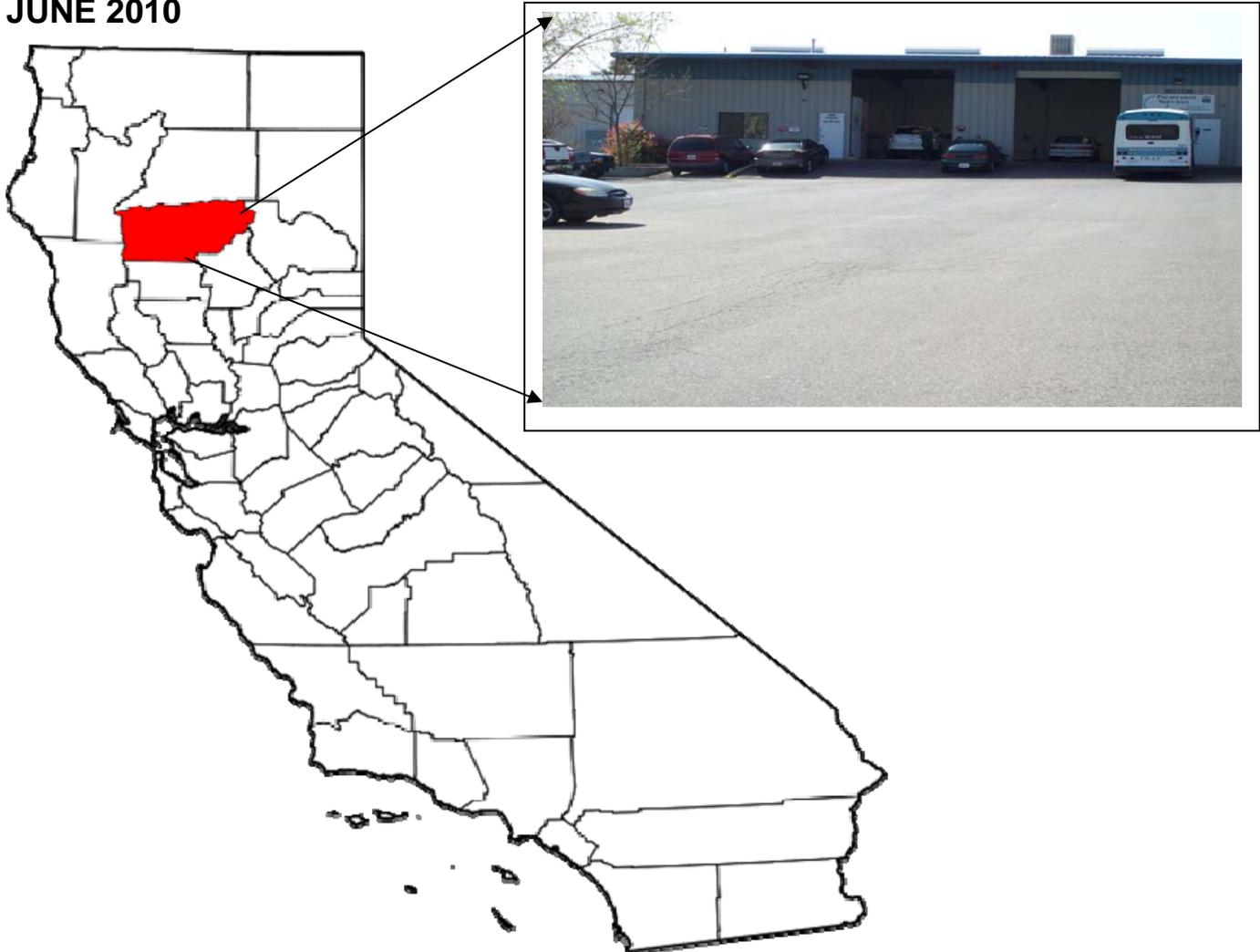




TEHAMA COUNTY TRANSIT FACILITY SITE STUDY

JUNE 2010



Study funded by a

Technical Planning Assistance Grant - Federal Transit Administration

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We recognize and appreciate the interest and efforts of the below listed partners for their participation in the development of this plan:

- Federal Transit Administration
- Caltrans, Office of Regional and Interagency Planning
- Caltrans District 2
- Paratransit Services
- Thomas & Hendricks

