of this contract shall be in writing and shall be sent first class mail to the following addresses:

If to County: TEHAMA COUNTY PUBLIC WORKS
9380 San Benito Ave.
Gerber, California 96035
530/385-1462

If to City: _____CITY of Corning
Stephen J. Kimbrough, City Manager
___794 Third St.
___ Corning, California 96021
530/824-7033

IN WITNESS WHEREOF, County and City have executed this agreement on the day and year set forth below.

Project No. __

TEHAMA COUNTY PUBLIC WORKS

Date:_____ _____
Gary Antone P.E., P.L.S.
Director of Public Works
County of Tehama

CITY OF Corning

Date:_____ _____
Stephen J. Kimbrough, City Manager
City of Corning

APPROVED AS TO FORM

_____
Arthur Wylene,
Assistant County Counsel

Bus Shelter Bench Install Cost Estimates-City of Corning

Install Cost Estimates:

Location	Install Type	Estimated PW Crew	Rate	Total Estimated Crew Cost	Ward's Conc. Bid	Total Estimate
Butte Street-North	Shelter	3	$ 120	$ 360	$ 310	$ 670
Butte Street-South	Shelter	3	$ 120	$ 360	$ 310	$ 670
Edith Avenue-East	Shelter	3	$ 120	$ 360	$ 310	$ 670
Edith Avenue-West	Shelter	3	$ 120	$ 360	$ 425	$ 785
Senior Center	Shelter	3	$ 120	$ 360	$ 310	$ 670
Corning Medical	Shelter	3	$ 120	$ 360	$ 425	$ 785
New Life Assembly	Shelter	3	$ 120	$ 360	$ 310	$ 670
Maywood Apts.	Bench			$ 75	$ -	$ 75
Garden Apts.	Bench			$ 75	$ -	$ 75
Wellness Center	Bench			$ 75	$ -	$ 75
Toomes at Solano	Bench			$ 75	$ -	$ 75
						$ 5,220

$ 4,920	$ 702.86

Other Costs:

Item	Date	Cost
Forklift Rental-unloading	11/3/2008	$ 90
	Grand Total	$ 5,310

ID	Bus Stop Name	Current Amenity	Future Amenity	
56	06_Spring Mtn. Apts.	sign	Shelter	grass
57	09_Post Office	shelter		paved
58	01_Spring Mtn. Apts	sign	Shelter	Replace Bench with Shelter
59	02_Tehama Village	bench	Shelter	Replace Bench with Shelter
60	03_Safeway	shelter		paved
61	04_Maywood Apts.	sign	Bench	grass
62	05_Toomes/Solano Ave.	sign		gravel
63	06_Senior Center	sign	Shelter	Place shelter by sign
64	07_Transportation Cente	transit center		paved
65	08_Pear/Solano	sign		paved
66	09_Maywood School	sign		gravel
67	10_Corning Medical	bench	Shelter	Replace Bench with Shelter
68	11_Garden Apts.	sign	Bench	grass
69	12_Maywood School	sign		shrubs
70	13_Sav-Mor	sign	Shelter	Place sheter by TRAX sign
71	14_Wellness Center	sign	Bench	paved
72	15_City Hall			paved
73	16_Toomes/Solano	sign	Bench	paved
74	17_Maywood Apts.	sign		gravel
75	18_Safeway	bench		shrubs
76	19_Olive Grove Apts.	bench	Shelter	Put shelter to replace bench
77	Commuter	unknown		
78	Commuter	unknown		
79	Vina Post Office	sign		gravel

SHELTER LOCATIONS (FROM COUNTY)

City of Corning

794 Third St. Corning, CA 96021 (530) 824-7020 Fax (530) 824-2489

January 9, 2009

Re: Installation of Bus Shelters

Dear Property Owner,

The Tehama County Transit Agency, that operates the "TRAX Bus System" in our County, was recently awarded a grant for the purchase of prefabricated bus shelters. The agency has asked the City of Corning to install seven of those shelters throughout the City. A map showing the intended locations is attached.

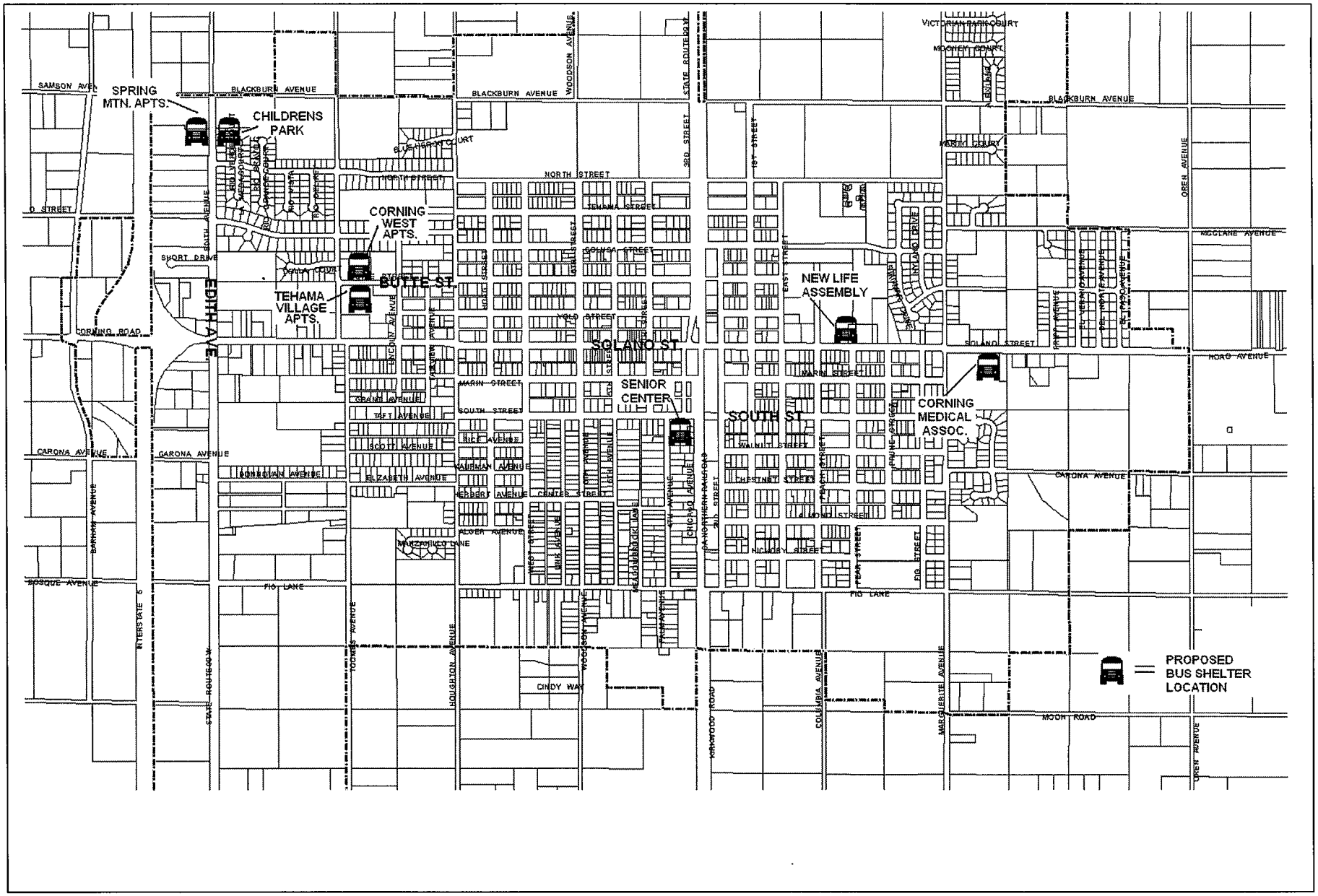
One of those shelters is to be installed along the frontage of your property. The shelter will be placed completely within the street right of way, on public property. There may be some short-term and minor inconvenience associated with the installation of the shelter. Those inconveniences may include noise, construction activity and excavation.

The purpose of this letter is merely to notify you, as the property owner, of the upcoming installation. Our crew will strive to minimize any impacts to you or your property.

Thank you for your time. If you have any questions regarding this matter, please feel free to contact me at 824-7029.

Sincerely,

John L. Brewer, AICP
Public Works Director


SPRING MTN. APTS.
CHILDRENS PARK
CORNING WEST APTS.
BUTTE ST.
TEHAMA VILLAGE APTS.
EDITH AVE
SOLANO ST
SENIOR CENTER
SOUTH ST
NEW LIFE ASSEMBLY
CORNING MEDICAL ASSOC.
PROPOSED BUS SHELTER LOCATION
BLACKBURN AVENUE
NORTH STREET
CORNING ROAD
CARONA AVENUE
FIG LANE
MOON ROAD
OREN AVENUE
MCCLANE AVENUE
ROAD AVENUE
SOLANO STREET
MARIN STREET
SOUTH STREET
WALNUT STREET
CHESTNUT STREET
ALDER AVENUE
CINDY WAY
BOSQUE AVENUE
INTERSTATE 5
STATE ROUTE 99 W
STATE ROUTE 99 E

ITEM NO: I-10
APPROVE PROGRESS PAY ESTIMATE NO. 4 IN THE AMOUNT OF $45,893.50 TO THOMAS WILLIAMS CONSTRUCTION FOR THE SAFE ROUTE TO SCHOOL, CYCLE 7 PROJECT.

FEBRUARY 10, 2009

TO: **HONORABLE MAYOR AND COUNCILMEMBERS OF THE CITY OF CORNING**

FROM: **STEPHEN J. KIMBROUGH, CITY MANAGER**
JOHN L. BREWER, AICP; DIRECTOR OF PUBLIC WORKS

SUMMARY:

Attached for City Council review is a copy of Partial Pay Estimate No. 4 requesting payment of $45,893.50 for the Safe Route To School, Cycle 7 Project. The Pay Estimate lists the original contract amount, any change orders/adjustments, work completed to date, retention amount and current amount due to the Contractor.

BACKGROUND:

The Project Engineer and the Director of Public Works have reviewed and approved this request.

Original Construction Contract		$307,710.00
Contract Change Order No. 1	+	$ 6,300.00
Total Adjusted Contract Amount		$314,010.00
Proposed Partial Payment Estimate No.		**$45,893.50**
Retention To Be Held (10% contract)	-	**$ 4,589.35**
Current Amount Due To Contractor		**$ 41,304.15**
Previously Paid Payments		$256,636.66
Previous Retention Held (10% per contract)		$ 28,515.18

RECOMMENDATION:

MAYOR AND COUNCIL APPROVE PROGRESS PAY ESTIMATE NO. 4 IN THE AMOUNT OF $45,893.50 TO THOMAS WILLIAMS CONSTRUCTION, INC. FOR THE SAFE ROUTES TO SCHOOL, CYCLE 7 PROJECT.

PARTIAL PAYMENT ESTIMATE

Corning Safe Route to School Project, Cycle 7
(Including Marguerite Overlay)

Progress Payment Estimate No. 4

OWNER:	CONTRACTOR:	PERIOD OF ESTIMATE:
City of Corning	Thomas Williams Construction	FROM: Jan 8, 2009 to Feb 3, 2009

CONTRACT CHANGE ORDER SUMMARY

No.	Approval Date	Amount Additions	Amount Deductions
1	11-18-08	$6,300.00	
	TOTALS	$6,300.00	
NET CHANGE		+6,300.00	

ESTIMATE

1. Original Contract..... $307,710.00
2. Change Orders..... $ 6,300.00
3. Revised Contract (1+2)..... $314,010.00
4. Work Completed (90%)... ..... $ 331,045.34
5. Stored Materials 0
6. Subtotal (4+5)..... $ 331,045.34
7. Retainage .....10%..... $ 33,104.53
8. Previous Payments..... $ 256,636.66
9. Amount Due (6-7-8)..... $ 41,304.15

CONTRACT TIME

Original (days) 120
Revised 90
Remaining 0

On Schedule x Yes ☐ No

Starting Date: Oct. 20, 2008
Projected Completion: Feb. 16, 2009

CONTRACTOR'S CERTIFICATION:

The undersigned Contractor certifies that to the best of their knowledge, information and belief the work covered by this payment estimate has been completed in accordance with the contract documents, that all amounts have been paid by the contractor for work for which previous payment estimates was issued and payments received from the owner, and that current payment shown herein is now due.

Contractor Thomas Williams Construction

By _____

Date _____

ARCHITECT OR ENGINEER'S CERTIFICATION:

The undersigned certifies that the work has been carefully inspected and to the best of their knowledge and belief, the quantities shown in this estimate are correct and the work has been performed in accordance with the contract documents.

Architect or Engineer Ed Anderson

By _____

Date: February 10, 2009

APPROVED BY OWNER:

Owner City of Corning

By _____

Date _____

Unit Price Breakdown to Accompany Progress Pay Estimate No. 4

CITY OF CORNING

SAFE ROUTE TO SCHOOL (CYCLE 7) AND MARGUERITE AVENUE OVERLAY

		Contract				This Period		Total to Date		%
Item No.	Description	Quantity	Unit	Unit Price	Total	Quantity	Amount	Quantity	Amount	Complete
	BASE BID (SRTS, Cycle 7)									
1	Excavate for new sidewalk	14,106	SF	$1.80	$25,390.80	827.00	$1,488.60	14387.00	$25,896.60	102%
2	Furnish/Install sidewalk	14,106	SF	$4.20	$59,245.20	827.00	$3,473.40	14387.00	$60,425.40	102%
3	Remove/Replace curb & gutter	638	LF	$25.00	$15,950.00	114.00	$2,850.00	654.00	$16,350.00	103%
4	Instal new curb & gutter	15	LF	$30.00	$450.00	0.00	$0.00	18.00	$540.00	120%
5	Remove/Replace sidewalk	1,082	SF	$6.00	$6,492.00	1,099.50	$6,597.00	1939.50	$11,637.00	179%
6	Install driveway	180	SF	$7.50	$1,350.00	21.00	$157.50	201.00	$1,507.50	112%
7	Remove/Replace Driveway	684	SF	$7.50	$5,130.00	180.00	$1,350.00	864.00	$6,480.00	126%
8	Remove concrete driveway	48	SF	$3.00	$144.00	0.00	$0.00	72.00	$216.00	150%
9	Remove concrete driveway	740	SF	$2.50	$1,850.00	60.00	$150.00	740.00	$1,850.00	100%
10	Remove/Replace water meter	1	EA	$150.00	$150.00	0.00	$0.00	1.00	$150.00	100%
11	Remove/Replace water valve box	2	EA	$150.00	$300.00	0.00	$0.00	2.00	$300.00	100%
12	Paint Thermo-Plasitc striping crosswalk	17	EA	$350.00	$5,950.00	17.00	$5,950.00	17.00	$5,950.00	100%
13	Paint Thermo-Plasitc stop bar	3	EA	$250.00	$750.00	3.00	$750.00	3.00	$750.00	100%
14	Paint thermo-plastic STOP symbols	11	EA	$150.00	$1,650.00	11.00	$1,650.00	11.00	$1,650.00	100%
15	Remove/Replace existing signs	4	EA	$300.00	$1,200.00	4.00	$1,200.00	4.00	$1,200.00	100%
16	Remove/Trim Hedge	1	EA	$500.00	$500.00	0.00	$0.00	1.00	$500.00	100%
17	Remove/Repair fence	1	EA	$250.00	$250.00	0.50	$125.00	1.00	$250.00	100%
18	Remove/Relocate church sign	1	EA	$500.00	$500.00	0.00	$0.00	1.00	$500.00	100%
19	Remove/Replace roof drain line	1	EA	$150.00	$150.00	0.00	$0.00	1.00	$150.00	100%
20	Remove/Replace S-6 drop inlet	1	EA	$3,000.00	$3,000.00	0.00	$0.00	1.00	$3,000.00	100%
21	Install pedistiran sign	21	EA	$300.00	$6,300.00	21.00	$6,300.00	21.00	$6,300.00	100%
22	Grind sidewalk joints	13	EA	$50.00	$650.00	13.00	$650.00	13.00	$650.00	100%
23	Remove/Rplace AC & Agg. Base	750	SF	$8.00	$6,000.00	0.00	$0.00	750.00	$6,000.00	100%
24	Saw cut existing AC	300	LF	$3.00	$900.00	0.00	$0.00	300.00	$900.00	100%
25	Remove steel posts	2	EA	$100.00	$200.00	0.00	$0.00	2.00	$200.00	100%
26	Traffic control	1	LS	$15,000.00	$15,000.00	0.20	$3,000.00	1.00	$15,000.00	100%
ADD	Retaining Wall and Steps	102		$26.00	$0.00	102.00	$2,652.00	102.00	$2,652.00	100%
	TOTAL BASE BID				$159,452.00		$38,343.50		$171,004.50	107%

				Contract		This Period		Total to Date		%
Item No.	Description	Quantitiy	Unit	Unit Price	Total	Quantity	Amount	Quantitiy	Amount	Complete
	ADDITIVE BID #1 (Marguerite Ave.)									
A-1	Asphalt Grinding	22,300	SF	$0.50	$11,150.00	0.00	$0.00	24892.00	$12,446.00	112%
A-2	Install asphalt	95,400	SF	$1.27	$121,158.00	0.00	$0.00	96492.00	$122,544.84	101%
A-3	Remove/Replace valley gutter	2	EA	$2,000.00	$4,000.00	0.00	$0.00	2.00	$4,000.00	100%
A-4	Raise manholes	6	EA	$250.00	$1,500.00	3.00	$750.00	9.00	$2,250.00	150%
A-5	Raise water valve boxes	5	EA	$200.00	$1,000.00	5.00	$1,000.00	10.00	$2,000.00	200%
A-6	Install skip line thermo-plastic striping	2,600	LF	$0.75	$1,950.00	2,600.00	$1,950.00	2600.00	$1,950.00	100%
A-7	Traffic Control	1	LS	$7,500.00	$7,500.00	0.00	$0.00	1.00	$7,500.00	100%
	TOTAL ADDITIVE BID #1				$148,258.00		$3,700.00		$152,690.84	103%

Item No.	Description	Quantitiy	Unit	Unit Price	Total	Quantity	Amount	Quantitiy	Amount	Complete
	BASE BID Contract Change Order # 1									
C-1	Install Truncated Domes	18	EA	$350.00	$6,300.00	11	$3,850.00	21	$7,350.00	117%
	TOTAL BASE BID CCO #1				$6,300.00		$3,850.00			$0.00
	JOB TOTALS				$314,010.00		$45,893.50		$331,045.34	105%

City Of Corning
Partial Payment Request

Contractor: Thomas H. Williams	Date: 12/2/08	Purchase Order No.:	
Address:	Project No.:	Application No.: 3	
Project: Corning High School Safe Routes to School	From: 12/2/08	To: 12/31/09	

Item No.	Description	Estimated Contract Quantity	Previous Quantity To Date	Quantity To Date	Unit	Unit Cost	Total To Date	% Complete	Remarks
	BASE BID								
1	Excavation for Sidewalk	14,106	13560.00	14387.00	SF	$ 1.80	$ 25,896.60	102%	
2	4" Thick Concrete Sidewalk	14,106	13560.00	14387.00	SF	$ 4.20	$ 60,425.40	102%	
3	Remove and Replace Curb and Gutter	638	540.00	621.00	LF	$ 25.00	$ 15,525.00	97%	
4	Install New Curb and Gutter	15	18.00	18.00	LF	$ 30.00	$ 540.00	120%	
5	Remove and Replace Concrete Sidewalk	1,082	840.00	1152.00	SF	$ 6.00	$ 6,912.00	106%	
6	Install 6" Thick Concrete Driveway	180	180.00	201.00	SF	$ 7.50	$ 1,507.50	112%	
7	Remove and Replace 6" Thick Concrete Driveway	684	684.00	684.00	SF	$ 7.50	$ 5,130.00	100%	
8	Remove Concrete Driveway	48	72.00	72.00	SF	$ 3.00	$ 216.00	150%	
9	Remove Concrete Sidewalk	740	680.00	740.00	SF	$ 2.50	$ 1,850.00	100%	
10	Remove and Replace Water Meter Box	1	1.00	1.00	EA	$ 150.00	$ 150.00	100%	
11	Remove and Replace Water Valve Box	2	2.00	2.00	EA	$ 150.00	$ 300.00	100%	
12	Paint 1 foot Thermo-Plastic Strips	17	0.00	17.00	EA	$ 350.00	$ 5,950.00	100%	
13	Paint Thermo-Plastic Stop Bar	3	0.00	3.00	EA	$ 250.00	$ 750.00	100%	
14	Paint Thermo-Plastic Stop Symbols	11	0.00	11.00	EA	$ 150.00	$ 1,650.00	100%	
15	Remove and Replace Existing Signs	4	0.00	4.00	EA	$ 300.00	$ 1,200.00	100%	
16	Remove 8-feet of Juniper Hedge	1	1.00	1.00	EA	$ 500.00	$ 500.00	100%	
17	Remove and Replace 6 feet of Fence	1	0.50	1.00	EA	$ 250.00	$ 250.00	100%	
18	Remove and Relocate Existing Church Sign	1	1.00	1.00	EA	$ 500.00	$ 500.00	100%	
19	Remove and Replace 4" Roof Drain Line	1	1.00	1.00	EA	$ 150.00	$ 150.00	100%	
20	Remove and Relocate Existing S-6 Drop Inlet	1	1.00	1.00	EA	$ 3,000.00	$ 3,000.00	100%	
21	Install Pedestrian Signs	21	0.00	21.00	EA	$ 300.00	$ 6,300.00	100%	
22	Grind existing Sidewalk Joints	13	0.00	13.00	EA	$ 50.00	$ 650.00	100%	
23	Remove/Replace AC and Ab @ Blackburn and Marguerite	750	750.00	750.00	SF	$ 8.00	$ 6,000.00	100%	
24	Saw Cut Existing AC at new lipof Gutter at Yost Park	300	300.00	300.00	LF	$ 3.00	$ 900.00	100%	
25	Remove Existing Steel Posts	2	2.00	2.00	EA	$ 100.00	$ 200.00	100%	
26	Traffic Control And Signage	1	0.80	1.00	LS	$ 15,000.00	$ 15,000.00	100%	
	ADDITIVE BID, MARGUERITE AVE AC OVERLAY								
A-1	Grind Existing AC	22,300	24892.00	24892.00	SF	$ 0.50	$ 12,446.00	112%	
A-2	Install 2" AC Overlay	95,400	96492.00	96492.00	SF	$ 1.27	$ 122,544.84	101%	
A-3	Remove and Replace Valley Gutters	2	2.00	2.00	EA	$ 2,000.00	$ 4,000.00	100%	
A-4	Raise Existing Manholes	6	6.00	9.00	EA	$ 250.00	$ 2,250.00	150%	
A-5	Raise Existing Valve Boxes	5	5.00	10.00	EA	$ 200.00	$ 2,000.00	200%	
A-6	Install Skip-Line Thermo-Plastic Strips and Reflectors	2,600	0.00	2600.00	LF	$ 0.75	$ 1,950.00	100%	
A-7	Traffic Control And Signage	1	1.00	1.00	LS	$ 7,500.00	$ 7,500.00	100%	
CCO 1	Truncated Domes	18	10.00	21.00	EA	$ 350.00	$ 7,350.00	117%	

Total Amount Earned to Date:	$ 321,493.34
10% Retention:	$ 32,149.33
Retention Released:	$ 0.00
Net Amount Retained:	$ 32,149.33
Total Less Net Retention:	$ 289,344.01
Amount Previously Paid:	$ 256,636.66
Total Amount Payable:	$ 32,707.35

RECEIVED
FEB 0 3 2009
CITY OF CORNING

City Of Corning
Partial Payment Request

Contractor: Thomas H. Williams	Date: 12/2/08	Purchase Order No.:	
Address:	Project No.:	Application No.: 3	
Project: Corning High School Safe Routes to School	From: 12/2/08	To: 12/31/09	

Item No.	Description	Estimated Contract Quantity	Previous Quantity To Date	Quantity To Date	Unit	Unit Cost	Total To Date	% Complete	Remarks
	BASE BID								
1	Excavation for Sidewalk	14,106	0.00	0.00	SF	$ 1.80	$ 0.00	0%	
2	4" Thick Concrete Sidewalk	14,106	0.00	0.00	SF	$ 4.20	$ 0.00	0%	
3	Remove and Replace Curb and Gutter	638	0.00	33.00	LF	$ 25.00	$ 825.00	5%	
4	Install New Curb and Gutter	15	0.00	0.00	LF	$ 30.00	$ 0.00	0%	
5	Remove and Replace Concrete Sidewalk	1,082	0.00	787.50	SF	$ 6.00	$ 4,725.00	73%	
6	Install 6" Thick Concrete Driveway	180	0.00	0.00	SF	$ 7.50	$ 0.00	0%	
7	Remove and Replace 6" Thick Concrete Driveway	684	0.00	180.00	SF	$ 7.50	$ 1,350.00	26%	
8	Remove Concrete Driveway	48	0.00	0.00	SF	$ 3.00	$ 0.00	0%	
9	Remove Concrete Sidewalk	740	0.00	0.00	SF	$ 2.50	$ 0.00	0%	
10	Remove and Replace Water Meter Box	1	0.00	0.00	EA	$ 150.00	$ 0.00	0%	
11	Remove and Replace Water Valve Box	2	0.00	0.00	EA	$ 150.00	$ 0.00	0%	
12	Paint 1 foot Thermo-Plastic Strips	17	0.00	0.00	EA	$ 350.00	$ 0.00	0%	
13	Paint Thermo-Plastic Stop Bar	3	0.00	0.00	EA	$ 250.00	$ 0.00	0%	
14	Paint Thermo-Plastic Stop Symbols	11	0.00	0.00	EA	$ 150.00	$ 0.00	0%	
15	Remove and Replace Existing Signs	4	0.00	0.00	EA	$ 300.00	$ 0.00	0%	
16	Remove 8-feet of Juniper Hedge	1	0.00	0.00	EA	$ 500.00	$ 0.00	0%	
17	Remove and Replace 6 feet of Fence	1	0.00	0.00	EA	$ 250.00	$ 0.00	0%	
18	Remove and Relocate Existing Church Sign	1	0.00	0.00	EA	$ 500.00	$ 0.00	0%	
19	Remove and Replace 4" Roof Drain Line	1	0.00	0.00	EA	$ 150.00	$ 0.00	0%	
20	Remove and Relocate Existing S-6 Drop Inlet	1	0.00	0.00	EA	$ 3,000.00	$ 0.00	0%	
21	Install Pedestrian Signs	21	0.00	0.00	EA	$ 300.00	$ 0.00	0%	
22	Grind existing Sidewalk Joints	13	0.00	0.00	EA	$ 50.00	$ 0.00	0%	
23	Remove/Replace AC and Ab @ Blackburn and Marguerite	750	0.00	0.00	SF	$ 8.00	$ 0.00	0%	
24	Saw Cut Existing AC at new lipof Gutter at Yost Park	300	0.00	0.00	LF	$ 3.00	$ 0.00	0%	
25	Remove Existing Steel Posts	2	0.00	0.00	EA	$ 100.00	$ 0.00	0%	
26	Traffic Control And Signage	1	0.00	0.00	LS	$ 15,000.00	$ 0.00	0%	
	ADDITIVE BID, MARGUERITE AVE AC OVERLAY								
A-1	Grind Existing AC	22,300	0.00	0.00	SF	$ 0.50	$ 0.00	0%	
A-2	Install 2" AC Overlay	95,400	0.00	0.00	SF	$ 1.27	$ 0.00	0%	
A-3	Remove and Replace Valley Gutters	2	0.00	0.00	EA	$ 2,000.00	$ 0.00	0%	
A-4	Raise Existing Manholes	6	0.00	0.00	EA	$ 250.00	$ 0.00	0%	
A-5	Raise Existing Valve Boxes	5	0.00	0.00	EA	$ 200.00	$ 0.00	0%	
A-6	Install Skip-Line Thermo-Plastic Strips and Reflectors	2,600	0.00	0.00	LF	$ 0.75	$ 0.00	0%	
A-7	Traffic Control And Signage	1	0.00	0.00	LS	$ 7,500.00	$ 0.00	0%	
CCO 1	Truncated Domes	18	0.00	0.00	EA	$ 350.00	$ 0.00	0%	
ADD	Retaining Wall and Steps	102	0.00	102.00	EA	$ 26.00	$ 2,652.00	100%	

Total Amount Earned to Date:	$ 9,552.00
10% Retention:	$ 955.20
Retention Released:	$ 0.00
Net Amount Retained:	$ 955.20
Total Less Net Retention:	$ 8,596.80
Amount Previously Paid:	$ 0.00
Total Amount Payable:	$ 8,596.80

ITEM NO: K-11
Tentative Tract Map 08-1003, Subdivide an approximately 9.07 acre parcel and create 7 commercial parcels ranging in size from 0.75 acres to 1.32 acres with a 1.08 acre common parcel that will be used as a drainage detention basin.

FEBRUARY 10, 2009

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: JOHN STOUFER, PLANNING DIRECTOR

PROJECT DESCRIPTION & LOCATION:
Tract Map 08-1003 proposes to subdivide approximately 9.07 acres and create 7 commercial parcels ranging from 0.75 acres to 1.32 acres with a 1.08 common parcel that will be used as a drainage detention basin in a C-3 – CBDZ, General Business District – Corning Business Development Zone, Zoning District. An entrance court intersecting with Barham Ave. will be constructed to serve the parcels. Located in the City of Corning along the west side of Interstate 5 and the east side of Barham Ave., approximately 200 ft. southeast of the Corning Rd. / Barham Ave. intersection. Described as a portion of the north half of Section 21, T. 24N., R. 3W., M.D.M. APN's:69-210-43, 49 & 69-220-01 & 08

GENERAL PLAN LAND USE DESIGNATION:
Hwy 99-W Specific Plan

ZONING DESIGNATION:
C-3 – CBDZ, General Business District – Corning Business Development Zone

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
Mitigated Negative Declaration, A mitigated negative declaration means a negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.
Staff completed a CEQA Initial Study that identified certain potentially significant effects that could be attributable to the development of this project. Staff determined that those effects could be substantially lessened by the imposition of sixty-eight (68) mitigation measures and conditions.

MITIGATION MEASURES VS. CONDITIONS. The CEQA Mitigated Negative Declaration/Initial Study recommends both "Mitigation Measures" and "Conditions". Mitigation Measures" are those measures recommended to mitigate or avoid specific environmental effects. "Initial Study Conditions" are measures to ensure compliance with applicable development standards. The recommended "Conditions of Approval" in this staff report include both types of measures (Mitigation Measures and Conditions). Please refer to the Mitigated Negative Declaration/Initial Study (Exhibit "P") for identification of the potential significant environmental effects and the discussion regarding appropriate mitigation and compliance with City standards.

DISCUSSION:

Pursuant to Section 16.09.010 (E) of the Corning Municipal Code (CMC) "the planning commission of the city shall act as the advisory agency to the city council. It is charged with making investigations and reports on the design and improvements of proposed divisions of land. The Planning Commission shall make investigations and conduct hearings regarding the approval of tentative maps and make its written report on the tentative map directly to the City Council." Final approval, including establishing design standards for public improvements, of a tentative subdivision map is the responsibility of the City Council pursuant to Section 16.09.010 (F) of the CMC.

On January 20, 2009 the Planning Commission held a hearing to review the project and make a recommendation to the City Council. The applicant and his engineer were present at the hearing. The commission, staff, and applicant agreed on minor modifications to conditions #27, #28 & #29. The Planning Commission voted 5:0 to recommend that the City Council adopt the Subfindings & Findings, adopt the Mitigated Negative Declaration filed on Tentative Tract Map 08-1003, and approve the map subject to the 68 conditions as modified at the meeting.

CONSISTENCY WITH GENERAL PLAN & ZONING:

In 1993 the City of Corning completed a General Plan revision and update addressing the goals, policies, and programs of the community. One of the areas identified in the General Plan for potential growth and development is the area located on the west side of town along the Highway 99W Corridor. This area contained a large amount of undeveloped land that was zoned for commercial use. Because a large portion of this corridor area had the greatest potential for future commercial development the city initiated the preparation of a specific plan for this area. The Highway 99W Corridor Specific Plan was initiated in 1995 and adopted by the city in 1997.

Section 65450 of the California Government Code allows local governments to prepare specific plans for the "systematic implementation" of the General Plan. In this context, the specific plan is a tool used to implement the provisions of general plan goals and policies.

The Highway 99W Corridor Specific Plan is intended to provide a more detailed examination of the planning issues in the corridor than could be achieved in the City's General Plan. The purpose of the Specific Plan is to provide a comprehensive set of plans, policies, guidelines, and implementation measures for guiding and ensuring the orderly development of the Highway 99W Corridor.

The parcels were annexed into the City of Corning in 2004 which is the first time the city limits had expanded to the west of Interstate 5. The parcels were annexed into the Specific Plan and pre-zoned C-3 – CBDZ, General Business District – Corning Business Development Zone.

LAND USE ELEMENT:

The Land Use Element established the land use plan and provides goals, policies, and implementation measures for the development of property within the specific plan area. The Land Use Element of the specific plan is intended to supplement the Corning General Plan's land use plan, by addressing specific issues within the specific plan area.

The proposed parcels will allow for future freeway oriented commercial development and by expanding city sewer and water to the west side of Interstate 5 allow for additional commercial development on surrounding parcels. The project is consistent with the following land use element goals, policies, and implementation measures of the Hwy. 99-W Specific Plan.

Land Use Goals

- Insure that new development pays for the necessary City facilities and services to support it through tax revenues, fees, or other means.

- Provide adequate vacant land for development of a range of commercial, office, and light industrial activities.

- Conserve and improve aesthetic, historic, neighborhood, open space and environmental land resources of the community.

- Develop the Hwy. 99W Corridor and provide a variety of retail, office, commercial, light industrial and manufacturing, and warehousing opportunities.

Land Use Policies

- Promote higher densities and mixed land uses that are mutually compatible.

- Encourage the location and development of businesses which generate high property and sales taxes, local employment and are environmentally compatible.

- Commercial development should be clustered on arterial streets and at major intersections in the downtown or near Interstate 5 interchanges.

- Ensure the gradual upgrade of underutilized parcels.

Land Use Implementation Measures

- Traveler and visitor oriented land uses should be located near the I-5 corridor

- Establish regulations that assure compatibility of existing and new commercial uses.

SAFETY AND PUBLIC FACILITIES ELEMENT:

The Safety and Public Facilities Element is intended to identify risks from hazards or safety problems in the specific plan area, and to provide an assessment of existing protection services and the impact future development may have on these services.

Submitted with the application to subdivide the property was an Environmental Site Assessment prepared by AEI Consultants. The assessment is discussed in Section VII, Hazards and Hazardous Materials in the Initial Study prepared for the project. According to the site assessment, other then potential flood hazards from Jewett Creek, there were no other risks or hazards associated with the commercial development of the site.

The Specific plan states "The 100 year flood plain should be a major consideration when planning for flood hazards. This flood plain is in an area which is estimated to have a 1% chance of flood inundation per year. The 100 year flood plain has been established by the Federal Emergency Management Agency (FEMA) as the "base Flood" standard for acceptable risk."

The FEMA Flood Insurance Rate Map (FIRM) for this area indicates that a major portion of the site is outside the 100 year floodplain. The 100 year floodplain limits is within the 50 ft. non-disturbance area from the north bank of Jewett Creek as required by Mitigation Measure IV.B.1. Since this non-disturbance area prevents any type of development structures will not impede flood flows and the general public will not be at risk due to flooding of the site.

Commercial development impacts numerous public services. To mitigate these impacts the Corning School Districts and the City of Corning have adopted and implemented Development Impact fees. These fees, payable when building permits are issued, were implemented to mitigate the impacts created by new commercial and residential development. This project will be subject to the schools and cities established fees which will mitigate the impacts to these services.

When the site was annexed into the City of Corning police and fire protection became the responsibility of the City. The Specific Plan states "If the Hwy 99W Corridor were to be completely developed there may be a slight impact to law enforcement. However, assuming that the development is primarily commercial, industrial, manufacturing, and similar uses the impact will be negligible. More impact usually occurs from residential development".

The response time for fire emergencies within the city is three minutes. The City maintains a Insurance Service Office (ISO) rating of '4' on a scale of 1 to 10. Pursuant to Mitigation Measure XIII. A. 2, the developer will be required to site a minimum of three fire hydrants within the subdivision. There are currently no fire hydrants within the city on the west side of I-5. Installation of these hydrants will improve the fire suppression capability in this area.

The project is consistent with the following safety and public facilities element goals, policies, and implementation measures of the Hwy. 99-W Specific Plan.

Safety and Public Facilities Goals

- Avoid the approval of land uses which threaten public safety and property values.

- Minimize the risk to lives and property loss from flood hazards and prevent impacts to waterways resulting from human activity which may serve to increase flood hazards.

- Ensure that adequate public facilities and services exist in order to serve the needs of existing and future development.

Safety and Public Facilities Policies

- Regulate the approval of new development to ensure that projects do not increase the potential or severity for damage from flooding.

- Regulate new development to ensure that waterways and drainage channels will not be impacted in such a manner that drainage is impeded or increased significantly.

- Ensure that any increased runoff from projects is detained on-site and then diverted into storm drains of adequate capacity and not be diverted as surface runoff onto adjoining properties.

- Ensure that new development does not increase the potential or severity of the flood hazard.

- Regulate land use in areas that are prone to flooding and only allow those areas to be developed with proper mitigation.

- Ensure that public facilities are adequately funded and constructed in a timely manner.

- Manage growth so that new public facilities and services will retain or improve quality of life.

Safety and Public Facilities Implementation Measures

- Require water detention basins be incorporated into site design of proposed projects. Basins should temporarily detain the excess stormwater runoff originating on-site.

- Provide adequate storm drainage improvements to prevent flooding in areas which are prone to flood hazards.

- Maintain waterways and drainage channels eliminating material which may obstruct the flow of runoff.

- Require environmental impact analysis (expanded initial studies) for all development proposals that may affect City Facilities and services.

- Require sufficient buffering measures between drainage ways and adjacent land uses.

CIRCULATION ELEMENT:

Along with the Hwy 99W / Solano St. and Edith Ave. intersection, and the Hwy 99W / South Ave. intersection this site will become a gateway into the City of Corning. To improve circulation and reduce traffic congestion as a result of the project a westbound turn lane at the intersection of Barham Ave. / Corning Rd., and left turn lanes on Corning road at the north bound and south bound I-5 ramps will be constructed as required by Mitigation Measure XV. A. 1.

The Community Design Element, the Design Guidelines, and the Landscape Standards have established streetscape design suggestions for roadways within the specific plan area. Mitigation Measures I. C. 1 & 2 require landscaping within the right-of-ways of Barham Ave., Corning Rd., and the entrance road constructed to serve the parcels.

Complying with the landscaping requirements set out in the Hwy. 99W Corridor Specific Plan will enhance the visual character of the site. Future commercial development will be required to obtain a Use Permit that will also require compliance with the architectural, landscaping, parking, etc., design guidelines of the specific plan.

The project is consistent with the following circulation element goals, policies, and implementation measures of the Hwy. 99-W Specific Plan.

Circulation Goals

- Create a problem free transportation system in the Corning Planning Area.
- Maximize access to the area by traffic from I-5.
- Provide a network of safe, efficient and aesthetic streets that improve access throughout the study area for both vehicles and pedestrians.
- Facilitate efficient and safe movement of people and vehicles within the study area.

Circulation Policies

- Maximize the efficient use of existing transportation facilities
- Maintain a level "C" service standard for City intersections and roadways.
- All streets within the specific plan area shall be designed with consideration of the design principles established in the design guidelines.
- Soften the hardscape of parking areas, pedestrian spaces, and walkways through the use of landscaping and street furniture.

Circulation Implementation Measures

- Require site specific traffic studies and mitigation for development proposals that have the potential to exceed roadway LOS "C" on or off site and/or if the project includes: the potential to develop 200 trip ends and/or commercial development with 4,000 sq. ft. of building area or more.
- All streets should be designed with the following criteria in mind: street trees and landscaping, well defined street edges, easily accessible, comfortable sidewalks and pedestrian areas, identify gateways, signage, and safety.
- Provide appropriate streetscape designs for the Hwy 99W Corridor.
- Utilize landscape and hardscape design features to soften parking and pedestrian areas for new development.

NOISE ELEMENT:

The Highway 99W Corridor Specific Plan contains a noise element adopted to help protect health and welfare of the area by promoting development which is compatible with accepted noise standards. The human ear is subject to a wide range of sound intensities and people hear changes in sound in proportion to those intensities. The decibel (db) scale is a logarithmic scale used to compress this range. The threshold of human hearing corresponds roughly to 0 db. The "A" weighting scale, that which most closely resembles human hearing, is used in the specific plan and is noted by the symbol dBA.

In the specific plan, the time varying character of environmental noise is described as Ldn. This is a statistical weighting of daytime and nighttime noises and is used as the basis of noise impact evaluation and for land use planning criteria.

Ambient noise levels constitute the composite from all sources far and near. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location. Parameters used when estimating traffic noise relate to the traffic, the roadway, and the receiver. Traffic parameters affecting noise are the number and type of vehicles passing a point during a particular time period and the average speed of the vehicles. Roadway variables include its surface, gradient, and geometry.

The General Plan Noise Element identified that normally acceptable range for office and commercial land uses is an Ldn value below 70 db (Ldn values of 67.5 to 77.5 are conditionally acceptable). Freeway noise increases as the number and average speed of automobiles on it increases. For example, if the automobile traffic volume doubles, the noise level from those autos increases by about 3 dBA. As the population of California and other western states increases the traffic along I-5 will increase which will result in increased noise levels at this location.

The noise contour map within the specific plan indicates that when the plan was adopted in 1997 present noise contours along I-5 were 60 dB at 300 feet, 65 dB at 170 feet, and 70 dB at 80 feet. The Average Daily Trip (ADT) for I-5 was at 25,000 vehicles in the peak month in 1997. The ADT on I-5 has increased since 1997 but has not doubled which would increase these figures by 3 dBA. Placement of commercial business within 80 feet of I-5 could possibly expose people to noise levels above normally acceptable ranges as established in the General Plan and Specific Plan.

Mitigation Measure XI. A.1 requires that the Final Map have a note stating that a noise impact study must be submitted with each application for a conditional use permit to develop the parcels. This will allow staff and the commission to determine if noise attenuation measures must be incorporated into the design of future commercial development.

The project is consistent with the following noise element goals, policies, and implementation measures of the Hwy. 99-W Specific Plan.

Noise Goals

- Ensure that new development conforms to City noise levels.

- Locate new noise sensitive land uses away from noise sources unless mitigation measures are included in development plans.

Noise Policies

- Establish buffer areas between sensitive land uses and noise sources.

Noise Implementation Measures

- Implement staff and planning commission review of potential noise issues in new project location and design features.

- Incorporate the noise mitigations identified in initial studies for new projects as conditions of approval.

CONSERVATION, OPEN SPACE & ENVIRONMENTAL QUALITY ELEMENT:

The Conservation, Open Space, and Environmental Quality Element addresses issues related to the conservation, preservation and/or managed production of natural resources and open space. Open space refers to the preservation of natural resources, managed production of resources, outdoor recreation, and open space for public health and safety. Environmental quality takes into consideration both of these factors combined with other issues such as water quality, air quality, and soils protection.

The initial study prepared for the project analyzes the impacts the project will have on water quality, air quality, agricultural resources, soils and biological resources. Surveys were conducted by environmental consulting firms and mitigation measures incorporated into the project design to promote and protect the environmental quality of the site and surrounding area. Additional information pertaining to the surveys and mitigation measures are detailed in the initial study which is attached for your review.

The project is consistent with the following conservation, open space, & environmental quality element goals, policies, and implementation measures of the Hwy. 99-W Specific Plan.

Conservation, Open Space, and Environmental Quality Goals

- Maintain or improve groundwater quantity and quality in the planning area.

- Provide high quality water through the municipal treatment and distribution system.

- Protect remaining wildlife populations and native vegetation associations.

- Maintain and protect the remaining riparian habitat areas.

Conservation, Open Space, and Environmental Quality Policies

- Promote water conservation techniques in new development projects.
- Encourage development projects demonstrated to have minimal impacts on wildlife habitat areas.
- Minimize water usage for landscape irrigation through implementation of landscape guidelines.

Conservation, Open Space, and Environmental Quality Implementation Measures

- Encourage development to new project proponents who incorporate major water conservation techniques into their designs
- Development projects shall have storm water runoff detention basins and drainage plans to prevent future problems with storm water once the project is complete.

ZONING:

The C-3, General Commercial District is intended to be applied where general commercial facilities are necessary for public service and convenience. There is no minimum lot area, width or coverage established for this zoning district.

The CBDZ, Corning Business Development Zone is to be utilized only within the boundaries delineated by the Hwy 99W Corridor Specific Plan. It is recognized that there is a need for job-generating land uses near the freeway and that the most suitable location for future commercial development is within the specific plan area.

Establishing these parcels for future commercial development is consistent with the existing zoning designations for the site.

Staff recommends the following Subfindings & Findings for consideration by the Council, pursuant to the California Environmental Quality Act (CEQA), and Section 66474 (A thru G) of the California Government Code.

Subfinding #1

An Initial Study analyzing the environmental impacts associated with the project has been prepared, a Mitigated Negative Declaration filed and circulated through the CEQA process.

Finding #1

The Corning City Council finds that the Initial Study analyzed the environmental impacts associated with the project and that identified impacts have been mitigated to a Less than Significant Level. The Mitigated Negative Declaration filed on Tentative Tract Map 08-1003, meets the requirements of CEQA and its Guidelines.

Subfinding #2
Tract Map 08-1003 proposes to subdivide approximately 9.07 acres of land that was annexed into the City of Corning in 2004. The site and surrounding land, annexed into the city at the same time, were pre zoned for commercial development and designated for inclusion into the Hwy 99W Corridor Specific Plan area.

Finding #2
Subdividing the approximately 9.07 acres, referenced as APN's 69-210-43, 49 & 69-220-01 & 08, into 7 parcels ranging in size from 0.75 acres to 1.32 acres, with a 1.08 acre parcel designated as a drainage basin, for future freeway oriented commercial development is consistent with the existing Zoning Designations and the Hwy 99W Corridor Specific Plan.

Subfinding #3
Tract Map 08-1003 is subject to conditions of approval that direct the design and improvements of the project to meet the requirements of the Hwy 99W Corridor Specific Plan and other applicable municipal codes adopted by the City of Corning.

Finding #3
That the design and improvements associated with the creation of 7 commercial parcels, and a parcel designated for on-site storm water detention, are consistent with the Highway 99W Corridor Specific Plan.

Subfinding #4
The site and location of Tract Map 08-1003 is in an area that is relatively flat and where the construction of roads and building pads will not present any physical difficulties for development.

Finding #4
The site of Tract 08-1003 is located adjacent to Barham Ave. and has terrain that is physically suitable for the establishment of freeway oriented commercial development.

Subfinding #5
The developer will be required to extend city water and sewer to the west side of Interstate 5 to serve the proposed parcels. Additionally, the developer will be required to upgrade the existing roads, including left turn lanes on Corning Rd., and construct a new entrance road to serve the parcels.

Finding #5
The City of Corning Municipal water and sewer service has sufficient capacity to serve the proposed commercial development along the west side of Interstate 5. Road improvements to Corning Rd., Barham Ave., and the construction of an entrance road will provide adequate upgrades to the existing transportation system for additional traffic generated by the project.

Subfinding #6
Marcus Bole & Associates, an environmental consulting firm conducted a field survey of the site that did not reveal the presence of any special status wildlife or plant species or their specific micro-habitat. Buffers have been established to prevent development of the site from impacting Jewett Creek.

Finding #6
That the design of Tract Map 08-1003, or the proposed improvements associated with the development of 7 commercial parcels, are not likely to cause substantial environmental damage or substantially and avoidably injure fish, wildlife or their habitat.

Subfinding #7
Tract Map 08-1003 proposes to create 7 parcels for future freeway oriented commercial development. Pursuant to the CMC and the Hwy 99W Corridor Specific Plan a conditional use permit must be approved by the Corning Planning Commission prior to the establishment of any type of use on one of the resultant parcels.

Finding #7
Pursuant to Section 17.48.020 of the CMC no uses would be permitted on any of the parcels created by Tract Map 08-1003 without the approval of a Use Permit. Additional review of a Use Permit will assure that commercial development of the parcels will not cause any serious public health problems.

Subfinding #8
Access to the site will be by Corning Rd., Barham Ave., and an entrance road constructed by the developer to access the individual parcels. Public easements for access to the parcels will be created by recordation of a Final Map.

Finding #8
That the design of Tract Map 08-1003, or type of improvements associated with the commercial development of the parcels, will not conflict with easements acquired by the public at large, for access through or use of, property within the subdivision.

Subfinding #9
The City of Corning Planning Commission held a hearing on January 20, 2009 to consider the Mitigated Negative Declaration, review the project and make a recommendation to the Corning City Council.

Finding #9
The City of Corning Planning Commission voted 5:0 to recommend that the City Council adopt the Subfindings & Findings as presented in the staff report, adopt the Mitigated Negative Declaration filed On Tentative Tract Map 08-1003 and approve the map subject to the 68 conditions as modified by the Commission.

ACTION

1. MAKE A MOTION TO ADOPT THE 9 SUBFINDINGS AND FINDINGS AS PRESENTED IN THE STAFF REPORT FOR TENTATIVE TRACT MAP 08-1003.
(PLEASE NOTE : PRIOR TO ADOPTING THE FINDINGS THE CITY COUNCIL HAS THE ABILITY TO MODIFY OR REMOVE ANY OF THE RECOMMENDED SUBFINDINGS AND FINDINGS IF DEEMED APPROPRIATE BY A MAJORITY OF THE COUNCIL).

2. MAKE A MOTION TO ADOPT THE MITIGATED NEGATIVE DECLARATION FILED ON TENTATIVE TRACT MAP 08-1003 AS MEETING THE REQUIREMENTS OF CEQA AND ITS GUIDELINES.

3. MAKE A MOTION TO APPROVE TENTATIVE TRACT MAP 08-1003 SUBJECT TO THE FOLLOWING CONDITIONS.
(PLEASE NOTE: THE COUNCIL HAS THE ABILITY TO MODIFY, DELETE OR ADD CONDITIONS AS PART OF THEIR APPROVAL OF THE PROJECT.)

OR

4. MAKE A MOTION TO CONTNUIE THE HEARING AND DIRECT STAFF TO PREPARE SPECIFIC FINDINGS FOR CONSIDERATION BY THE COUNCIL TO DENY TENTATIVE TRACT MAP 08-1003.

RECOMMENDED CONDITIONS OF APPROVEL:

1. **UNDERGROUND UTILITIES**. All new and existing public utilities serving the development or adjacent to the development shall be undergrounded. Additionally, no overhead facilities shall cross any on site or adjacent streets.

2. **REMOVE CONSTRUCTION DEBRIS**. Prior to the recordation of a Final Map all construction debris shall be removed from the site.

3. **Mitigation Measure I. C. 1**
LANDSCAPING PLANS. Prior to commencing construction activities associated with the creation of the parcels, the applicant or his engineer shall submit landscaping and signage plans for the entrance at Barham Ave. and the entrance road as depicted on the tentative map. The landscaping plan must also include landscaping within the right-of-ways of Barham Ave, Corning Rd. and the entrance road. These plans must comply with the landscaping design guidelines and sign design guidelines of the Highway 99W Corridor Specific Plan and approved by the Planning Director.

4. Mitigation Measure I. C. 2
LANDSCAPING. The landscaped areas within the right-of-ways of Barham Ave., Corning Rd. and the entrance road must be provided with permanent and automatic means of irrigation and all landscaping of these areas, along with the placement of the entrance sign, must be constructed pursuant to the landscaping standards of the Highway 99W Corridor Specific Plan, and completed prior to recordation of a Final Map.

5. Mitigation Measure II. C. 1
DISCLOSURE OF AGRICULTURAL OPERATIONS. The following disclosure statement must be shown as a note on the Final Map:

> The City of Corning permits operation of properly conducted agricultural operations within the City Limits, including those that utilize chemical fertilizers and pesticides. You are hereby notified that property you are purchasing, leasing or renting may be located close to agricultural lands and operations. You may be subject to inconvenience or discomfort arising from the lawful and proper use of agricultural chemicals and pesticides and other agricultural activities, including without limitation, cultivation, plowing, spraying, irrigation, pruning, harvesting, burning of agricultural waste products, protection of crop and animals from depredation, and other activities which occasionally generate dust, smoke, noise, and odor. Consequently, depending on the location of your structures, it may be necessary that you be prepared to accept much inconveniences or discomfort as a normal and necessary aspect of conducting a business in an agriculturally active region._

6. GRADING PLANS. Complete grading plans shall be submitted for approval by the City Engineer.

7. STREET CLEANING. Paved City roadways leading to or from the project area shall be swept or washed at the end of each day as necessary to remove excessive accumulations of silt and/or mud, which may have accumulated as the result of construction activities.

8. Mitigation Measure III. B. 1
FUGITIVE DUST PERMIT
Prior to commencement of any type of construction activities the applicant must submit a construction emission dust/control plan and obtain a Fugitive Dust Control Permit from the Tehama County Air Pollution District and comply with the conditions of approval.

9. Mitigation Measure III. B. 2
OPEN BURNING
No opening burning shall occur on this parcel unless a special land clearing permit is obtained from the Tehama County Air Pollution Control District.

10. Mitigation Measure III. C. 1
SPRINKLE EXPOSED SOILS.
During construction, unprotected or bare soils, including inactive storage piles, shall be watered a minimum of 2 times per day to minimize wind erosion. Frequency should be based upon the type of operation, soil, and wind exposure.

11. Mitigation Measure III. C. 2
COVER EXPOSED SOILS. Areas denuded by construction activities and not scheduled for development for an indefinite period shall be seeded or covered by impervious materials to minimize water and wind erosion prior to the beginning of the rainy season (October 15th).

12. Mitigation Measure IV. A. 1
PRE-CONSTRUCTION SURVEY: Pre-construction surveys for nesting raptors should be conducted for construction activities between March 1 and September 30 pursuant to California Department of Fish & Game requirements. These surveys should be accomplished no later than 7 days prior to the commencement of grading activities. If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after September 30th or until the adults and young are no longer dependent on the nest as determined by a qualified biologist.

13. Mitigation Measure IV. B. 1
JEWETT CREEK PROTECTION: The Final Map shall indicate a 50' no disturbance zone from the top of the north bank of Jewett Creek on lots 6 & 7 with a taper down to 20' on Lot 7 as depicted on the tentative map. Prior to recordation of the Final Map this no disturbance zone, along with the site proposed for a sewage pumping station and detention basin must be fenced with 6' high earthtone colored plastic dipped chain link or wrought iron material. The location and widths of gates for access to the sewage pumping station and detention basin must be approved by the Public Works Director prior to construction of the fence.

14. Mitigation Measure IV. B. 2
UTILITY CASING: Water and sewer lines that are placed beneath the streambed of Jewett Creek must be encased in steel pipe in a size to be determined by the City Engineer.

15. Mitigation Measure IV. B. 3
DRY SEASON BORING: Work, including all activity associated with boring, in the stream channel, defined as the 100-year flood plain, shall be limited to the period July 1 to October 15, of any year. If water is present during this period no construction activity may commence until the streambed is dry.

16. Mitigation Measure IV. B. 4
EQUIPMENT STORAGE & MAINTENANCE: Staging, storage, and re-fueling areas for machinery, equipment and materials shall be located outside the stream channel. Any equipment or vehicles driven and/or operated within or adjacent to the stream channel shall be checked daily to prevent leaks of materials that, if introduced to water, could be deleterious to aquatic life, wildlife, or riparian habitat.

17. Mitigation Measure IV. B. 5
SPILL CLEANUP: The clean-up of all petroleum and/or chemical spills shall begin immediately. The Responsible Party shall notify the Tehama County Department of Environmental Health and comply with all applicable regulations associated with spill cleanup.

18. Mitigation Measure IV. B. 6
SITE CLEANUP: No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete or washings thereof, asphalt, paint or other coating material, oil or petroleum products or other organic or earthen material from any construction activity of whatever nature shall be allowed to enter into, or placed where it may be washed by rainfall or runoff into Jewett Creek. When operations are completed, any excess materials or debris must be removed from the site.

19. Mitigation Measure IV. B. 7
EROSION CONTROL: Soils exposed by construction shall be mulched to prevent sediment runoff and transport. Mulches shall be applied so that not less than 90% of the disturbed areas are covered. All mulches (except hydro-mulches) shall be applied in a layer not less than two inches deep. All mulches shall be kneaded or tracked-in with track marks parallel to the contour, and tackified as necessary to prevent excessive movement. All exposed soils shall be reseeded, by November 1 of each year, with a mix of grasses free from seeds of noxious or invasive weed species, and applied at a rate which will ensure establishment.

20. Mitigation Measure IV. B. 8
SOIL STABILIZATION: Soils adjacent to the stream channel that are exposed by construction activities shall be adequately stabilized when rainfall is reasonably expected and immediately upon completion of construction, to prevent the mobilization of sediment into Jewett Creek.

21. Mitigation Measure IV. B. 9
REMOVAL OF RIPARIAN VEGETATION: The disturbance or removal of riparian vegetation will not exceed the minimum necessary to complete the installation of the extended water and sewer lines.

22. Mitigation Measure IV. B. 10

STREAMBED DISTURBANCE: If any portions of the stream channel are disturbed during or after the placement of the water and sewer lines under Jewett Creek the disturbed portions of the stream channel within the high water mark of the stream shall be restored as near to the original natural condition as possible.

23. Mitigation Measure V. 1

CULTURAL RESOURCES. If subsurface deposits believed to be cultural in origin are discovered during construction, then all work must halt within a 100-foot radius of the discovery, and the City of Corning notified. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find. Work cannot continue at the discovery location until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant. If a potentially-eligible resource is encountered, then the archaeologist, lead agency, and project proponent shall arrange for either 1) total data recovery as a mitigation, or, preferably, 2) total avoidance of the resource, if possible. The determination shall be formally documented in writing and submitted to the lead agency as verification that the provisions in CEQA for managing unanticipated discoveries have been met.

24. Mitigation Measure V. D. 1

HUMAN REMAINS. If human remains, or remains that are potentially human, are discovered during project construction or implementation, all work must stop within a 100-foot radius of the find. The construction supervisor must notify the Corning Police Department immediately, and take appropriate action to ensure that the discovery is protected from further disturbance or vandalism.

25. Mitigation Measure VI. B. 1

STORMWATER PERMIT. Applicant shall apply for and obtain a "Construction Activities Storm Water General Permit" from the State Water Resources Control Board, Central Valley Regional Water Quality Control Board.

26. Mitigation Measure VI. B. 2

STORMWATER POLLUTION PREVENTION PLAN. Prior to any site disturbance or earthmoving activities on or adjacent to the site, a construction period and post-construction period Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and presented to the Central Valley Regional Water Quality Control Board and approved by the City of Corning. The objective of the plan shall be no net loss of soil (above an undisturbed natural, stable background state) from the site due to erosion. All requirements of the post construction period SWPPP shall be completed as part of the required improvement plans and shall be maintained in the same manner.

27. DETENTION PLANS. Prior to recording a final map the developer shall present improvement plans for detention of the net increase in runoff resulting from the development project during a 25-year storm for a duration of four hours.

28. SOILS INFORMATION. Soils information (Soils Log) must be submitted to verify adequacy of on-site storm water detention design that may include infiltration as a design element.

29. Mitigation Measure VIII. A. 1
WASTE DISCHARGE REQUIREMENTS. The developer must apply for waste discharge requirements from the California Regional Water Quality Control Board for the release of storm water from the detention basin into Jewett Creek.

30. Mitigation Measure VIII. C. 1
LOT GRADING. Lots must be graded to direct runoff to storm drain facilities within the public right-of-way or into the drainage easements as depicted on the tentative map. No lot to lot or offsite runoff shall be permitted.

31. Mitigation Measure VIII. E. 1
STORMWATER ANALYSIS. Applicant shall provide a Drainage Analysis prepared by a registered Civil Engineer or Certified Hydrologist. The analysis shall quantify the increased runoff resulting from a 25-year storm for a duration of four hours that will result from the creation of the parcels and potential commercial development.

32. Mitigation Measure VIII. E. 2
STORMWATER DETENTION. Storm Drain and detention facilities shall be installed in accordance with the Drainage Analysis and constructed to City Standards as approved by the Public Works Director.

33. Mitigation Measure XI. A.1
The following statement must be noted on the Final Map prior to recordation: "A noise impact study must be submitted with each application for a Conditional Use Permit to develop the parcels."

34. Mitigation Measure XI. D. 1
CONSTRUCTION HOURS. Excavation and construction work shall occur only between the hours of 7:00 AM to 7:00 PM, Monday through Friday, and between the hours of 8:00 AM to 6:00 PM on weekends and federally observed holidays.

35. Mitigation Measure XI. D. 2
CONSTRUCTION EQUIPMENT. The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained. When feasible, existing power sources, such as power poles, or clean fuel generators should be used, rather than temporary power generators. Minimize idling time to 10 minutes.

36. **FIRE HYDRANT REPAIR KIT:** The developer must provide the City of Corning Fire Department with 1 Fire Hydrant Repair Kit.

37. **WELL & SEPTIC ABANDONMENT.** Prior to recording a final map, the applicant shall properly abandon any water wells or septic systems occurring on the property in accordance with the requirements of the Tehama County Environmental Health Department.

38. Mitigation Measure XIII. A. 1
LANDSCAPE & LIGHTING DISTRICT. Prior to recording a final map for the project, the developer shall establish a Landscaping and Lighting District, or annex to an existing district if one exists, to fund the annual operation and maintenance of the landscaping, including automatic irrigation systems, and electrification of the streetlights placed within the right-of ways of Barham Ave., Corning Rd. the entrance road and the continued maintenance of common facilities, including the stormwater detention system and appurtenant facilities. The developer must submit an engineer's cost estimate for the annual cost to fund the Landscape and Lighting District. This cost estimate must be approved by the city engineer prior to formation of the district. Any costs associated with the formation of the district shall be borne by the developer.

39. Mitigation Measure XIII. A. 2
FIRE HYDRANT INSTALLATION. Prior to the submittal of improvement plans for the subdivision the developer must consult with the City of Corning Fire Chief to determine the location of a minimum of 3 fire hydrants to serve the parcels. These hydrants with valves shall be installed, to Public Works standards, as required by the Fire Chief.

40. **PUBLIC IMPROVEMENTS.** All public improvements shall be constructed in accordance with the Subdivision Ordinance of the City of Corning and required Public Works Standards.

41. **ROAD DEDICATION.** Dedicate a 60' wide right-of-way for the entrance road. Provide an additional 10' public service easement along each side of the right of way.

42. **CURB, GUTTER, SIDEWALK.** Install curb, gutter, and sidewalks, with approved handicap ramps at the intersection of the entrance road and Barham Ave.

43. **ENTRANCE ROAD STANDARD.** Proposed "Entrance Road" shall be constructed in accordance with Standard Drawing S-18 (40' 2 Lane Street).

44. **ENTRANCE ROAD CONSTRUCTION.** The entrance road shall be fully constructed with driveway entrances to each parcel with curb and gutter and 5' wide sidewalk adjacent to curb as per Standard Drawing No. S-18.

45. **STREET NAME SIGNS.** Applicant shall install street name signs, according to standards provided by the Director of Public Works at all intersections.

46. STREET NAMES. Final street names are subject to approval of City staff and shall appear on the final map.

47. NON-ACCESS STRIP. No new driveways shall be permitted direct access onto Corning Road. The Final Map shall offer "1 foot wide Non-Access" strips along Corning Road excepting the 12' wide utility easement as depicted on the tentative map.

48. CURBSIDE PARKING. Once commercial uses are established on a parcel curbside parking along the entrance road must be prohibited.

49. BARHAM AVENUE IMPROVEMENTS. Re-construct the adjacent (eastern) half width of Barham Avenue in accordance with Standard Drawing S-18 (40' Street) and complete an asphalt overlay on a 12 foot travel lane on the west half width from the south project boundary to Corning Road/Solano Street. If adequate structure section exists, the City Engineer may approve an alternative Barham Avenue improvement plan.

50. CORNING RD./SOLANO ST. IMPROVEMENTS. Reconstruct the adjacent (southern) half width, the median turn lane and a 12' wide travel lane on the north side of Corning Road/Solano Street along the frontage from I-5 overpass structure through the Barham Avenue intersection. Complete pavement markings in accordance with the recommendations in the Traffic Study. If adequate structure section exists, the City Engineer may approve an alternative Corning Road/Solano Street improvement plan.

51. Mitigation Measure XV. A. 1
LEFT TURN LANES. A westbound left turn lane at the intersection of Barham Ave./Corning Rd., and left turn lanes on Corning Rd. at the north bound and south bound I-5 on ramps must be constructed prior to the recordation of a final map.

52. Mitigation Measure XV. D. 1
INTERSECTION SIGHT DISTANCE. No shrubbery, fencing, entrance signs or trees exceeding 36 inches in height, and no tree branches shall extend lower than seven feet so as to limit a 200 ft. minimum sight distance at the proposed entrance road and Barham Ave. intersection.

53. Mitigation Measure XV. D. 2
STOP SIGNS. Install a stop sign and apply thermoplastic stop legend with bar where entrance road intersects with Barham Ave. Temporary signs must be in place during construction at the new intersection.

54. UTILITY LOCATION. Applicant shall ensure, prior to final street construction, that all water and sewer mains, utility and storm drains, and all access points are in the proper location for serving the proposed new lots. No street cutting nor excavation shall be allowed in the new street once completed.

55. WATER & SEWER CONNECTIONS. All water and sewer connections shall be completed in accordance with Public Works Specifications.

56. WATER SERVICES. All water services to the parcels are to be 1 inch, or larger, poly pipe iron pipe size.

57. WATER METERS. All water meters to be Sensus compound meters to register in gallons, ¾ " meters are the minimum required, but the city recommends 1" meters for irrigation.

58. MANHOLE INSTALLATION. Install Manholes in Subdivision as per Public Works Specifications.

59. STREET LIGHT INSTALLATION. Street lights shall be set installed in accordance with Public Works Standards. Final location shall be shown on the plans for public improvements, and approved by the Director of Public Works.

60. PUBLIC UTILITY EASEMENTS. Public utility easements shall be dedicated and noted as required by the City Engineer on the Final Map.

61. PUBLIC IMPROVEMENTS. All public improvements shall be constructed in accordance with the Subdivision Ordinance of the City of Corning and required Public Works Standards.

62. WATER LINE ENCROACHMENT PERMIT. Obtain an encroachment permit from Caltrans and extend City water main line from east side of Interstate 5 to serve the project. Install water main lines within entrance road and reconstructed Barham Avenue along project frontage, as per Public Works Specifications and as directed by City Engineer. Minimum mainline pipe diameter shall be 8".

63. SEWER LINE ENCROACHMENT PERMIT. Obtain an encroachment permit from Caltrans and extend City sanitary sewer line from east side of Interstate 5 to serve project and adjacent properties. Install sanitary sewer trunklines in the entrance road and reconstructed Barham Avenue in accordance with City standards.

64. SEWER LIFT STATION. Prior to recording the final map, Developer shall install a sewer lift station on public property adjacent to the retention pond. Developer shall size lift station to accommodate commercial development on all current incorporated properties on the west side of I-5. Additionally, developer shall construct a building to house a generator with the capacity to power the lift station during power outages and construct a building to house the generator and fuel supply. Building size and materials shall be as directed by the City Engineer.

65. POSTAL BOXES. If requested by the Corning postmaster for commercial development, provide one or more "Cluster Box Units (CBUs) for postal service at locations approved by the Postmaster. CBU positions shall appear on the improvement plans for the subdivision.

66. CABLE TELEVISION. Developer shall ensure service by Chambers Cable to each lot at developer's expense.

67. Mitigation Measure XVI. B. 1
PARCEL DEDICATION: The Final Map shall offer for dedication to the City of Corning, Lot "A", as depicted on the Tentative Subdivision Map, and a minimum 16 foot wide drainage and utility easement to Lot "A". Prior to recordation of the Final Map the 16 foot wide easement must be improved with a minimum 8 foot wide all-weather access road.

68. REGULATORY COMPLIANCE. The developer must comply with all Local, State and Federal regulations and permit requirements applicable to the creation of the parcels, especially the Tehama County Air Pollution Control District and the California Regional Water Quality Control Board.

EXHIBITS

EXHIBIT "A"	VICINITY MAP
EXHIBIT "B"	GENERAL PLAN MAP
EXHIBIT "C"	ZONING MAP
EXHIBIT "D"	TENTATIVE SUBDIVISION MAP & PROPOSED SIGN LOCATIONS
EXHIBIT "E"	PYLON SIGN
EXHIBIT "F"	MONUMENT SIGNS
EXHIBIT "G"	ASSESSOR'S MAP
EXHIBIT "H"	ASSESSOR'S MAP
EXHIBIT "I"	SEWER & WATER ROUTE (OPTION 1)
EXHIBIT "J"	SEWER & WATER ROUTE (OPTION 2)
EXHIBIT "K"	TRAFFIC IMPROVEMENTS
EXHIBIT "L"	EXISTING CONDITIONS / TOPOGRAPHIC MAP
EXHIBIT "M"	PRELIMINARY GRADING PLAN
EXHIBIT "N"	FIRM MAP
EXHIBIT "O"	AERIAL PHOTO
EXHIBIT "P"	MITIGATED NEGATIVE DECLARATION & INITIAL STUDY
EXHIBIT "Q"	APPLICATION
EXHIBIT "R"	RESPONSE TO COMMENTS RECEIVED FROM AGENCIES & GENERAL PUBLIC

TRACT MAP 2008-03
EXHIBIT "A"

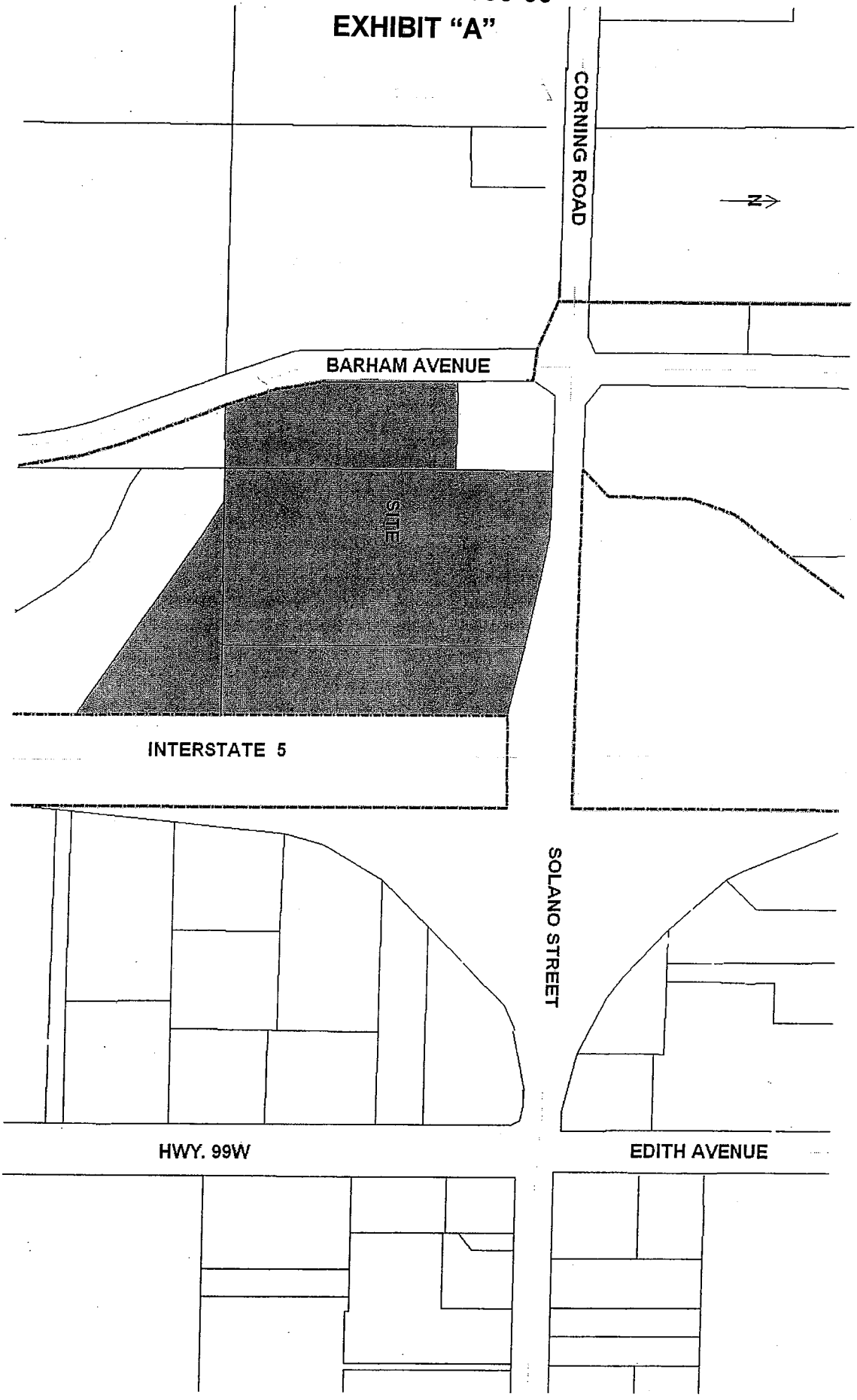


EXHIBIT "B"
GENERAL PLAN MAP
TRACT MAP 08-1003

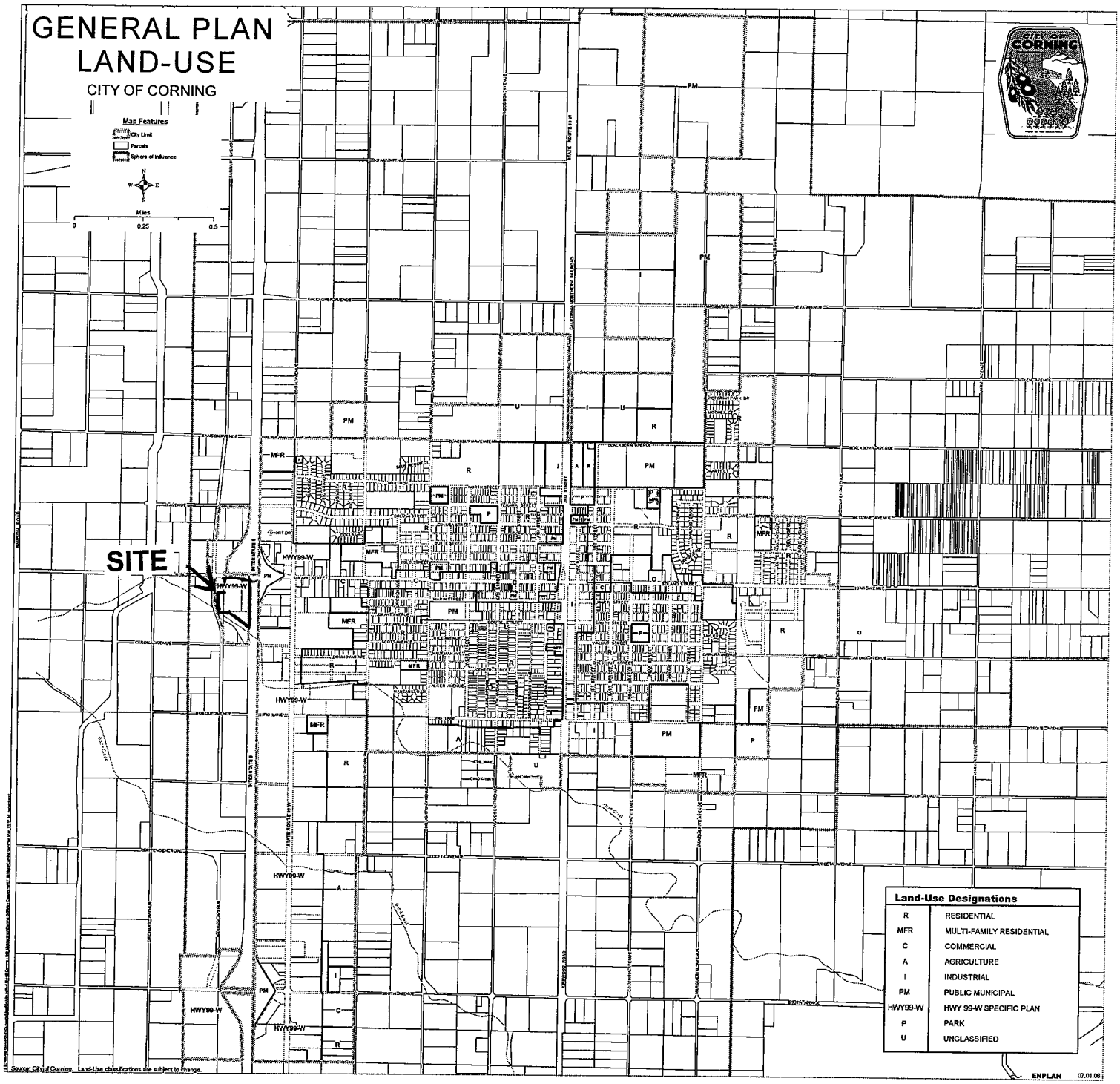


EXHIBIT "C"
ZONING MAP
TRACT MAP 08-1003

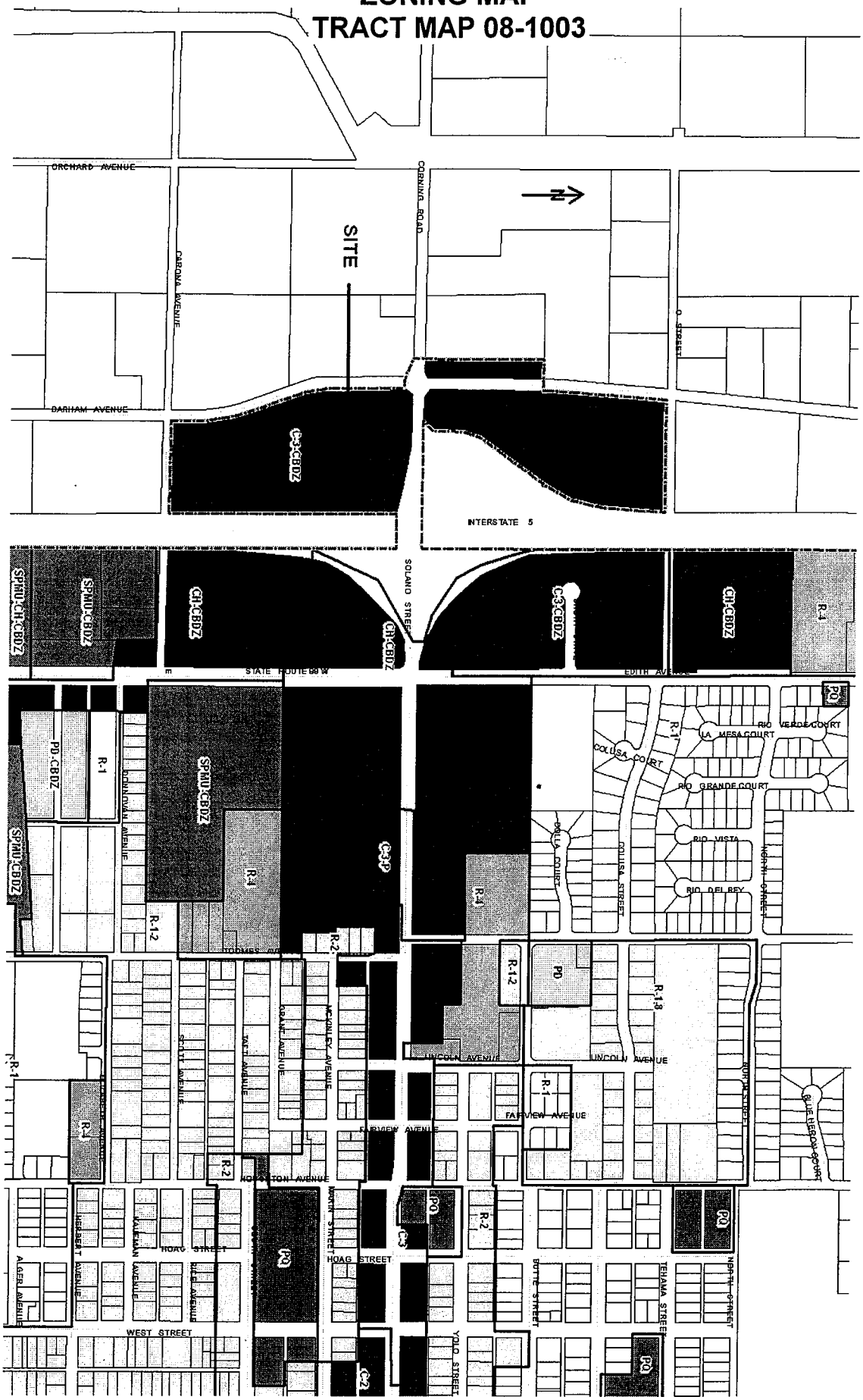
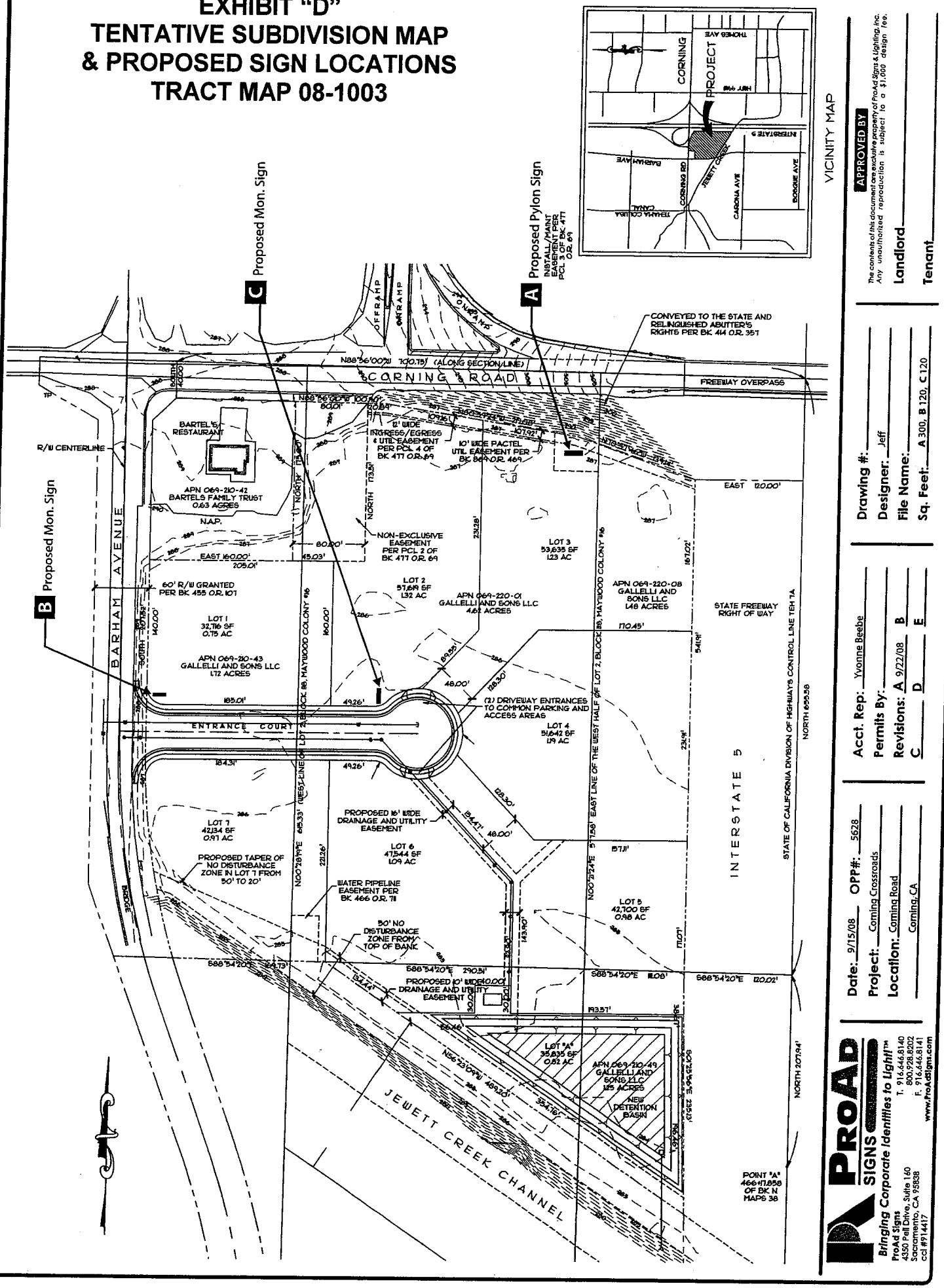


EXHIBIT "D"
TENTATIVE SUBDIVISION MAP
& PROPOSED SIGN LOCATIONS
TRACT MAP 08-1003



APPROVED BY

Landlord _____

Tenant _____

Drawing #: _____

Designer: Jeff

File Name: _____

Sq. Feet: A 300, B 120, C 120

Acct. Rep: Yvonne Beebe

Permits By: _____

Revisions: A 9/22/08 B

C _____ D _____ E _____

Date: 9/15/08 OPP#: 5628

Project: Corning Crossroads

Location: Corning Road
Corning, CA

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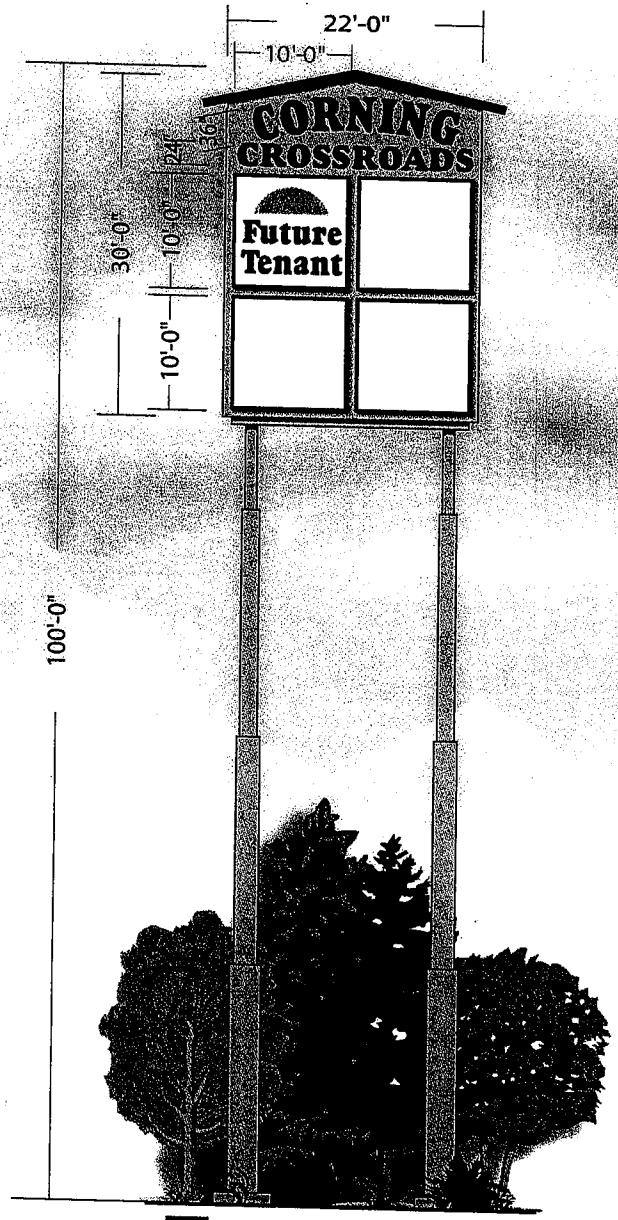
EXHIBIT "E"
PYLON SIGN
TRACT MAP 08-1003



A SCALE: 1/16"=1'

RECEIVED
OCT 2 2008
CITY OF CORNING

PROJECT DESCRIPTION:

D/F PYLON SIGN - INTERNAL ILLUMINATION
Fabricated Aluminum Cabinet - Paint Color T.B.D.
Flex Face Tenant Panels w/ Applied Vinyl Graphics
Fluorescent Lamps
Dual Steel Poles - Paint Color T.B.D.
Concrete Bases

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Date: 9/15/08 OPP#: 5628
Project: Corning Crossroads
Location: Corning Road
Corning, CA

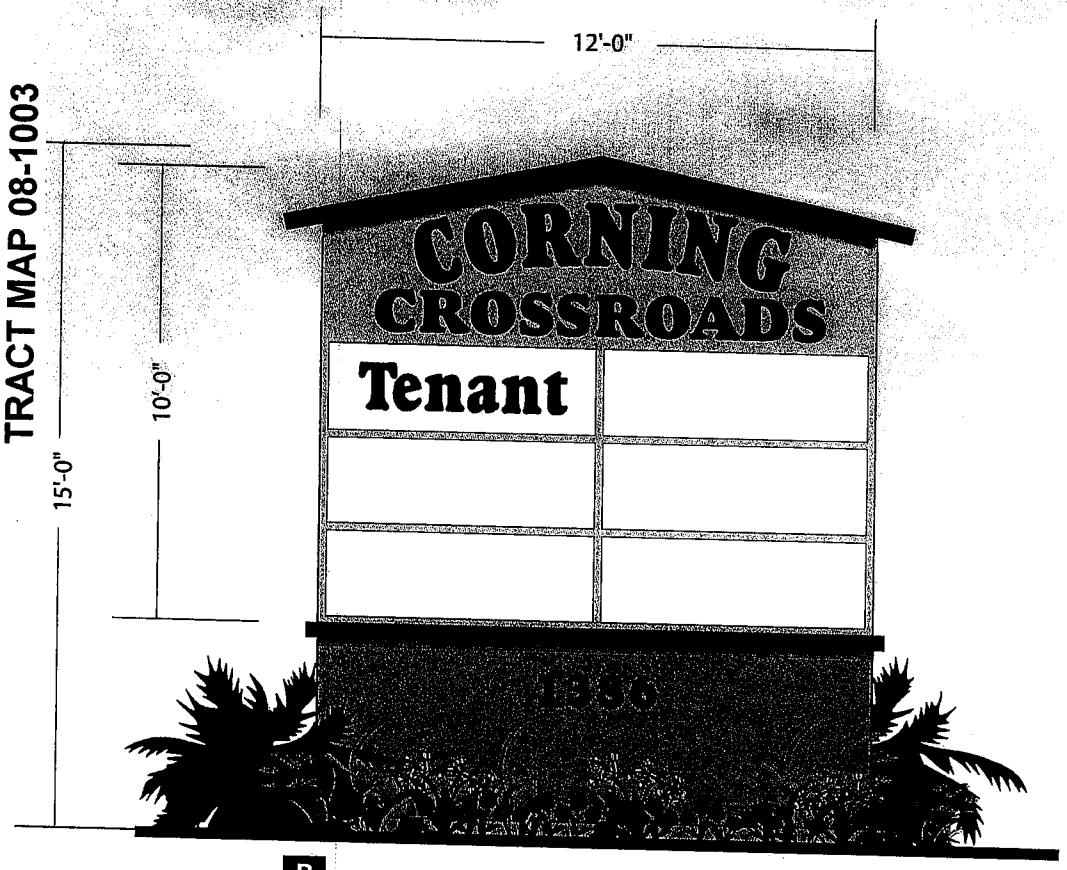
Acct. Rep: Yvonne Beebe
Permits By:
Revisions: A 9/22/08 B
C D E

Drawing #:
Designer: Jeff
File Name:
Sq. Feet: A 500, B 120, C 120

APPROVED BY

Landlord
Tenant

EXHIBIT "F"
MOUNMENT SIGN
TRACT MAP 08-1003



B

SCALE: 1/4" = 1'

PROJECT DESCRIPTION:

D/F MONUMENT SIGN - INTERNAL ILLUMINATION
Fabricated Aluminum Cabinet - Paint Color T.B.D.
Tenant Panels w/ Applied Vinyl Graphics
Fluorescent Lamps
Fabricated Aluminum Base - Paint Color T.B.D.
Concrete Slab Mow-Strip

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www.ProAdSigns.com

Date: 9/15/08 OPP#: 5628
Project: Corning Crossroads
Location: Corning Road
Corning, CA

Acct. Rep: Yvonne Beebe
Permits By:
Revisions: A 9/22/08 B
C D E

Drawing #:
Designer: Jeff
File Name:
Sq. Feet: A 300, B 120, C 120

APPROVED BY

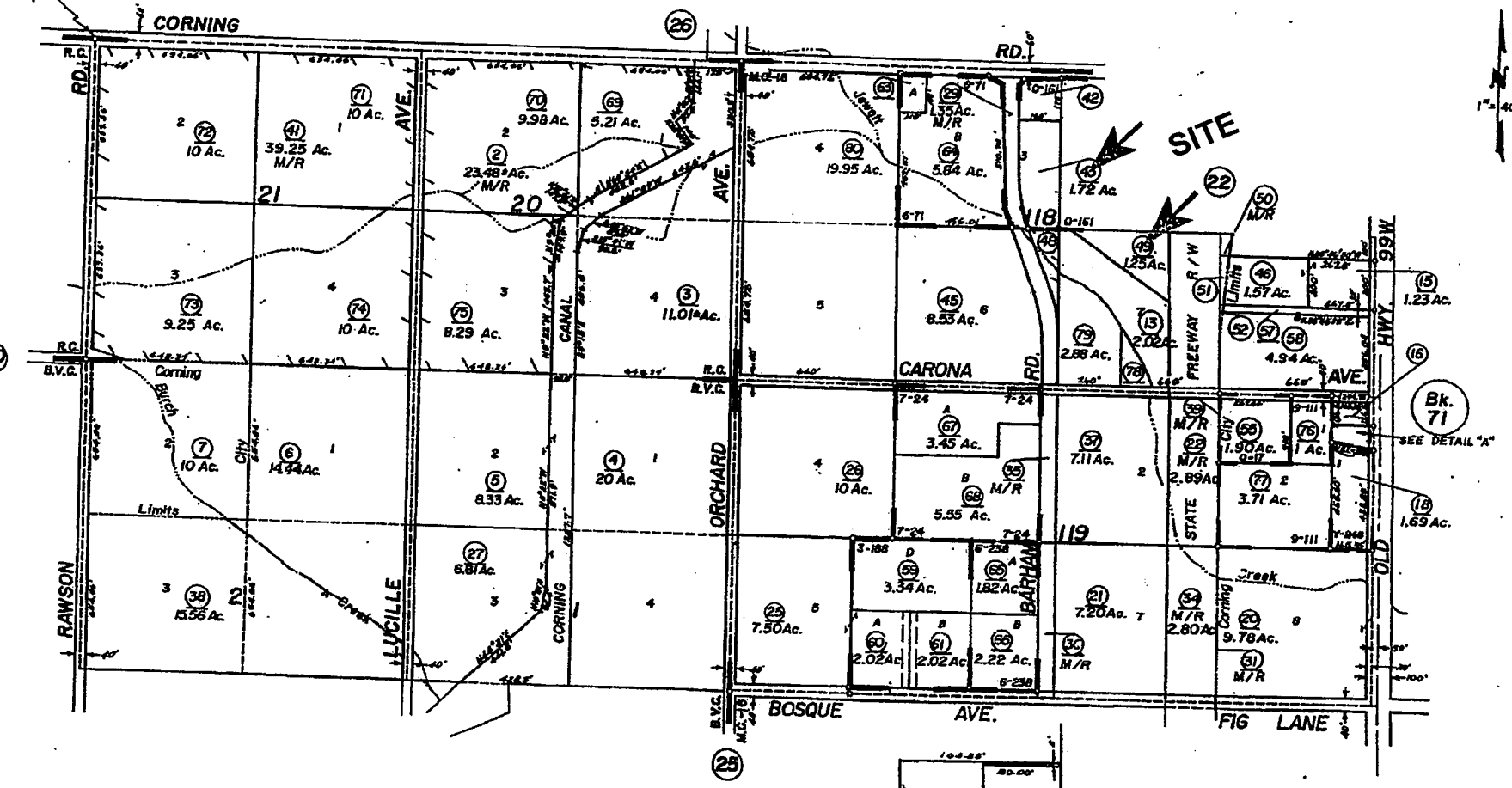
Landlord
Tenant

EXHIBIT "G"
ASSESSORS MAP
TRACT MAP 08-1003

SUBDIVIDED LAND IN N 1/2
SEC. 21, T. 24N., R. 3W., M. D. B. & M.