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PURPOSE OF TRANSIT FACILITY STUDY

The Tehama County Transportation Commission (TCTC) functions as the Regional Transportation Planning Agency for the incorporated cities of Corning, Red Bluff, Tehama and the County of Tehama. TCTC staff obtained Federal Transit Administration (FTA) funding to develop a transit facility study to guide the investment of a transit facility. Currently, the County's transit contractor Paratransit Services, a 30 year old private non-profit transit service provider, leases a transit facility as required by the transit operations agreement between the County and Paratransit. This study builds up the Regional Transportation Plan (RTP), Coordinated Transit – Human Services Transportation Plan and annual transit planning through the Overall Work Program (OWP). As such, it was a consensus of the County and incorporated Cities that continued leasing of a transit facility was not in the best interest of the regional transit system. This study will be used to guide the anticipated procurement of a transit facility that will meet current and future needs. In anticipation of the completion of this study the 2010 State Transportation Improvement Program (STIP) has funds programmed in the 2011-12 fiscal year for the procurement of a transit facility.

DESCRIPTION OF TEHAMA COUNTY

Tehama County lies at the northern end of the Sacramento River Valley, and is bound on the east and west by the Sierra Nevada and Pacific Coast Ranges. Tehama County is approximately 130 miles north of Sacramento and is bisected by Interstate-5 (I-5). The three incorporated cities of Corning, Red Bluff and Tehama are adjacent to or near the Sacramento River in the valley area.

In January 2009 the California Department of Finance (DOF) projected a countywide population of 62,836 with 13,776 living in the County seat of Red Bluff, 7,396 living in Corning, and 425 living in Tehama, with the remaining 41,239 residing in the unincorporated areas of the county. Neighboring counties include Butte, Glenn, Mendocino, Plumas, Shasta and Trinity.

The current economic base of the county is a mixture of agriculture, forest products, and commercial warehousing. Tehama County is a rural county facing large-scale development for the first time. Tremendous residential growth is anticipated in the northern valley and foothill areas of the county, along with recreational and commercial growth in other areas. Due to the rural nature of Tehama County, the primary mode of transportation remains the private automobile; however, the role of public transit is expected to continue increasing as our community evolves.

TEHAMA COUNTY TRANSPORTATION COMMISSION (TCTC)

The Tehama County Transportation Commission (TCTC) is a local transportation commission that functions as the Regional Transportation Planning Agency (RTPA) for the County and incorporated cities. The six (6) member commission consists of three (3) County Supervisors, and one (1) Council Member from each of the three (3) incorporated cities: Corning, Red Bluff, and Tehama.

The Executive Director (Tehama County Director of Public Works) provides leadership and guidance to the TCTC. The Executive Director also chairs the RTIP/STIP Technical Advisory Committee (TAC) and Transit Policy Advisory Committee. The Deputy Director reports to the Executive Director managing the division of transportation planning and public transit. Since the fiscal year 2008-09 TCTC had two vacant positions resulting in 50% staffing. To increase the output and efficiency of the TCTC division, a request to fill the vacant Transportation Planner position was approved by the Tehama County Board of Supervisors and the new Associate Planner will start on July 16, 2010.

The Tehama County Transportation Commission was formed in 1971. A Memorandum of Understanding (MOU) was enacted between Caltrans and TCTC in June 1973. An updated MOU was approved by TCTC in August 1995. By-laws, mission, vision and value-statements were adopted by TCTC in March 2003, as well as the establishment of the Tehama County Transit Agency Board (TCTAB) and the Transit Policy Advisory Committee (TPAC). Additional information is available at the following website:

<http://www.tehamacountypublicworks.ca.gov/Transportation/index.htm>

The mission of TCTC/TCTAB is to maintain and improve mobility and access for the people, goods movement and services in and through Tehama County. The vision of TCTC is to promote a reliable, flexible, efficient and safe transportation system throughout Tehama County.

Since the fiscal year 2008-09 TCTC had two vacant positions resulting in 50% staffing. To increase the output and efficiency of the TCTC division, a request to fill the vacant Transportation Planner position was approved by the Tehama County Board of Supervisors and the new Associate Planner will start on July 16, 2010.