Tax Area Code
56-00

69-21



P.M. Bk. 9, Pg. 111 - P.M. No. 89-4
P.M. Bk. 6, Pg 71 - P.M. No. 79-73
R.M. Bk. B, Pg. 56 - Belle View Colony
R.M. Bk. B, Pg. 38 - Maywood Colony No. 16
R.M. Bk. B, Pg. 54 - Richfield Colony
R.M. Bk. Q, Pg. 17 - P.M. No. 124

P.M. Bk. 7, Pg. 24 - P.M. No. 78-170
P.M. Bk. 3, Pg. 188 - P.M. No. 858
P.M. Bk. 6, Pg. 238 - P.M. No. 79-152
R.S. Bk. O, Pg. 161
R.S. Bk. Y, Pg. 248

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Assessor's Map Bk. 69 - Pg. 21
County of Tehama, Calif.

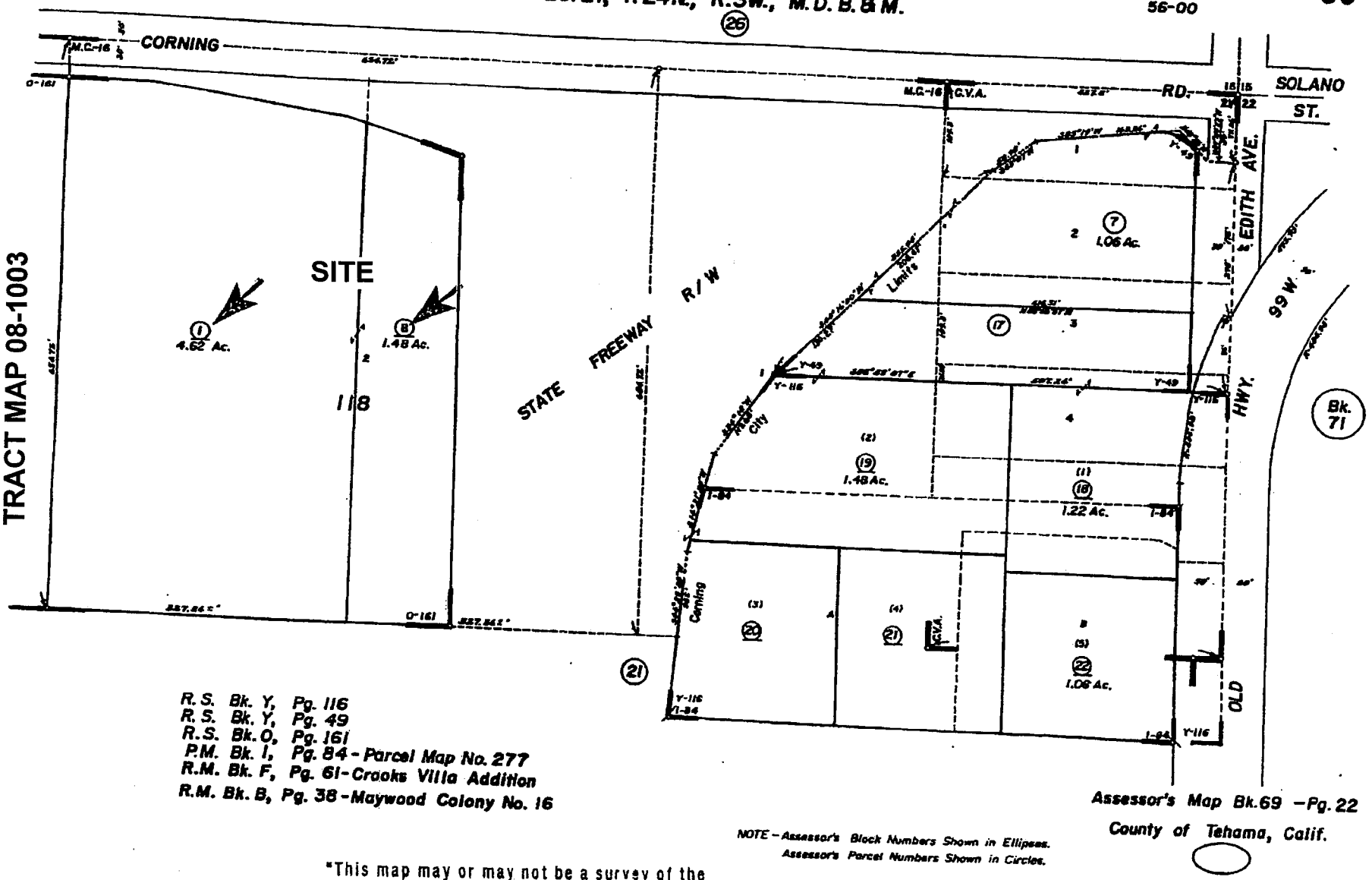
"This map may or may not be a survey of the land depicted hereon. You should not rely upon it for any purpose other than orientation to the general location of the parcel or parcels depicted. PLACER TITLE COMPANY, expressly disclaims any liability for alleged loss or damage which may result from reliance on this map."

EXHIBIT "H"
ASSESSORS MAP
TRACT MAP 08-1003

SUBDIVIDED LAND IN N 1/2 NE 1/4 NE 1/4
SEC. 21, T. 24N., R. 3W., M.D.B.&M.

Tax Area Code
56-00

69-22



R.S. Bk. Y, Pg. 116
R.S. Bk. Y, Pg. 49
R.S. Bk. O, Pg. 161
P.M. Bk. 1, Pg. 84 - Parcel Map No. 277
R.M. Bk. F, Pg. 61 - Crooks Villa Addition
R.M. Bk. B, Pg. 38 - Maywood Colony No. 16

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Assessor's Map Bk. 69 - Pg. 22
County of Tehama, Calif.

EXHIBIT "I"
SEWER & WATER ROUTE
(OPTION 1)
TRACT MAP 08-1003

LEGEND

- EXISTING SEWER MAIN
- EXISTING WATER MAIN
- PROPOSED FORCE MAIN
- PROPOSED WATER MAIN
- HORIZONTAL DIRECTIONAL BORES

CARONA AVENUE

SITE OF INTEREST

4" FORCE & 8" WATER MAIN

(2) HORIZONTAL DIRECTIONAL BORES

INTERSTATE 5

INTERSTATE 5

JEWETT CREEK

DRAINAGE CHANNEL

EXISTING COMMUNICATION TOWER

CARONA AVENUE DEADENDS AT JEWETT CREEK DRAINAGE CHANNEL

CARONA AVENUE

069-210-89
KHINDA, KULDIP
4.94 ACRES

EX. BUILDING

EX. RESIDENCE

20'

PROPOSED 20' WIDE SEWER & WATER EASEMENT
290 LF CENTERLINE
0.13 AC AREA

4" FORCE MAIN & 8" WATER MAIN

UNDEVELOPED COMMERCIAL LOT
(APN 069-210-46)
JL & MARIE J
SAINTMARTINDITMARTINON
1.57 ACRES

30' WIDE COMMERCIAL LOT
(APN 069-210-57)
SAINTMARTINDITMARTINON
0.43 ACRES

MOTEL
(APN 069-210-15)
JL & MARIE J
SAINTMARTINDITMARTINON
1.23 ACRES

ROUGH DEPICTION OF LOT LINES BASED ON PARCEL MAP INFORMATION

HIGHWAY 99 W

8" PVC SEWER MAIN AND 8" PVC WATER MAIN ALONG WEST SIDE OF HWY 99 W

INSTALL NEW TEE & GATE VALVES IN EX. WATER MAIN

CUT IN NEW SSMH INTO EX. SEWER MAIN

4" FORCE MAIN DISCHARGES HERE INTO NEW SSMH

SCALE: 1"=100'

DONNOVAN AVENUE

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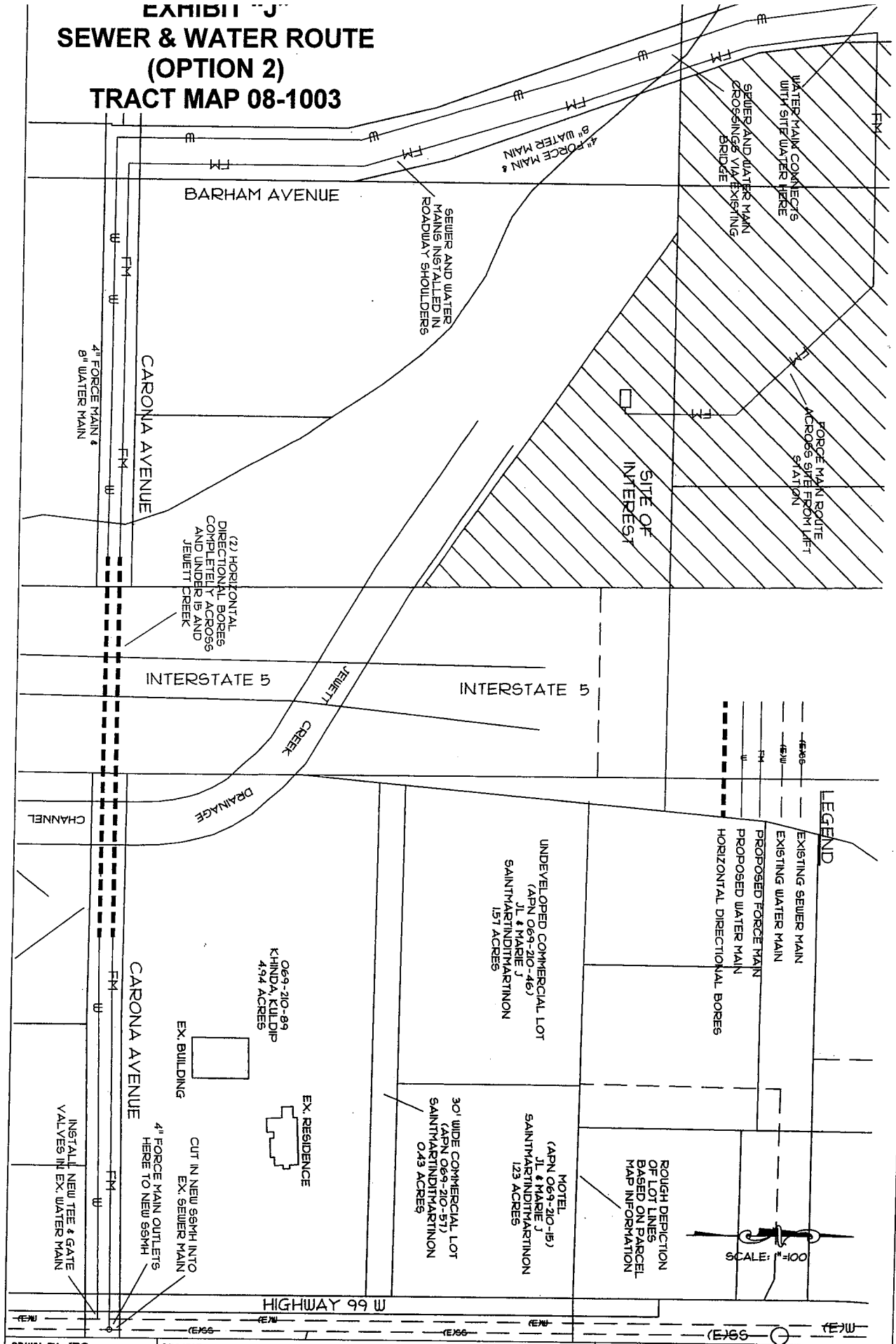
DRAWN BY: JRC	PROJECT: EXHIBIT I- SEWER/WATER ROUTE OPTION I CORNING CROSSROADS PROJECT INTERSTATE 5 & CORNING RD, CORNING, CA for: GALLELLI & SONS LLC
DATE: 10-2-08	
SCALE: 1" = 100'	
APPROVED BY: RTE	

Robertson & Dominick, Inc.
Civil Engineers and Surveyors
888 Manzanita Court, Suite A
Chico, CA 95926
530-894-9500 894-8955 fax
robertson-dominick.com
Chico • Red Bluff • Redding

EXHIBIT "J"
SEWER & WATER ROUTE
(OPTION 2)
TRACT MAP 08-1003

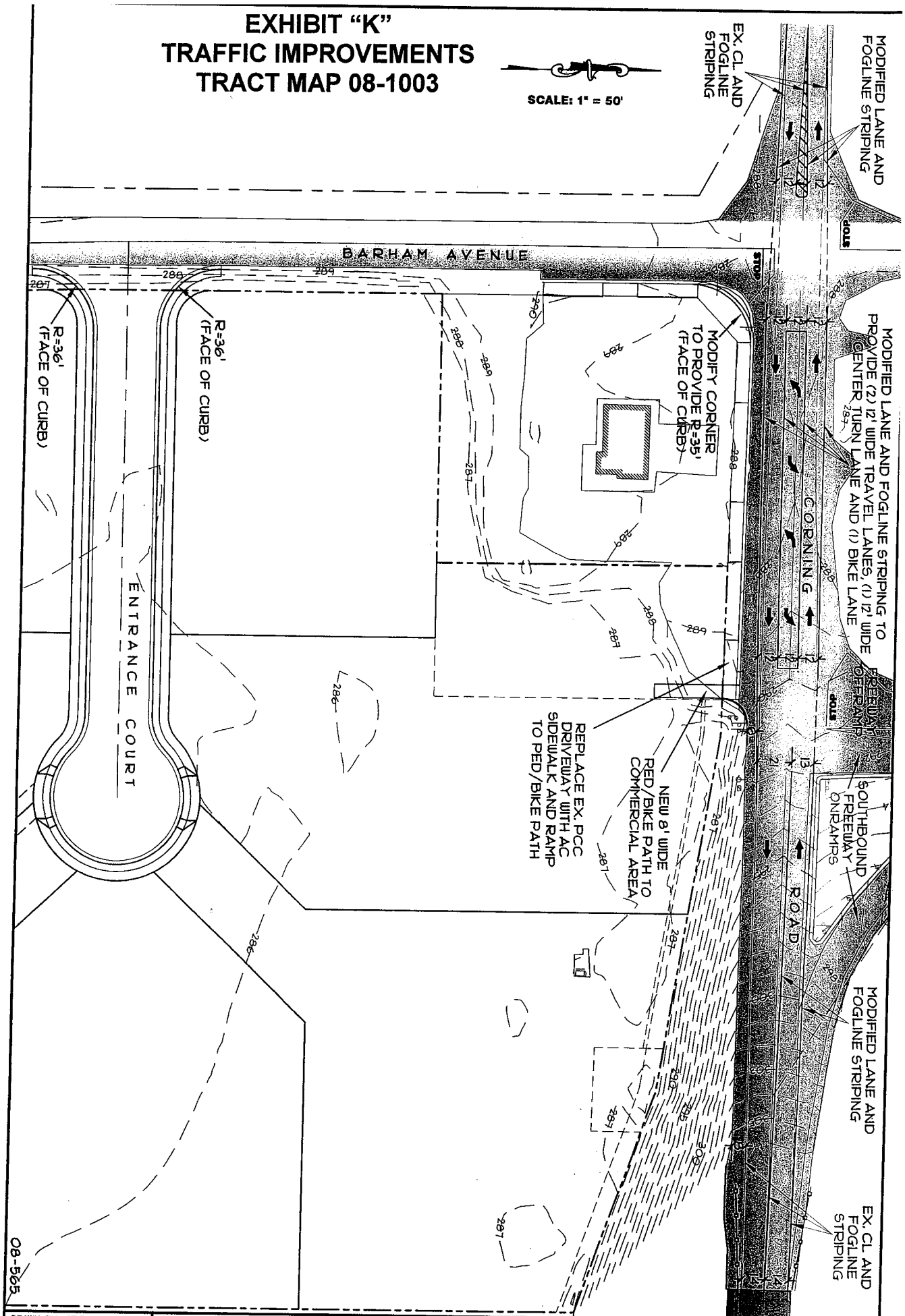


DRAWN BY: JRC	PROJECT: EXHIBIT 2- SEWER/WATER ROUTE OPTION 2 CORNING CROSSROADS PROJECT INTERSTATE 5 & CORNING RD, CORNING, CA for: GALLELLI & SONS LLC
DATE: 10-2-08	
SCALE: 1" = 100'	
APPROVED BY: RTE	

RD inc
Robertson & Dominick, Inc.
Civil Engineers and Surveyors
888 Manzanita Court, Suite A
Chico, CA 95926
530-894-3500 894-8955 fax
robertson-dominick.com
Chico • Red Bluff • Redding

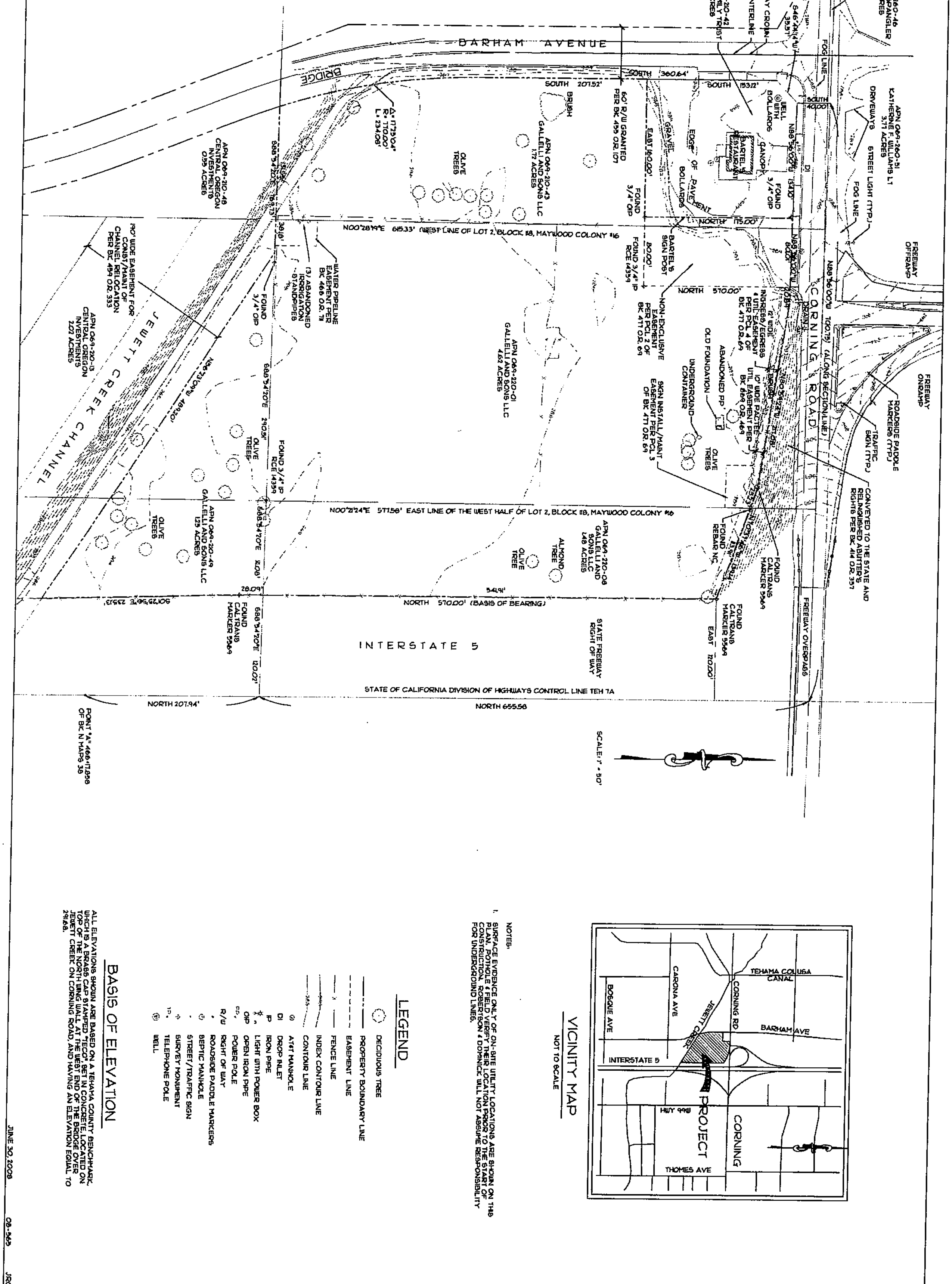
EXHIBIT "K"
TRAFFIC IMPROVEMENTS
TRACT MAP 08-1003

SCALE: 1" = 50'



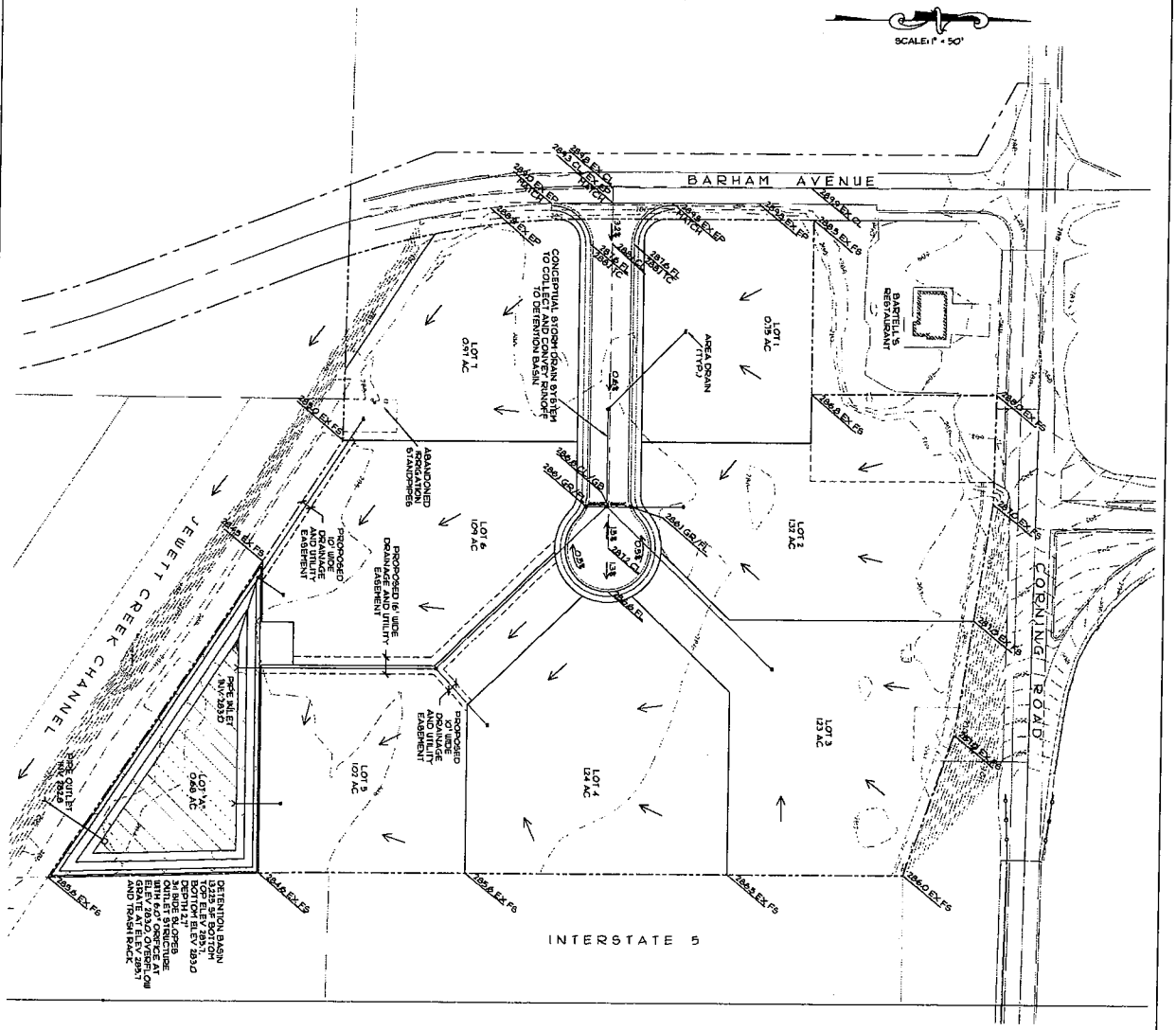
DRAWN BY: JRC	PROJECT: EXHIBIT 4- TRAFFIC IMPROVEMENTS CORNING CROSSROADS PROJECT INTERSTATE 5 & CORNING ROAD, CORNING, CA for: GALLELLI & SONS, LLC	Robertson & Dominick, Inc. Civil Engineers and Surveyors 888 Manzanita Court, Suite A Chico, CA 95926 530-894-3500 894-8955 fax robertson-dominick.com
DATE: 10-2-08		
SCALE: 1" = 50'		

EXHIBIT "L"
EXISTING CONDITIONS / TOPOGRAPHIC MAP
TRACT MAP 08-1003


BARHAM AVENUE
BRIDGE
CORNING ROAD
JEWETT CREEK CHANNEL
INTERSTATE 5
STATE OF CALIFORNIA DIVISION OF HIGHWAYS CONTROL LINE TEH 7A
NORTH 570.00' (BASIS OF BEARING)
N00°28'19"E 615.33' WEST LINE OF LOT 2, BLOCK 18, MAYWOOD COLONY #6
N00°21'24"E 571.56' EAST LINE OF THE WEST HALF OF LOT 2, BLOCK 18, MAYWOOD COLONY #6
APN 069-220-01 GALLELLI AND SONS LLC 4.62 ACRES
APN 069-210-43 GALLELLI AND SONS LLC 1.77 ACRES
APN 069-210-49 GALLELLI AND SONS LLC 1.25 ACRES
APN 069-220-08 GALLELLI AND SONS LLC 1.48 ACRES
APN 069-210-48 CENTRAL OREGON INVESTMENTS 0.95 ACRES
APN 069-220-13 CENTRAL OREGON INVESTMENTS 2.07 ACRES
FREEWAY OFFRAMP
FREEWAY ONRAMP
FREEWAY OVERPASS
SCALE: 1" = 50'
LEGEND
DECIDUOUS TREE
PROPERTY BOUNDARY LINE
EASEMENT LINE
FENCE LINE
INDEX CONTOUR LINE
CONTOUR LINE
AT&T MANHOLE
DROP INLET
IRON PIPE
LIGHT WITH POWER BOX
OPEN IRON PIPE
POWER POLE
RIGHT OF WAY
ROADSIDE PADDLE MARKERS
SEPTIC MANHOLE
STREET/TRAFFIC SIGN
SURVEY MONUMENT
TELEPHONE POLE
WELL
NOTES:
SURFACE EVIDENCE ONLY OF ON-SITE UTILITY LOCATIONS ARE SHOWN ON THIS PLAN. POTHOLE & FIELD VERIFY THEIR LOCATION PRIOR TO THE START OF CONSTRUCTION. ROBERTSON & DOMINICK WILL NOT ASSUME RESPONSIBILITY FOR UNDERGROUND LINES.
BASIS OF ELEVATION
ALL ELEVATIONS SHOWN ARE BASED ON A TEHAMA COUNTY BENCHMARK WHICH IS A BRASS CAP STAMPED "TECO" SET IN CONCRETE LOCATED ON TOP OF THE NORTH WING WALL AT THE WEST END OF THE BRIDGE OVER JEWETT CREEK ON CORNING ROAD, AND HAVING AN ELEVATION EQUAL TO 291.68.
VICINITY MAP
NOT TO SCALE
TEHAMA COLUSA CANAL
CORNING RD
BARHAM AVE
BOSQUE AVE
CARONA AVE
JEWETT CREEK
INTERSTATE 5
HWY 99W
PROJECT
CORNING
THOMES AVE
JUNE 30, 2008
08-565
JRC

3	EXISTING CONDITIONS / TOPOGRAPHIC MAP CORNING CROSSROADS INTERSTATE 5 AND CORNING ROAD, CORNING, CA for: GALLELLI AND SONS, LLC SCALE: 1" = 50'	Robertson & Dominick, Inc. Civil Engineers and Surveyors 888 Manzanita Court, Suite A Chico, CA 95926 530-894-3500 894-8955 fax robertson-dominick.com Chico • Red Bluff • Redding

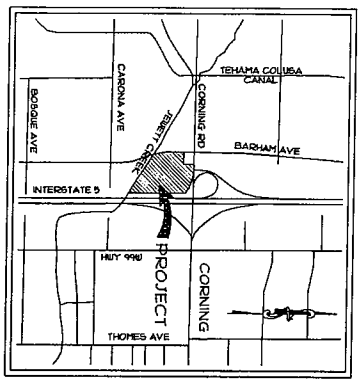
EXHIBIT "M"
PRELIMINARY GRADING PLAN
TRACT MAP 08-1003



LEGEND

AC	ACRES
BK	BOOK
CL	CENTERLINE
EP	EDGE OF PAVEMENT
EX	EXISTING
FL	FLOW LINE
FS	FINISH SURFACE
GB	GRADE BREAK
GR	GRATE
INV	INVERT ELEVATION
N.A.P.	NOT A PART
O.R.	OFFICIAL RECORDS
P.C.L.	PARCEL
PL	PROPERTY LINE
R	RADIUS
R/W	RIGHT OF WAY
SF	SQUARE FEET
TC	TOP OF CURB

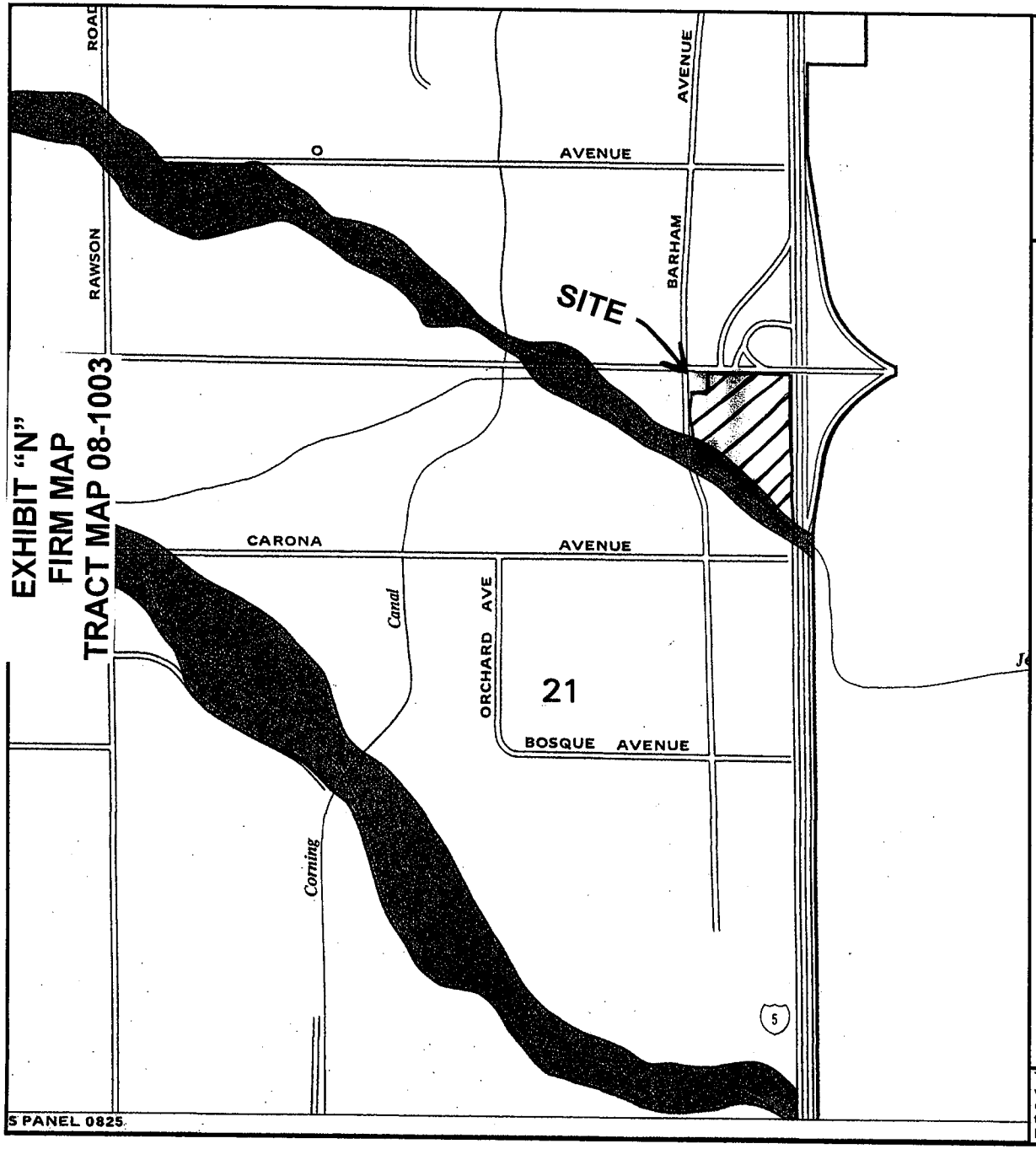
VICINITY MAP
NOT TO SCALE



JUNE 30, 2008 08-565 JRC

2	PRELIMINARY GRADING PLAN CORNING CROSSROADS INTERSTATE 5 AND CORNING ROAD, CORNING, CA For: GALLELLI AND SONS, LLC SCALE: 1" = 50'		Robertson & Dominick, Inc. Civil Engineers and Surveyors 888 Manzanita Court, Suite A Chico, CA 95926 530-894-3500 894-8955 fax robertson-dominick.com Chico • Red Bluff • Redding

EXHIBIT "N"
FIRM MAP
TRACT MAP 08-1003



S PANEL 0825

APPROXIMATE SCALE
1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

TEHAMA COUNTY, CALIFORNIA
(UNINCORPORATED AREAS)

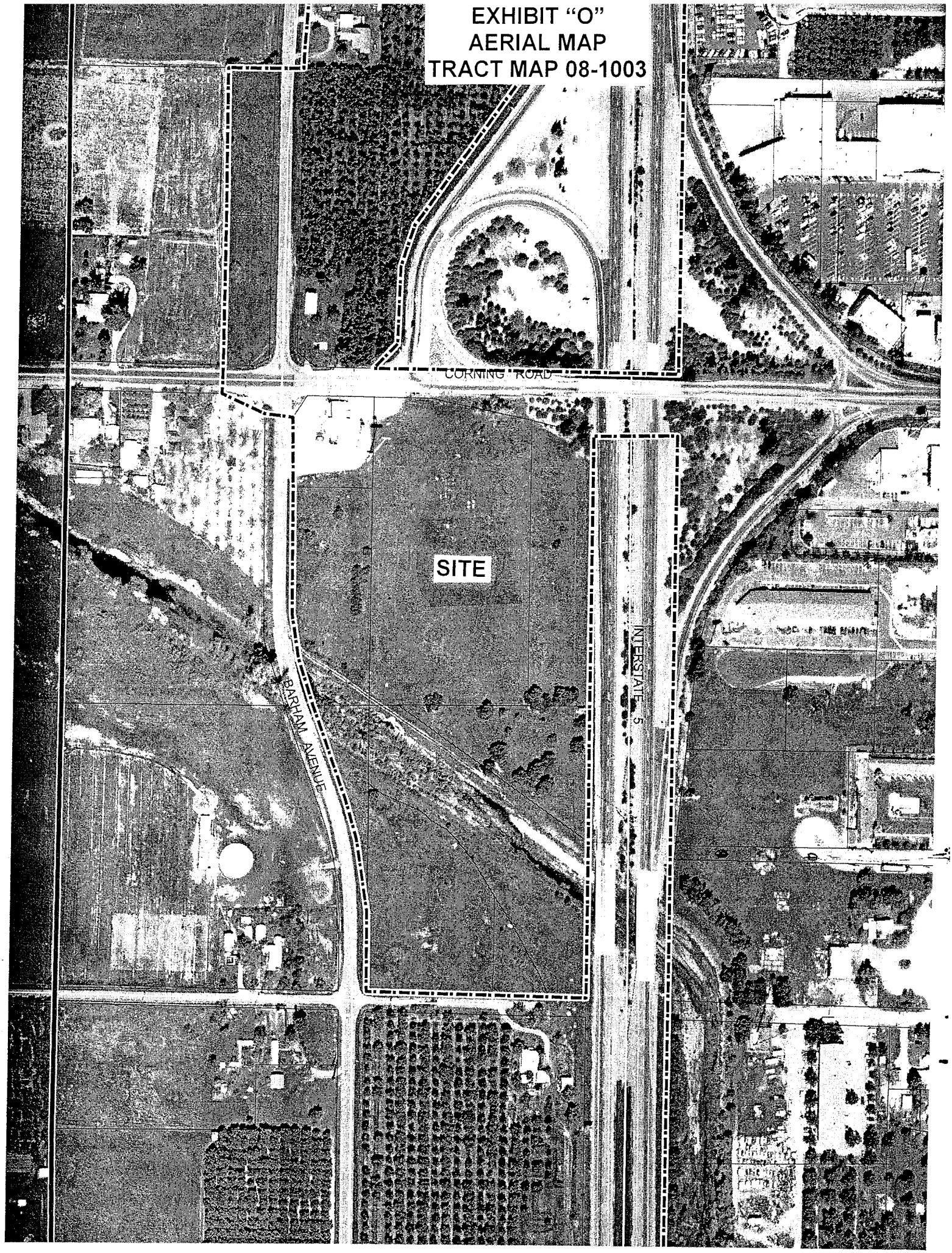
PANEL 665 OF 850
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
065064 0665 B

EFFECTIVE DATE:
JUNE 1, 1982

Federal Emergency Management Agency

EXHIBIT "O"
AERIAL MAP
TRACT MAP 08-1003



CITY OF CORNING PLANNING DEPARTMENT
794 THIRD STREET
CORNING, CALIFORNIA 96021

MITIGATED NEGATIVE DECLARATION
FOR THE TRACT MAP 08-1003

PROJECT TITLE: Tentative Tract Map 08-1003, Corning Crossroads

DESCRIPTION OF PROJECT: Tentative Tract Map 08-1003 proposes to subdivide approximately 9.07 acres and create 7 commercial parcels ranging from 0.75 acres to 1.32 acres with a 1.08 common parcel that will be used as a drainage detention basin in a C-3 – CBDZ, General Business District – Corning Business Development Zone, Zoning District. An entrance court intersecting with Barham Ave. will be constructed to serve the parcels. Located in the City of Corning along the west side of Interstate 5 and the east side of Barham Ave., approximately 200 ft. southeast of the Corning Rd. / Barham Ave. intersection. Described as a portion of the north half of Section 21, T. 24N., R. 3W., M.D.M. APN's:69-210-43, 49 & 69-220-01

The City of Corning Planning Department has evaluated potential environmental impacts and prepared an Initial Study, using the Initial Study Environmental Checklist Form distributed by the California Office of Planning and Research, and found that with the implementation of mitigation measures and recommended conditions of approval, identified in the initial study, the above described project will have no significant adverse effect on the environment.

Attached is a copy of the Initial Study with identified mitigations and recommended conditions of approval, a Mitigation Monitoring Program and a Traffic Study that is included as an addendum to the Initial Study. Copies of this Mitigated Negative Declaration and Initial Study are available upon request from the Tehama County Clerk & Recorder's Office and the City of Corning Planning Department.

Those wishing to comment regarding this Mitigated Negative Declaration must do so on or before **January 20, 2009** . Comments received after this date will not be valid.