AGENCY COORDINATION

TCTC believes that maximum coordination among all government entities responsible for effectively serving the traveling public (State/County/City) is essential. Upon implementation of Senate Bill 45 (reform of the State Transportation Improvement Program), TCTC appointed the RTIP/STIP Technical Advisory Committee (TAC). The TAC provides coordinated technical expertise to TCTC. It functions as a partnership with representation from the RTPA, County, Cities of Corning, Red Bluff, Tehama and Caltrans District 2. Working members include City and County Public Works Directors, City Managers, RTPA staff, and Caltrans District 2 representatives. Monthly meetings are usually held and are typically two weeks before Commission/Transit Agency meetings. Agendas for all TAC, TPAC, Commission, and Transit Agency meetings are routinely distributed in advance by email and posted on the TCTC website. In addition, the minutes of the TCTC and TCTAB are also posted on the website.

TRIBAL GOVERNMENT RELATIONS

TCTC and the Transit Agency Board staff work cooperatively with the Paskenta Band of Nomlaki Indians Tribal Government and the Greenville Rancheria. To ensure Native Americans are included in the coordination, planning, funding of projects, and transit planning, representatives of the Paskenta Band of Nomlaki Indians and Greenville Rancheria are invited and encouraged to attend the RTIP/STIP Technical Advisory Committee (TAC), Transit Policy Advisory Committee (TPAC), Commission and Transit Agency meetings.

These efforts include the above-mentioned coordination in addition to government-to-government relations and activities. Tribal representatives are encouraged to attend and participate in planning activities. Representatives are consistently invited to attend all TCTC, Transit Agency Board, and Technical Advisory Committee meetings. In July of 2009 both TCTC staff participated in the two-day Tribal Planning Workshop hosted by District 2. This was a very unique learning and networking opportunity. District 2 went above and beyond the turnout was excellent with Tribes from District 1, 2, and 3. We believe this participation was very beneficial.

To demonstrate TCTC's positive efforts to promote the tribal transit between Susanville and Redding flyers created-posted of the transit schedule for the Susanville Rancheria. This information is also on our transit website. In addition, we paid Trillium to include the tribal route information when TRAX went live on Google Transit. Another example of our coordinated efforts is the TRAX bus stop at the Greenville Medical Clinic in Red Bluff and on July 9th TCTC staff plans to participate in Tribes Grand Opening for the expansion of the medical facility.

SNAPSHOT OF TCTC ACCOMPLISHMENTS

A snap shot of accomplishments and responsibilities of the two person staff during the past 18 months represent a minimum of \$22,411,190 in transportation improvements and include but are not limited to:

- Fix Five Partnership and all drafts and adoption of final nexus study report for I-5 in Tehama and Shasta County.
- Extensive outreach and PowerPoint presentations for Fix Five in Tehama and Shasta County.
- Hosted first far northern California Transportation Funding Forum featuring Director Will Kempton, Executive Director John Barna of California Transportation Commission, and Deputy Director of Goods Movement John Hummer of Business Transportation & Housing.
- Completion of the I-5 South Avenue Interchange Corridor Mobility Improvement Account (CMIA) application. This project did not receive CMIA funds; however, Regional Improvement Program funds were used to deliver the \$10.2M project ahead of schedule with \$2M in savings realized.
- Completion of the Los Molinos State Route 99 Bond application which resulted in award of \$5 M.