John Stoufer
Planning Director

DATE: 12-15-08

EXHIBIT "P"
MITIGATED NEGATIVE DECLARATION
& INITIAL STUDY
TRACT MAP 08-1003

FILED
DEC 16 2008
BEVERLY ROSS
TEHAMA COUNTY CLERK & RECORDER
By

CITY OF CORNING

Initial Study Environmental Checklist Form

1. Project title: Tentative Tract Map 08-1003, Corning Crossroads

2. Lead agency name and address:
City of Corning
794 Third St.
Corning, CA 96021

3. Contact person and phone number: John Stoufer; (530) 824-7036

4. Project location:
Located in the City of Corning along the west side of Interstate 5 and the east side of Barham Ave., approximately 200 ft. southeast of the Corning Rd. / Barham Ave. intersection. Described as a portion of the north half of Section 21, T. 24N., R. 3W., M.D.M. APN's:69-210-43,49 & 69-220-01

5. Project sponsor's name and address
Gallelli & Sons, LLC
4240 Rocklin Rd. Suite A
Rocklin, CA. 95677

6. General plan designation: Hwy 99W – Specific Plan

7. Zoning: C-3 –CBDZ, General Business District – Corning Business Development Zone

8. Description of project:
Tentative Tract Map 08-1003 proposes to subdivide approximately 9.07 acres and create 7 commercial parcels ranging from 0.75 acres to 1.32 acres with a 1.08 common parcel that will be used as a drainage detention basin in a C-3 – CBDZ, General Business District – Corning Business Development Zone, Zoning District. An entrance court intersecting with Barham Ave. will be constructed to serve the parcels.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:
The immediately surrounding properties consist of Corning Road followed by an abandoned storage building and olive orchards to the north; Interstate 5 to the east; Jewett Creek followed by vacant land to the south; and Barham Road followed by vacant land to the west. The subject property wraps around Bartels Giant Burgers which is located adjacent to the northwest. The terrain of the site is relatively flat and covered with a variety of native and non-native annual grasses interspersed with remnant olive trees that appear to part of an inactive orchard.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.) The applicant will be required to obtain an encroachment permit from CalTrans to bore under Interstate 5 for the extension of water and sewer to the site. This extension will also require a 1602 Streambed Alteration Agreement with the Department of Fish & Game. Waste Discharge Requirements must be approved by the Regional Water Quality Control Board for storm water discharge into Jewett Creek.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☒ Agriculture Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology /Soils
☐ Hazards & Hazardous Materials	☒ Hydrology / Water Quality	☒ Land Use / Planning
☐ Mineral Resources	☒ Noise	☐ Population / Housing
☒ Public Services	☐ Recreation	☒ Transportation/Traffic
☒ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

December 15, 2008
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance

EXHIBITS

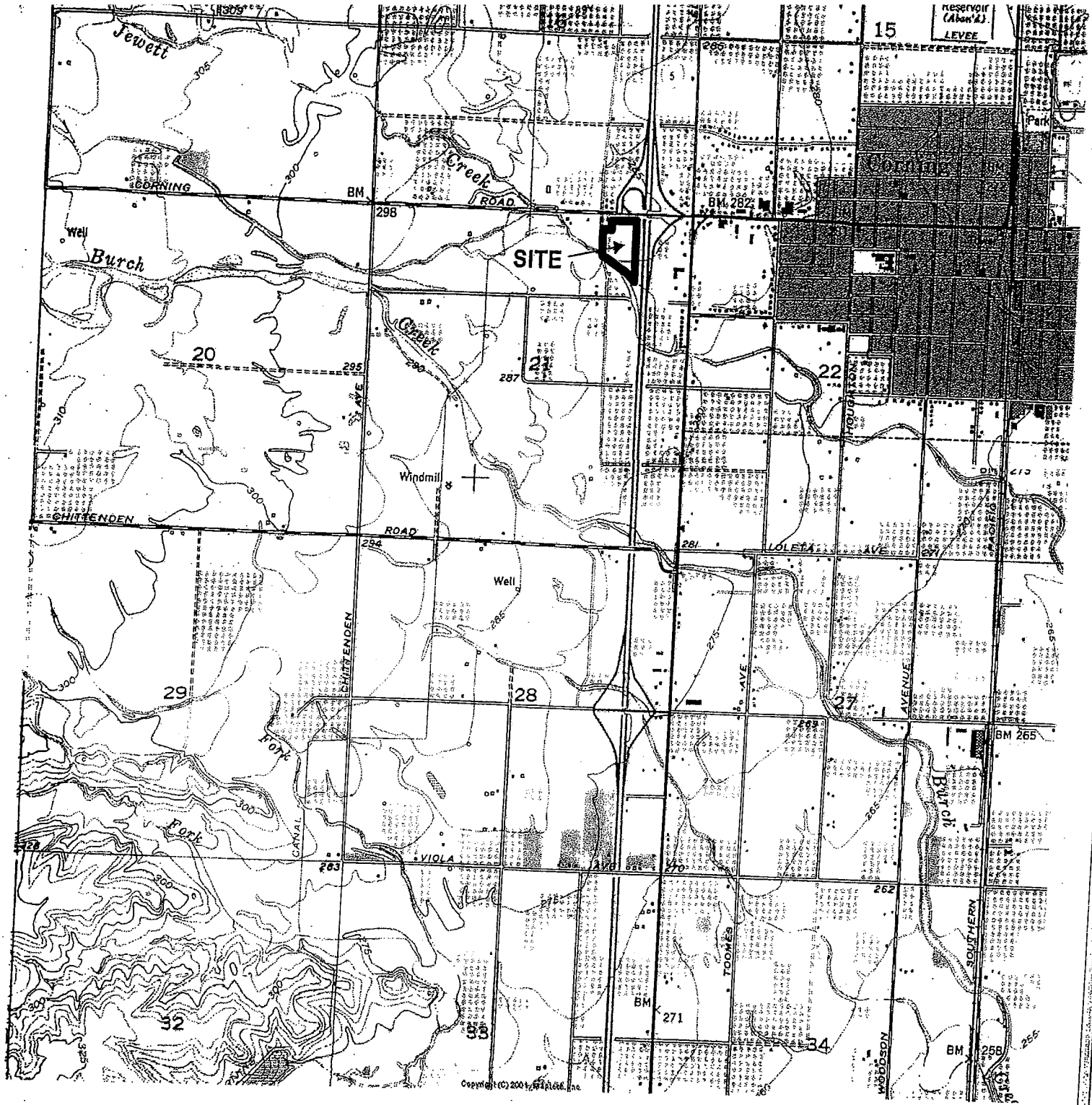
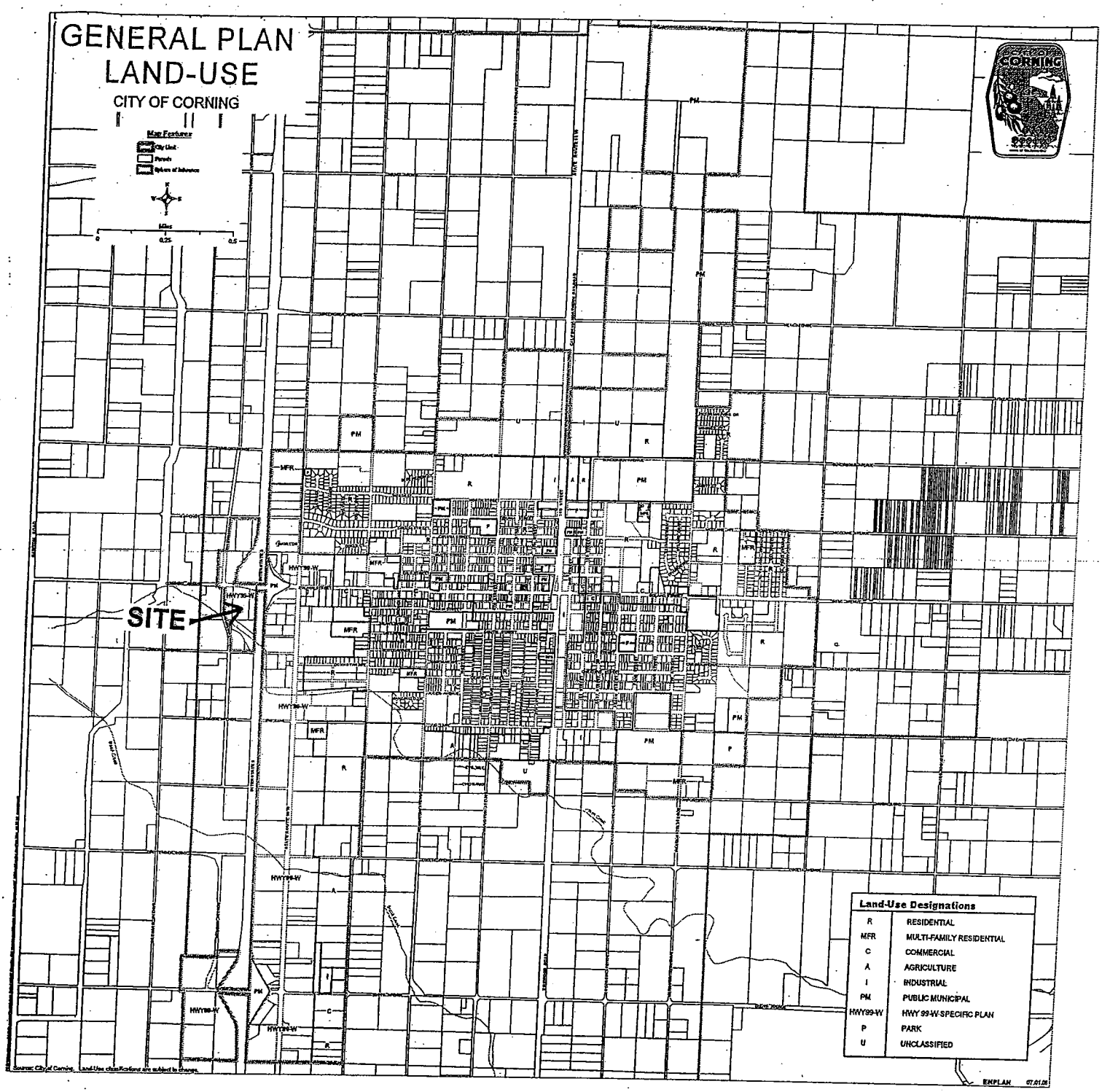
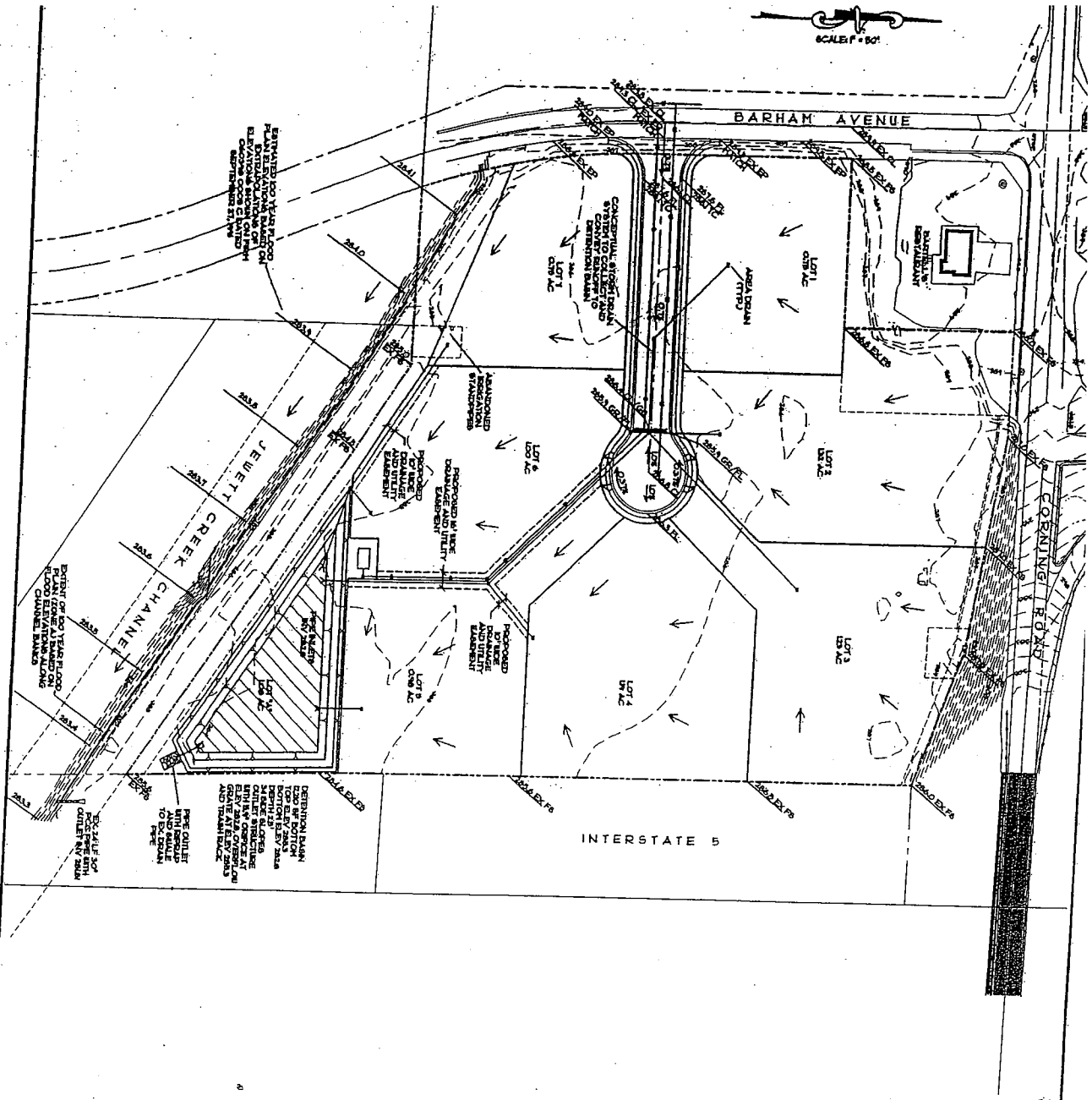


Figure 1: Vicinity Map, 9.0± Acre Project Site located southeast of intersection of Corning Road and Barham Avenue, City of Corning, CA. Section 21, Township 24 North, Range 3 West, MDB&M, Corning USGS Quadrangle Map. APNS 069-210-43 & 49, 069-220-01 & 08. 39.92769 N, -122.20231 W. Gallelli & Sons, LLC.


GENERAL PLAN
LAND-USE
CITY OF CORNING
SITE
Land-Use Designations
R RESIDENTIAL
MFR MULTI-FAMILY RESIDENTIAL
C COMMERCIAL
A AGRICULTURE
I INDUSTRIAL
PM PUBLIC MUNICIPAL
HWY99-W HWY 99-W SPECIFIC PLAN
P PARK
U UNCLASSIFIED



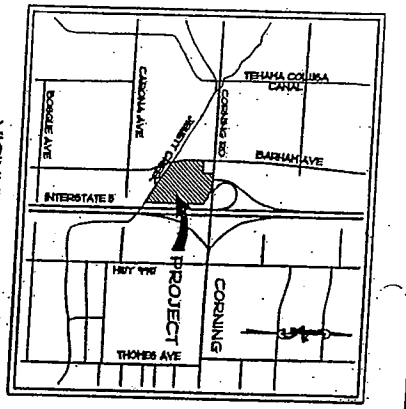
SCALE: 1" = 50'

LEGEND

AC	ACRES
BK	BOOK
CL	CENTERLINE
EP	EDGE OF PAVEMENT
EX	EXISTING
FL	FLOW LINE
FS	FINISH SURFACE
GB	GRADE BREAK
GR	GRATE
INV	INVERT ELEVATION
N.A.P.	NOT A PART
O.R.	OFFICIAL RECORDS
PCL	PARCEL
PL	PROPERTY LINE
R	RADIUS
R/W	RIGHT OF WAY
SF	SQUARE FEET
TC	TOP OF CURB

VICINITY MAP

NOT TO SCALE



SEPTEMBER 19, 2008 04-1645 JDC

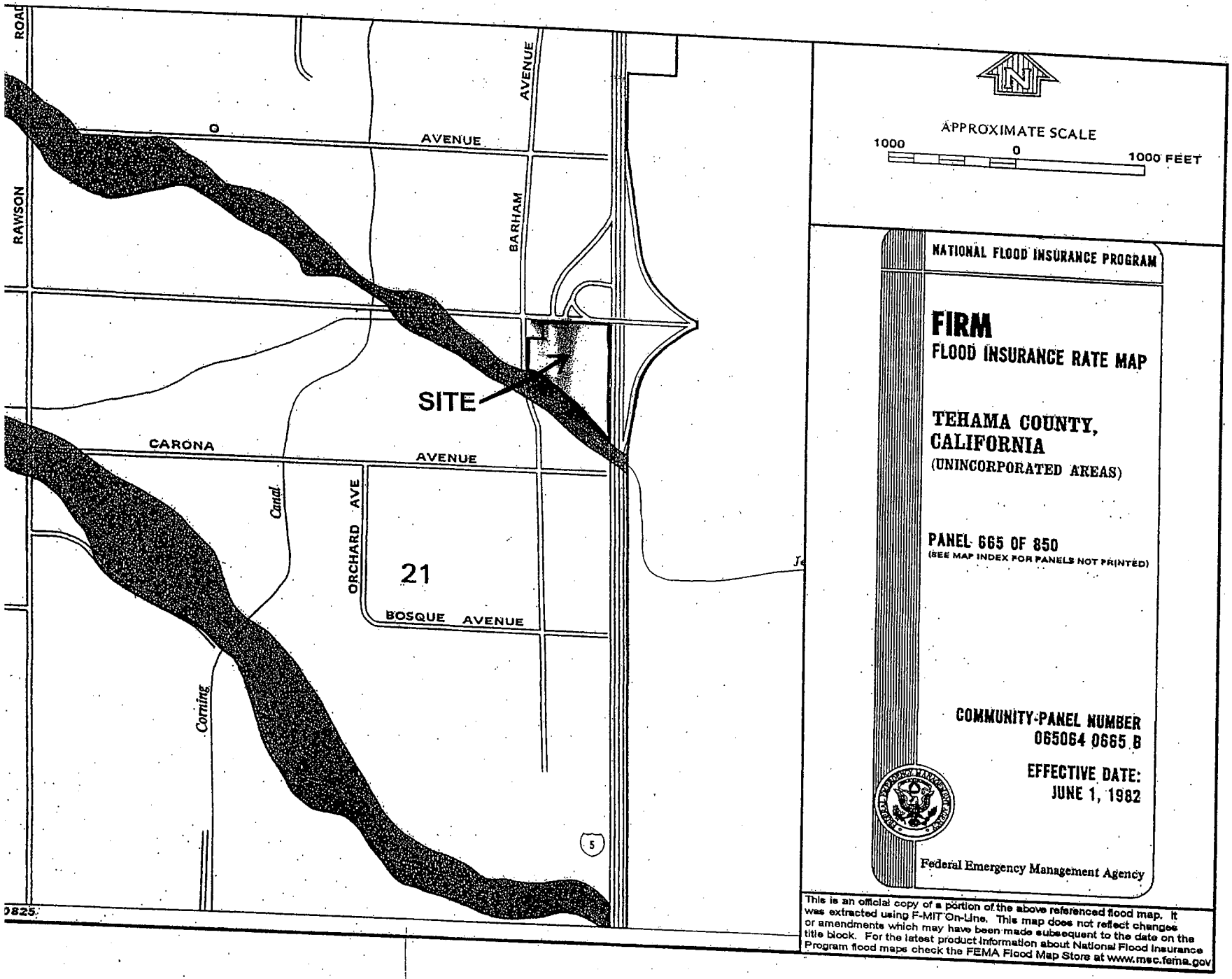
7

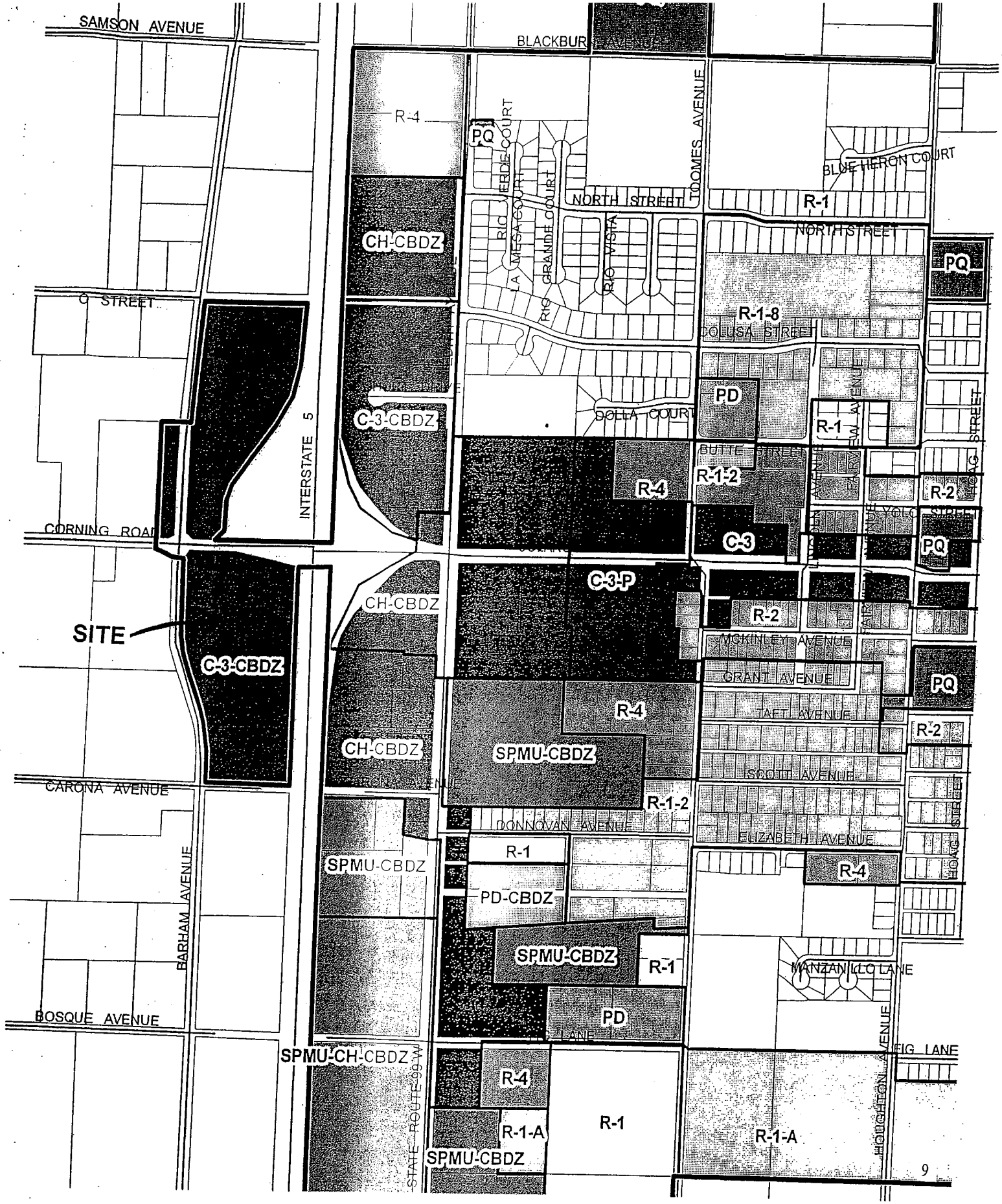
2

PRELIMINARY GRADING PLAN
CORNING CROSSROADS
INTERSTATE 5 AND CORNING ROAD, CORNING, CA
for: GALLELLI AND SONS, LLC

SCALE: 1" = 50'

Robertson & Dominick, Inc.
Civil Engineers and Surveyors
888 Manzanita Court, Suite A
Chico, CA 95926
530-894-8500 894-8955 fax
robertson-dominick.com
Chico • Red Bluff • Redding


ROAD
RAWSON
O
AVENUE
AVENUE
BARHAM
SITE
CARONA
AVENUE
Canal
ORCHARD AVE
21
BOSQUE AVENUE
Corning
5
0825
APPROXIMATE SCALE
1000
0
1000 FEET
NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
TEHAMA COUNTY, CALIFORNIA
(UNINCORPORATED AREAS)
PANEL 665 OF 850
(SEE MAP INDEX FOR PANELS NOT PRINTED)
COMMUNITY-PANEL NUMBER
065064 0665 B
EFFECTIVE DATE:
JUNE 1, 1982
Federal Emergency Management Agency
This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov


SAMSON AVENUE
BLACKBURN AVENUE
TOOMES AVENUE
BLUE HERON COURT
NORTH STREET
RIO VERDE COURT
LA MESA COURT
RIO GRANDE COURT
RIO VISTA
R-4
PQ
CH-CBDZ
R-1
R-1-8
COLUSA STREET
PD
DOLLA COURT
C-3-CBDZ
C STREET
INTERSTATE 5
CORNING ROAD
BUTTE STREET
R-1-2
C-3
C-3-P
R-2
SITE
C-3-CBDZ
CH-CBDZ
MCKINLEY AVENUE
GRANT AVENUE
TAFT AVENUE
SPMU-CBDZ
SCOTT AVENUE
CARONA AVENUE
DONNOVAN AVENUE
ELIZABETH AVENUE
SPMU-CBDZ
PD-CBDZ
BARHAM AVENUE
MANZANILLO LANE
BOSQUE AVENUE
PD
LANE
SPMU-CH-CBDZ
STATE ROUTE 99 W
R-1-A
SPMU-CBDZ
HOUGHTON AVENUE
FIG LANE
9

Issues:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?		X		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

DISCUSSION: The site is relatively flat with no structures, scenic vistas or scenic resources that will be impacted by development of the site. The site was previously used for agricultural purposes, predominately olive trees that have been removed excepting a few remnant trees remaining on site, all previous structures have been removed and no historic buildings will be impacted by the proposed subdivision of the site.

When the parcels were annexed into the City of Corning they were designated within the boundaries of the Highway 99W Corridor Specific Plan. This specific plan was adopted to provide a more detailed examination of the planning issues in the corridor than could be achieved in the City's General Plan. Specific plans offer a unique opportunity to establish a comprehensive approach to planning and development issues by integrating community goals and policies and combining zoning regulations, capital improvement programs, detailed site development standards, and other regulatory tools into one document tailored to meet the needs of a particular area.

The specific plan contains a community design element that provides visual design guidelines that were adopted to promote thoughtful and responsible design which is consistent with the City's character. This project is proposing to subdivide the site into separate parcels for future conveyance and commercial development. The current zoning designation requires the issuance of a conditional use permit prior to the construction of any type of commercial development on the parcels. Since development of the parcels will require a use permit imposing architectural and parking lot design, it is premature, at this stage of the development to implement visual design guidelines for structures and parking lots.

The specific plan states "Landscaping is a major factor in creating a positive image of an area. The landscaping of a new project should attempt to do more than just make a place look attractive. Landscaping themes can be used to enhance site development and promote the continuity between

developments. Plants can perform a number of functions to enhance the land use, screen heat and glare, provide buffers, emphasize entrances and exits, and soften the lines of architecture and paving."

The specific plan provides sign design guidelines in an attempt to safeguard life, health, property and public welfare, and to preserve the character of the City by regulating the size, height, design, quality of materials, construction, location, lighting and maintenance of all signs not enclosed within a building. To assure that the creation of the parcels complies with the landscaping and sign requirements of the specific plan and at the same time eliminates the visual impact of the parcels to a Less than Significant level the following mitigation measures will be implemented:

Mitigation Measure I. C. 1
LANDSCAPING PLANS. Prior to commencing construction activities associated with the creation of the parcels, the applicant or his engineer shall submit landscaping and signage plans for the entrance at Barham Ave. and the entrance road as depicted on the tentative map. The landscaping plan must also include landscaping within the right-of-ways of Barham Ave, Corning Rd. and the entrance road. These plans must comply with the landscaping design guidelines and sign design guidelines of the Highway 99W Corridor Specific Plan and approved by the Planning Director.

Mitigation Measure I. C. 2
LANDSCAPING. The landscaped areas within the right-of-ways of Barham Ave., Corning Rd. and the entrance road must be provided with permanent and automatic means of irrigation and all landscaping of these areas, along with the placement of the entrance sign, must be constructed pursuant to the landscaping standards of the Highway 99W Corridor Specific Plan, and completed prior to recordation of a Final Map.

The developer will be required to install street lights along Barham Ave. and the entrance road per the City of Corning's Land Development Standards. There are existing street lights on the Corning Rd. off ramp and overcrossing at I-5 and there are street lights along I-5. The additional street lights will not significantly increase the light and glare and will not create a new source of light and glare that will adversely affect day or nighttime views in the area.

CONCLUSION: Complying with the landscaping requirements set out in the Hwy. 99W Corridor Specific Plan will enhance the visual character of the site. Future commercial development will be required to obtain a Use Permit that will also require compliance with the architectural, landscaping, parking, etc., design guidelines of the specific plan.

RECOMMENDED CONDITIONS OF APPROVAL:

1. UNDERGROUND UTILITIES. All new and existing public utilities serving the development or adjacent to the development shall be undergrounded. Additionally, no overhead facilities shall cross any on site or adjacent streets.

2. REMOVE CONSTRUCTION DEBRIS. Prior to the recordation of a Final Map all construction debris shall be removed from the site.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?		X		

DISCUSSION: The applicant submitted an environmental site assessment prepared by AEI Consultants. According to AEI, who prepared a historical review of the site and surrounding vicinity as part of this assessment, the olive orchard that once dominated the site was removed by 1972 and only a few remnant olive trees remain on the site. The parcels were not contracted under the provisions of the Williamson Act when they were annexed into the City in 2004. The site was designated for commercial development prior to annexation into the City when it was pre-zoned to allow for future freeway oriented commercial development.

The area west of the site is designated as Cropland in the Tehama County General Plan which would allow for the establishment of commercial agricultural operations. The City of Corning Subdivision Ordinance, Chapter 16.31 is titled Right to Farm. This section of the code protects agricultural activities states that "No existing or future agricultural operation or any of its appurtenances conducted in a manner consistent with proper and accepted standards on agricultural land shall become or be a nuisance."

The following mitigation measure will be implemented to assure that all prospective tenants or future property owners are aware of agricultural operations within the vicinity of the project site.

Mitigation Measure II. C. 1
DISCLOSURE OF AGRICULTURAL OPERATIONS. The following disclosure statement must be shown as a note on the Final Map:

> **The City of Corning permits operation of properly conducted agricultural operations within the City Limits, including those that utilize chemical fertilizers and pesticides. You are hereby notified that property you are purchasing, leasing or renting may be located close to agricultural lands and operations. You may be subject to inconvenience or discomfort arising from the lawful and proper use of agricultural chemicals and pesticides and other agricultural activities, including without limitation, cultivation, plowing, spraying, irrigation, pruning, harvesting, burning of agricultural waste products, protection of crop and animals from depredation, and other activities which occasionally generate dust, smoke, noise, and odor. Consequently, depending on the location of your structures, it may be necessary that you be prepared to accept much inconveniences or discomfort as a normal and necessary aspect of conducting a business in an agriculturally active region.**

CONCLUSION: Existing provisions set forth in the Subdivision Ordinance and mandatory disclosure statements informing the public of agricultural operations within the vicinity of the project site will prevent potential conflicts between future commercial development and agricultural operations and the potential for there conversion to non-agricultural use.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X

DISCUSSION: The applicant will be required to construct an interior cul-de-sac road to serve the proposed parcels. State and federal ambient air quality standards provide a basis by which the City can evaluate the significance of air quality impacts. Under CEQA, as well as the State and Federal Clean Air Acts, non-attainment of any air quality standard is considered to be an impact. Incremental emissions of non-attainment pollutants are generally considered to be cumulatively significant, because they contribute to non-attainment. Construction and grading activities will generate dust adding to PM10 emissions. Heavy equipment and vehicular trips by construction personnel will contribute vehicular emissions as well. Construction cleanup often entails burning of trees, brush, and other wastes. These would be considered short term impacts.

The following mitigation measures will be implemented to reduce any impacts the project will have on air quality to a Less than Significant level.

Mitigation Measure III. B. 1
FUGITIVE DUST PERMIT
Prior to commencement of any type of construction activities the applicant must submit a construction emission dust/control plan and obtain a Fugitive Dust Control Permit from the Tehama County Air Pollution District and comply with the conditions of approval.

Mitigation Measure III. B. 2
OPEN BURNING
No opening burning shall occur on this parcel unless a special land clearing permit is obtained from the Tehama County Air Pollution Control District.

Mitigation Measure III. C. 1
SPRINKLE EXPOSED SOILS.
During construction, unprotected or bare soils, including inactive storage piles, shall be watered a minimum of 2 times per day to minimize wind erosion. Frequency should be based upon the type of operation, soil, and wind exposure.

Mitigation Measure III. C. 2
COVER EXPOSED SOILS. Areas denuded by construction activities and not scheduled for development for an indefinite period shall be seeded or covered by impervious materials to minimize water and wind erosion prior to the beginning of the rainy season (October 15th).

CONCLUSION: The identified mitigation measures reduce construction related impacts to a less than significant level and will also assure that impacts to sensitive receptors such as existing commercial business in the area are not significant. In addition to these mitigation measures staff will recommended that the following conditions of approval.

RECOMMENDED CONDITIONS OF APPROVAL

1. GRADING PLANS. Complete grading plans shall be submitted for approval by the City Engineer.

2. STREET CLEANING. Paved City roadways leading to or from the project area shall be swept or washed at the end of each day as necessary to remove excessive accumulations of silt and/or mud, which may have accumulated as the result of construction activities.

Issues:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

DISCUSSION: A biological resources inventory of the site was conducted in January 2007 by Marcus Bole & Associates, an environmental consulting firm. The entire nine acre parcel and a 500 foot buffer around the site, was surveyed on January 16 & 25, 2008. Particular attention was focused upon the project's potential impact to special-status species and their habitats. The site has historically been used for agricultural use.

A records search was completed prior to field surveys of the United States Fish & Wildlife Service Federal Endangered and Threatened Species List (NEPA) and the California Natural Diversity Database (CEQA) for the Corning 7 1/2 minute quadrangle and the adjacent eight quadrangles. These documents list plants and wildlife that have Federal, State and California Native Plant Society (CNPS) special status. The 9-quad search of these lists revealed several plant and wildlife species with a potential to occur onsite.

Field studies were conducted on foot making observations and noting habitat conditions, surrounding land uses, and plant and wildlife species. In accordance with guidance set forth in the United States Army Corps of Engineer's 1987 Wetlands Delineation Manual a wetland determination was conducted. Field surveys were conducted to determine the presence of sensitive sensitive species (e.g. elderberry shrubs, riparian habitats, etc.) These surveys also included ocular reconnaissance of the entire study area and buffer zones for nesting (or burrowing) raptors.

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under CEQA, Section 1600 of the California Fish and Game Code, or Section 404 of the Clean Water Act.The project site was systematically surveyed to ensure total search coverage, with special attention given to identifying those portions of the study area with the potential for supporting special-status species and sensitive habitats. Over sixteen hours of onsite surveys did not reveal the presence of special status wildlife or plant species or their specific micro-habitat. Although no special status wildlife were present during the survey the site has the potential to support nesting raptors, therefore the following mitigation measure will be implemented.

Mitigation Measure IV. A. 1

PRE-CONSTRUCTION SURVEY: Pre-construction surveys for nesting raptors should be conducted for construction activities between March 1 and September 30 pursuant to California Department of Fish & Game requirements. These surveys should be accomplished no later than 7 days prior to the commencement of grading activities. If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after September 30th or until the adults and young are no longer dependent on the nest as determined by a qualified biologist.

Wetland Biologist David H. Bole conducted surveys of the site and collected wetland delineation data in accordance with the 1987 Corps methodology. Representative data point sampling was conducted to evaluate the extent and type of potential jurisdictional wetlands and other "waters of the United States". Using these methodologies Bole and Associates found that Jewett Creek, located along the southern border of the project site, contained federal jurisdictional wetland habitat. No other wetland features (vernal pools, seasonal swales, etc.) were revealed on or near the subject property. The following mitigation measure will be implemented to assure that development of the site will not significantly impact Jewett Creek.

Mitigation Measure IV. B. 1
JEWETT CREEK PROTECTION: The Final Map shall indicate a 50' no disturbance zone from the top of the north bank of Jewett Creek on lots 6 & 7 with a taper down to 20' on Lot 7 as depicted on the tentative map. Prior to recordation of the Final Map this no disturbance zone, along with the site proposed for a sewage pumping station and detention basin must be fenced with 6' high earthtone colored plastic dipped chain link or wrought iron material. The location and widths of gates for access to the sewage pumping station and detention basin must be approved by the Public Works Director prior to construction of the fence.

Extension of water and sewer to the parcels may require boring under Jewett Creek. The California Department of Fish and Game will require, prior to boring under the creek, that the developer enter into a 1602 Streambed Alteration Agreement with the Department of Fish & Game. As previously discussed, and identified in the surveys conducted by Bole & Associates, Jewett Creek does contain wetland habitat which could be impacted by boring under and placing water and sewer lines under the streambed. The following mitigation measures will be implemented to assure that placement of these utilities under the streambed will not have a significant impact on Jewett Creek.

Mitigation Measure IV. B. 2
UTILITY CASING: Water and sewer lines that are placed beneath the streambed of Jewett Creek must be encased in steel pipe in a size to be determined by the City Engineer.

Mitigation Measure IV. B. 3
DRY SEASON BORING: Work, including all activity associated with boring, in the stream channel, defined as the 100-year flood plain, shall be limited to the period July 1 to October 15, of any year. If water is present during this period no construction activity may commence until the streambed is dry.

Mitigation Measure IV. B. 4
EQUIPMENT STORAGE & MAINTENANCE: Staging, storage, and re-fueling areas for machinery, equipment and materials shall be located outside the stream channel. Any equipment or vehicles driven and/or operated within or adjacent to the stream channel shall be checked daily to prevent leaks of materials that, if introduced to water, could be deleterious to aquatic life, wildlife, or riparian habitat.

Mitigation Measure IV. B. 5
SPILL CLEANUP: **The clean-up of all petroleum and/or chemical spills shall begin immediately. The Responsible Party shall notify the Tehama County Department of Environmental Health and comply with all applicable regulations associated with spill cleanup.**

Mitigation Measure IV. B. 6
SITE CLEANUP: **No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete or washings thereof, asphalt, paint or other coating material, oil or petroleum products or other organic or earthen material from any construction activity of whatever nature shall be allowed to enter into, or placed where it may be washed by rainfall or runoff into Jewett Creek. When operations are completed, any excess materials or debris must be removed from the site.**

Mitigation Measure IV. B. 7
EROSION CONTROL: **Soils exposed by construction shall be mulched to prevent sediment runoff and transport. Mulches shall be applied so that not less than 90% of the disturbed areas are covered. All mulches (except hydro-mulches) shall be applied in a layer not less than two inches deep. All mulches shall be kneaded or tracked-in with track marks parallel to the contour, and tackified as necessary to prevent excessive movement. All exposed soils shall be reseeded, by November 1 of each year, with a mix of grasses free from seeds of noxious or invasive weed species, and applied at a rate which will ensure establishment.**

Mitigation Measure IV. B. 8
SOIL STABILIZATION: **Soils adjacent to the stream channel that are exposed by construction activities shall be adequately stabilized when rainfall is reasonably expected and immediately upon completion of construction, to prevent the mobilization of sediment into Jewett Creek.**

Mitigation Measure IV. B. 9
REMOVAL OF RIPARIAN VEGETATION: **The disturbance or removal of riparian vegetation will not exceed the minimum necessary to complete the installation of the extended water and sewer lines.**

Mitigation Measure IV. B. 10
STREAMBED DISTURBANCE: **If any portions of the stream channel are disturbed during or after the placement of the water and sewer lines under Jewett Creek the disturbed channel within the high water mark of the stream shall be restored as near to the original natural condition as possible.**

CONCLUSION: Development of the site will result in removal of existing grasslands and remnant olive trees. These habitats are regionally widespread, and the common wildlife species utilizing these habitats would likely be displaced to adjacent onsite and offsite habitats and therefore not adversely affected by the project. The impacts to Biological Resources have been mitigated to a Less than Significant level.

Issues:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

DISCUSSION: Historical recognized environmental conditions (HRECs) are defined by the ASTM Practice E1527-00 as an environmental condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently. In their environmental assessment of the site AEI concluded that no on-site historical recognized environmental conditions were identified during the course of this investigation. However, should any type of cultural resources be unearthed, as a result of construction activities, they could be disturbed or damaged. Therefore, the following mitigation measures will be implemented to prevent significant impacts associated with development of the site.

Mitigation Measure V. 1

CULTURAL RESOURCES. **If subsurface deposits believed to be cultural in origin are discovered during construction, then all work must halt within a 100-foot radius of the discovery, and the City of Corning notified. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find. Work cannot continue at the discovery location until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant. If a potentially-eligible resource is encountered, then the archaeologist, lead agency, and project proponent shall arrange for either 1) total data recovery as a mitigation, or, preferably, 2) total avoidance of the resource, if possible. The determination shall be formally documented in writing and submitted to the lead agency as verification that the provisions in CEQA for managing unanticipated discoveries have been met.**

Mitigation Measure V. D. 1

HUMAN REMAINS. If human remains, or remains that are potentially human, are discovered during project construction or implementation, all work must stop within a 100-foot radius of the find. The construction supervisor must notify the Corning Police Department immediately, and take appropriate action to ensure that the discovery is protected from further disturbance or vandalism.

Conclusion: Implementation of these mitigation measures will reduce any impacts to Cultural Resources to a Less than Significant level.

Issues:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

DISCUSSION: The site is not in the Alquist-Priolo Earthquake Fault Zone and there are no known active faults within the vicinity of the project. The Safety Element of the Corning General Plan indicates that there is very little threat of a potentially damaging earthquake within the City.

The site and surrounding area is relatively flat and there is no risk of landslides or liquefaction. Therefore, there are no potential impacts, or risks to people or structures, associated with development of the site.

Development of the site will require grading and re-leveling for roads, building pads, parking lots, landscaped areas and drainage. Construction activities where clearing, grading, filling, road construction and excavation result in a land disturbance of one or more acres require a Construction Storm Water Permit issued by the California Regional Water Quality Control Board (RWQCB). The permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities. The SWPPP is used to identify potential pollutants (such as sediment and earthen materials, chemicals, construction materials, etc.) and to describe practices to eliminate or reduce those pollutants from entering surface waters. To assure that the project complies with the RWQCB requirements and prevent soil erosion and the loss of topsoil the following mitigation measures will be implemented.

Mitigation Measure VI. B. 1
STORMWATER PERMIT. Applicant shall apply for and obtain a "Construction Activities Storm Water General Permit" from the State Water Resources Control Board, Central Valley Regional Water Quality Control Board.

Mitigation Measure VI. B. 2
STORMWATER POLLUTION PREVENTION PLAN. Prior to any site disturbance or earthmoving activities on or adjacent to the site, a construction period and post-construction period Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and presented to the Central Valley Regional Water Quality Control Board and approved by the City of Corning. The objective of the plan shall be no net loss of soil (above an undisturbed natural, stable background state) from the site due to erosion. All requirements of the post construction period SWPPP shall be completed as part of the required improvement plans and shall be maintained in the same manner.

CONCLUSION: The developer will be required to extend city sewer and water service to the parcels therefore the soil will not have to support individual septic systems. Potential impacts have been mitigated to a Less than Significant level.

RECOMMENDED CONDITIONS OF APPROVAL
The following note must be on the Final Map:

As a part of the Use Permit application, required pursuant to Sections 17.48.020 & 17.49.040 of the Corning Municipal Code, the applicant shall submit a soils investigation by a registered engineering geologist or civil engineer to determine if expansive soils requiring special foundation design is necessary. The developer shall provide: 1) certification assuring adequate compaction of filled lots in accordance with the Uniform Building Code; and 2) for those lots with expansive soils, certification that the engineered foundation plans comply with building code requirements.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

DISCUSSION: AEI prepared Findings and Conclusions for the environmental site assessment that states the following:

Findings

Recognized environmental conditions (RECs) are defined by the ASTM Standard Practice E1527-00 as the presence or likely presence of any hazardous substances or petroleum products under conditions that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, groundwater, or surface water of the property .AEI's investigation has revealed the following recognized environmental conditions associated with the subject property or nearby properties:

> No on-site recognized environmental conditions were identified during the course of this investigation.

Environmental issues include environmental concerns identified by AEI that warrant discussion but do not qualify as recognized environmental conditions, as defined by the ASTM Standard Practice E1527-00. AEI's investigation has revealed the following recognized environmental conditions associated with the subject property or nearby properties:

> A former Arco gas station (designated as SS#2058 Corning) located at 22355 Corning Road is the adjacent site to the northwest of the subject property. According to the files that were reviewed at the Tehama County Environmental Health Department (TCEHD), a gasoline release was discovered in May 1988 during a subsurface investigation. Analysis of the groundwater samples indicated that dissolved hydrocarbons were present in the groundwater near the former underground storage tanks (USTs) and dispenser islands, located approximately 20 and 60 feet west of the northwest subject property boundary, respectively. Consequently, one 10,000-gallon UST and one 280-gallon waste oil UST were removed from the site in October 1988. Prior to 1988, two 6,000-gallon USTs and two 4,000-gallon gasoline USTs were removed on unknown dates.
>
> As part of the investigation of this site, 18 soil borings and 11 groundwater monitoring wells were installed to evaluate the extent of hydrocarbon impact to the soil and groundwater. In addition, three sparing wells were installed at the Arco site. One monitoring well (MW-5) was installed at the north side of the subject property. Approximately 3,500 cubic yards of contaminated soil have been excavated from the site, treated and disposed. The majority of residual hydrocarbons remain in the soil between 15 and 25 bgs. Total petroleum hydrocarbons as gasoline (TPH-g), benzene, toluene, ethybenzene, and xylene (BTEX) and methyl tertiary-butyl ether (MTBE) concentrations were shown to be decreasing over time. The nearest drinking water receptor (DW-1) was destroyed and replaced with DW-2. All eleven groundwater monitoring wells and three air spring wells were decommissioned in May 2003. Based on this information, regulatory "case closure" was granted on June 27, 2003. Additionally, since 1995, all groundwater samples collected from MW-5 did not contain detectable levels of TPH-g, BTEX or MTBE, except low concentrations of xylene (1.93 parts per billion (ppb) and 0.767 ppb) that were detected in 1999.
>
> Based on regulatory status and contamination concentrations that were detected in the on-site well, this site is not expected to represent a significant environmental concern. However, it should be noted that residual contamination may exist in the soil at the subject property.

The subject property was historically used for agricultural purposes. There is a potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used onsite. However, the subject property is planned for commercial development and thus no further action related to the former agricultural use of the subject property is warranted at this time. If redevelopment of the subject property is planned for residential use the owner/user of the report should contact the local planning department to determine whether sampling relating to the former agricultural use of the subject property is required.

Conclusions, Opinions, and Recommendations

AEI's investigation has revealed no evidence of recognized environmental conditions associated with the subject property or nearby properties. AEI recommends no further investigations for the subject property at this time.