- Responded to Governor, Legislature and Will Kempton’s request to expedite Bond Project. SR 99 Los Molinos Improvements have been phased and are one year ahead of schedule.
- Completion of FTA 5311 Discretionary grant for marketing (expended \$60,700 which resulted in extensive advertising, public outreach, new web site, new riders guide).
- Completion of FTA 5311 Discretionary grant for bus stop improvements (improved bus stop specifications, procurement of expanded metal bus stop shelters and installation of 20 bus stop shelters – grant funds in amount of \$99,840 and local funds in amount of \$12,000 paid for the installation).
- Completion of FTA 5304 grant Transit Access Study (\$38,650).
- Adoption of the Tehama County Coordinated Public Transit – Human Services Transportation Plan in October of 2008.
- Based on the assessment in the Coordinated Plan routes were revised and service hours expanded; however, due to decreases in Local Transportation Funds (LTF) and the two year elimination of State Transit Assistance Funds (STA) the routes and service hours were “re-structured” a second time. The new and improved service was en route February 2010.
- Northern California Google Transit pilot agency resulting in the first Google trip planner on the TRAX (Tehama Rural Area Express) web page.
- Partnered with the Susanville Rancheria by sharing use of the Red Bluff Bus and Ride for the Tribes route that goes from Susanville to Redding via State Route 36 and I-5. In addition we promoted the tribal transit between Susanville and Redding with the creation and posting of the Tribes transit schedule. This information is also on our transit website. In addition, we paid Trillium to include the tribal route information when TRAX went live on Google Transit.
- Both RTPA Staff participated in the two-day Tribal Planning Workshop hosted by District 2.
- The Tehama County Board of Supervisors adopted a Memorandum of Understanding with the Representatives of the Joint Council of the International Union of Operating Engineers, Stationary Engineers, Local 39, AFL-CIO, and Service Employees International Union Local 1292, AFL-CIO which included for the first time a transit subsidy program. Staff provided extensive research to County Administration regarding transit subsidies and created special employee transit passes, procedures - implementation practices for County Departments to issue transit passes to employees.
- Staff created a life time transit pass for persons 70 years and older to access TRAX for free and also implemented a transit fare discount for veterans (veterans get the same reduced rates as ADA individuals, students and seniors).
- Commencement of Environmental Grant for Los Molinos Community – this study compliments the bond project and numerous future phased improvements.
- Project, Planning, Monitoring of 14 complex and diverse STIP projects; I-5 South Avenue Interchange, SR 99, 11 bridge replacement projects and a Transit Facility Project.

- Allocation of construction funds by California Transportation Commission (CTC) for the two McCoy Road bridges a \$5M project that serves as I-5 alternate route; with a combination of funding from federal, Regional Improvement Program (RIP), and Highway Bridge Program (HBP) dollars
- Reviewed and commented on two major Transportation Concept Reports, Interstate 5 (I-5) and State Route 99 which resulted in the acceptance of both TCR's by the Tehama County Transportation Commission. In addition, staff also assisted with community outreach, advertising as well as monthly updates to the Commission and TAC.
- Participation in ShastaFORWARD as a regional partner to learn and assist Shasta County RTPA with their Blueprint planning efforts.
- Coordination with Great Valley Center on Blueprint planning and participation in transportation forums.
- American Reinvestment & Recovery Act (ARRA) FHWA & FTA projects: 100% of funds programmed, obligated, and project delivery of one bus, 2nd bus is on order, submitted RFP for shelter procurement to DMT and delivery of approximately three miles of overlay.
- Rural Counties Representative for Caltrans/CTC ARRA sub-committee.
- ARRA Transportation Enhancement (TE) funds programmed on State Route 99 bond project.
- Completion of the TIGER application for the Flores Avenue I-5 and Historic State Route 99 Truck Route Connection.
- 100% Delivery of Overall Work Program (OWP) elements and expenditure of Rural Planning Assistance (RPA) funds on an annual basis.

The above list specifically **excludes** the following routine items:

- Annual budget process
- Annual State Controller Reports
- Annual audit of TDA, STA, RPA, RIP, etc
- 5310 application for 3 minivans and quarterly reports
- 5311 Program of Projects, Application, Standard Agreement, and Request for Reimbursement
- 5311 reporting: DBE, MIS Drug & Alcohol, CHP inspections, NTD Data, Certifications & Assurances,
- Participation in monthly CTC, RTPA meetings, RCTF and D2 RTPA meetings,
- Monthly Transportation Commission and TAC meetings
- SSTAC meetings and unmet transit needs process
- Safe Routes to School grants
- RSTP Exchange

- Supervision of Staff
- Transit contract oversight
- Community outreach of TRAX as a Chamber of Commerce Member for Corning, Los Molinos, Red Bluff- Tehama County

TEHAMA COUNTY TRANSIT PROGRAM

The Tehama County Regional Transit System has three types of public transportation services: Tehama Rural Area Express (TRAX), the COUNTY fixed route system; ParaTRAX, a Red Bluff area dial-a-ride (paratransit for senior 70+ and persons with disabilities and METS (Medical Transportation Service) a public private partnership which reimburses volunteer drivers for mileage while transporting community members to medical appointments.

TRAX service consists of nine routes, Monday through Friday from approximate 5:15 am to 7:00pm. Persons with disabilities are served by TRAX route deviation outside the greater Red Bluff area (ParaTRAX service area). The TRAX fleet has 13 vehicles. All buses are lift equipped, have two wheelchair positions, and front mounted bicycle racks. Please refer to the new and improved bilingual Riders Guide and website at www.taketrax.com for further information. Note new transit routes became effective February 1, 2010.

ParaTRAX provides demand response service to the greater Red Bluff area, which consists of approximately twenty-one (21) square miles. ParaTRAX hours are similar to TRAX with the exception of Saturday service from 9:00 am to 3:00 pm. Currently there are two cutaways utilized during service hours to meet demand. On the first and third service days of each month a third vehicle can be put in service to meet demand. The ParaTRAX fleet consists of five vehicles (2 cutaways and 3 minivans). All vans are lift equipped.

The METS program was the first transportation program for Tehama County which was established in 1983 as a public – private partnership. Volunteer drivers use their personal vehicles to transport Tehama County residents that have been qualified for the program to medical appoints in Tehama, Glenn, Butte, and Shasta Counties.

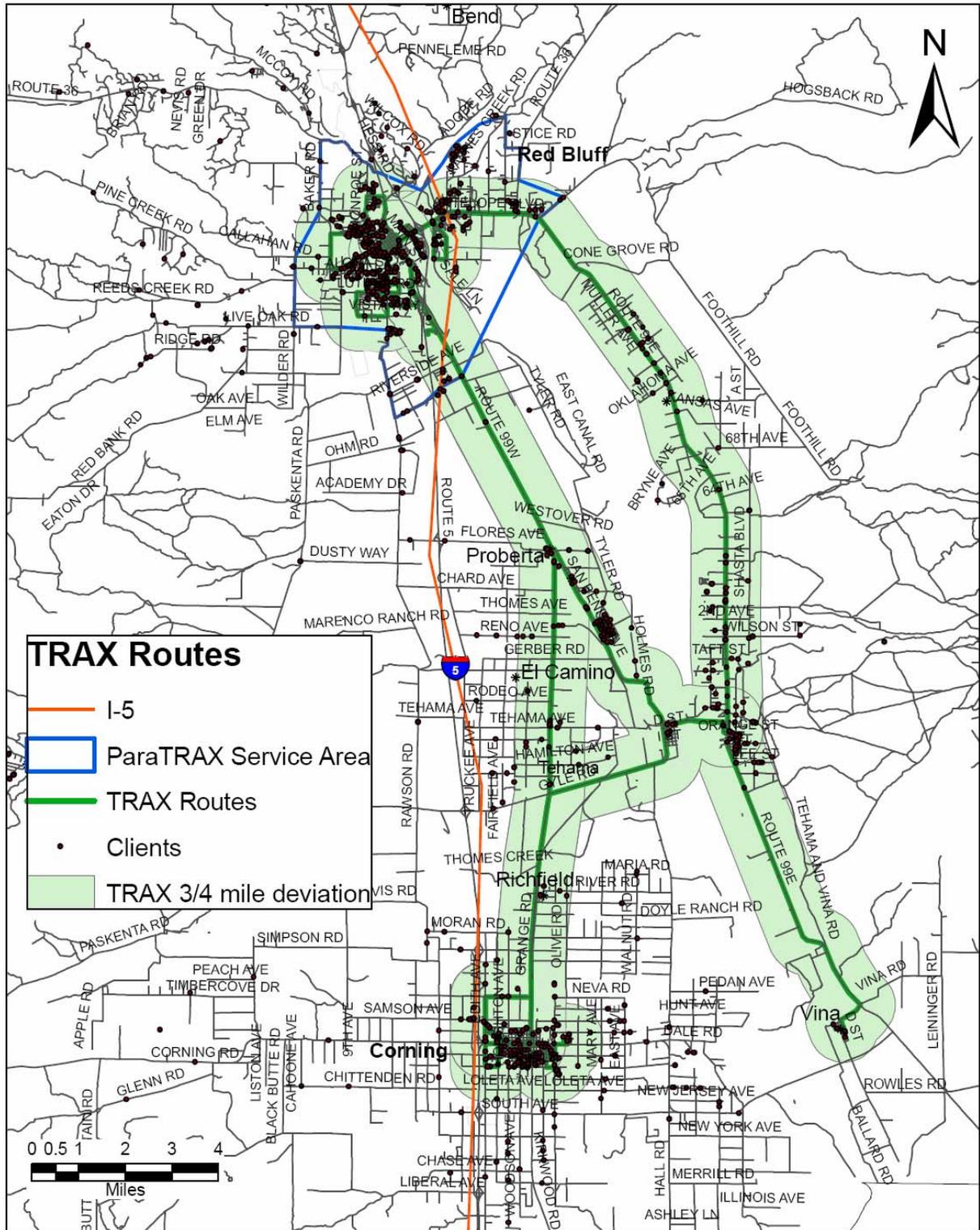
The METS program provides service for individuals that have no other means, family, or friends that can transport them to their medical appointment. Volunteer drivers donate all their time and are reimbursed for their round trip mileage.