The project is outside of the approach and runway protection zones for the Corning Municipal Airport and there are no known private airstrips within the vicinity of the project. As previously mentioned the developer will be required to extend city water and sewer to the site. Since existing water and sewer lines are currently located on the east side of Interstate 5, extending them to the west side will provide additional water capacity for fire suppression.

CONCLUSION: The AEI assessment provides substantial analysis to determine that are no significant impacts from hazards or hazardous materials.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

DISCUSSION: Water quality standards could be violated if water erosion resulting in siltation flows off the site and into Jewett Creek located along the southern boundary of the project site. Mitigation Measures VI. B. 1 & 2 requires the applicant to obtain a Construction Activities Storm Water General Permit and prepare a Storm Water Pollution Prevention Plan (SWPPP). The subdivision has been designed with an approximately 1.08 acre detention basin for the collection of storm water. This basin will have an outlet that will flow into Jewett Creek. The following mitigation measure will be implemented to assure that water released from this detention basin complies with Regional Water Quality Control Board requirements.

Mitigation Measure VIII. A. 1
WASTE DISCHARGE REQUIREMENTS. The developer must apply for, receive and comply with waste discharge requirements from the California Regional Water Quality Control Board for the release of storm water from the detention basin into Jewett Creek.

The City of Corning provides domestic and fire flow water to residents and businesses within the City. This project will utilize city services for potable water and fire prevention. The City extracts water from the Sacramento Valley Groundwater Basin which has adequate capacity to supply the cities needs, including undeveloped commercial parcels similar to the project site.

The site will be graded for the preparation of road and lot construction. No rivers, streams of floodways will be altered by these grading activities. The drainage pattern of the site will be altered. To assure that off-site property is not impacted by these alterations the following mitigation measure will be implemented.

Mitigation Measure VIII. C. 1
LOT GRADING. Lots must be graded to direct runoff to storm drain facilities within the public right-of-way or into the drainage easements as depicted on the tentative map. No lot to lot or offsite runoff shall be permitted.

Road, parking lot and eventual commercial building construction will substantially increase the amount of impervious surfaces resulting in increased runoff from the site. The following mitigation measures will be implemented to assure that the detention basin is adequately sized for the amount of storm water runoff form the site.

Mitigation Measure VIII. E. 1
STORMWATER ANALYSIS. Applicant shall provide a Drainage Analysis prepared by a registered Civil Engineer or Certified Hydrologist. The analysis shall quantify the increased runoff resulting from a 25-year storm for a duration of four hours that will result from the creation of the parcels and potential commercial development.

Mitigation Measure VIII. E. 2
STORMWATER DETENTION. Storm Drain and detention facilities shall be installed in accordance with the Drainage Analysis and constructed to City Standards as approved by the Public Works Director.

The FEMA Flood Insurance Rate Map (FIRM) for this area indicates that a major portion of the site outside the 100 year floodplain. The 100 year floodplain limits is within the 50 ft. non-disturbance area from the north bank of Jewett Creek as required by Mitigation Measure IV.B.1 Since this non-disturbance area prevents any type of development structures will not impede flood flows and the general public will not be at risk due to flooding of the site. Additionally the site is not in an area where there is a risk of flooding due to a dam breaking or inundation by seiche, tsunami or mudflows.

Conclusion: Compliance with the Stormwater Permit, SWPPP and the waste discharge requirements imposed by Regional Water will result in Less than Significant impacts to water quality. Potential impacts to hydrology and drainage have been mitigated to a Less than Significant level.

Recommended conditions of approval

1. Prior to recording a final map the developer shall present improvement plans for retention of the net increase in runoff resulting from the development project during a 25-year storm for a duration of four hours.
2. Soils information (Soils Log) must be submitted to verify adequacy of on-site storm water retention design.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			X	

DISCUSSION: The parcels were annexed into the City of Corning in 2004 which is the first time the city limits had expanded to the west of Interstate 5. The parcels are bordered on three sides by existing roads, including I-5 along the eastern property line, and Jewett Creek to the south. Subdividing the parcels into seven commercial parcels will not physically divide an established community.

The development of commercial parcels does not conflict with the Highway 99W Corridor Specific Plan which was adopted as a mechanism for incorporating creative design into a mix of retail commercial, office, warehousing, and light manufacturing activities. Although it is premature to consider architectural design guidelines, Mitigation Measures I.C.1 and I. C. 2 requires that landscaping within the right-of-ways of existing and proposed roadways be completed, along with the placement of an entrance sign, prior to recordation of a Final Map. These requirements comply with the specific plan.

The Specific Plan has a Conservation, Open Space & Environmental Quality Element that addresses issues related to the conservation, preservation and/or managed production of natural resources and open space. Providing a no disturbance zone along Jewett Creek and a detention basin for storm water complies with the goals, policies and implementation measures discussed in this element of the specific plan.

CONCLUSION: Future commercial development of the parcels will require compliance with the Highway 99W Corridor Specific Plan through issuance of a conditional use permit. The parcels being created with drainage easements and a detention pond do not conflict with the specific plan.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

DISCUSSION: The site is not in a Mineral Resource Zone and creation of the parcels will not result in the loss or availability of any mineral resources.

CONCLUSION: No Impact

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. NOISE Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

DISCUSSION: The Highway 99W Corridor Specific Plan contains a noise element adopted to help protect health and welfare of the area by promoting development which is compatible with accepted noise standards. The human ear is subject to a wide range of sound intensities and people hear changes in sound in proportion to those intensities. The decibel (db) scale is a logarithmic scale used to compress this range. The threshold of human hearing corresponds roughly to 0 db. The "A" weighting scale, that which most closely resembles human hearing, is used in the specific plan and is noted by the symbol dBA.

In the specific plan, the time varying character of environmental noise is described as Ldn. This is a statistical weighting of daytime and nighttime noises and is used as the basis of noise impact evaluation and for land use planning criteria.

Ambient noise levels constitute the composite from all sources far and near. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location. Parameters used when estimating traffic noise relate to the traffic, the roadway, and the receiver. Traffic parameters affecting noise are the number and type of vehicles passing a point during a particular time period and the average speed of the vehicles. Roadway variables include its surface, gradient, and geometry.

The General Plan Noise Element identified that normally acceptable range for office and commercial land uses is an Ldn value below 70 db (Ldn values of 67.5 to 77.5 are conditionally acceptable). Freeway noise increases as the number and average speed of automobiles on it increases. For example, if the automobile traffic volume doubles, the noise level from those autos increases by about 3 dBA. As the population of California and other western states increases the traffic along I-5 will increase which will result in increased noise levels at this location.

The noise contour map within the specific plan indicates that when the plan was adopted in 1997 present noise contours along I-5 were 60 dB at 300 feet, 65 dB at 170 feet, and 70 dB at 80 feet. The Average Daily Trip (ADT) for I-5 was at 25,000 vehicles in the peak month in 1997. The ADT on I-5 has increased since 1997 but has not doubled which would increase these figures by 3dBA. Placement of commercial business within 80 feet of I-5 could possibly expose people to noise levels above normally acceptable ranges as established in the General Plan and Specific Plan. The following mitigation measure will be implemented to assure that noise impacts are addressed when the City issues a use permit for commercial development on these lots.

Mitigation Measure XI. A.1
The following statement must be noted on the Final Map prior to recordation: "A noise impact study must be submitted with each application for a Conditional Use Permit to develop the parcels."

Construction activities associated with the development of the site will temporally increase the ambient noise levels above the existing levels. The following mitigation measure will be implemented to reduce the impact of these short-term construction related noises.

Mitigation Measure XI. D. 1
CONSTRUCTION HOURS. Excavation and construction work shall occur only between the hours of 7:00 AM to 7:00 PM, Monday through Friday, and between the hours of 8:00 AM to 6:00 PM on weekends and federally observed holidays.

Mitigation Measure XI. D. 2
CONSTRUCTION EQUIPMENT. The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained. When feasible, existing power sources, such as power poles, or clean fuel generators should be used, rather than temporary power generators. Minimize idling time to 10 minutes.

The Airport Noise Contour Map shows that the site is well outside the 55 CNEL noise contour, which is well below the acceptable range for commercial land uses, therefore, noise form the airport will not significantly impact the project site.
CONCLUSION: Short-term construction noise that has been mitigated to a Less than Significant level. Potential noise impacts from I-5 will be analyzed and mitigated prior to the issuance of a Conditional Use Permit.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

DISCUSSION: The project will extend water and sewer to the west side of I-5 for this and future commercial development around the Corning Road off-ramp and overcrossing which has been designated for commercial development since it was annexed into the City in 2004. Freeway oriented commercial development was anticipated for this site which is standard for freeway off-ramps and overcrossings. Extension of this infrastructure will allow for commercial development and will not induce significant population growth in the area.

The site is currently vacant therefore housing, or people, will not be displaced by the project.

CONCLUSION: There are no significant impacts associated with the project.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?		X		
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?		X		

DISCUSSION: Commercial development impacts numerous public services. To mitigate these impacts the Corning School Districts and the City of Corning have adopted and implemented Development Impact fees. These fees, payable when building permits are issued, were implemented to mitigate the impacts created by new commercial and residential development. This project will be subject to the schools and cities established fees which will mitigate the impacts to these services.

Mitigation Measure I. C. 2 requires that the landscaped areas within the right-of-ways of Barham Ave., Corning Rd. and the entrance road be provided with permanent and automatic means of irrigation and all landscaping of these areas, along with the placement of the entrance sign, must be constructed pursuant to the landscaping standards of the Highway 99W Corridor Specific Plan, and completed prior to recordation of a Final Map. The City will require that streetlights will be installed along Barham Rd. and the entrance road. The following mitigation measure will be implemented so that the costs for the continued operation and maintenance of these facilities are not borne by the taxpayers of the City.

Mitigation Measure XIII. A. 1

LANDSCAPE & LIGHTING DISTRICT. Prior to recording a final map for the project, the developer shall establish a Landscaping and Lighting District, or annex to an existing district if one exists, to fund the annual operation and maintenance of the landscaping, including automatic irrigation systems, and electrification of the streetlights placed within the right-of ways of Barham Ave., Corning Rd. the entrance road and the continued maintenance of common facilities, including the stormwater detention system and appurtenant facilities. The developer must submit an engineer's cost estimate for the annual cost to fund the Landscape and Lighting District. This cost estimate must be approved by the city engineer prior to formation of the district. Any costs associated with the formation of the district shall be borne by the developer.

As previously discussed the developer will be required to extend city water and sewer to the site to serve the parcels. Section 16.24.030 of the Corning Municipal Code (CMC) requires subdivisions to install fire hydrants to provide an adequate source of water for fire protection. There are currently no fire hydrants within the City of Corning located west of Interstate 5. The following mitigation measure will be implemented to assure that the hydrants are placed within the development as required by the CMC.

Mitigation Measure XIII. A. 2

FIRE HYDRANT INSTALLATION. Prior to the submittal of improvement plans for the subdivision the developer must consult with the City of Corning Fire Chief to determine the location of a minimum of 3 fire hydrants to serve the parcels. These hydrants with valves shall be installed, to Public Works standards, as required by the Fire Chief.

CONCLUSION: Existing impact fees mitigate the impacts on Public Services to a Less than Significant level.

Recommended Conditions of Approval

1. The developer must provide the City of Corning Fire Department with 1 Fire Hydrant Repair Kit.

2. Prior to recording a final map, the applicant shall properly abandon any water wells or septic systems occurring on the property in accordance with the requirements of the Tehama County Environmental Health Department.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

DISCUSSION: The project will create commercial development which will provide employment opportunities for existing residents of the City of Corning. Most of the commercial development will be freeway oriented and not create employment opportunities that will substantially increase the population of the city therefore impacts to recreational facilities will be less than significant.

CONCLUSION: Creating 7 commercial parcels at this location will not substantially impact recreation or recreational facilities.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

DISCUSSION: On May 9, 2008, KD Anderson & Associates Inc., Transportation Engineers prepared a traffic study that analyzed the existing roads, intersections, traffic counts. This traffic study is attached as supplemental information used to determine potential impacts the project will have on transportation and traffic. The following mitigation measures and recommended conditions of approval will be implemented to reduce identified impacts to a Less than Significant level.

Mitigation Measure XV. A. 1
LEFT TURN LANES. A westbound left turn lane at the intersection of Barham Ave./Corning Rd., and left turn lanes on Corning Rd. at the north bound and south bound I-5 on ramps must be constructed prior to the recordation of a final map.

Mitigation Measure XV. D. 1
INTERSECTION SIGHT DISTANCE. No shrubbery, fencing, entrance signs or trees exceeding 36 inches in height, and no tree branches shall extend lower than seven feet so as to limit a 200 ft. minimum sight distance at the proposed entrance road and Barham Ave. intersection.

Mitigation Measure XV. D. 2
STOP SIGNS. Install a stop sign and apply thermoplastic stop legend with bar where entrance road intersects with Barham Ave. Temporary signs must be in place during construction at the new intersection.

Recommended Conditions of Approval:

1. All public improvements shall be constructed in accordance with the Subdivision Ordinance of the City of Corning and required Public Works Standards.

2. Dedicate a 60' wide right-of-way for the entrance road. Provide an additional 10' public service easement along each side of the right of way.

3. Install curb, gutter, and sidewalks, with approved handicap ramps at the intersection of the entrance road and Barham Ave.

4. Proposed "Entrance Road" shall be constructed in accordance with Standard Drawing S-18 (40' 2 Lane Street).

5. The entrance road shall be fully constructed with driveway entrances to each parcel with curb and gutter and 5' wide sidewalk adjacent to curb as per Standard Drawing No. S-18.

6. Applicant shall install street name signs, according to standards provided by the Director of Public Works at all intersections.

7. Final street names are subject to approval of City staff and shall appear on the final map.

8. No new driveways shall be permitted direct access onto Corning Road. The Final Map shall offer "1 foot wide Non-Access" strips along Corning Road excepting the 12' wide utility easement as depicted on the tentative map.

9. Once commercial uses are established on a parcel curbside parking along the entrance road must be prohibited.

10. Barham Avenue Improvements. Re-construct the adjacent (eastern) half width of Barham Avenue in accordance with Standard Drawing S-18 (40' Street) and complete an asphalt overlay on a 12 foot travel lane on the west half width from the south project boundary to Corning Road/Solano Street. If adequate structure section exists, the City Engineer may approve an alternative Barham Avenue improvement plan.

11. Corning Road/Solano Street Improvements. Reconstruct the adjacent (southern) half width, the median turn lane and a 12' wide travel lane on the north side of Corning Road/Solano Street along the frontage from I-5 overpass structure through the Barham Avenue intersection. Complete pavement markings in accordance with the recommendations in the Traffic Study. If adequate structure section exists, the City Engineer may approve an alternative Corning Road/Solano Street improvement plan.

CONCLUSION: The proposed mitigation measures and conditions of approval will require the project to comply with adopted standards and codes applicable to development of this nature. Future development of these parcels will require the issuance of a Conditional Use Permit with additional CEQA analysis which could trigger additional improvements to the transportation system in and around the site.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

DISCUSSION: The developer will be required to extend the City of Corning's water and sewer systems from the east side of Interstate 5 to the west side to serve the parcels. Impacts associated with the extension of these utilities have been mitigated to a Less than Significant level by Mitigation Measures IV. B. 2 thru IV. B. 10. The City has adopted development impact fees for future expansion of the water system and sewage treatment facilities. Prior to the occupancy of any commercial buildings constructed on the parcels these development impact fees must be paid for future expansion of these utilities.

Both systems currently have ample capacity to serve the parcels and future commercial development. The construction of a sewer lift station and detention basin on the approximately 1.08 acre parcel, depicted as Lot "A" on the tentative map, will be required to pump effluent offsite and for onsite retention of increased runoff generated by development of the project. Maintenance of these facilities will be the responsibility of the City and funded through monthly sewer fees and the creation of a Landscape and Lighting District pursuant to Mitigation Measure XIII. A. 1. To assure that the City has access and control of this area for the future operation and maintenance of the lift station and detention basin the following mitigation measure will be implemented:

Mitigation Measure XVI. B. 1
PARCEL DEDICATION: The Final Map shall offer for dedication to the City of Corning, Lot "A", as depicted on the Tentative Subdivision Map, and a minimum 16 foot wide drainage and utility easement to Lot "A". Prior to recordation of the Final Map the 16 foot wide easement must be improved with a minimum 8 foot wide all-weather access road.

The Tehama County Landfill has sufficient capacity to accommodate the project.
The following conditions of approval will be recommended to assure that development of the site complies with city codes and does not negatively impact the systems.

Recommended Conditions Of Approval:

1. Applicant shall ensure, prior to final street construction, that all water and sewer mains, utility and storm drains, and all access points are in the proper location for serving the proposed new lots. No street cutting nor excavation shall be allowed in the new street once completed.

2. All water and sewer connections shall be completed in accordance with Public Works Specifications.

3. All water services to the parcels are to be 1 inch, or larger, poly pipe iron pipe size.

4. All water meters to be Sensus compound meters to register in gallons, ¾ " meters are the minimum required, but the city recommends 1" meters for irrigation.

5. Install Manholes in Subdivision as per Public Works Specifications.

6. Street lights shall be set installed in accordance with Public Works Standards. Final location shall be shown on the plans for public improvements, and approved by the Director of Public Works.

7. Public utility easements shall be dedicated and noted as required by the City Engineer on the Final Map.

8. All public improvements shall be constructed in accordance with the Subdivision Ordinance of the City of Corning and required Public Works Standards.

9. Obtain an encroachment permit from Caltrans and extend City water main line from east side of Interstate 5 to serve the project. Install water main lines within entrance road and reconstructed Barham Avenue along project frontage, as per Public Works Specifications and as directed by City Engineer. Minimum mainline pipe diameter shall be 8".

10. Obtain an encroachment permit from Caltrans and extend City sanitary sewer line from east side of Interstate 5 to serve project and adjacent properties. Install sanitary sewer trunklines in the entrance road and reconstructed Barham Avenue in accordance with City standards.

11. Sewer Lift Station. Prior to recording the final map, Developer shall install a sewer lift station on public property adjacent to the retention pond. Developer shall size lift station to accommodate commercial development on all current incorporated properties on the west side of I-5. Additionally, developer shall construct a building to house a generator with the capacity to power the lift station during power outages and construct a building to house the generator and fuel supply. Building size and materials shall be as directed by the City Engineer.

12. Postal Boxes. If requested by the Corning postmaster for commercial development, provide one or more "Cluster Box Units (CBUs) for postal service at locations approved by the Postmaster. CBU positions shall appear on the improvement plans for the subdivision.

13. Developer shall ensure service by Chambers Cable to each lot at developers expense.

CONCLUSION: Existing utilities and service systems will not be significantly impacted by the project.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

DISCUSSION: There are no biological or historical values to the site and all identified impacts have been mitigated to a Less than Significant level. As previously additional CEQA analysis will be conducted prior to the establishment of commercial uses on the parcels.

CONCLUSION: Mitigation measures have reduced identified impacts to a Less than Significant level.

BIBLIOGRAPHY

Source:

City of Corning General Plan
- Land Use Element
- Circulation Element
- Open Space Element
- Housing Element
- Safety Element
- Noise Element
- Conservation Element
- Public Facilities Element
- Economic Development Element
- Highway 99-W Corridor Specific Plan
- Biological Resources Inventory & Wetland Determination, Bole & Associates
- Environmental Site Assessment, AEI Consultants
- Traffic Study prepared by KD Anderson & Associates

City of Corning Municipal Code
- Zoning Code
- Subdivision Ordinance
- Building & Construction Ordinance

State of California Regulations
- Subdivision Map Act
- California Environmental Quality Act
- Planning and Zoning Law

Persons/Agencies Contacted
- John Brewer-Corning Public Works Director
- Terry Hoofard-Corning Building Official
- Martin Spannaus-Corning Fire Chief
- Tony Cardenas-Corning Police Chief
- Steve Kimbrough-Corning City Manager
- Ed Anderson-Corning City Engineer

Principal Author:
- John Stoufer-Planning Director; City of Corning

MITIGATION MONITORING PROGRAM
PROJECT TITLE: Tract Map 08-1003
NAME, ADDRESS, PHONE NUMBER OF APPLICANT

Gallelli & Sons, LLC
4240 Rocklin Rd.., Suite 9
Rocklin, CA. 95926
(916) 415-9097

The size and complexity of the proposed project require development of a formal mitigation monitoring program to ensure that monitoring is carried out in all stages. Monitoring is divided into three categories related to the timing of activities and implementation of mitigations.

1. Pre-Construction Mitigations (PC). These are activities that precede any actual land disturbance. Included among these mitigations are the development of drainage, erosion control and tree management plans. Also included are the delineation of any wetlands that may be subject to development impact and the establishment of Environmentally Sensitive Areas (ESAs) or Zones (ESZs) around archaeological sites and specimen oak trees.
2. Construction-Related Mitigations (DC). These include implementation of the drainage and erosion control plans, building setbacks from sensitive areas, and all other measures required to reduce the impacts of construction and development.
3. Ongoing Mitigations (OG). These include the maintenance programs necessary to ensure long-term control of erosion, protection of surface water quality in runoff, and protection of the wildlife and wildlife habitat resources on the project.

Monitoring will be the responsibility of various city, county and state agencies, although the physical inspections may be delegated to a private company or individuals chosen by these agencies and/or an environmental coordinator. All costs of mitigation monitoring will be borne by the developers, who are usually required to deposit money with the city, county or state agency in advance of the required monitoring effort.

The following environmental mitigation measures were incorporated in the conditions of approval for this project in order to mitigate identified environmental impacts to a level of insignificance. For tentative maps, some mitigation measures must be completed prior to map recordation (PR). Others are implemented during permitting stages following map recordation (AR), or are ongoing mitigation measures. A completed and signed checklist for each mitigation measure indicates that the mitigation measure has been complied with and implemented, and fulfills the monitoring requirements with respect to Assembly Bill 3180 (PRC Section 21081.6).

Currently, the applicant is seeking approval of Tract Map 08-1003. A description of the pending project can be found in the initial study. Questions about this monitoring program should be directed to the City of Corning Planning Department.

ACRONYMS USED

CDFG	California Department of Fish and Game
CalTrans	California Department of Transportation
CDF	California Department of Forestry
CSD	Community Services District
CVRWQCB	Central Valley Regional Water Quality Control Board
DEV	Developer
HOA	Homeowners' Association
TCAPCD	Tehama County Air Pollution Control District
CBD	City of Corning Building Department
CFD	City of Corning Fire Department
CPLD	City of Corning Planning Department
CPD	City of Corning Police Department
CPWD	City of Corning Public Works Department
USACOE	United States Army Corps of Engineers

Monitoring Phases

PC Pre-Construction

DC During Construction

OG Ongoing

BP During Building Permit Approval

Subdivision Map Phase (Tentative Maps)

PR Prior to Map Recordation

AR After Map Recordation

MITIGATION MONITORING PROGRAM

ISSUE: Aesthetics

IMPACT(S): The specific plan provides sign design guidelines in an attempt to safeguard life, health, property and public welfare, and to preserve the character of the City by regulating the size, height, design, quality of materials, construction, location, lighting and maintenance of all signs not enclosed within a building. To assure that the creation of the parcels complies with the landscaping and sign requirements of the specific plan and at the same time eliminates the visual impact of the parcels to a Less than Significant level the following mitigation measures will be implemented:

Mitigation Measure I. C. 1
LANDSCAPING PLANS. Prior to commencing construction activities associated with the creation of the parcels, the applicant or his engineer shall submit landscaping and signage plans for the entrance at Barham Ave. and the entrance road as depicted on the tentative map. The landscaping plan must also include landscaping within the right-of-ways of Barham Ave, Corning Rd. and the entrance road. These plans must comply with the landscaping design guidelines and sign design guidelines of the Highway 99W Corridor Specific Plan and approved by the Planning Director.

Mitigation Measure I. C. 2
LANDSCAPING. The landscaped areas within the right-of-ways of Barham Ave., Corning Rd. and the entrance road must be provided with permanent and automatic means of irrigation and all landscaping of these areas, along with the placement of the entrance sign, must be constructed pursuant to the landscaping standards of the Highway 99W Corridor Specific Plan, and completed prior to recordation of a Final Map.

Implementing Agency: Project applicant

Monitoring Agency: CPLD

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR, AR

Phase of Monitoring: PC, DC, OG

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes:

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

Monitoring Agency: DEV

MITIGATION MONITORING PROGRAM

ISSUE: Agricultural Resources

IMPACT(S): The area west of the site is designated as Cropland in the Tehama County General Plan which would allow for the establishment of commercial agricultural operations. The City of Corning Subdivision Ordinance, Chapter 16.31 is titled Right to Farm. This section of the code protects agricultural activities states that "No existing or future agricultural operation or any of its appurtenances conducted in a manner consistent with proper and accepted standards on agricultural land shall become or be a nuisance." The following mitigation measure will be implemented to assure that all prospective tenants or future property owners are aware of agricultural operations within the vicinity of the project site.

Mitigation Measure II. C. 1
DISCLOSURE OF AGRICULTURAL OPERATIONS. The following disclosure statement must be shown as a note on the Final Map:

> **The City of Corning permits operation of properly conducted agricultural operations within the City Limits, including those that utilize chemical fertilizers and pesticides. You are hereby notified that property you are purchasing, leasing or renting may be located close to agricultural lands and operations. You may be subject to inconvenience or discomfort arising from the lawful and proper use of agricultural chemicals and pesticides and other agricultural activities, including without limitation, cultivation, plowing, spraying, irrigation, pruning, harvesting, burning of agricultural waste products, protection of crop and animals from depredation, and other activities which occasionally generate dust, smoke, noise, and odor. Consequently, depending on the location of your structures, it may be necessary that you be prepared to accept much inconveniences or discomfort as a normal and necessary aspect of conducting a business in an agriculturally active region.**

Implementing Agency: Project applicant

Monitoring Agency: DEV

Funding Source: Developer/Applicant

Subdivision Map Phasing: , AR

Phase of Monitoring: OG,

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes:

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Air Quality

IMPACT(S): The applicant will be required to construct an interior cul-de-sac road to serve the proposed parcels. State and federal ambient air quality standards provide a basis by which the City can evaluate the significance of air quality impacts. Under CEQA, as well as the State and Federal Clean Air Acts, non-attainment of any air quality standard is considered to be an impact. Incremental emissions of non-attainment pollutants are generally considered to be cumulatively significant, because they contribute to non-attainment. Construction and grading activities will generate dust adding to PM10 emissions. Heavy equipment and vehicular trips by construction personnel will contribute vehicular emissions as well. Construction cleanup often entails burning of trees, brush, and other wastes. These would be considered short term impacts.

Mitigation Measure III. B. 1
FUGITIVE DUST PERMIT
Prior to commencement of any type of construction activities the applicant must submit a construction emission dust/control plan and obtain a Fugitive Dust Control Permit from the Tehama County Air Pollution District and comply with the conditions of approval.

Mitigation Measure III. B. 2
OPEN BURNING
No opening burning shall occur on this parcel unless a special land clearing permit is obtained from the Tehama County Air Pollution Control District.

Mitigation Measure III. C. 1
SPRINKLE EXPOSED SOILS.
During construction, unprotected or bare soils, including inactive storage piles, shall be watered a minimum of 2 times per day to minimize wind erosion. Frequency should be based upon the type of operation, soil, and wind exposure.

Mitigation Measure III. C. 2
COVER EXPOSED SOILS. Areas denuded by construction activities and not scheduled for development for an indefinite period shall be seeded or covered by impervious materials to minimize water and wind erosion prior to the beginning of the rainy season (October 15th).

Implementing Agency: Project applicant

Monitoring Agency: TCAPCD -CPWD

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR, AR

Phase of Monitoring: PC, DC, OG

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED

(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Biological Resources

IMPACT(S): Sensitive habitats include those that are of special concern to resource agencies and those that are protected under CEQA, Section 1600 of the California Fish and Game Code, or Section 404 of the Clean Water Act. The project site was systematically surveyed to ensure total search coverage, with special attention given to identifying those portions of the study area with the potential for supporting special-status species and sensitive habitats. Over sixteen hours of onsite surveys did not reveal the presence of special status wildlife or plant species or their specific micro-habitat. Although no special status wildlife were present during the survey the site has the potential f onsite trees to support nesting raptors, therefore the following mitigation measure will be implemented to reduce the impact to potential nesting raptors to a Less than Significant level.

Mitigation Measure IV. A. 1
PRE-CONSTRUCTION SURVEY: Pre-construction surveys for nesting raptors should be conducted for construction activities between March 1 and September 30 pursuant to California Department of Fish & Game requirements. These surveys should be accomplished no later than 7 days prior to the commencement of grading activities. If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after September 30th or until the adults and young are no longer dependent on the nest as determined by a qualified biologist.

Implementing Agency: Project applicant

Monitoring Agency: CPLD CDFG

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR

Phase of Monitoring: PC

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Biological Resources

IMPACT(S): Wetland Biologist David H. Bole conducted surveys of the site and collected wetland delineation data in accordance with the 1987 Corps methodology. Representative data point sampling was conducted to evaluate the extent and type of potential jurisdictional wetlands and other "waters of the United States". Using these methodologies Bole and Associates found that Jewett Creek, located along the southern border of the project site, contained federal jurisdictional wetland habitat. No other wetland features (vernal pools, seasonal swales, etc.) were revealed on or near the subject property. The following mitigation measure will be implemented to assure that development of the site will not significantly impact Jewett Creek.

Mitigation Measure IV. B. 1
JEWETT CREEK PROTECTION: The Final Map shall indicate a 50' no disturbance zone from the top of the north bank of Jewett Creek on lots 6 & 7 with a taper down to 20' on Lot 7 as depicted on the tentative map. Prior to recordation of the Final Map this no disturbance zone, along with the site proposed for a sewage pumping station and detention basin must be fenced with 6' high earthtone colored plastic dipped chain link or wrought iron material. The location and widths of gates for access to the sewage pumping station and detention basin must be approved by the Public Works Director prior to construction of the fence.

Implementing Agency: Project applicant

Monitoring Agency: CPWD

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR

Phase of Monitoring: DC, OG

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED

(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Biological Resources

IMPACT(S): Extension of water and sewer to the parcels may require boring under Jewett Creek. The California Department of Fish and Game will require, prior to boring under the creek, that the developer enter into a 1602 Streambed Alteration Agreement with the Department of Fish & Game. As previously discussed, and identified in the surveys conducted by Bole & Associates, Jewett Creek does contain wetland habitat which could be impacted by boring under and placing water and sewer lines under the streambed. The following mitigation measures will be implemented to assure that placement of these utilities under the streambed will not have a significant impact on Jewett Creek.

Mitigation Measure IV. B. 2
UTILITY CASING: **Water and sewer lines that are placed beneath the streambed of Jewett Creek must be encased in steel pipe in a size to be determined by the City Engineer.**

Mitigation Measure IV. B. 3
DRY SEASON BORING: **Work, including all activity associated with boring, in the stream channel, defined as the 100-year flood plain, shall be limited to the period July 1 to October 15, of any year. If water is present during this period no construction activity may commence until the streambed is dry.**

Mitigation Measure IV. B. 4
EQUIPMENT STORAGE & MAINTENANCE: **Staging, storage, and re-fueling areas for machinery, equipment, equipment and materials shall be located outside the stream channel. Any equipment or vehicles driven and/or operated within or adjacent to the stream channel shall be checked daily to prevent leaks of materials that, if introduced to water, could be deleterious to aquatic life, wildlife, or riparian habitat.**

Mitigation Measure IV. B. 5
SPILL CLEANUP: **The clean-up of all petroleum and/or chemical spills shall begin immediately. The Responsible Party shall notify the Tehama County Department of Environmental Health and comply with all applicable regulations associated with spill cleanup.**

Mitigation Measure IV. B. 6
SITE CLEANUP: **No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete or washings thereof, asphalt, paint or other coating material, oil or petroleum products or other organic or earthen material from any construction activity of whatever nature shall be allowed to enter into, or placed where it may be washed by rainfall or runoff into Jewett Creek. When operations are completed, any excess materials or debris must be removed from the site.**

Mitigation Measure IV. B. 7
EROSION CONTROL: **Soils exposed by construction shall be mulched to prevent sediment runoff and transport. Mulches shall be applied so that not less than 90% of the disturbed areas are covered. All mulches (except hydro-mulches) shall be applied in a layer not less than two inches deep. All mulches shall be kneaded or tracked-in with track marks parallel to the contour, and tackified as necessary to prevent excessive movement. All exposed soils shall be reseeded, by November 1 of each year, with a mix of grasses free from seeds of noxious or invasive weed species, and applied at a rate which will ensure establishment.**

Mitigation Measure IV. B. 8
SOIL STABILIZATION: Soils adjacent to the stream channel that are exposed by construction activities shall be adequately stabilized when rainfall is reasonably expected and immediately upon completion of construction, to prevent the mobilization of sediment into Jewett Creek.

Mitigation Measure IV. B. 9
REMOVAL OF RIPARIAN VEGETATION: The disturbance or removal of riparian vegetation will not exceed the minimum necessary to complete the installation of the extended water and sewer lines.

Mitigation Measure IV. B. 10
STREAMBED DISTURBANCE: If any portions of the stream channel are disturbed during or after the placement of the water and sewer lines under Jewett Creek the disturbed portions of the stream channel within the high water mark of the stream shall be restored as near to the original natural condition as possible.

Implementing Agency: Project applicant

Monitoring Agency: CPWD & CPLD

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR

Phase of Monitoring: DC, OG

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Cultural Resources

IMPACT: Historical recognized environmental conditions (HRECs) are defined by the ASTM Practice E1527-00 as an environmental condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently. In their environmental assessment of the site AEI concluded that no on-site historical recognized environmental conditions were identified during the course of this investigation.

However, should any type of cultural resources be unearthed, as a result of construction activities, they could be disturbed or damaged. Therefore, the following mitigation measures will be implemented to prevent significant impacts associated with development of the site.

Mitigation Measure V. 1

CULTURAL RESOURCES. If subsurface deposits believed to be cultural in origin are discovered during construction, then all work must halt within a 100-foot radius of the discovery, and the City of Corning notified. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find. Work cannot continue at the discovery location until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant. If a potentially-eligible resource is encountered, then the archaeologist, lead agency, and project proponent shall arrange for either 1) total data recovery as a mitigation, or, preferably, 2) total avoidance of the resource, if possible. The determination shall be formally documented in writing and submitted to the lead agency as verification that the provisions in CEQA for managing unanticipated discoveries have been met.

Mitigation Measure V. D. 1

HUMAN REMAINS. If human remains, or remains that are potentially human, are discovered during project construction or implementation, all work must stop within a 100-foot radius of the find. The construction supervisor must notify the Corning Police Department immediately, and take appropriate action to ensure that the discovery is protected from further disturbance or vandalism.

Implementing Agency: Project applicant

Monitoring Agency: DEV

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR, AR

Phase of Monitoring: DC, OG

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED

(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Geology and Soils

IMPACT: Development of the site will require grading and re-leveling for roads, building pads, parking lots, landscaped areas and drainage. Construction activities where clearing, grading, filling, road construction and excavation result in a land disturbance of one or more acres require a Construction Storm Water Permit issued by the California Regional Water Quality Control Board (RWQCB). The permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities. The SWPPP is used to identify potential pollutants (such as sediment and earthen materials, chemicals, construction materials, etc.) and to describe practices to eliminate or reduce those pollutants from entering surface waters. To assure that the project complies with the RWQCB requirements and prevent soil erosion and the loss of topsoil the following mitigation measures will be implemented.

Mitigation Measure VI. B. 1
STORMWATER PERMIT. Applicant shall apply for and obtain a "Construction Activities Storm Water General Permit" from the State Water Resources Control Board, Central Valley Regional Water Quality Control Board.

Mitigation Measure VI. B. 2
STORMWATER POLLUTION PREVENTION PLAN. Prior to any site disturbance or earthmoving activities on or adjacent to the site, a construction period and post-construction period Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and presented to the Central Valley Regional Water Quality Control Board and approved by the City of Corning. The objective of the plan shall be no net loss of soil (above an undisturbed natural, stable background state) from the site due to erosion. All requirements of the post construction period SWPPP shall be completed as part of the required improvement plans and shall be maintained in the same manner.

Implementing Agency: Project applicant

Monitoring Agency: CVRWQCB & CPWD

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR,

Phase of Monitoring: PC,DC

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED

(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Hydrology & Water Quality

IMPACT: The subdivision has been designed with an approximately 1.08 acre detention basin for the collection of storm water. This basin will have an outlet that will flow into Jewett Creek. The following mitigation measure will be implemented to assure that water released from this detention basin complies with Regional Water Quality Control Board requirements.

Mitigation Measure VIII. A. 1
WASTE DISCHARGE REQUIREMENTS. The developer must apply for, receive and comply with waste discharge requirements from the California Regional Water Quality Control Board for the release of storm water from the detention basin into Jewett Creek.

Implementing Agency: Project applicant

Monitoring Agency: CVRWQCB

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR, AR

Phase of Monitoring: PC, OG

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Hydrology and Water Quality

IMPACT: The site will be graded for the preparation of road and lot construction. No rivers, streams of floodways will be altered by these grading activities. The drainage pattern of the site will be altered. To assure that off-site property is not impacted by these alterations the following mitigation measure will be implemented.

Mitigation Measure VIII. C. 1
LOT GRADING. Lots must be graded to direct runoff to storm drain facilities within the public right-of-way. No lot to lot or offsite runoff, shall be permitted.

Implementing Agency: Project applicant

Monitoring Agency: CPWD

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR,

Phase of Monitoring: DC

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Hydrology and Water Quality

IMPACT: Road, parking lot and eventual commercial building construction will substantially increase the amount of impervious surfaces resulting in increased runoff from the site. The following mitigation measures will be implemented to assure that the detention basin is adequately sized for the amount of storm water runoff form the site.

Mitigation Measure VIII. E. 1

STORMWATER ANALYSIS. Applicant shall provide a Drainage Analysis prepared by a registered Civil Engineer or Certified Hydrologist. The analysis shall quantify the increased runoff resulting from a 25-year storm for a duration of four hours that will result from the creation of the parcels and potential commercial development.

Mitigation Measure VIII. E. 2

STORMWATER DETENTION. Storm Drain and detention facilities shall be installed in accordance with the Drainage Analysis and constructed to City Standards as approved by the Public Works Director.

Implementing Agency: Project applicant

Monitoring Agency: CPWD

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR,___

Phase of Monitoring: PC,DC

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED

(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Noise

IMPACT: The noise contour map within the specific plan indicates that when the plan was adopted in 1997 present noise contours along I-5 were 60 dB at 300 feet, 65 dB at 170 feet, and 70 dB at 80 feet. The Average Daily Trip (ADT) for I-5 was at 25,000 vehicles in the peak month in 1997. The ADT on I-5 has increased since 1997 but has not doubled which would increase these figures by 3dBA. Placement of commercial business within 80 feet of I-5 could possibly expose people to noise levels above normally acceptable ranges as established in the General Plan and Specific Plan. The following mitigation measure will be implemented to assure that noise impacts are addressed when the City issues a use permit for commercial development on these lots.

Mitigation Measure XI. A.1
The following statement must be noted on the Final Map prior to recordation: "A noise impact study must be submitted with each application for a Conditional Use Permit to develop the parcels."

Implementing Agency: Project applicant

Monitoring Agency: CPLD&CPWD

Funding Source: Developer/Applicant

Subdivision Map Phasing: AR,

Phase of Monitoring: OG

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Noise

IMPACT: Construction activities associated with the development of the site will temporally increase the ambient noise levels above the existing levels. The following mitigation measure will be implemented to reduce the impact of these short-term construction related noises.

Mitigation Measure XI. D. 1
CONSTRUCTION HOURS. Excavation and construction work shall occur only between the hours of 7:00 AM to 7:00 PM, Monday through Friday, and between the hours of 8:00 AM to 6:00 PM on weekends and federally observed holidays.

Mitigation Measure XI. D. 2
CONSTRUCTION EQUIPMENT. The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained. When feasible, existing power sources, such as power poles, or clean fuel generators should be used, rather than temporary power generators. Minimize idling time to 10 minutes.

Implementing Agency: Project applicant

Monitoring Agency: DEV

Funding Source: Developer/Applicant

Subdivision Map Phasing: AR,

Phase of Monitoring: OG

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Public Services

IMPACT: Mitigation Measure I. C. 2 requires that the landscaped areas within the right-of-ways of Barham Ave., Corning Rd. and the entrance road be provided with permanent and automatic means of irrigation and all landscaping of these areas, along with the placement of the entrance sign, must be constructed pursuant to the landscaping standards of the Highway 99W Corridor Specific Plan, and completed prior to recordation of a Final Map. The City will require that streetlights will be installed along Barham Rd. and the entrance road. The following mitigation measure will be implemented so that the costs for the continued operation and maintenance of these facilities are not borne by the taxpayers of the City.

Mitigation Measure XIII. A. 1
LANDSCAPE & LIGHTING DISTRICT. Prior to recording a final map for the project, the developer shall establish a Landscaping and Lighting District, or annex to an existing district if one exists, to fund the annual operation and maintenance of the landscaping, including automatic irrigation systems, and electrification of the streetlights placed within the right-of ways of Barham Ave., Corning Rd. the entrance road and the continued maintenance of common facilities, including the stormwater retention system and appurtenant facilities. The developer must submit an engineer's cost estimate for the annual cost to fund the Landscape and Lighting District. This cost estimate must be approved by the city engineer prior to formation of the district. Any costs associated with the formation of the district shall be borne by the developer.

Implementing Agency: Project applicant

Monitoring Agency: CPLD &CPWD

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR, AR

Phase of Monitoring: OG

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

MITIGATION MONITORING PROGRAM

ISSUE: Public Services

IMPACT: As previously discussed the developer will be required to extend city water and sewer to the site to serve the parcels. Section 16.24.030 of the Corning Municipal Code (CMC) requires subdivisions to install fire hydrants to provide an adequate source of water for fire protection. There are currently no fire hydrants within the City of Corning located west of Interstate 5. The following mitigation measure will be implemented to assure that the hydrants are placed within the development as required by the CMC.

Mitigation Measure XIII. A. 2
FIRE HYDRANT INSTALLATION. Prior to the submittal of improvement plans for the subdivision the developer must consult with the City of Corning Fire Chief to determine the location of a minimum of 3 fire hydrants to serve the parcels. These hydrants with valves shall be installed, to Public Works standards, as required by the Fire Chief.

Implementing Agency: Project applicant

Monitoring Agency: CFD&CPWD

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR

Phase of Monitoring: PC,DC

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED

(see attached verification report)

DATE _____

Monitoring Agency: CBD,CPLD,CPWD

MITIGATION MONITORING PROGRAM

ISSUE: Transportation / Traffic

IMPACT: On May 9, 2008, KD Anderson & Associates Inc., Transportation Engineers prepared a traffic study that analyzed the existing roads, intersections, traffic counts. This traffic study is attached as supplemental information used to determine potential impacts the project will have on transportation and traffic. The following mitigation measures and recommended conditions of approval will be implemented to reduce identified impacts to a Less than Significant level.

Mitigation Measure XV. A. 1
LEFT TURN LANES. A westbound left turn lane at the intersection of Barham Ave./Corning Rd., and left turn lanes on Corning Rd. at the north bound and south bound I-5 on ramps must be constructed prior to the recordation of a final map.

Mitigation Measure XV. D. 1
INTERSECTION SIGHT DISTANCE. No shrubbery, fencing, entrance signs or trees exceeding 36 inches in height, and no tree branches shall extend lower than seven feet so as to limit a 200 ft. minimum sight distance at the proposed entrance road and Barham Ave. intersection.

Mitigation Measure XV. D. 2
STOP SIGNS. Install a stop sign and apply thermoplastic stop legend with bar where entrance road intersects with Barham Ave. Temporary signs must be in place during construction at the new intersection.

Implementing Agency: Project applicant
Monitoring Agency: CBD, CPLD,CPWD

Funding Source: Developer/Applicant

Subdivision Map Phasing: PR,AR,_____

Phase of Monitoring: DC,OG_____

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

Monitoring Agency: CPLD,CPWD

MITIGATION MONITORING PROGRAM

ISSUE: Utilities & Service Systems

IMPACT: The construction of a sewer lift station and detention basin on the approximately 1.08 acre parcel, depicted as Lot "A" on the tentative map, will be required to pump effluent offsite and for onsite retention of increased runoff generated by development of the project. Maintenance of these facilities will be the responsibility of the City and funded through monthly sewer fees and the creation of a Landscape and Lighting District pursuant to Mitigation Measure XIII. A. 1. To assure that the City has access and control of this area for the future operation and maintenance of the lift station and detention basin the following mitigation measure will be implemented:

Mitigation Measure XVI. B. 1
PARCEL DEDICATION: The Final Map shall offer for dedication to the City of Corning, Lot "A", as depicted on the Tentative Subdivision Map, and a minimum 16 foot wide drainage and utility easement to Lot "A". Prior to recordation of the Final Map the 16 foot wide easement must be improved with a minimum 8 foot wide all-weather access road.

Implementing Agency: Project applicant
Monitoring Agency: CPLD,CPWD

Funding Source: Developer/Applicant

Subdivision Map Phasing: AR

Phase of Monitoring: OG

Performance Standards (standard for success): As determined by Monitoring Agencies.

Additional Notes: _____

COMPLIANCE VERIFIED
(see attached verification report)

DATE _____

TRAFFIC STUDY

FOR THE

CORNING RETAIL

Corning, California

Prepared For:

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GRE MANAGEMENT SERVICES
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December 12, 2008

3426-03

Corning Retail 12.10.08.rpt

KD Anderson & Associates, Inc.
Transportation Engineers

TRAFFIC STUDY FOR THE CORNING RETAIL SITE
Corning, California

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December 12, 2008

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TRAFFIC STUDY FOR THE CORNING RETAIL SITE

INTRODUCTION

This report documents **KD Anderson & Associates** assessment of the traffic impacts associated with development of the Corning Retail site. The proposed project will develop seven parcels of commercial uses on an 8.31 acre site that is located south of Corning Road and east of Barham Avenue in western Corning as noted in Figure 1. This report is intended to describe the impacts of developing the project and to serve as a guideline for implementation off site roadway infrastructure needed to support anticipated development of the project on the short term and long term.

EXISTING SETTING

The following report section describes current traffic conditions on the roads that will provide access to the project.

Existing Street System

The proposed project is located south of Corning Road and east of Barham Avenue in western Corning. One access to Barham Avenue is planned. Study area roads are discussed below.

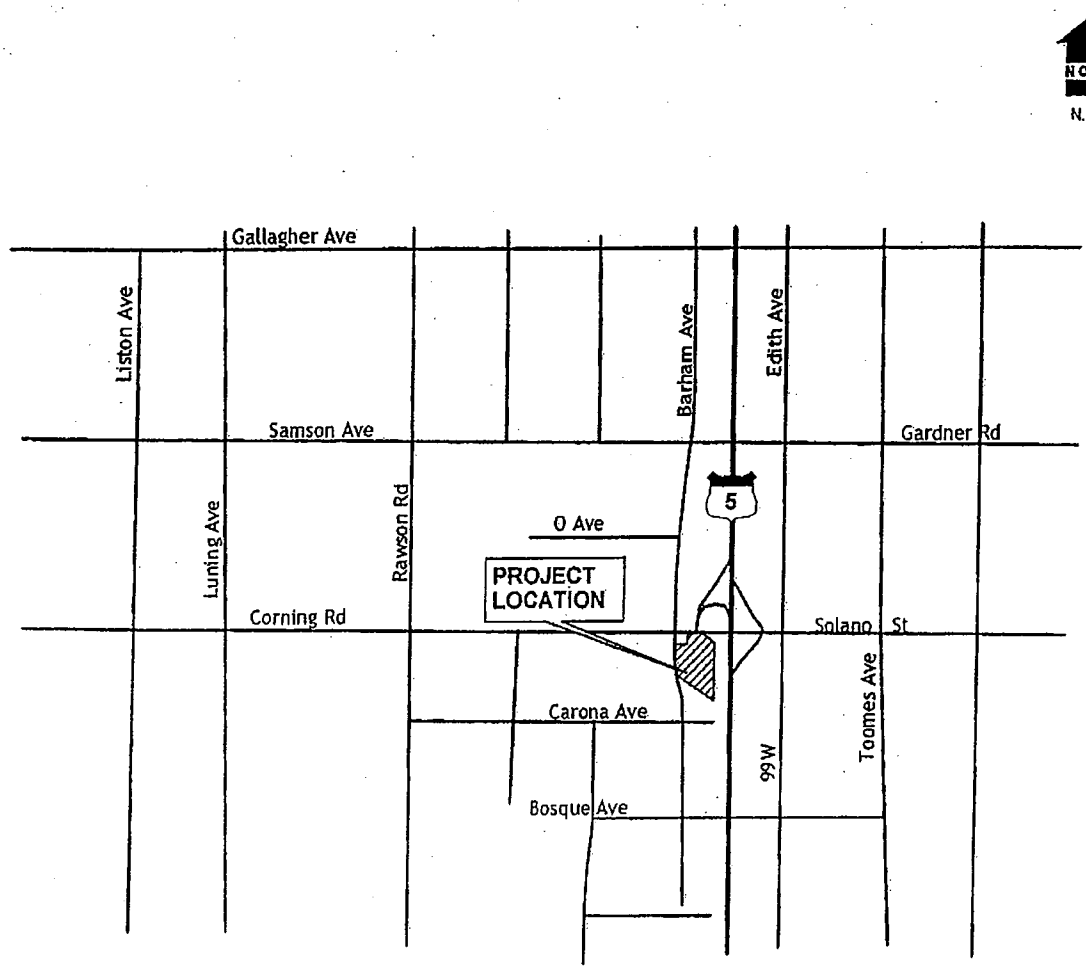
Corning Road/Solano Street is a major east-west arterial that links Tehama County, and downtown Corning. Solano Street originates at Interstate 5 and continues through Corning. Corning Road originates at Interstate 5 as an extension of Solano Road and extends to the west into Tehama County. In the area of the proposed project Corning Road is a two-lane road. Solano Road widens to four lanes east of Edith Avenue.

Barham Avenue is a 2-lane north-south that parallels the west side of I-5 in Tehama County. It extends from Finnell Avenue in the north past the project site before terminating just south of Vina Avenue.

Edith Avenue/Old Corning Road/South 99W is a two-lane north south collector road that parallels the east side of I-5. North of Solano Street, Edith Avenue extends to the north before terminating at Moran Road. South of Solano Street, Old Corning Road/South 99W extends to the south through Orland, Willows, Arbuckle and Dunnigan before terminating south of Yolo.

Existing Traffic Volumes

Traffic counts conducted in February 2008 were used to quantify the traffic volumes at the subject intersections in the study area. Figure 2 displays a.m. (7:00 a.m. to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) peak hour traffic counts, as well as the current geometric configuration of each study intersections.

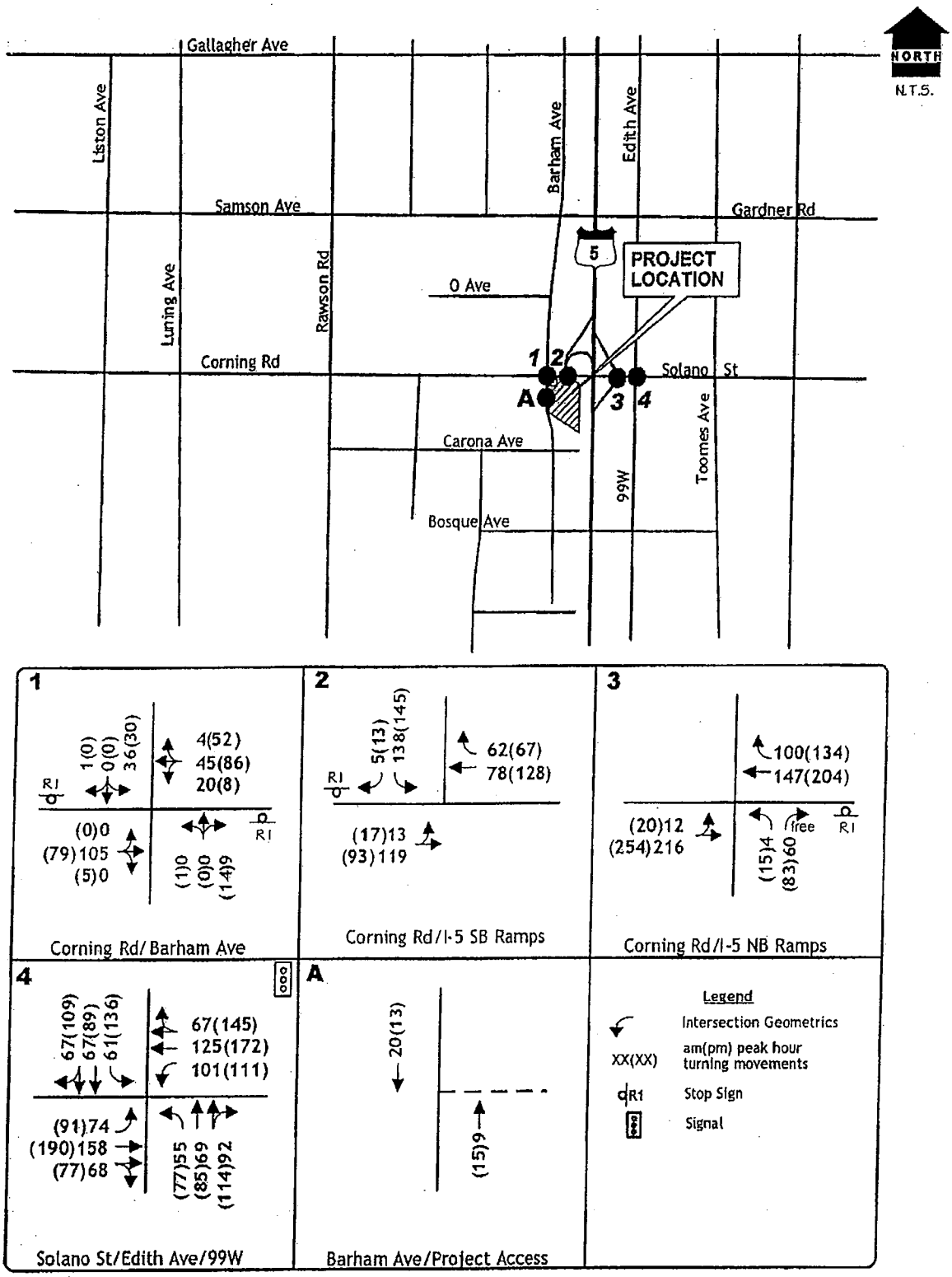


KD Anderson & Associates, Inc.
Transportation Engineers

VICINITY MAP

3426-03 REV.VSD 11/26/2008

figure 1



KD Anderson & Associates, Inc.
Transportation Engineers

EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

3426-03 REV.VSD 11/26/2008

figure 2

Level of Service Methodology

To assess the quality of existing and future traffic conditions, "Levels of Service" were calculated for study area intersections. "Level of Service" (LOS) is a qualitative measure of traffic operating conditions whereby a letter grade, "A" through "F", corresponding to progressively worsening traffic operating conditions, is assigned to an intersection or roadway segment. In general terms, Level of Service is calculated for an hour long traffic condition at a signalized intersection, unsignalized intersection or roadway segment.

Levels of Service at the study intersections have been quantified using methodologies presented in the latest edition of the Highway Capacity Manual (HCS 2000). Due to the short distance between the Interstate 5 ramp intersections and both Barham Avenue and Edith Avenue/County Road 99W, the Level of Service analysis involves evaluation using Synchro-Simtraffic software to supplement the 2000 Highway Capacity Manual (2000 HCM). These techniques account for the current truck characteristics on study area roads. Table 1 summarizes performance measures associated with each of the Level of Service grades for intersections. We understand that the City's target for transportation is to provide LOS of C or better.

TABLE 1
LEVEL OF SERVICE DEFINITIONS - INTERSECTIONS

Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec	Little or no delay. Delay ≤ 10 sec/veh	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec	Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh	Forced flow, breakdown.

Sources: 2000 Highway Capacity Manual, Transportation Research Board (TRB) Special Report 209.

Traffic Signal Warrants

To further characterize current traffic conditions, the volume of traffic occurring at each intersection and associated delays were compared to peak hour traffic signal warrants published in the California Manual of Traffic Control Devices (CMUTCD).

The TRAFFIX software provides an evaluation of both volume and delay signal warrants. For this analysis meeting peak hour warrants for signalization in conjunction with overall operations falling below the established level of service threshold is an indication that a signal may be warranted. However, while meeting these warrants provides a general indication of when an intersection meets warrants, signalization of an intersection is not the only way to improve operations. An intersection control or auxiliary lanes can improve operations and result in warrants no longer being met. In addition, warrants can sometimes be met while overall intersection operations (weighted operations of all movements) are still considered acceptable. Unacceptable operations in conjunction with an intersection meeting warrants for signalization are an indication that a signal may be warranted. However, before any signal is installed a full set of traffic warrants should be conducted and it is ultimately up to the local state or local agency to determine the timing of the installation of any new traffic signal.

Freeway Mainline. The freeway mainline was analyzed using a methodology outlined in the Transportation Research Board's Special Report 209, *Highway Capacity Manual* (2000). Table 2 presents the relationship of freeway volume-to-capacity ratios and density to level of service.

KDA

TABLE 2
LEVEL OF SERVICE CRITERIA FOR BASIC FREEWAY SEGMENTS

Criteria	LOS				
	A	B	C	D	E
FFS = 75 mi/h					
Maximum Density pc/mi/ln	11	18	26	35	45
Minimum speed (mi/h)	75.0	74.8	71.6	62.2	53.3
Maximum v/c	0.34	0.56	0.76	0.90	1.00
Maximum service flow rate (pc/h/ln)	820	1350	1830	2170	2400
FFS = 70 mi/h					
Maximum Density pc/mi/ln	11	18	26	35	45
Minimum speed (mi/h)	70.0	70.0	68.2	61.5	53.3
Maximum v/c	0.32	0.53	0.74	0.90	1.00
Maximum service flow rate (pc/h/ln)	770	1260	1770	2150	2400
FFS = 65 mi/h					
Maximum Density pc/mi/ln	11	18	26	35	45
Minimum speed (mi/h)	65.0	65.0	64.6	59.7	52.2
Maximum v/c	0.30	0.50	0.71	0.89	1.00
Maximum service flow rate (pc/h/ln)	710	1170	1680	2090	2350
FFS = 60 mi/h					
Maximum Density pc/mi/ln	11	18	26	35	45
Minimum speed (mi/h)	60.0	60.0	60.0	57.6	51.1
Maximum v/c	0.29	0.47	0.68	0.88	1.00
Maximum service flow rate (pc/h/ln)	660	1080	1560	2020	2300
FFS = 55 mi/h					
Maximum Density pc/mi/ln	11	18	26	35	45
Minimum speed (mi/h)	55.0	55.0	55.0	54.7	50.0
Maximum v/c	0.27	0.44	0.64	0.85	1.00
Maximum service flow rate (pc/h/ln)	600	990	1430	1910	2250

Note: The exact mathematical relationships between density and v/c have not always been maintained at LOS boundaries because of the use of rounded values. Density is the primary determinant of LOS. The speed criterion is the speed at maximum density for a given LOS.

SOURCE: Transportation Research Board, National Research Council, Highway Capacity Manual (2000).

Freeway Ramp. Freeway ramp merge and diverge areas were analyzed using methods described in the *Highway Capacity Manual* (Transportation Research Board 2000). Freeway ramp operating conditions are dependent on traffic volumes and the ramp characteristics. These characteristics include the length and type of acceleration and deceleration lanes, the free-flow speed of ramps, the number of lanes, grade, and the types of facilities connected to the ramps. Table 3 shows the relationship between LOS and vehicle density in the ramp junction areas.

For LOS A through LOS E, when merge and diverge areas operate in a stable manner, LOS is defined using the measure of vehicle density. Merge and diverge areas are considered to operate at LOS F when demand exceeds the capacity of upstream or downstream freeway sections, or the demand exceeds the capacity of an off-ramp.

TABLE 3
LEVEL OF SERVICE CRITERIA FOR FREEWAY MERGE AND DIVERGE AREAS

Level of Service	Vehicle Density	Operating Characteristics
A	Less than or equal to 10.	LOS A represents unrestricted operations. Density is low enough to permit smooth merging and diverging, with virtually no turbulence in the traffic stream.
B	Greater than 10. Less than or equal to 20.	At LOS B, merging and diverging maneuvers become noticeable to through drivers, and minimal turbulence occurs. Merging drivers must adjust speeds to accomplish smooth transitions from the acceleration lane to the freeway.
C	Greater than 20. Less than or equal to 28.	At LOS C, speed within the influence area begins to decline as turbulence levels become noticeable. Both ramp and freeway vehicles begin to adjust their speeds to accomplish smooth transitions.
D	Greater than 28. Less than or equal to 35.	At LOS D, turbulence levels in the influence area become intrusive, and virtually all vehicles slow to accommodate merging and diverging. Some ramp queues may form at heavily used on-ramps, but freeway operation remains stable.
E	Greater than 35.	LOS E represents conditions approaching capacity. Speeds reduce significantly, and turbulence is felt by virtually all drivers. Flow levels approach capacity and small changes in demand or disruption within the traffic stream can cause both ramp and freeway queues to form.
F	Demand exceeds capacity.	At LOS F, demand exceeds capacity. Substantial disruption and queuing are present.

Note: Vehicle density is expressed as passenger car equivalents per mile per lane.
Source: Transportation Research Board 2000.

Left Turn Lane Channelization

Left turn lanes are often added to the major street at intersections to provide deceleration and storage for turning vehicles. By providing storage and deceleration, delays to through traffic can be reduced and safety can be enhanced.

The need for left turn lanes at study area intersections has been evaluated using the guidelines presented in Exhibit 9-75 in the American Association of State Highway and Transportation Officials (AASHTO)A Policy on Geometric Design of Highways and Streets (2004). Table 4 summarizes the AASHTO table that presents design hour levels of following and opposing traffic, as well as percentage of vehicles turning, which can be used as a guide for confirming the need for left turn lanes.

TABLE 4
WARRANTS FOR LEFT TURN LANES ON TWO-LANE HIGHWAYS

40-MPH Operating Speed				
Advancing Volume				
Opposing Volume	5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
800	330	240	180	160
600	410	305	225	200
400	510	380	275	245
200	640	470	350	305
100	720	515	390	340

Existing Levels of Service

Levels of Service were calculated for the four study area intersections, as noted in Table 5. As shown, all of the study intersections are projected to operate at LOS B or better which falls within the City's LOS C standard. In addition peak hour warrants for signalization are not met at any of the unsignalized intersections. As such, no improvements are currently needed.

TABLE 5
EXISTING INTERSECTION LEVELS OF SERVICE

Location	Control	AM Peak Hour		PM Peak Hour		Signal Warranted? Delay/Volume
		Average Delay (sec)	Level of Service	Average Delay (sec)	Level of Service	
Corning Rd/Barham Ave	NB/SB stop					No/No
(overall)		*(2.8 sec)*	*(A)*	*(1.9 sec)*	*(A)*	
WB approach		2.3 sec	A	NA	NA	
NB approach		8.9 sec	A	8.9 sec	A	
SB approach		10.2 sec	B	10.4 sec	B	
Corning Rd/SB Ramp	SB Stop					No/No
(overall)		*(4.9 sec)*	*(A)*	*(5.0 sec)*	*(A)*	
EB approach		0.8 sec	A	1.3 sec	A	
NB left + thru		11.3 sec	B	11.6 sec	B	
Corning Rd/NB Ramp	NB Stop					No/No
(overall)		*(0.4 sec)*	*(A)*	*(0.8 sec)*	*(A)*	
EB approach		0.5 sec	A	0.7 sec	A	
SB left		12.0 sec	B	13.8 sec	B	
Solano/Edith	Signal	12.7	B	15.1	B	NA

Freeway Mainline. In the vicinity of the project site, traffic volumes on the I-5 mainline are greatest north of the Corning interchange. Table 6 summarizes the existing am and pm peak hour traffic volumes and operating conditions I-5 north of the Corning interchange. As shown, the I-5 mainline currently operates acceptably in both directions during both peak hours.

TABLE 6
EXISTING I-5 MAINLINE OPERATING CONDITIONS

Location	AM Peak Hour			PM Peak Hour		
	Volume	Density	LOS	Volume	Density	LOS
Southbound						
North of Corning/Solano	772	7.9	A	952	9.8	A
Northbound						
North of Corning/Solano	746	7.6	A	1,025	10.5	A
Source: Transportation Research Board, national Research Council *Highway Capacity Manual 2000*						

Freeway Ramps. Table 7 summarizes the existing am and pm peak hour operating conditions at the study area interchange. As shown in the table, all of the ramps operate acceptably.

TABLE 7
EXISTING I-5 FREEWAY RAMP OPERATING CONDITIONS

Ramp	AM Peak Hour			PM Peak Hour		
	Volume	Density[1]	LOS	Volume	Density[1]	LOS
Southbound						
Corning off	143	2.6	A	158	0.7	A
Corning on	75	9.3	A	84	11.0	B
Northbound						
Solano off	64	4.0	A	98	1.1	A
Solano on	112	2.7	A	154	5.4	A
Source: Transportation Research Board, national Research Council *Highway Capacity Manual 2000*						

[1]Density (passenger cars per mile per lane)

Need for Left Turn Lane Channelization. In the study area no left turn lanes exist on Corning Road at the Barham Avenue intersection, at the ramp intersections, or on Barham Avenue. Currently, none of these locations carry traffic volumes that would meet the left turn channelization criteria.

Alternative Transportation Modes. No sidewalks nor bike lanes currently exist in the vicinity of the project site. Public transit services are provided by TRAX. Route 5 serves the downtown

Corning area but does not traverse west of Edith Avenue/99W. This route operates from approximately 8:30 am to 6:30 pm. Service is also provided to Red Bluff/Los Mollnos and Shasta college.

PROJECT TRAFFIC IMPACTS

Project Description

The project site is located south of Corning Road and east of Barham Avenue. The site is comprised of seven parcels on 8.31 acres. Based on discussions with the project proponents and the project location, the parcels are most likely to develop as highway commercial uses though the exact uses have not yet been determined. Through consultation with the project proponent, it was determined that the parcels would develop as a 60 room hotel, two 3,000 square foot restaurants with drive thrus, two 4,000 high turn over restaurants, one 5,000 square foot quality restaurant, and a 12 pump gas station with convenience market. Access to the site will be via one cul-de-sac onto Barham Avenue. Figure 3 displays the site plan.

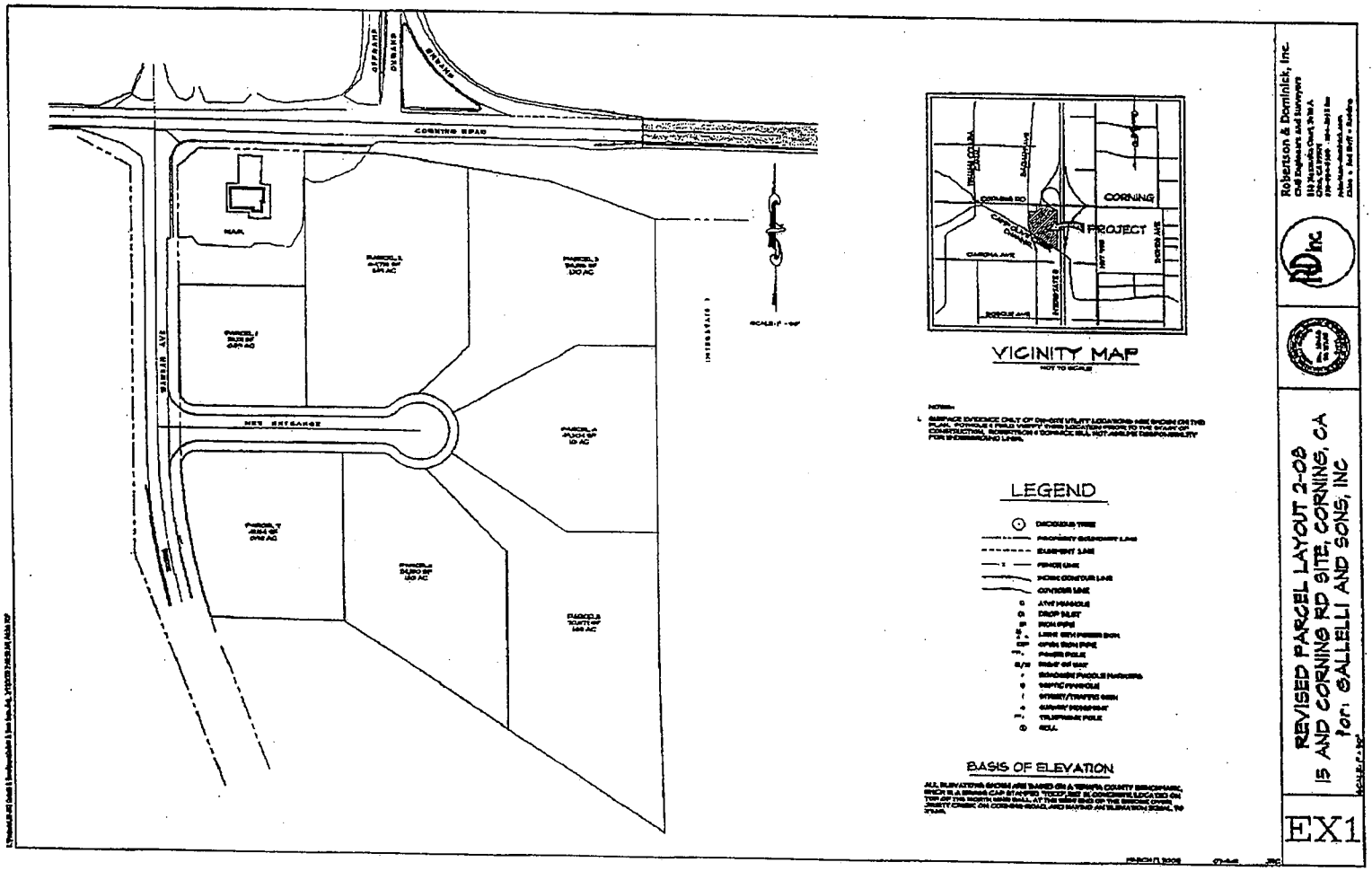
Trip Generation

Trip generation is determined by identifying the type and size of land use being developed. Trip generation estimates for this analysis were developed using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, Seventh Edition publication or by similar land uses. Table 8 displays the trip generation rates considered in this study while Table 9 displays the number of trips generated by the proposed project.

TABLE 8
TRIP GENERATION RATES

	Trip Generation Parameters							
		Trip Generation Rates Per Unit						
			AM Peak Hour			PM Peak Hour		
	Unit	Daily	% In	%Out	Total	% In	%Out	Total
Fast Food with Drive Thru	Ksf	496.12	51	49	53.11	52	48	52.48
High Turn over Restaurant	Ksf	127.15	52	48	11.52	61	39	10.92
Quality Restaurant	Ksf	89.95	75	25	0.81	67	33	7.49
Service Station / Convenience Market	pumps	162.78	50	50	10.06	50	50	13.38
Motel	rooms	5.94	37	63	0.47	54	46	0.75

The ITE *Trip Generation Handbook* was utilized to determine the amount of pass-by traffic entering the non-residential portion of the site. A pass-by trip is a trip drawn from the stream of traffic already passing the site when the driver chooses to stop at the site.



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SITE PLAN

figure 3

TABLE 9
TRIP GENERATION

	Trip Generation Parameters							
		Trip Generation Rates Per Unit						
			AM Peak Hour			PM Peak Hour		
	Quantity	Daily	% In	%Out	Total	% In	%Out	Total
Fast Food with Drive Thru	3 ksf	1,488	81	78	159	82	75	157
<Pass by>		<372>	<40>	<38>	<78>	<41>	<38>	<79>
Total New Trips		1,116	41	40	81	41	37	78
Fast Food with Drive Thru	3 ksf	1,488	81	78	159	82	75	157
<Pass by>		<372>	<40>	<38>	<78>	<41>	<38>	<79>
Total New Trips		1,116	41	40	81	41	37	78
High Turn over Restaurant	4 ksf	510	24	22	46	27	17	44
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Total New Trips		382	21	20	41	15	10	25
High Turn over Restaurant	4 ksf	510	24	22	46	27	17	44
<Pass by>		<128>	<3>	<2>	<5>	<12>	<7>	<19>
Total New Trips		382	21	20	41	15	10	25
Quality Restaurant	5 ksf	425	3	1	4	25	12	37
<Pass by>		<106>	<0>	<0>	<0>	<11>	<5>	<16>
Total New Trips		319	3	1	4	14	7	21
Service Station/Convenience Market	12 pumps	1,953	60	61	121	81	80	161
<Pass by>		<488>	<37>	<38>	<75>	<45>	<45>	<90>
Total New Trips		1,465	23	23	46	36	35	71
Motel	60 rooms	357	10	18	28	24	21	45
Total Gross Trips		6,731	283	280	563	348	297	645
<Pass by>		<1,594>	<123>	<118>	<241>	<162>	<140>	<302>
Total New Trips		5,137	160	162	322	186	157	343

Based on the *Trip Generation Handbook*, ITE suggests an overall pass-by rate of 62% and 56% of the service station with convenience market traffic would be pass-by trips during the am and pm peak hours, respectively. ITE does not have a pass-by percentage for this land use on a daily basis. It was assumed that a total of 25% of the trips generated by the project would be pass-by trips on a daily basis. ITE suggests an overall pass-by rate of 49% and 50% of the fast food restaurant with drive thru traffic would be pass-by trips during the am and pm peak hours, respectively. ITE does not have a pass-by percentage for this land use on a daily basis. It was assumed that a total of 25% of the trips generated by the project would be pass-by trips on a daily basis.

ITE suggests an overall pass by rate of 44% of the traffic generated by a quality restaurant would be pass by while 43% of the traffic generated by a high turn over restaurant would be pass by during

the pm peak hour. Neither of these two land use categories have published pass by rates during the am peak hour or on a daily basis. It was assumed that both of these land use categories would have a pass by percentage of 10% during the am peak hour and 25% on a daily basis.

As the current volume on Corning Road is not sufficient to realistically accommodate all of the projected pass by traffic anticipated from this project, only 20% of the pass by traffic was assumed to be drawn from Corning Road. The remaining pass-by traffic was assumed to be link diverted trips. As such, 20% of the pass by traffic was assumed to be diverted from traffic entering or exiting the highway but not passing directly past the site. The remaining 60% of the pass by traffic shown was assumed to be diverted from motorists traffic traveling on Interstate 5.

Accounting for "pass-by" traffic, the project is anticipated to generate a total of 5,137 "new" daily external trips with 322 "new" external trips occurring during the am peak hour and 343 "new" external trips occurring during the pm peak hour with full development.

Trip Distribution

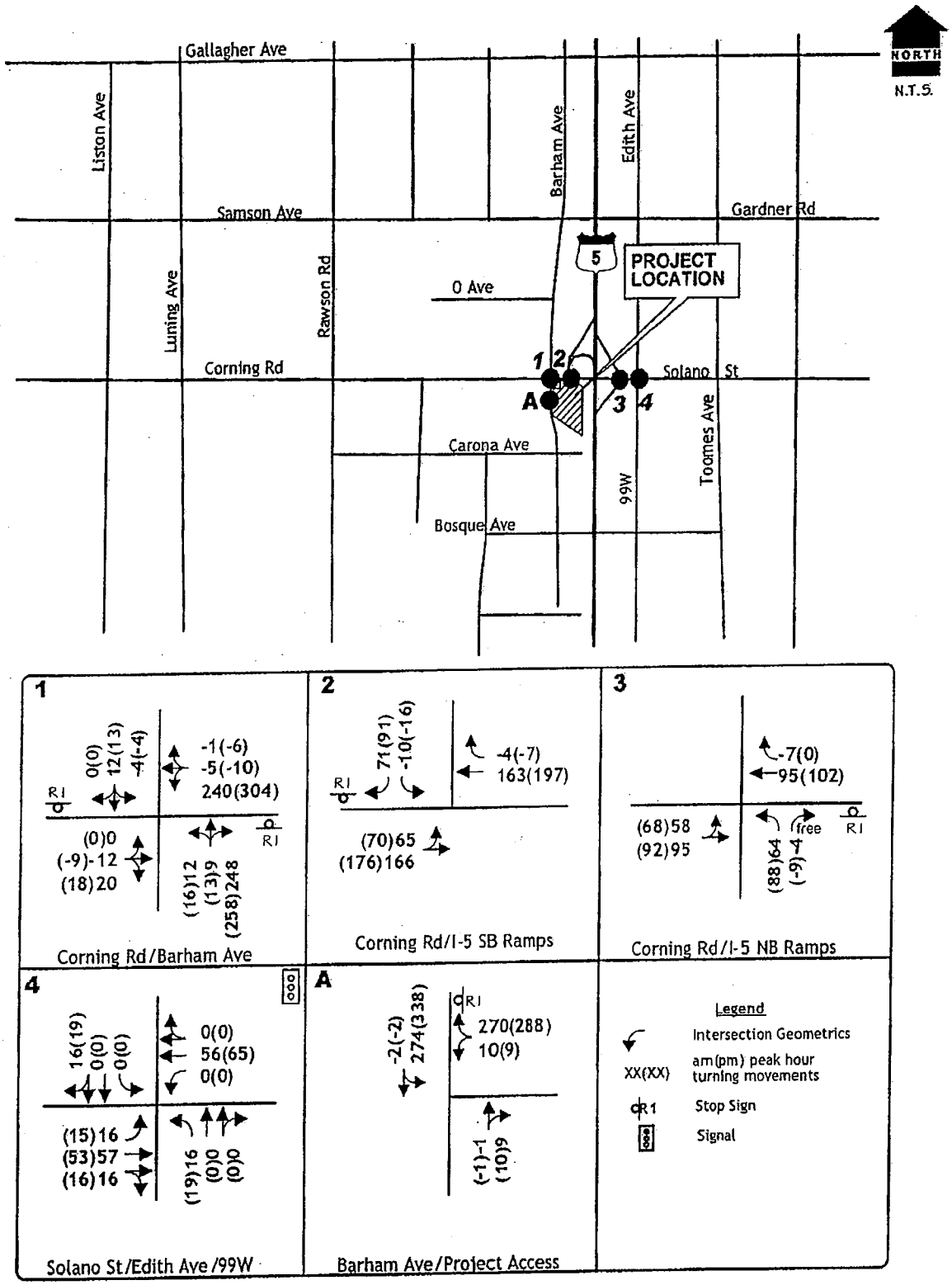
Assumptions regarding the distribution of project trips from the site and onto the regional circulation system were based upon review of existing traffic conditions, the location of regional facilities and the location of complementary land uses in Corning. The assumed distribution of new project trips is presented in Table 10.

TABLE 10
PROJECT NEW TRIP DISTRIBUTION

Route – Direction	Percentage of Traffic
North via I-5	15%
North via Edith	10%
North via Barham	5%
South via I-5	15%
South via Edith	10%
South via Barham	5%
East via Solano	35%
West via Corning	5%
Total Trips	100%

Trip Assignment

Using these general distribution assumptions, trips generated by the project were assigned to the study area street system based on the shortest travel time. Resulting "Project Only" traffic volumes are presented in Figure 4.



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PROJECT ONLY TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 4

Existing Plus Project Traffic Conditions

Trips generated by development of the project site were superimposed onto current background conditions, and resulting "existing plus project" traffic volumes are presented in Figure 5.

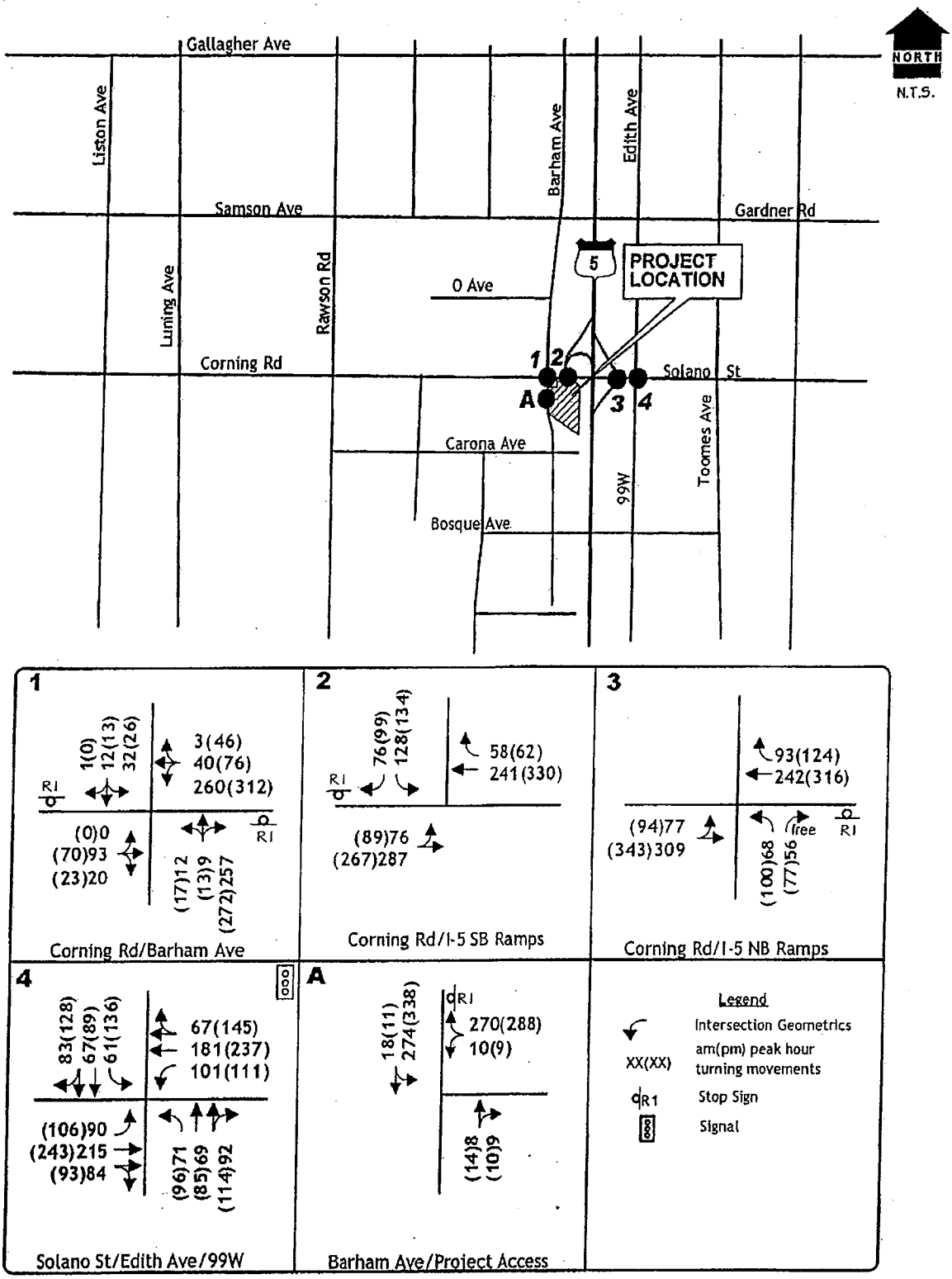
Impacts to Study Area Intersections. Levels of Service were also calculated for key intersections in the study area. As shown in Table 11, development of the project will incrementally lengthen the average delay occurring at the study intersections. Long delays are projected on several of the side street approaches, however, average operations are projected to be acceptable with development of the project. In addition, peak hour warrants for signalization are not met at any of the study intersections.

Impacts to Ramp Intersections. Table 12 summarizes the existing plus project am and pm peak hour operating conditions at the study area interchanges. As shown in Table 12, no change in level of service is anticipated as a result of project traffic.

Impacts to Freeway Mainline. Table 13 summarizes the "Existing Plus Project" am and pm peak hour operating conditions along I-5. As a basis of comparison, existing operations have also been presented. As shown, the addition of the project generated traffic incrementally increases the delay on the I-5 mainline. I-5 will continue to operate acceptably and no change in level of service is projected under this condition.

Need for Left Turn Lane Channelization. With the addition of project traffic added to the study area, Corning Road is projected to carry sufficient traffic volumes at Barham Avenue to meet the left turn channelization criteria for a left turn lane. In addition, the left turn volumes onto the northbound and southbound ramps to Interstate 5 also meet the criteria for a separate left turn lane.

Impacts to Alternative Transportation Modes. The proposed project will increase demand for transit services and pedestrian and bicycle facilities. The proposed project would result in the addition of employees and visitors to the site, some of whom may travel by transit, biking or walking. Currently, the transit route ends about ¼ mile to the east of the project site. In the future when the area develops, transit services may be extended to the site. However, this is unlikely in the short term. Patrons could take transit to the Solano/ Edith intersection and chose to walk or bike to the site. However, the lack of pedestrian and bike routes makes this an unlikely option. While the project should construct sidewalks along their project's frontage, without convectively to the downtown area the overall circulation system for pedestrians will not be complete.



EXISTING PLUS PROJECT
TRAFFIC VOLUMES
AND LANE CONFIGURATIONS

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figure 5

TABLE 11
EXISTING AND EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE

Location	Control	Existing Conditions				Existing Plus Project Conditions				Signal Warranted? Delay/Volume
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
		Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	
Corning Rd/Barham Ave	NB/SB stop									No/No
(overall)		*(2.8 sec)*	*(A)*	*(1.9 sec)*	*(A)*	(10.0 sec)	(A)	(10.6 sec)	(B)	
WB approach		2.3 sec	A	NA	NA	7.3 sec	A	6.4 sec	A	
NB approach		8.9 sec	A	8.9 sec	A	12.3 sec	B	14.2 sec	B	
SB approach		10.2 sec	B	10.4 sec	B	39.6 sec	E	54.4 sec	F	
Corning Rd/SB Ramp	SB Stop									No/No
(overall)		*(4.9 sec)*	*(A)*	*(5.0 sec)*	*(A)*	(5.7 sec)	(A)	(7.0 sec)	(A)	
EB approach		0.8 sec	A	1.3 sec	A	2.2 sec	A	2.8 sec	A	
NB left + thru		11.3 sec	B	11.6 sec	B	18.5 sec	C	23.4 sec	C	
Corning Rd/NB Ramp	NB Stop									No/No
(overall)		*(0.4 sec)*	*(A)*	*(0.8 sec)*	*(A)*	(3.3 sec)	(A)	(5.5 sec)	(A)	
EB approach		0.5 sec	A	0.7 sec	A	2.2 sec	A	2.6 sec	A	
SB left		12.0 sec	B	13.8 sec	B	21.8 sec	C	35.9 sec	E	
Solano/Edith	Signal	12.7	B	15.1	B	13.5	B	15.7	B	NA
Barham Ave/Project Access	WB Stop	NA		NA						No/No
(overall)						(8.5 sec)	(A)	(8.7 sec)	(A)	
SB approach						7.4 sec	A	7.8 sec	A	
WB approach						10.2 sec	B	10.5 sec	B	

TABLE 12
EXISTING AND EXISTING PLUS PROJECT
I-5 FREEWAY RAMP OPERATING CONDITIONS

Ramp	Existing Conditions						Existing Plus Project Conditions					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS
	Southbound											
Corning off	143	2.6	A	158	0.7	A	233	2.3	A	204	0.4	A
Corning on	75	9.3	A	84	11.0	B	134	9.5	A	151	11.1	B
	Northbound											
Solano off	64	4.0	A	98	1.1	A	124	3.7	A	177	0.7	A
Solano on	112	2.7	A	154	5.4	A	170	2.9	A	218	5.5	A

Source: Transportation Research Board, national Research Council *Highway Capacity Manual 2000*

[1]Density (passenger cars per mile per lane)

TABLE 13
EXISTING AND EXISTING PLUS PROJECT
US 50 MAINLINE OPERATING CONDITIONS

Location	Existing Conditions						Existing Plus Project Conditions					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Volume	Density	LOS	Density	V/C	LOS	Volume	Density	LOS	Volume	Density	LOS
	Southbound											
North of Corning/Solano	772	7.9	A	952	9.8	A	796	8.9	A	980	10.1	A
	Northbound											
North of Corning/Solano	746	7.6	A	1,025	10.5	A	770	7.9	A	1,049	10.8	A

[1]Density (passenger cars per mile per lane)

K5A

CUMULATIVE IMPACTS

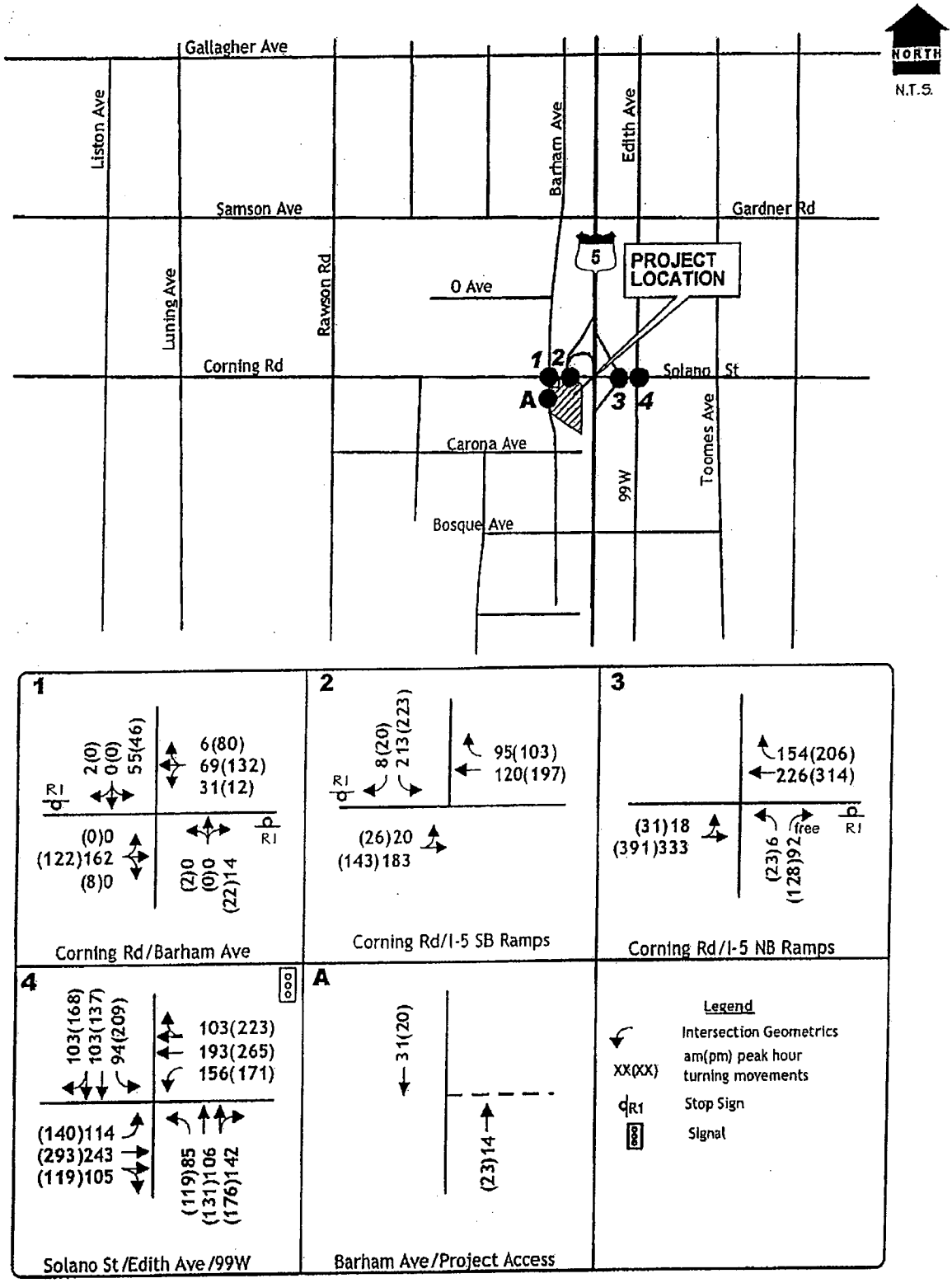
Pursuant to Caltrans guidelines, cumulative impacts are to be evaluated under both short term and long term perspectives. Cumulative conditions under the short term consist of traffic from development of approved/pending projects added to the adjacent street system. Based on conversations with City and County staff, no projects have been approved or are pending for the area. As such, the short term cumulative conditions would be the same as the existing conditions.

Long term conditions (Year 2030) are evaluated with and without the project. Based on our previous work in Corning and discussions with City of Corning staff, we understand the information regarding long tern traffic volumes / conditions is limited and that no regional travel demand forecasting model has been created. Based on counts along Corning Road in the vicinity of the project, a growth rate of 2% per year has been occurring. This 2% growth rate is also consistent on the growth rate that has been experienced on I-5 during the past 10 years. As such a 2% growth rate, which results in a 55% increase in traffic on area streets by the Year 2030, was assumed. The growth factor was applied to intersection turning movements to become the Year 2030 cumulative base condition. As no improvements are planned for the area, the impact of future growth was analyzed on the existing street system. Figure 6 illustrates the Cumulative Base Condition. Project traffic was superimposed on the Cumulative base condition to become the cumulative plus Project condition. Figure 7 illustrates the future traffic projections at the study area intersections.

Level of Service at Study Area Intersections. Levels of Service were calculated for key intersections in the study area with and without development of the project and are presented in Table 14. As shown in Table 14, long delays are projected on the side street approaches for the unsignalized intersections along Corning Road with the addition of project generated traffic. Overall operations at the I-5/Southbound ramp intersection are projected to experience overall LOS E operations during the pm peak hour. In addition, delay warrants for signalization are met at this location under the "with project" condition.

Ramp Intersections. Table 15 summarizes the Cumulative and Cumulative Plus Project am and pm peak hour operating conditions at the study area interchanges. As shown in Table 15 the level of service on the ramps is projected to be acceptable with or without project traffic.

Impacts to Freeway Mainline. Table 16 summarizes the Cumulative and Cumulative Plus Project am and pm peak hour operating conditions along I-5. For planning purposes, acceptable operations are projected on the existing 4 lane I-5 facility under this condition with or without project development.



CUMULATIVE (YEAR 2030) TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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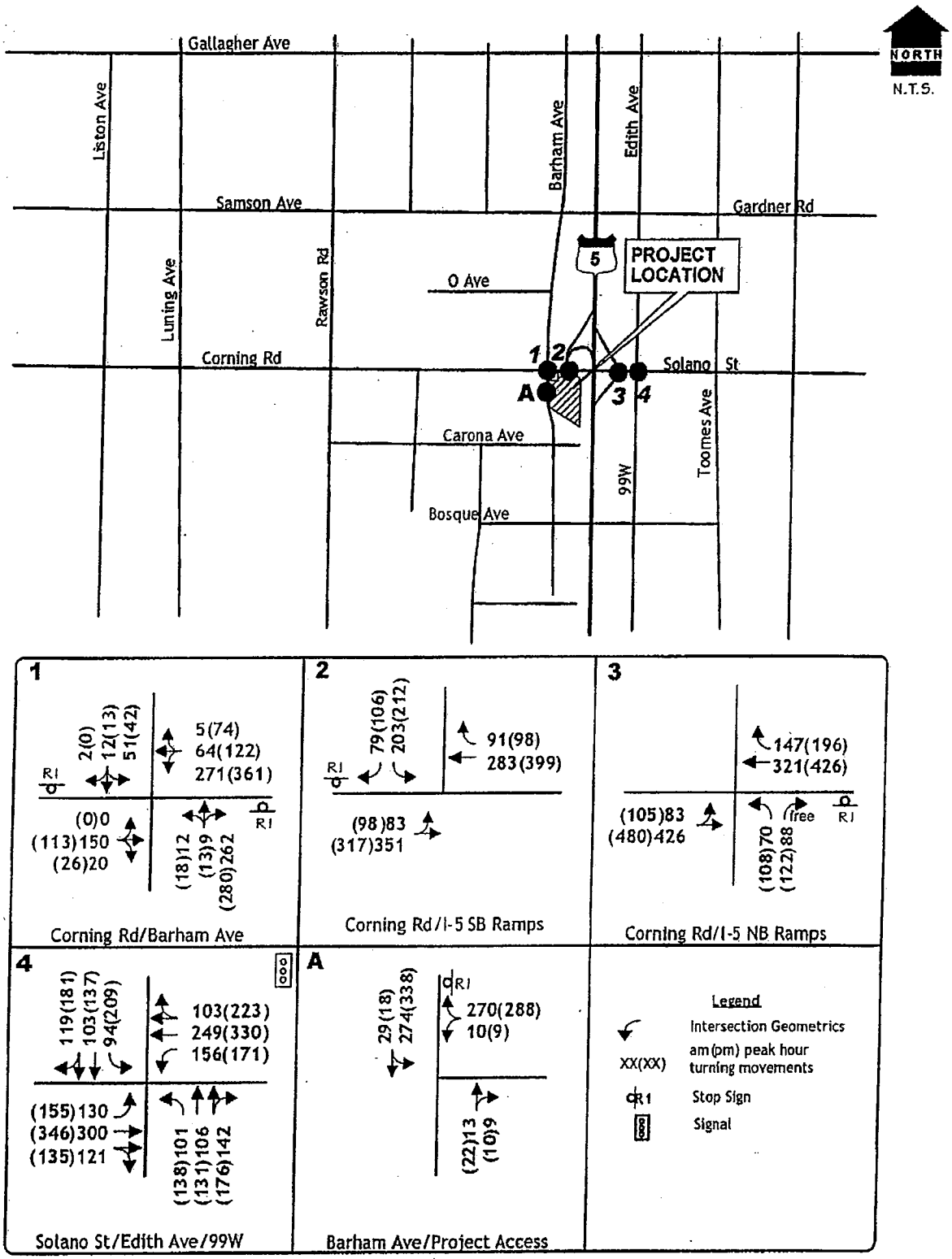
figure 6



CUMULATIVE (YEAR 2030) PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 7

TABLE 14
CUMULATIVE AND CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE

Location	Control	Cumulative Conditions				Cumulative Plus Project Conditions				Signal Warranted? Delay/Volume
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
		Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	
Corning Rd/Barham Ave	NB/SB stop									No/No
(overall)		*(3.1 sec)*	*(A)*	*(2.1 sec)*	*(A)*	*(13.3 sec)*	*(B)*	*(18.3 sec)*	*(C)*	
WB approach		2.4 sec	A	0.5 sec	A	7.2 sec	A	6.4 sec	A	
NB approach		9.2 sec	A	9.2 sec	A	13.7 sec	B	18.7 sec	C	
SB approach		11.7 sec	B	12.0 sec	B	78.6 sec	F	180.8 sec	F	
Corning Rd/SB Ramp	SB Stop									Yes/No
(overall)		*(6.3 sec)*	*(A)*	*(6.9 sec)*	*(A)*	*(9.7 sec)*	*(A)*	*(40.2 sec)*	*(E)*	
EB approach		0.9 sec	A	1.4 sec	A	2.0 sec	A	2.9 sec	A	
NB left + thru		14.7 sec	B	16.3 sec	B	24.7 sec	C	139.4 sec	F	
Corning Rd/NB Ramp	NB Stop									No/No
(overall)		*(0.5 sec)*	*(A)*	*(1.1 sec)*	*(A)*	*(3.8 sec)*	*(A)*	*(11.6 sec)*	*(B)*	
EB approach		0.6 sec	A	0.9 sec	A	2.1 sec	A	2.8 sec	A	
SB left		15.1 sec	C	19.9 sec	C	33.2 sec	D	105.4 sec	F	
Solano/Edith[1]	Signal	16.4	B	21.8	C	17.5	C	22.3	C	NA
Barham Ave/Project Access	WB Stop	NA		NA						No/No
(overall)						*(8.3 sec)*	*(A)*	*(8.6 sec)*	*(A)*	
SB approach						7.2 sec	A	7.7 sec	A	
WB approach						10.3 sec	B	10.6 sec	B	

TABLE 15
CUMUALTIVE AND CUMULATIVE PLUS PROJECT
I-5 FREEWAY RAMP OPERATING CONDITIONS

Ramp	Cumulative Conditions						Cumulative Plus Project Conditions					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS	Volume	Density[1]	LOS
	Southbound											
Corning off	221	1.8	A	243	4.7	A	318	2.1	A	282	5.0	A
Corning on	115	12.3	B	129	15.6	B	174	13.1	B	190	15.6	B
	Northbound											
Solano off	98	0.0	A	151	4.4	A	158	0.2	A	230	4.8	A
Salano on	172	6.5	A	237	10.6	B	230	6.7	A	301	10.7	B

Source: Transportation Research Board, national Research Council *Highway Capacity Manual 2000*

[1]Density (passenger cars per mile per lane)

TABLE 16
CUMUALTIVE AND CUMULATIVE PLUS PROJECT
I-5 MAINLINE OPERATING CONDITIONS

Location	Cumulative Conditions						Cumulative Plus Project Conditions					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	Volume	Lanes	LOS	Volume	Lanes	LOS	Volume	Lanes	LOS	Lanes	Density[1]	LOS
North of Corning	23,320	4	B	30,470	4	B	23,850	4	B	4	5.0	B

Source: Transportation Research Board, national Research Council *Highway Capacity Manual 2000*

Need for Left Turn Lane Channelization. With the addition of project traffic added to the study area, the Corning Road/ Barham Avenue intersection is projected to carry sufficient traffic volumes that would meet the left turn channelization criteria.

With the addition of the project, separate left turn warrants are also met on the left turn at both ramp intersections and on the westbound Corning Road approach at Barham.

MITIGATIONS

The text that follows describes that mitigation measures that should be installed under each of the study conditions to provide acceptable operations.

Currently Needed Improvements - "Existing" Conditions

Currently, the existing street system operates acceptably. As such, improvements are not currently needed at any of the study intersections.

Mitigation Measures Needed for "Existing Plus Project" Conditions

Development of the project will add additional delay to the study area intersections. However, overall area traffic operations are projected to be acceptable with addition of the project generated traffic on the adjacent street system. As such, no improvements are needed to provide acceptable intersection operations.

With the addition of project generated traffic, warrants for separate left turn lanes are met on Corning Road at Barham and at the northbound and southbound ramps to Interstate 5. Developing a westbound left turn lane at this location should not involve widening the structure.

Cumulative Mitigations

Under this condition, overall operations at the study intersections are projected to be acceptable. Warrants for signalization are not met at any of the unsignalized intersections. As such, no improvements are needed to provide acceptable intersection operations.

Cumulative Plus Project Mitigations

With the addition of project generated traffic added to the study intersections, poor operations are projected at the Corning/I-5 Southbound Ramps intersection. In addition, this intersection meets peak hour warrants for signalization.

The criteria for separate left turn lanes are met at the left turn lanes onto both the northbound and southbound ramps to I-5 as well as on Corning Road at Barham Avenue.

Improvements. Signalize the Corning/I-5 Southbound Ramps intersection. As ramps are typically signalized in pairs, the Corning/I-5 Northbound Ramp intersection will also need to be signalized. Separate left turn lanes should also be installed on both on ramps to I-5 and on Corning Road at Barham Avenue.

With installation of the above improvements, the Corning Road/Southbound Ramp intersection is projected to operate at LOS B (delay = 11.7 seconds/vehicle) and the Corning Road/Northbound Ramp intersection is projected to operate at LOS A (delay= 7.1 seconds/vehicle).

For the mitigated SimTraffic run, it was assumed that the eastbound left turn onto the southbound I-5 ramps was 100 feet long while the westbound left turn on Corning at Barham Avenue was 175 feet long. Based on the projected queues assuming a 95% probability that no vehicles would queue, the eastbound left turn lane onto the southbound ramp would need to provide 100 feet of storage to accommodate the 97 foot queue while the westbound left turn lane at Barham Avenue would need to provide 100 feet of storage to accommodate the 96 foot queue. As a total of about 280 feet of storage is available, these two left turn lanes could be installed back to back with an 80 foot taper between the two.

APPENDIX

CITY OF CORNING
PLANNING APPLICATION
TYPE OR PRINT CLEARLY

RECEIVED
JUN 30 2008
CITY OF CORNING

Submit Completed Applications to:
City of Corning
Planning Dept.
794 Third Street
Corning, CA 96021

PROJECT INFORMATION

PROJECT ADDRESS	ASSESSOR'S PARCEL NUMBER	G.P. LAND USE DESIGNATION
SOUTHWEST CORNER OF I5/CORNING RD INTERSECTION	069-220-01/08 & 069-210-43/49	HWY 99W SPECIFIC PLAN

ZONING DISTRICT	FLOOD HAZARD ZONE	SITE ACREAGE	AIRPORT SAFETY ZONE?
C-3/CBDZ	NONE EXCEPT FOR ZONE A IN JEWETT CK	9.07	NO

PROJECT DESCRIPTION: (attach additional sheets if necessary)
SUBDIVISION OF PROPERTY (4 EXISTING COMMERCIAL PARCELS) INTO 7 COMMERCIAL AND 1 COMMON LOTS

APPLICATION TYPE (Check All Applicable)

___ Annexation/Detachment	___ General Plan Amendment	___ Lot Line Adjustment
___ Merge Lots	___ Planned Dev. Use Permit	___ Parcel Map
___ Preliminary Plan Review	___ Rezone	___ Street Abandonment
X Subdivision	___ Time Extension	___ Use Permit
___ Variance	___ Other _____	

APPLICANT INFORMATION

	ADDRESS	DAY PHONE
APPLICANT: WARREN HUGHES, GALLELLI & SONS LLC	4240 ROCKLIN RD, STE 9 ROCKLIN, CA 95677	(916) 415-9097
REPRESENTATIVE (IF ANY): RUSS ERICKSON, ROBERTSON & DOMINICK, INC	888 MANZANITA CT, STE A CHICO, CA 95926	(530) 894-3500
PROPERTY OWNER: SAME AS APPLICANT	ADDRESS	DAY PHONE

CORRESPONDENCE TO BE SENT TO: X APPLICANT X REPRESENTATIVE ___ PROP. OWNER

APPLICANT/REPRESENTATIVE: I have reviewed this application and the attached material. The information provided is correct.
Signed: Russ Erickson

PROPERTY OWNER: I have read this application and consent to its filing.
Signed: [signature]

By signing this application, the applicant/property owner agrees to defend, indemnify, and hold the City of Corning harmless from any claim, action, or proceeding brought to attack, set aside, void or annul the City's approval of this application, and any Environmental Review associated with the proposed project.

SUBMITTAL INFO

FOR OFFICE USE ONLY

APPLICATION NO.	RECEIVED BY:	DATE RECEIVED	DATE APPL. DEEMED COMPLETE
Tract Map 2008-03	JS	6/30/08	10/17/08

FEES RECEIVED/RECEIPT NO.	CEQA DETERMINATION	DATE FILED
	Exempt ND (MND) EIR	12/16/08

EXHIBIT "Q"
APPLICATION
TRACT MAP 08-1003

CITY OF CORNING

ENVIRONMENTAL INFORMATION FORM

(To be completed by Applicant)

DATE FILED _____

General Information

1. Project Title: CORNING CROSSROADS PROJECT

2. List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state and federal agencies:

NONE

Additional Project Information

3. For non-residential projects, indicate total proposed building floor area: TBD sq. ft. in TBD floor(s).

4. Amount of off-street parking to be provided. TBD parking stalls. (Attach plans)

5. Proposed scheduling/development. TBD DEPENDING ON TENANT INTEREST AND FUTURE PARCEL SALES

6. Associated project(s). NONE

7. If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected. (This information will help the City track compliance with the objectives of the Housing Element of the General Plan.)

N/A

8. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities.

COMMERCIAL FOOD/RETAIL OUTLETS AND GAS STATION.
SQUARE FOOTAGES AND LOADING FACILITIES ARE TO BE DETERMINED.

9. If industrial, indicate type, estimated employment per shift, and loading facilities.

N/A

10. If institutional, indicate the primary function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project.

N/A

11. If the project involves a variance, conditional use permit or rezoning application, state this and indicate clearly why the application is required.

N/A

Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary).

	YES	NO
12. Change in existing topographic features, or substantial alteration of ground contours?	☐	☒
13. Change in scenic views or vistas from existing residential areas or public lands or roads?	☐	☒
14. Change in pattern, scale or character of general area of project?	☐	☒
15. Significant amounts of solid waste or litter?	☐	☒
16. Change in dust, ash, smoke, fumes or odors in vicinity?	☐	☒
17. Change in lake, stream or ground water quality or quantity, or alteration of existing drainage patterns?	☐	☒
18. Substantial change in existing noise or vibration levels in the vicinity?	☐	☒
19. Is the site on filled land or on slopes of 10 percent or more?	☐	☒
20. Use, storage, or disposal of potentially hazardous materials, such as toxic substances, flammables or explosives? FUELS RELATED TO A GAS STATION	☒	☐
21. Substantial change in demand for municipal services (police, fire, water, sewage, etc.)?	☐	☒
22. Substantially increase energy usage (electricity, oil, natural gas, etc.)?	☐	☒
23. Relationship to a larger project or series of projects?	☐	☒

CITY OF CORNING
PLANNING APPLICATION

Environmental setting

24. Describe the project site as it exists before the project, including information on topography, soil type and stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site, snapshots or Polaroid photos will be accepted.

SEE ATTACHED SHEET

25. Describe the surrounding properties, including information on plants and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, set-back, rear yard, etc.). Attach photographs of the vicinity. Snapshots or Polaroid photos will be accepted.

SEE ATTACHED SHEET

Certification
I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date 6/25/08 Signature

For: GALLEGI & SONS, LLC

CITY OF CORNING
PLANNING APPLICATION

Required Supplementary Information:

(Note: The following are general requirements for the various types of projects. Additional information due to site or neighborhood characteristics or conditions may also be required)

General Plan Amendment:

1. Assessor's Map
2. Copy of Vesting Deed or Preliminary Title Report for all properties
3. Application fee (See Fee Schedule)

Lot Line Adjustment:

1. Copy of Preliminary Title Report for each affected property
2. Drawing marked Exhibit "A" (prepared by a Licensed Land Surveyor or Civil Engineer) showing existing and proposed parcel boundaries, streets, buildings, utilities
3. Resulting parcel descriptions marked Exhibit "B"
4. Application fee (See Fee Schedule)

Planned Development Use Permit

1. Copy of Preliminary Title Report
2. Drawing showing proposed uses of sufficient detail to identify all facets of the project, including any proposed divergence from typical City standards (setbacks, lot coverage, density, etc.)
3. A narrative describing and justifying all proposed divergence from typical City standards

Parcel Map (Submit City of Corning Tentative Map Package)

Rezone or Prezone

1. Copy of Preliminary Title Report
2. Application fee (See Fee Schedule)

Street Abandonment

1. Letter of Justification
2. Application fee (See Fee Schedule)

Subdivision (Submit City of Corning Tentative Map Package)

Time Extension:

1. Application fee (See Fee Schedule)

Use Permit:

1. Site Plan (drawn to scale) indicating existing and proposed uses, adjacent streets, utilities, driveways, parking areas, landscaped areas, signage, etc.
2. Copy of Preliminary Title Report
3. Application fee (See Fee Schedule)

Variance:

1. Copy of Preliminary Title Report
2. Ten (10) copies of a site plan (drawn to scale)) indicating all existing and proposed uses, adjacent streets, utilities, driveways, parking areas, etc. and the issue for which the variance is sought.
3. One reduced size (8 ½" X 11") copy of the site plan.
4. Application fee (See Fee Schedule)
5. Narrative supporting and justifying the findings listed in Zoning Code Section 17.58.020.
6. Application fee (See Fee Schedule)

Environmental Setting

24. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or Polaroid photos will be accepted.

    The 9.07 acre site is located within the City of Corning on the southwest side of the Corning Road overpass on Interstate 5. The site is undeveloped vacant land which is mostly open grassland. The scattering of about twenty large old olive trees and a few almond trees represent the remnants of agricultural use long ago. There are no remaining structures on the site other than several concrete standpipes in the southwest corner of the property which appear to be remnants of an abandoned irrigation system. The topography of the site is flat and similar in nature with the general topography of the west Corning area. The site slopes gently from an elevation of 287.0 on the northern end to an elevation of 284.0 in the southeastern corner. The soils are Tehama gravelly loam (Tb) over most of the site. The site has Arbuckle gravelly loam (AvA) in its southeast corner and Riverwash (Rr) type soil where the Jewett Creek channel crosses its southwest corner. There is nothing remarkable about the land when compared to the general surrounding agricultural area. The animal and plant life are those common to rural Sacramento Valley farmland on the outskirts of a town. There are no known cultural or historical aspects to the site. There is no significant scenic value or vistas associated with the property.

25. Describe the surrounding properties, including information on plant – and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc) intensity of land use (one-family, apartment houses, shops, department stores etc.) and scale of development (height, frontage, set-back, rear yard, etc.) Attach photographs of the vicinity. Snapshots or Polaroid photos will be accepted.

    The property is bounded to the east by Interstate 5 and to the north by Corning Road and Bartell's Restaurant. The Jewett Creek channel crosses the southwest corner of the property and bounds the property to the south. There are rural residences with orchards and pastures to the west. The properties to the south are undeveloped and crossed by the Jewett Creek channel making them largely unusable. Beyond the immediate Jewett Creek area to the south are rural residential properties and olive orchards. Similar to the site, the animal and plant life in the adjoining properties are those common to the area and there no known cultural or historical aspects of these adjacent properties.

Robertson & Dominick, Inc.

Civil Engineers and Surveyors

June 27, 2008

City of Corning
794 Third Street
Corning, CA 96021

Re: Corning Crossroads Project (APNs 069-210-43/49 and 069-220-01/08)

To whom it may concern,

This letter provides a preliminary soils statement for the site which is located at the intersection of Interstate 5 and Corning Road. The site is undeveloped and has been used in the past for agricultural purposes.

Based on our review of soil maps and information from the Web Soil Survey website operated by the United States Department of Agriculture (USDA) National Resources Conservation Service (NRCS), the soils on the site are considered to present no adverse properties or issues for construction of small commercial buildings and roads. The soils on the site are mostly Tehama gravelly loam with some Arbuckle gravelly loam in its southeast corner. We believe that these soils will support the proposed construction of future roads and buildings.

We propose to offer a full soils investigation and geologic reconnaissance report later in the mapping and development process, but prior to recordation of the final subdivision map.

Sincerely,

Russ Erickson, P.E.
Civil Engineer/Principal

Chico Red Bluff Redding

888 Manzanita Court, Suite A Chico, CA 95926 530-894-3500 894-8955 fax

EXIHIBIT "R"

RESPONSE TO COMMENTS RECEIVED FROM AGENCIES & GENERAL PUBLIC (See attached letters)

LETTER "A"
Comments from Russ Erickson, engineer representing applicant.

RESPONSE:
The Planning Commission modified condition #27 as requested by Mr. Erickson.

Condition #28 was modified, the Commission agreed with staff to include modifying the condition to read as follows: "*Soils information (Soils Log) must be submitted to verify adequacy of on-site storm water detention design that **may** include infiltration as a design element.*" Staff recommended that the word may be added, the applicant agreed with the amendment.

Condition #29 was modified to require that the applicant apply for Waste Discharge Requirements (WDR's). If Regional Water determines that the site is covered with the current WDR's under current requirements issued to the City, or that they simply do not need to obtain WDR's then the condition will be satisfied by a letter from the Regional Board.

LETTER "B"
Comments from California Regional Water Quality Control Board.

RESPONSE:
Conditions #'s 13, 25, 26, 27, 28, 29, 30, 31, & 32 all deal with issues regarding permitting requirements and streambed protection. After receiving this letter staff included an additional condition of approval (#68) requiring the applicant to comply with the applicable permitting requirements of the Regional Water Quality Control Board. The applicant did not have an objection to including this condition.

LETTER "C"
Comments from the Tehama County Air Pollution Control District.

RESPONSE:
Conditions #'s 8 & 9 require compliance with air quality permits issued by the Tehama County Air Pollution Control District. Once again after receiving this letter staff included an additional condition of approval (#68) requiring the applicant to comply with the applicable permitting requirements of the Tehama County Air Pollution Control District. The applicant did not have an objection to including this condition.

LETTER "D"
Comments from Caltrans

RESPONSE:
Exhibit "K" details the traffic improvements along Corning Rd. and indicates that the developer is proposing to install an 8' wide pedestrian/bike path access to the commercial area that will connect to the bike lane along the road. The Corning Rd./Solano St. overpass has a chainlink covered sidewalk along the south side that will provide pedestrian and bicycle access to the site.

Staff meet with Michelle Millette and Tim Huckabay from Caltrans to discuss whether the Corning Rd. interchange should become a full diamond interchange due to the potential commercial development on the west side of I-5. If it were to become a full diamond a majority of this project site would become undevelopable with the construction of a southbound approach to the freeway.

After reviewing the aerial photos of the site it was determined that Jewett Creek would be a major hindrance, and that a new bridge would need to be constructed before a southbound approach would work. It was decided that it would be much more feasible to leave the interchange as constructed and as future commercial development occurs consider signalizing the Barham Rd./Corning Rd. interchange to handle the additional traffic.

LETTER "E"
Letter received from Jean Louis & Josette Saint Martin, proprietors – 7 Inn Motel

RESPONSE:
Drainage issues were a concern of staff during preliminary discussions with the developer and his engineer. Section 16.25.040 (B) of the Corning Municipal Code regulates the maximum allowable release rate of stormwater originating from the proposed development to 0.15 cubic feet per second per acre and shall not exceed the predetermined safe carrying capacity of any limiting downstream restriction.

In addition, Section 16.25.040 (C) of the CMC states *"The increased stormwater runoff resulting from the proposed development will be detained on site by the provision of appropriate wet or dry bottom reservoirs, by leach trenches, by storage on flat roofs, parking lots or street, or by other acceptable techniques. Storage will be sufficient to store flows from twenty-five year storms of four-hour durations in excess of the runoff from the site before development. Control devices shall limit the discharge from storage to a rate no greater than that prescribed by this title."*

On July 14, 2008 staff notified Robertson & Dominick, Inc. (R&D) the engineering company representing the applicant that the application submitted for the project was deemed incomplete and additional information would be required prior to the processing of the application. One of the deficiencies noted in staff's letter was the drainage basin in

regards to the aforementioned sections of the CMC. Staff requested preliminary runoff calculations to justify size and capacity of the proposed detention basin.

In response to this letter R&D submitted Preliminary Hydrology Calculations (attached as letter "F") for the project. The objectives of the hydrology calculations were to provide a preliminary design of a detention basin system capable of controlling postdevelopment site runoff to the maximum allowable release rate per CMC requirements.

The hydrology calculations conclude that *"the conceptual storm drain and detention basin design for the site have successfully produced estimated postdevelopment peak flow rates leaving the site which satisfy the City of Corning requirements for maximum allowable release rate."* To verify that the detention basin and storm drain system comply with the requirements of the CMC and will be adequately constructed to maintain drainage of the site once developed staff has recommended the following conditions of approval.

27. **DETENTION PLANS.** Prior to recording a final map the developer shall present improvement plans for detention of the net increase in runoff resulting from the development project during a 25-year storm for a duration of four hours.

28. **SOILS INFORMATION.** Soils information (Soils Log) must be submitted to verify adequacy of on-site storm water detention design that may include infiltration as a design element.

29. Mitigation Measure VIII. A. 1
WASTE DISCHARGE REQUIREMENTS. The developer must apply for waste discharge requirements from the California Regional Water Quality Control Board for the release of storm water from the detention basin into Jewett Creek.

30. Mitigation Measure VIII. C. 1
LOT GRADING. Lots must be graded to direct runoff to storm drain facilities within the public right-of-way or into the drainage easements as depicted on the tentative map. No lot to lot or offsite runoff shall be permitted.

31. Mitigation Measure VIII. E. 1
STORMWATER ANALYSIS. Applicant shall provide a Drainage Analysis prepared by a registered Civil Engineer or Certified Hydrologist. The analysis shall quantify the increased runoff resulting from a 25-year storm for a duration of four hours that will result from the creation of the parcels and potential commercial development.

32. Mitigation Measure VIII. E. 2
STORMWATER DETENTION. Storm Drain and detention facilities shall be installed in accordance with the Drainage Analysis and constructed to City Standards as approved by the Public Works Director.

John Stoufer

From: Russ Erickson [rerickson@robertson-dominick.com]
Sent: Friday, January 16, 2009 10:05 AM
To: 'John Stoufer'
Cc: wbhughes@greinc.net
Subject: RE: Corning Crossroads Subdivision
Attachments: image002.jpg

A

Hi John,

I have reviewed the staff report and have a couple of things:
As discussed before, we are proposing a detention basin not a retention basin. I would request the language be change in Condition 27 to Detention Basin Plans.

I would also request the following wording for condition number 28:

Soils information (soils log) must be submitted to verify adequacy of on-site storm water detention design that includes infiltration as a design element.

Or eliminate number 28 altogether.

Finally, I am still questioning the need for waste discharge requirements (condition 29). I thought you said we might be covered by City of Corning WDR's? The wording in the document is stated that we must obtain WDR's form CRWQCB. There is no other option listed. In applying for WDR's to cover septic effluent on other projects, it is an expensive and time consuming process.

I also don't understand why we need these for storm water runoff? I can't recall obtaining WDR's ever before in the City of Corning or any other jurisdiction for that matter to cover storm drainage runoff? Can we toss out condition 29?

Thank you for considering these modifications.

Sincerely,

Russ Erickson, P.E.

Robertson & Dominick, Inc.
Civil Engineers and Surveyors
888 Manzanita Court, Suite A
Chico, CA 95926
www.robertson-dominick.com
530-894-3500, 530-894-8955 fax

From: John Stoufer [mailto:jstoufer@corning.org]
Sent: Wednesday, January 14, 2009 10:58 AM
To: rerickson@robertson-dominick.com; wbhughes@greinc.net
Subject: Corning Crossroads Subdivision

Russ & Warren,

California Regional Water Quality Control Board
Central Valley Region
Karl E. Longley, ScD, P.E., Chair

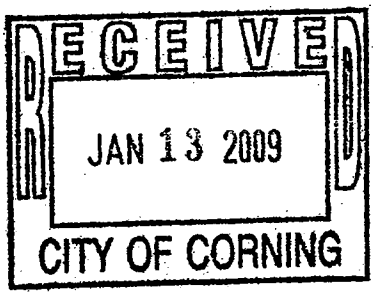
Linda S. Adams
Secretary for Environmental Protection

415 Knollcrest Drive, Suite 100, Redding, California 96002
(530) 224-4845 • Fax (530) 224-4857
http://www.waterboards.ca.gov/centralvalley

Arnold Schwarzenegger
Governor

12 January 2009

B



Mr. John Stoufer
City of Corning
Planning Department
794 Third Street
Corning, CA 96021

COMMENTS ON THE MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED CORNING CROSSROADS TRACT MAP (08-1003), CORNING, TEHAMA COUNTY

The Central Valley Regional Water Quality Control Board (Regional Water Board) is a responsible agency for this project, as defined by the California Environmental Quality Act (CEQA). On 22 December 2008, our office received a Mitigated Negative Declaration, Tract Map, Environmental Initial Study, and Request for Comments Letter from your office regarding the proposed development referenced above.

The proposed project would result in the subdivision of approximately 9.07 acres to create seven commercial parcels ranging from 0.75 acres to 1.32 acres with a 1.08-acre common parcel that will be used as a storm water drainage detention basin. Corning Crossroads is located in the City of Corning along the west side of Interstate 5 and the east side of Barham Avenue, approximately 200 feet southeast of the Corning Road/Barham Avenue intersection (Assessors Parcel Number 069-210-43 & 49, 069-220-01).

The following comments are provided to help outline the potential permitting which may be required by the Regional Water Board, policy issues concerning the project, and suggestions for mitigation measures. Our present comments focus primarily on discharges regulated under our CWA §401 and storm water programs.

Water Board entitlements include:

• Fill or dredged material discharges	Clean Water Act (CWA) §401 water quality certification for federal waters; or Waste Discharge Requirements for non-federal waters
• Storm water and other wastewater discharges	CWA §402 NPDES permit; Storm Water Discharges Associated with Construction Activity
• Other	Waste Discharge Requirements or other permits for discharges that may affect ground water such as from proposed solid waste transfer facilities.

The following summarizes project permits that may be required by our agency depending upon potential impacts to water quality:

Water Quality Certification (401 Certification)
Certifications issued for activities resulting in dredge or fill within waters of the United States. All projects must be evaluated for the presence of jurisdictional waters, including wetlands and other waters of the state. Destruction of, or impacts to these waters should be avoided. Under the Clean Water Act Section 401 & 404, disturbing these waters requires an Army Corps of Engineers (Corps) Section 404 Permit and a Section 401 Water Quality Certification from the Regional Water Board. The Section 404 and 401 permits are required for activities involving a discharge (such as fill or dredged material) to Waters of the United States. "Waters" include wetlands, riparian zones, streambeds, rivers, lakes, and oceans. Typical activities include any modifications to these waters, such as stream crossings, stream bank modifications, filling of wetlands, etc. If required, the Section 404 Permit and Section 401 Certification must be obtained prior to site disturbance.

General Permit for Storm Water Discharges Associated with Construction Activity (General Permit) – Land disturbances on projects of 1 acre or more requires the landowner to obtain coverage under the General Permit. As the land disturbance for the Corning Crossroads Project appears to be in excess of 1 acre, the project proponent and/or representatives will need to file a Notice of Intent (NOI), along with a vicinity map, a Storm Water Pollution Prevention Plan (SWPPP), and appropriate fees to the State Water Resources Control Board (SWRCB), prior to the commencement of activities on site. The owner may call our office to receive a permit package or download it off the Internet at http://www.waterboards.ca.gov/water_issues/programs/stormwater/

Isolated wetlands not covered by the federal Clean Water Act
Wetlands not covered by the Clean Water Act are known as "isolated wetlands." Should the U.S. Army Corps of Engineers determine that isolated wetlands exist at the project site and should the project impact or have potential to impact the isolated wetlands, a Report of Waste Discharge and filing fee must be submitted prior to commencing the construction activity. The Regional Board will consider the provided information and either issue or waive Waste Discharge Requirements. Failure to obtain waste discharge requirements or a waiver thereof, when required, may result in enforcement action.

As a protective measure for any stream habitat on-site, as well as any wetland, riparian areas and species of special concern, the final map should include an adequate buffer for those areas.

Dewatering Alternative 1: discharge to storm drains or waters of the United States - A dewatering permit, *General Order for Dewatering and Other Low Threat Discharges to Surface Waters*, may be required for construction activities. This general NPDES (National Pollutant Discharge Elimination System) permit covers the discharge to waters of the United States of clean or relatively pollutant-free wastewater that poses little or no threat to water quality. The following categories are covered by the dewatering permit: well development water; construction dewatering; pump/well testing; pipeline/tank pressure testing; pipeline/tank flushing or dewatering; condensate discharges; water supply system discharges; miscellaneous dewatering/low threat discharges. The dewatering permit applies only to direct discharges to waters of the United States. Failure to obtain a dewatering permit, when

required, may result in enforcement action. An application form and a copy of the permit are available at this office.

If you have any questions or comments regarding this matter please contact me at (530) 224-4784 or by email at szaitz@waterboards.ca.gov.

Scott A. Zaitz

Scott A. Zaitz, R.E.H.S.
Environmental Scientist
Storm Water & Water Quality Certification Unit

SAZ: clg/knr

cc: Mr. Matt Kelley, U.S. Army Corp of Engineers
Ms. Donna Cobb, Department of Fish and Game, Region 1, Redding
Gallelli & Sons, LLC, Rocklin

U:\Clerical Documents\SA_Correspondence\ZaitzS\January2009\CEQA Corning Crossroads TM 08-1003.doc

COUNTY OF TEHAMA
Air Pollution Control District
P.O. Box 8069 * 1750 Walnut Street
Red Bluff, CA 96080

ALAN ABBS **AIR POLLUTION CONTROL OFFICER**
Phone: (530) 527-3717 Fax: (530) 527-0959 E-Mail: aabbs@tehcoapcd.net

December 22, 2008

C

Mr. John Stoufer
Planning Director
City of Corning
794 Third Street
Corning, CA 96021

RE: Review of Mitigated Negative Declaration, Corning Crossroads

Dear Mr. Stoufer:

The Tehama County Air Pollution Control District (District) has reviewed the Mitigated Negative Declaration for the Corning Crossroads project. Based on the air quality discussion and mitigation measures, the District offers the following comments:

1. Mitigation measure III B.1 states the developer will obtain a Fugitive Dust Permit and submit a construction emission dust/control plan **prior** to the time any construction begins. Please be advised the developer must also comply with District Rule 4:24, Fugitive Dust Permit to Operate, which was recently adopted by the District.

2. Cumulative affects from diesel exhaust from construction equipment were not addressed in the air quality mitigation measures. On January 1, 2008, ATCM 2485 Anti-idling regulations went into effect, reducing the maximum idle time to no more than five minutes.

3. In addition, the California Air Resources Board recently issued regulations regarding emissions from in-use off-road diesel equipment that will take effect in January 2009. These regulations will likely affect this project.

Thank you for providing an opportunity to comment. If there are questions or concerns, please contact me at (530) 527-3717.

Sincerely,

Carol Golsh
Air Pollution Specialist

Z:\WPDOCS\Joe\County Comments\08-1003_Mit_Neg_Dec_Corning Crossroads.wpd

John Stoufer

From: Marcelino Gonzalez [marcelino_gonzalez@dot.ca.gov]
Sent: Friday, January 16, 2009 2:03 PM
To: John Stoufer
Cc: Michelle Millette; Rob Stinger
Subject: Tract Map 08-1003 Corning Crossroads SCH# 2008122069

D

John,

Caltrans is reviewing the Corning Crossroads commercial land division and has a couple of concerns.

The recommended conditions of approval prohibit direct access onto Corning Road. The traffic study states a lack of connectivity from the project to the downtown but acknowledges that the project could create a desire for employee or guest pedestrians or cyclists to or from the downtown area. It does not appear that this project would be responsible for constructing pedestrian and bicycle facilities along the Corning Road frontage. Is that correct? Is a deferral agreement considered that would require pedestrian and bicycle improvements along the project frontage, when needed?

If development on the west side of I-5 is successful, would the City construct pedestrian and bicycle facilities?

We would like to discuss whether the Corning Road interchange should eventually be a full diamond interchange since the City is encouraging commercial development of on the west side of I-5.

Unfortunately, the comment period for this application ends on the 20th and a public hearing is also scheduled for the same date prior to our meeting is on the 29th.

We hope that you will consider these concerns in the approval of the project.

Thanks,

Marcelino "Marci" Gonzalez
Local Development Review
(530) 225-3369
(530) 225-3020 FAX

January 13, 2009

John Stoufer
Planning Director
City of Corning
794 Third Street
Corning, CA 96021

E

Dear Mr. Stoufer:

We are long-time resident of our city, and we are writing to express our concern about recent proposal for development of the west side of Interstate 5 and the east side of Barham Avenue, approximately 200 ft. southeast of the Corning Road / Barham Avenue intersection. Described as a portion of the north half of Section 21, T. 24N., R. 3W., M.D.M. APN's: 69-210-43, 49, & 69-220-01 & 08.

We understand that the decision is being considered to enable development of a subdivision and commercial parcels. This would contain 1.08 common parcel to be used as a drainage detention basin.

We do believe that development is beneficial for the City of Corning, what we haven't agreed upon and would like to make note of is how the City has handled drainage issues in the past projects. As a local business owner on the 99W corridor – for the last several years as development has occurred we have encountered storm drainage issues which flow onto our property. This has been an ongoing issue for the last two consecutive years.

We want to make sure that the City really takes a close look at drainage issues and really investigates how well these drainage basin work, as well as grading for new property with adjacent existing structures.

Furthermore, we want to insure that with the development of the above stated parcel that water does drain properly and not into the creek that runs across the property and under the Interstate 5 roadway unto the east side of the interstate adjacent to our property line.

Again, we have no issues with the development of our City and understand that increased growth is better economy, to our city. However, we want to make sure that City Engineers, along with your Department considers all drainage issues prior to any approvals. And really starts looking at storm drainage system instead of relaying on just the storm detention basins.

If these are not considered, is flooding of properties what the City really wants? We look forward to your response.

Sincerely,

Jean Louis and Josette Saint Martin
7 Inn Motel – Proprietors'

Jean Louis Saint Martin
Josette St Martin

F

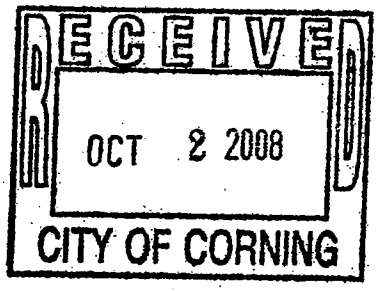
PRELIMINARY HYDROLOGY CALCULATIONS

CORNING CROSSROADS PROJECT
At Interstate 5 and Corning Road, Corning, CA
For: Gallelli & Sons LLC

9-22-08

Prepared By:

Robertson & Dominick, Inc.
Civil Engineers and Surveyors
888 Manzanita Court, Suite A
Chico, CA 95926
530-894-3500 894-8955 fax
robertson-dominick.com
Chico ◦ Red Bluff ◦ Redding



September 15, 2008

Preliminary Hydrology Calculations for the Corning Crossroads Project
At Interstate 5 & Corning Road in Corning, CA

Introduction

The objective of these hydrology calculations is to provide a preliminary design of a detention basin system capable of controlling postdevelopment site runoff to the maximum allowable release rate per City of Corning requirements. A conceptual storm drain system is laid out to collect and convey site runoff to the detention basin which outflows to the Jewett Creek channel via an existing culvert on adjacent Caltrans property. The basin is sized to meet City requirements using a detention basin design spreadsheet. The resulting basin has the capacity to control runoff from a 25 year storm event to the site's allowable release rate for four hours.

Project Description

The development site is located at the southwest corner of the intersection of Interstate 5 and Corning Road. Currently, the 8.84 acre on-site area is void of any structures and consists of native grasses, vegetation, and some large olive trees which are remnants of past agricultural use. The proposed development of the site will create seven commercial lots for various food/retail outlets and gas station. One additional common lot along the Jewett Creek channel is defined for storm water detention, sanitary sewer lift station facilities, and non-disturbance areas. The preliminary grading plan showing the site is included in the supporting material.

Predevelopment Site Description

A small segment of the site (0.1 acre in the southwest corner) is actually inside the Jewett Creek channel, is unaffected by the development and is therefore not included in the hydrology calculations for the site. The remaining 8.74 acres drains from higher ground (elevation 287.0) on the north side of the site to lower ground (elevation 284.0) in

the southeast corner of the site. The site is gently sloping (0.5%) uninterrupted terrain with Group B soils and thick grass cover. A representative predevelopment runoff coefficient for the site is estimated to be 0.30 based on the method shown in Figure 819.2A (attached) of the Highway Design Manual.

Postdevelopment Maximum Allowable Release Rate Calculation

In accordance with paragraph 16.25.040B of Title 16 of City of Corning Ordinances, the maximum allowable release rate is 0.15 cubic feet per second (cfs) per acre. Therefore, the maximum allowable release rate for the 8.74 acre site is 1.3 cfs.

Detention Basin Sizing

A conceptual storm drain design for the project collects and conveys storm runoff to the detention basin where outflow from the site to the Jewett Creek channel is controlled. The detention basin is sized using a detention basin design spreadsheet modified to reflect the City of Corning 25 year storm event rain rate profile. The spreadsheet calculates an average outflow rate based on outflow rates calculated for the range of water levels in the basin/pond (shown in the two right columns of the spreadsheet). This average flow rate is then used in the calculation of stored water volumes over time during the storm. The total storage required is the maximum value of the volumes calculated for the various times. Inputs to the spreadsheet are: 1) the maximum allowable discharge, 2) a value for CA (the weighted runoff coefficient for the site times site area), and 3) a percolation rate (assumed to be 60 minutes/inch for the Type B soils of the site). A 3:1 side slope is used for the basin design. With these inputs, the outflow orifice size and depth of pond are first adjusted to restrict outflow to the maximum allowable release rate and then pond dimensions are adjusted to provide total storage equivalent to the value of total storage required.

Results

The average or weighted runoff coefficient for the site is estimated to be 0.73 (see attached sheet) using runoff coefficients for developed area per Table 819.2B of the Highway Design Manual. The resulting CA value of 6.37 is used in the basin sizing spreadsheet to determine that a detention basin with the following parameters is needed.

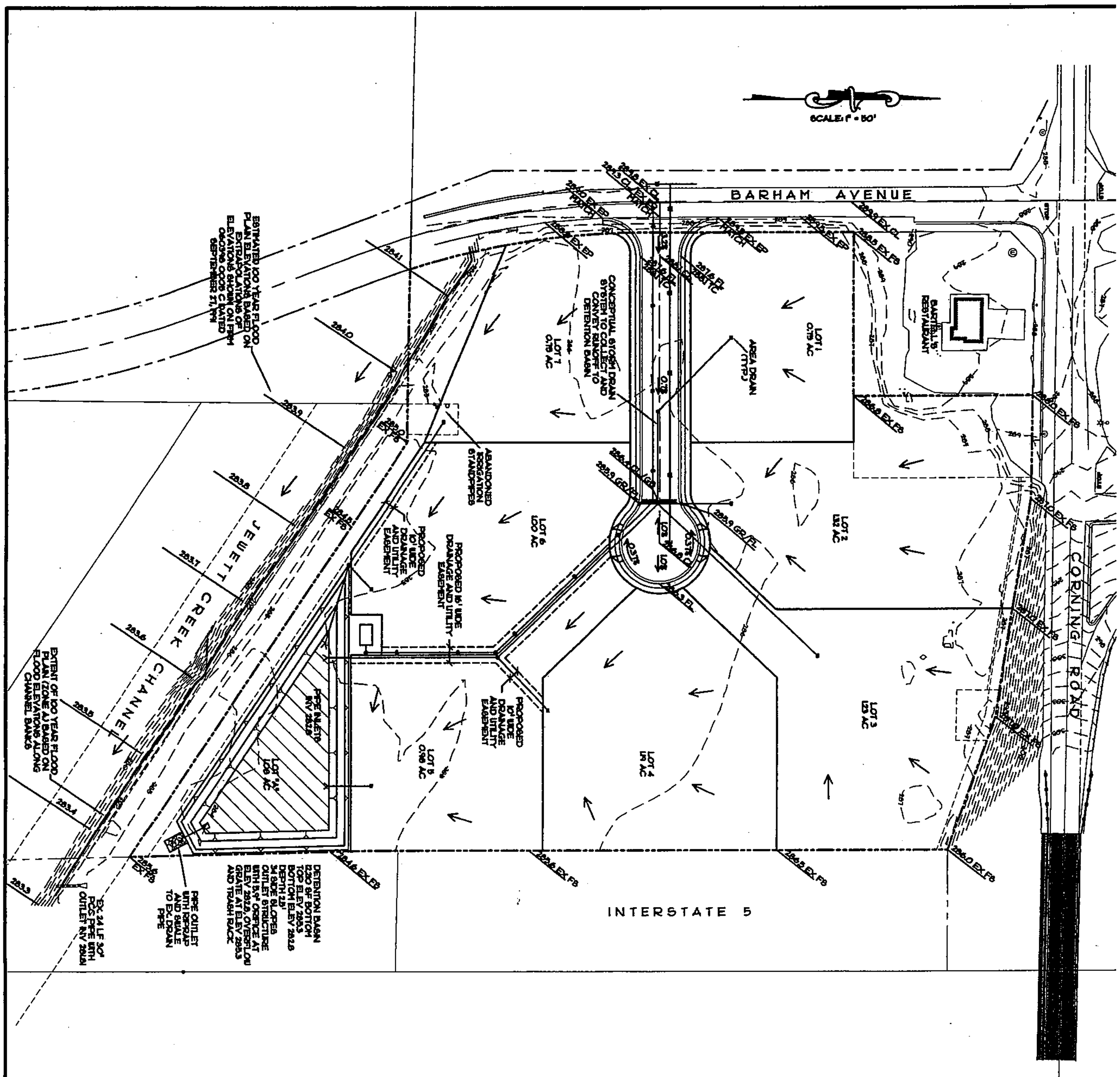
Bottom Area – 12,210 sf (110 ft x 111 ft)
Depth - 2.5 ft
Orifice size - 5.9 inch diameter circular

The bottom of the outlet orifice is located at the same elevation as basin bottom. The outlet structure is protected by a trash rack to minimize the risk of the outlet orifice becoming obstructed. Should the orifice become obstructed or should the rain rate exceed the 25 year storm profile, then the water depth in the detention basin may exceed the basin depth of 2.5 feet. However, a 2'x2' overflow grate at the "top of basin" elevation provides an emergency spillway of uncontrolled flow to the basin outlet pipe (18 inch diameter) in order to keep the water level from continuing to rise beyond the elevation of top of basin. The detention basin outlet pipe flows to a swale leading to an existing 30 inch concrete Caltrans culvert which outlets to Jewett Channel. The existing culvert outlet has a 281.81 invert elevation.

Conclusion

As described in preceding paragraphs and attached material, the conceptual storm drain and detention basin design for the site have successfully produced estimated postdevelopment peak flow rates leaving the site which satisfy the City of Corning requirements for maximum allowable release rate.

Attachments/Supporting Material

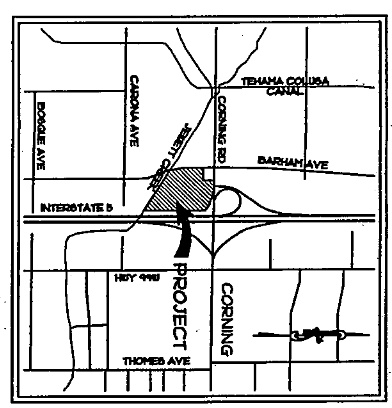


LEGEND

AC	ACRES
BK	BOOK
CL	CENTERLINE
EP	EDGE OF PAVEMENT
EX	EXISTING
FL	FLOW LINE
FS	FINISH SURFACE
GB	GRADE BREAK
GR	GRATE
INV	INVERT ELEVATION
N.A.P.	NOT A PART
O.R.	OFFICIAL RECORDS
PCL	PARCEL
PL	PROPERTY LINE
R	RADIUS
R/W	RIGHT OF WAY
SF	SQUARE FEET
TC	TOP OF CURB

VICINITY MAP

NOT TO SCALE



SEPTEMBER [illegible], 2006 — 03-365 — JRC

2

PRELIMINARY GRADING PLAN
CORNING CROSSROADS
INTERSTATE 5 AND CORNING ROAD, CORNING, CA
for: GALLELLI AND SONS, LLC

SCALE: 1" = 50'

No. 58460 — CIVIL — STATE OF CALIFORNIA

Robertson & Dominick, Inc.
Civil Engineers and Surveyors
888 Manzanita Court, Suite A
Chico, CA 95926
530-894-3500 894-8955 fax
robertson-dominick.com
Chico • Red Bluff • Redding

DETENTION BASIN
DESIGN SPREADSHEET

CITY OF CORNING
RAINFALL PROFILE
25 YEAR STORM

22-Sep-08

PROJECT Gallelli & Sons LLC Corning AP various
SUM CA 6.37 PERC.RAT 60 MIN/IN

S. SLOPE= 3 :1
POND DIMENSIONS:
WIDTH = 110 FEET
DEPTH = 2.5 FEET
LENGTH = 111 FEET
TOTAL STORAGE PROVIDED = 34816 CF
TOTAL STORAGE REQUIRED = 34784 CF

NUMBER OF ORIFICES = 1
AVERAGE Q OUT PIPE= 0.906 CFS
POND VOLUME = 34816.0 CF
POND PERC AREA = 7852.2 SF
TOTAL PERC RATE = 0.1818 CFS
POND 5.9 " ORIFICE
1.317 MAX DISCHARGE

STORM DURATION (Min)	(Sec)	I25 (IN/HR)	Qin (CFS)	Ave Qout (CFS)	Qnet (CFS)	ALLOWED STOR. VOL (CU. FT.)
10	600	2.8700	18.282	1.088	17.194	10316
12	720	2.6300	16.753	1.088	15.665	11279
15	900	2.3200	14.778	1.088	13.690	12321
18	1080	2.1100	13.441	1.088	12.353	13341
24	1440	1.8200	11.593	1.088	10.505	15128
30	1800	1.6100	10.256	1.088	9.168	16502
36	2160	1.4600	9.300	1.088	8.212	17738
48	2880	1.2700	8.090	1.088	7.002	20166
60	3600	1.1100	7.071	1.088	5.983	21538
90	5400	0.8800	5.606	1.088	4.518	24395
120	7200	0.7400	4.714	1.088	3.626	26106
180	10800	0.6700	4.268	1.088	3.180	34343
240	14400	0.5500	3.504	1.088	2.416	34784

ORIFICE DISCHARGE TABLE

POND DEPTH FT	DISCHARGE CFS
0.592	0.294
0.692	0.416
0.792	0.509
0.892	0.588
0.992	0.657
1.092	0.720
1.192	0.778
1.292	0.831
1.392	0.882
1.492	0.929
1.592	0.975
1.692	1.018
1.792	1.060
1.892	1.100
1.992	1.138
2.092	1.176
2.192	1.212
2.292	1.247
2.392	1.281
2.492	1.314
#VALUE!	#VALUE!
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Corning Crossroads Project
Gallelli & Sons LLC

J. Costa / 9-12-08
08-565

Postdevelopment Runoff Coefficient Estimate

1. Estimated C for Individual Areas

Commercial Area - 7.22 acres

Assume 20% roof area (C=0.95)
65% parking lot (AC) / sidewalk (SW) area (C=0.90)
20% landscape (LS) area (C=0.25)

C= 0.78

Street Right of Way - .54 acres

AC/SW 0.44 acres (C=0.90)
LS 0.10 acres (C=0.25) C=0.80

Detention Basin & Undisturbed Lot - 0.95 acres

Unimproved area (C=0.30) C= 0.30

Sewer Lift Station Area - 0.03 acres

Assume 20% Roof (C=0.95)
30% A/C/SW (C=0.90)
50% LS (C=0.25) C=0.59

2. Weighted average C for entire site

$$\frac{(7.22)(0.78)+(0.54)(0.80)+(0.95)(0.30)+(0.03)(0.59)}{7.22+0.54+0.95+0.03} = \frac{6.37}{8.74} = 0.73$$

3. CA = C x A = (0.73)(8.74) = 6.37

Post Development
Hydrology Calculations

J. Costa
September 2008

08-565 I5 & Corning Road

Detention Basin Total Drainage Area- 8.74 acres
Runoff Coefficient (C) = 0.73

1. CA = (0.73)(8.74) = 6.37

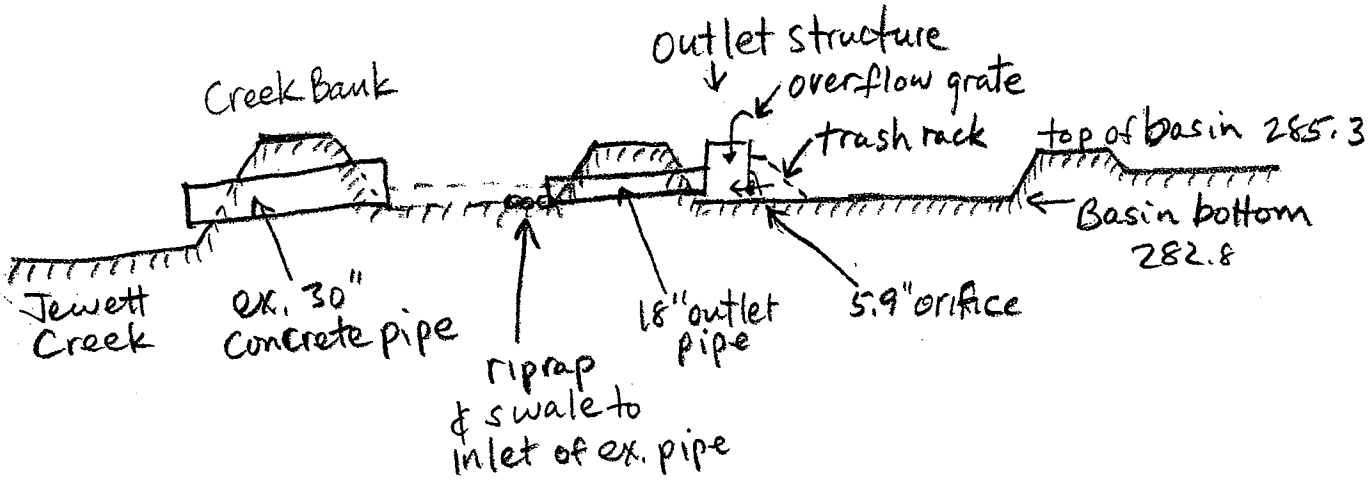
2. Allowable Pond Discharge 1.3 cfs

3. Pond Calculation results per attached detention basin design spreadsheet using Corning 25 year storm event rain profile. Basin for meeting requirement is as follows:

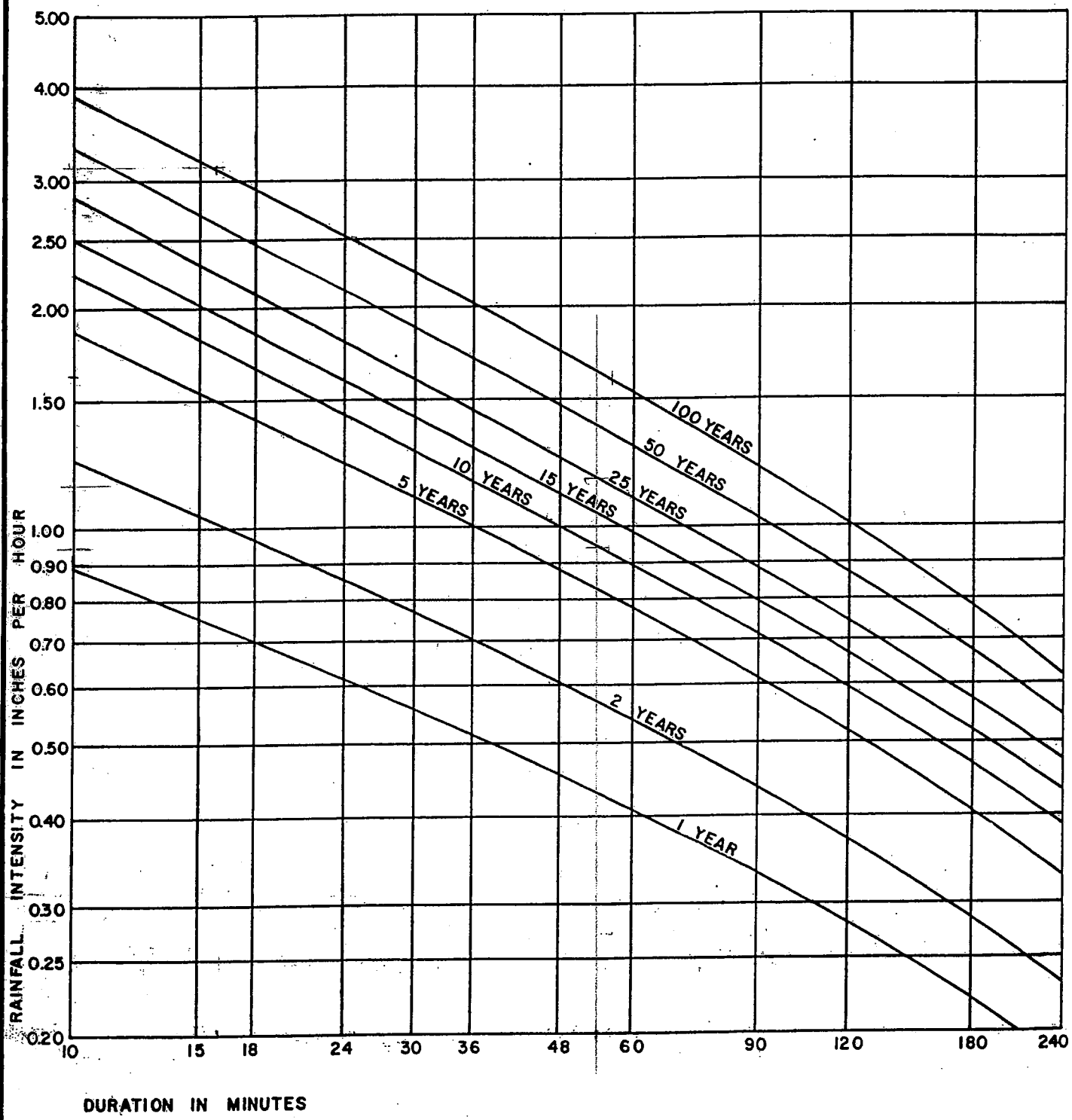
12,210 sf bottom (110' x 111' bottom dimensions)
2.5' pond depth
3:1 side slopes
no fencing required
Outlet structure with trash rack protection and a 5.9" diameter discharge orifice at elevation 282.8 and a 2'x2' overflow grate at elevation 285.3

Resulting flow <u>25 year storm</u>
Max 1.3 cfs over the first 4 hours

Pond Drawing



CITY OF CORNING
RAINFALL INTENSITY VS. DURATION



CITY OF CORNING	DEPARTMENT OF PUBLIC WORKS	
TITLE RAINFALL INTENSITY VS. DURATION ◇ Design Chart	DRAWN BY CV DATE MARCH 1975 SCALE	CHECKED BY EA APPROVED BY

STANDARD NO. 22

Table 819.2B

Runoff Coefficients for Developed Areas

Type of Drainage Area	Runoff Coefficient
Business:	
Downtown areas	0.70 - 0.95
Neighborhood areas	0.50 - 0.70
Residential:	
Single-family areas	0.30 - 0.50
Multi-units, detached	0.40 - 0.60
Multi-units, attached	0.60 - 0.75
Suburban	0.25 - 0.40
Apartment dwelling areas	0.50 - 0.70
Industrial:	
Light areas	0.50 - 0.80
Heavy areas	0.60 - 0.90
Parks, cemeteries:	0.10 - 0.25
Playgrounds:	0.20 - 0.40
Railroad yard areas:	0.20 - 0.40
Unimproved areas:	0.10 - 0.30
Lawns:	
Sandy soil, flat, 2%	0.05 - 0.10
Sandy soil, average, 2-7%	0.10 - 0.15
Sandy soil, steep, 7%	0.15 - 0.20
Heavy soil, flat, 2%	0.13 - 0.17 LS = .25
Heavy soil, average, 2-7%	0.18 - 0.25
Heavy soil, steep, 7%	0.25 - 0.35
Streets:	
Asphaltic	0.70 - 0.95
Concrete	0.80 - 0.95 AC/CONC = 0.90
Brick	0.70 - 0.85
Drives and walks	0.75 - 0.85
Roofs:	0.75 - 0.95 ROOF = .95

The Regional Flood-Frequency equations are applicable only to sites within the flood-frequency regions for which they were derived and on streams with virtually natural flows. For example, the equations are not generally applicable to small basins on the floor of the Sacramento and San Joaquin Valleys as the annual peak data which are the basis for the regression analysis were obtained principally in the adjacent mountain and foothill areas. Likewise, the equations are not directly applicable to streams in urban areas affected substantially by urban development. In urban areas the equations may be used to estimate peak discharge values under natural conditions and then by use of the techniques described in the publication or HDS No. 2, adjust the discharge values to compensate for urbanization. Further limitations on the use of USGS Regional Flood-Frequency equations are:

Region	Drainage Area (A) mi^2	Mean Annual Precip (P) in.	Altitude Index (H) 1000 ft.
North Coast	0.2-3000	19-104	1.0-5.7
Northeast	0.2-25	all	all
Sierra	0.2-9000	7-85	0.1-9.7
Central Coast	0.2-4000	8-52	0.1-2.4
South Lahontan-Colorado Desert	0.2-25	all	all

Note: Values shown in table have not been converted to metric system.

Figure 819.2A

Runoff Coefficients for Undeveloped Areas

Watershed Types

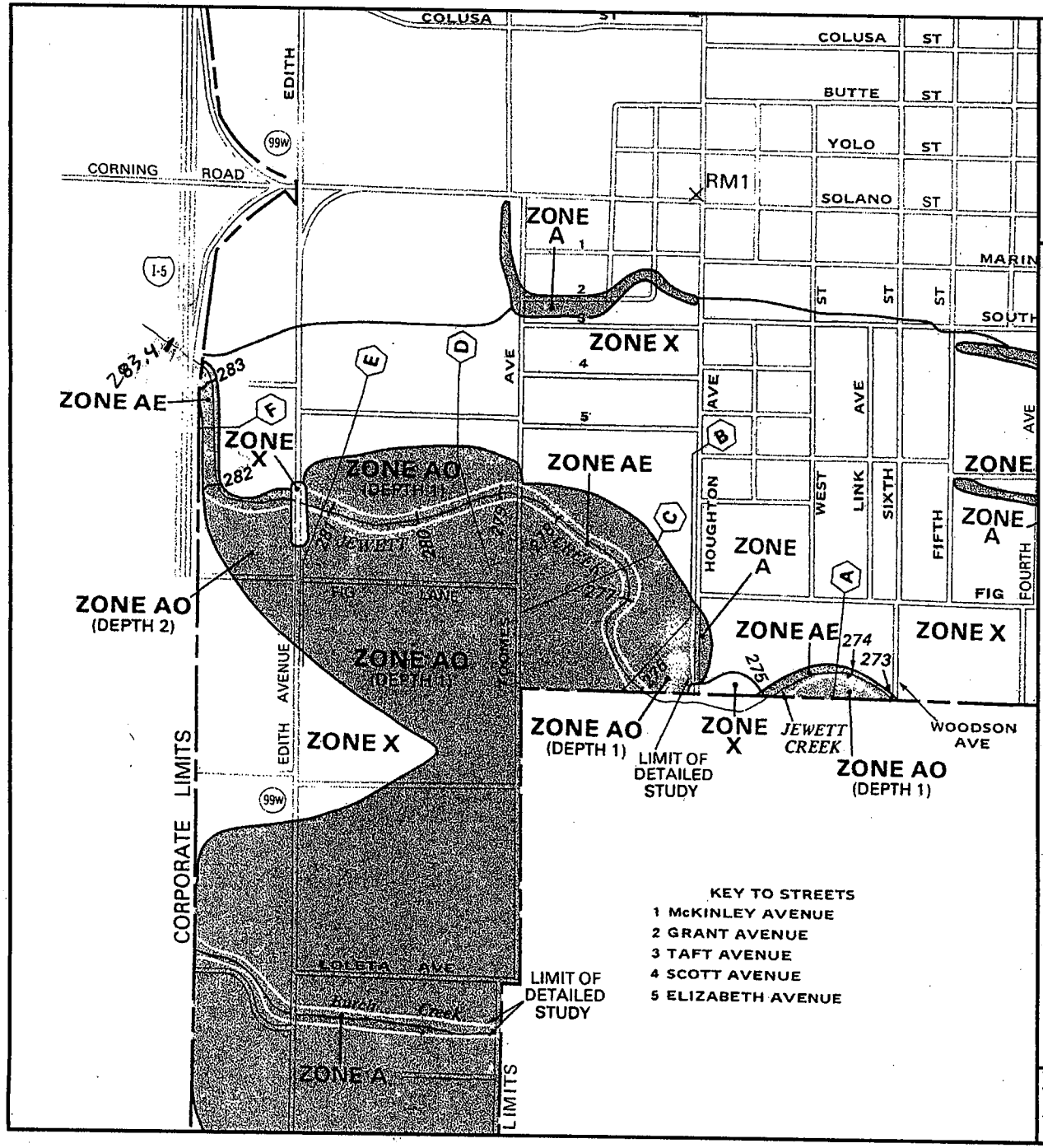
	Extreme	High	Normal	Low
Relief	.28 -.35 Steep, rugged terrain with average slopes above 30%	.20 -.28 Hilly, with average slopes of 10 to 30%	.14 -.20 Rolling, with average slopes of 5 to 10%	.09 .08 -.14 Relatively flat land, with average slopes of 0 to 5%
Soil Infiltration	.12 -.16 No effective soil cover, either rock or thin soil mantle of negligible infiltration capacity	.08 -.12 Slow to take up water, clay or shallow loam soils of low infiltration capacity, imperfectly or poorly drained	.08 .06 -.08 Normal; well drained light or medium textured soils, sandy loams, silt and silt loams	.04 -.06 High; deep sand or other soil that takes up water readily, very light well drained soils
Vegetal Cover	.12 -.16 No effective plant cover, bare or very sparse cover	.08 -.12 Poor to fair; clean cultivation crops, or poor natural cover, less than 20% of drainage area over good cover	.06 -.08 .06 Fair to good; about 50% of area in good grassland or woodland, not more than 50% of area in cultivated crops	.04 -.06 Good to excellent; about 90% of drainage area in good grassland, woodland or equivalent cover
Surface Storage	.10 -.12 Negligible surface depression few and shallow; drainageways steep and small, no marshes	.08 -.10 Low; well defined system of small drainageways; no ponds or marshes	.06 -.08 .07 Normal; considerable surface depression storage; lakes and pond marshes	.04 -.06 High; surface storage, high; drainage system not sharply defined; large flood plain storage or large number of ponds or marshes

Given An undeveloped watershed consisting of;
1) rolling terrain with average slopes of 5%,
2) clay type soils,
3) good grassland area, and
4) normal surface depressions.

Find The runoff coefficient, C, for the above watershed.

Solution:

Relief	0.14	.09
Soil Infiltration	0.08	.08
Vegetal Cover	0.04	.06
Surface Storage	0.06	.07
C=	0.32	.30



APPROXIMATE SCALE IN FEET

1000 0 1000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

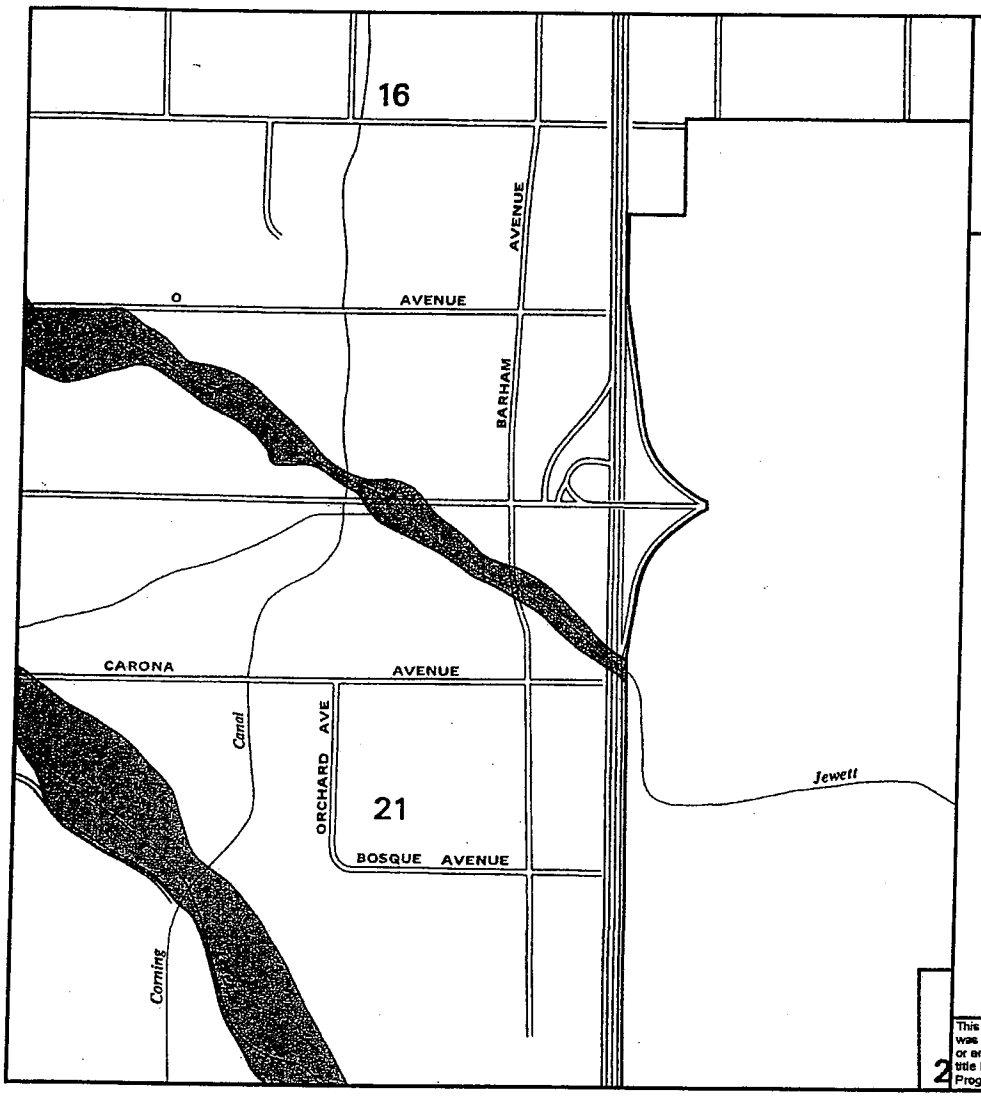
CITY OF
CORNING, CALIFORNIA
TEHAMA COUNTY

ONLY PANEL PRINTED

COMMUNITY-PANEL NUMBER
060398 0005 C

MAP REVISED:
SEPTEMBER 27, 1991

Federal Emergency Management Agency



APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

TEHAMA COUNTY, CALIFORNIA
(UNINCORPORATED AREAS)

PANEL 665 OF 850
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
065064 0665 B

EFFECTIVE DATE:
JUNE 1, 1982

Federal Emergency Management Agency

ITEM NO. : L-12
CONTRACT CHANGE ORDER-SAFE ROUTES TO SCHOOL PROJECT EXPANSION TO INCLUDE EAST STREET FACILITIES AND BUDGET RECONCILIATION WITH MARGUERITE AVENUE OVERLAY.

FEBRUARY 10, 2009

TO: **CITY COUNCIL OF THE CITY OF CORNING, CALIFORNIA**

FROM: **STEPHEN J. KIMBROUGH, CITY MANAGER**
JOHN L. BREWER, AICP; PUBLIC WORKS DIRECTOR JB

SUMMARY:

The current Safe Routes to School Project includes new sidewalk, curb, gutter, crosswalks and other pedestrian related facilities along Marguerite, Blackburn and First Streets. On January 13, 2009, Council authorized staff to investigate expanding the Safe Routes to School Project to include improvements along East Street.

Staff recommends the Council approve Change Order No. 2, thereby expanding the Safe Routes to School Project (Cycle 7) to include the facilities along the east side of East Street. However, adding those facilities will cost $22,552.15 more than remains within the Safe Routes to School Grant.

The final project accounting is now complete on the Marguerite Ave overlay and this project will also require a final appropriation.

FUNDING SAFE ROUTES:

$107,375.85 remains in the Safe Routes to School Grant that totaled $316,000.00[1]. City Engineer Ed Anderson compiled a list of the pedestrian facilities that could be installed along East Street. The City Engineer provided the list to Mr. Tom Williams, who responded with a "Change Order" bid of $129,928.00 (attached) plus a standard 10% budget contingency for a project total of $142,920.

To complete the work along East Avenue will require appropriation of an additional $35,545 to the City Match from The General Fund. The final numbers may change following a final project accounting.

FUNDING MARGUERITE AVENUE OVERLAY:

The City Council awarded the bid for the Safe Routes to School project on September 23, 2008 to Tom Williams. The Project Additive Bid included the budgeted 2" asphalt overlay to Marguerite Avenue from Solano Street to Blackburn Avenue.

Since it wasn't "pedestrian related', the Marguerite Avenue overlay didn't qualify for Safe Routes to School Grant funding. Mr. Williams bid $148,258.00 for Marguerite paving; the final cost after adjusting for the actual work and final quantities of materials is $152,690.

The 2008-2009 City budget includes an appropriation of $100,000 for that component of the project. Staff did not seek amendment of the Budget when the contract was awarded, instead waiting for project final accounting before recommending a budget amendment. The

[1] Safe Routes to School Grant total includes $284,400.00 Grant amount (90%) and a City match of $31,600 (10%).

additional appropriation needed is $52,690. These funds can come from the General Fund Available Reserve or from funds available in the Street Maintenance Fund 115. Staff recommends the use of the Street Funds.

RECOMMENDATION:
Mayor and City Council:

- **Authorize the expansion of the Safe Routes to School Project (Cycle 7) to include pedestrian and related facilities along East Street for a total cost of $129,128, and Appropriate $35,545 from the General Fund to Safe Routes to School Project Account No. 001-7402-9013.**

- **Appropriate $52,690.00 for the Marguerite Avenue Paving Project to Streets Projects Account No. 115-9470-3001.**

CONTRACT CHANGE ORDER

Order No. 2 Date: February 10, 2009
Contract for: Corning High School, Safe Route to School Project, Cycle 7
Owner: City of Corning, 794 Third Street, Corning, CA 96021
To: Thomas H. Williams, P.O. Box 7968, Chico, CA 95927

You are hereby requested to comply with the following changes from the contract plans and specifications.

Description of Changes				DECREASE In Contract Price	INCREASE In Contract Price
Expansion of SRTS Project, Cycle 7 to include East Street:					
1. Roadway Excavation	200 CY	@ $26.	=		$ 5,200.00
2. C,G & S Excavation	275 CY	@ $28.	=		$ 7,700.00
3. 8" aggregated Base	260 Ton	@ $36.	=		$ 9,360.00
4. 2" Asphalt Concrete	5,320 SF	@ $3.80	=		$20,216.00
5. Verticle Curb & Gutter	1,240 LF	@ $24.	=		$29,760.00
6. 4' Concrete Sidewalk	4,960 SF	@ $4.20	=		$20,832.00
7. Curb Return (at North & East)	1 EA	@ $16.50	=		$ 1,650.00
8. Truncated Dome	1 EA	@ $350.	=		$ 350.00
9. Crosswalk (across North St)	1 EA	@ $950.	=		$ 950.00
10. 15-inch Storm Drain	280 LF	@ $48.	=		$13,440.00
11. S-7 Drop Inlet	2 EA	@ $2,800.	=		$ 5,600.00
12. S-6 Drop Inlet	1 EA	@ $2,800.	=		$ 2,800.00
13. Pedestrian Signs	4 EA	@ $300.	=		$ 1,200.00
14. Sawcut AC	1,200 LF	@ $3.00	=		$ 3,720.00
15. Headwall (at Tehama St Ditch)	1 EA	@ $5,670.	=		$ 5,670.00
16. Sacked Rip-Rap (at Butte St Ditch)	1 EA	@ $1,480.	=		$ 1,480.00
Change Order Totals					$129,928.00
Net Change				0	+$129,928.00

JUSTIFICATIONS:
Due to the favorable bid provided by the contractor, there's additional SR2S funds available for additional facilities. According to Corning Union High School staff, students regularly use East Street for access to and from the high school campus. There is currently no sidewalk, curb or gutter along the east side of the street. Providing those would improve pedestrian safety for students.

The amount of the contract will be increased: $129,928.00

The Base Bid (SR2S) portion of the contract total, including this and previous change orders, will be: $295,680.00. The total contract price will be: $ 443,938.00.

The estimated contract completion date is June 1, 2009.

This document will become a supplement to the Contract and all provisions will apply hereto.

Requested:_____ Date:_____
City of Corning

Recommended: J. E. (Ed) Anderson Date:_____
J.E. (Ed) Anderson

Accepted:_____ Date:_____
Thomas H. Williams

THOMAS H. WILLIAMS

P.O. Box 7968 CHICO, CA 95927
Lic.# 321566

CONCRETE CURB, GUTTER,
AND SIDEWALK
MACHINE AND HANDSET

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Proposal For:

1/21/2009

Corning High School Safe Route to School Project
SR2S Project, East Ave. Improvements, Via Change Order

ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Roadway Excavation	200	CY	26	5200.00
2	Curb, Gutter & Sidewalk Excavation	275	CY	28	7700.00
3	8 Inches Aggregate Base	260	Ton	36	9360.00
4	2 Inches Asphalt Concrete	5320	SF	3.8	20216.00
5	Vertical Curb and Gutter	1240	LF	24	29760.00
6	4 Foot Concrete Sidewalk	4960	SF	4.2	20832.00
7	Curb Return (at North and East)	1	EA	1650	1650.00
8	Truncated Dome	1	EA	350	350.00
9	Crosswalk (across North Street)	1	EA	950	950.00
10	15-inch Storm Drain	280	LF	48	13440.00
11	S-7 Drop Inlet	2	EA	2800	5600.00
12	S-6 Drop Inlet	1	EA	2800	2800.00
13	Pedestrian Signs	4	EA	300	1200.00
14	Sawcut AC	1240	LF	3	3720.00
15	Headwall at Tehama Street Ditch	1	EA	5670	5670.00
16	Sacked Rip-Rap at Butte Street Ditch	1	EA	1480	1480.00
				TOTAL BID	**$129,928.00**

STREET MAINTENANCE FUNDS STATUS: November 25, 2008

FUND	GAS TAX	Beginning Balance 6/30/2007	Last Year 2007-2008 Revenues	Actual Expenditures	Actual Balance 6/30/2008	Current Year 2008-2009 (1) Expected (9) Revenues	Approved Expenditures	Projected Balance
109	2105	$51,684	$44,570	$41,199	$55,055	$51,775	$85,524	$21,306
110	2106	$12,887	$32,856	$11,923	$33,820	$34,432	$48,510	$19,742
111	2107	$60,530	$59,630	$32,890	$87,270	$58,809	$75,618	$70,461
112	2107.5	$149	$2,061	$2,157	$53	$2,200	$2,200	$53
114	LTF (2)	$54,823	$127,786	$168,640	$13,969	$127,189	$142,339	($1,181)
115	State Traffic Con. Relief (3)	$38,983	$1,358	$19,241	$21,100	$66,715	$12,400	$75,415
							Sub Total	$185,796
SPECIAL PURPOSE FUNDS								
105	Rural Planning-Roads (5)	$17,031	$29,294	$30,275	$16,050	$31,000	$44,611	$2,439
107	Prop 1B		$403,719	$343,071	$60,648	$0	$51,000	$9,648
108	Fed. TEA & RSTP (6)	$40,189	$31,556	$10,486	$61,259	$1,500	$35,000	$27,759
118	Safe Routes to School	($5,623)	61,860	$0	$0	$284,400	$284,400	$0
120	Fed. TEA for Downtown (7)	($622)	$20,677	$30,067	($10,012)	$16,859	$0	$6,847
365	Curb & Gutter Revolving (4)	$17,186	$652	$0	$17,838	$1,500	$19,500	($162)
345	Drainage Improvements	$79,705	$35,658	$400	$114,963	$13,000	$3,000	$124,963
116	Traffic Mitagation	$124,508	$353,008	$11	$477,505	$10,000	$0	$487,505
001	Gen Fund Spt. of Maint. (8)	$0	$870,519	$870,519	$0	$308,318	$308,318	$0
001	Gen Fund Spt. of Street & Traffic Lights	$0	$57,661	$57,661	$0	$60,000	$60,000	$0
ANNUAL STREET EXPENDITURES				*Actual* $1,618,540			*Approved* $1,172,420	

1- State no longer provides early projections; City must use prior year's estimates
2- Local Transportation Funds come to the City through the County; they are generated by a Statewide transportation sales tax (special quarter cent gas tax) approved by the Voters as the Transportation Development Act or TDA. 2007-08 Est. $128,000; REVISED 10-16-07 $126,669; 08-09 $126,189 (5-8-09 Moses)
3- Prop.42 Gas Sales Tax Monies for Maintenance. Agreement of Cities and Counties with the Governor suspended income for 2006-07 & 2007-08. For FY 08-09 State Adopted Budget allocated $
4- Curb & Gutter Revolving Fund makes loans to property owners who install curb & gutter where there were none. Fund balance exceeds needs and $9,000 was returned to the General Fund in FY 2005-2006.
5- Restricted for Transportation Planning Activities. OWP monies: for FY 07-08; 10-16-07 est. R/STIP $20,000; Aviation $8,000; GIS $3,000. For 06-07 $18,000; $8,000;$3,000
6- RSTP and TEA funding ended 6-30-02, $15,181 R/STIP & $20,323 TEA received per TCTC Final Budget 02/03 Total $35,504; Received from County in FY 07-08 $30,240.54 special though no future funds are projected, the TCTC distributed an additional $35,530.04 to Corning from its funds.
7- The City received approval for funding of the daowntown streetscape and lighting improvements from Federal Transportation Enhancement Act restricted to this type of project and not available for street maintenance. The initial funding is for the project study and engineering report called a "PS&E".
8- Includes General Fund support in Streets, Street Projects, Public Works Administration and Engineering including Development Engineering and Flying J Improvement Agreement.
9-State withheld 25% of Gas Tax Revenue in FY 07-08 and is repaying it in September 2008 (FY 08-09). Revenue = annual expected + 25% more in repayment.

Unit Price Breakdown to Accompany Progress Pay Estimate No. 4

CITY OF CORNING

SAFE ROUTE TO SCHOOL (CYCLE 7) AND MARGUERITE AVENUE OVERLAY

		Contract				This Period		Total to Date		%
Item No.	Description	Quantity	Unit	Unit Price	Total	Quantity	Amount	Quantity	Amount	Complete
	BASE BID (SRTS, Cycle 7)									
1	Excavate for new sidewalk	14,106	SF	$1.80	$25,390.80	827.00	$1,488.60	14387.00	$25,896.60	102%
2	Furnish/Install sidewalk	14,106	SF	$4.20	$59,245.20	827.00	$3,473.40	14387.00	$60,425.40	102%
3	Remove/Replace curb & gutter	638	LF	$25.00	$15,950.00	114.00	$2,850.00	654.00	$16,350.00	103%
4	Instal new curb & gutter	15	LF	$30.00	$450.00	0.00	$0.00	18.00	$540.00	120%
5	Remove/Replace sidewalk	1,082	SF	$6.00	$6,492.00	1,099.50	$6,597.00	1939.50	$11,637.00	179%
6	Install driveway	180	SF	$7.50	$1,350.00	21.00	$157.50	201.00	$1,507.50	112%
7	Remove/Replace Driveway	684	SF	$7.50	$5,130.00	180.00	$1,350.00	864.00	$6,480.00	126%
8	Remove concrete driveway	48	SF	$3.00	$144.00	0.00	$0.00	72.00	$216.00	150%
9	Remove concrete driveway	740	SF	$2.50	$1,850.00	60.00	$150.00	740.00	$1,850.00	100%
10	Remove/Replace water meter	1	EA	$150.00	$150.00	0.00	$0.00	1.00	$150.00	100%
11	Remove/Replace water valve box	2	EA	$150.00	$300.00	0.00	$0.00	2.00	$300.00	100%
12	Paint Thermo-Plasitc striping crosswalk	17	EA	$350.00	$5,950.00	17.00	$5,950.00	17.00	$5,950.00	100%
13	Paint Thermo-Plasitc stop bar	3	EA	$250.00	$750.00	3.00	$750.00	3.00	$750.00	100%
14	Paint thermo-plastic STOP symbols	11	EA	$150.00	$1,650.00	11.00	$1,650.00	11.00	$1,650.00	100%
15	Remove/Replace existing signs	4	EA	$300.00	$1,200.00	4.00	$1,200.00	4.00	$1,200.00	100%
16	Remove/Trim Hedge	1	EA	$500.00	$500.00	0.00	$0.00	1.00	$500.00	100%
17	Remove/Repair fence	1	EA	$250.00	$250.00	0.50	$125.00	1.00	$250.00	100%
18	Remove/Relocate church sign	1	EA	$500.00	$500.00	0.00	$0.00	1.00	$500.00	100%
19	Remove/Replace roof drain line	1	EA	$150.00	$150.00	0.00	$0.00	1.00	$150.00	100%
20	Remove/Replace S-6 drop inlet	1	EA	$3,000.00	$3,000.00	0.00	$0.00	1.00	$3,000.00	100%
21	Install pedistiran sign	21	EA	$300.00	$6,300.00	21.00	$6,300.00	21.00	$6,300.00	100%
22	Grind sidewalk joints	13	EA	$50.00	$650.00	13.00	$650.00	13.00	$650.00	100%
23	Remove/Rplace AC & Agg. Base	750	SF	$8.00	$6,000.00	0.00	$0.00	750.00	$6,000.00	100%
24	Saw cut existing AC	300	LF	$3.00	$900.00	0.00	$0.00	300.00	$900.00	100%
25	Remove steel posts	2	EA	$100.00	$200.00	0.00	$0.00	2.00	$200.00	100%
26	Traffic control	1	LS	$15,000.00	$15,000.00	0.20	$3,000.00	1.00	$15,000.00	100%
ADD	Retaining Wall and Steps	102		$26.00	$0.00	102.00	$2,652.00	102.00	$2,652.00	100%
	TOTAL BASE BID				$159,452.00		$38,343.50		$171,004.50	107%

Item No.	Description	Quantitiy	Unit	Contract Unit Price	Contract Total	This Period Quantity	This Period Amount	Total to Date Quantitiy	Total to Date Amount	% Complete
	ADDITIVE BID #1 (Marguerite Ave.)									
A-1	Asphalt Grinding	22,300	SF	$0.50	$11,150.00	0.00	$0.00	24892.00	$12,446.00	112%
A-2	Install asphalt	95,400	SF	$1.27	$121,158.00	0.00	$0.00	96492.00	$122,544.84	101%
A-3	Remove/Replace valley gutter	2	EA	$2,000.00	$4,000.00	0.00	$0.00	2.00	$4,000.00	100%
A-4	Raise manholes	6	EA	$250.00	$1,500.00	3.00	$750.00	9.00	$2,250.00	150%
A-5	Raise water valve boxes	5	EA	$200.00	$1,000.00	5.00	$1,000.00	10.00	$2,000.00	200%
A-6	Install skip line thermo-plastic striping	2,600	LF	$0.75	$1,950.00	2,600.00	$1,950.00	2600.00	$1,950.00	100%
A-7	Traffic Control	1	LS	$7,500.00	$7,500.00	0.00	$0.00	1.00	$7,500.00	100%
	TOTAL ADDITIVE BID #1				$148,258.00		$3,700.00		$152,690.84	103%

Item No.	Description	Quantitiy	Unit	Unit Price	Total	Quantity	Amount	Quantitiy	Amount	Complete
	BASE BID Contract Change Order # 1									
C-1	Install Truncated Domes	18	EA	$350.00	$6,300.00	11	$3,850.00	21	$7,350.00	117%
	TOTAL BASE BID CCO #1				$6,300.00		$3,850.00			$0.00
	JOB TOTALS				$314,010.00		$45,893.50		$331,045.34	105%