Please refer to October 2008 Adopted Tehama COUNTY Coordinated Transit Human Services Transportation plan at <http://www.tehamacountypublicworks.ca.gov/Transportation/index.htm> for information and recommendations for system improvements.

Page 7 shows a map of the TRAX and ParaTRAX service areas. It also includes the ¾ mile ADA route deviation for persons with disabilities that live outside of the ParaTRAX service area. Directly following the map are two pages of before and after pictures to demonstrate the progress and commitment that Tehama County has made toward improving transit facilities. This study will build up the installation of new shelters and help Tehama County pursue the procurement of an operational transit facility.

The 2010 STIP has funding programmed in 2011-12 fiscal year for the procurement of a transit facility. This study will be used to deliver the transit facility programmed in the STIP.

ADA Clients within 3/4 TRAX Route Deviation or ParaTRAX Service Area



IMPROVEMENTS TO TRANSIT FACILITIES



Before

TRAX stop in front of Social Services



After

New shelter installed at Social Services



Before

Bus stop on South Main Street across the street from Tehama County Social Services in the City of Red Bluff



After



Before

Gerber is a rural community. New shelter is located in front of new low income apartments



After

IMPROVEMENTS TO TRANSIT FACILITIES (CONTINUED)



Before

Bus Stop on South Main in Red Bluff



After

South Main bus stop with new shelter



Before

Bus stop in front of bowling alley/miniature golf course on South Main Street in Red Bluff



After

NEED FOR TRANSIT FACILITY STUDY

Current services provided by Tehama County Regional Transit include a public fixed route service (TRAX) and General Public Dial-a-Ride service (ParaTRAX). These services are provided by a contractor, Paratransit Services from a leased operations facility on 1509 Schwab Street in Red Bluff. In addition to directly operating the two transit programs, Paratransit Services also administers the Medical Transportation Service (METS) and the ADA Certification process to determine an applicant's eligibility for the ParaTRAX program.

As the Tehama County Regional Transit program has grown, and as new responsibilities for the transit contractor have increased with the addition of METS and ADA Certification administration tasks, the transit program needs are outgrowing the facility as currently configured.

Accordingly, Paratransit Services worked with the Tehama County Regional Transportation Planning Agency (RTPA) to conduct a study assessing various options for a Tehama County

Transit facility. It is envisioned that such a facility would provide a base for all aspects of the Tehama County Regional Transit system, including administrative functions, maintenance and parking of transit vehicles, dispatching, driver training areas, and transit vehicle washing. In addition, the directive of the study was to consider facility needs for future growth of the transit program.

TCTC & PARATRANSIT'S PARTNERSHIP APPROACH

TCTC and Paratransit Services have a working partnership and existing resources were pooled to complete this study. The pooling of resources included assistance from Paratransit's corporate office in Bremerton, Washington and also their Regional Manager for Northern California, located in Lake County. The Regional Maintenance Manager and Certified Trainer are located in Red Bluff. This regional collaboration was built by three rural counties (Tehama, Lake, and Glenn) and their transit contractor Paratransit Services. Over the years, this partnership has pooled talents, shared resources, hosted - sponsored a Northern California RTAP Bus Rodeo, and saved time and money for all involved.

When it came to completing the transit facility study a partnership approach was the most effective and efficient method as Paratransit Services has leased the current facility for the past eight years. As such, Paratransit had "hands on expertise" and valuable insights in the daily operations and functionality of the transit facility. This approach is consistent with Blueprint planning efforts and the adopted Coordinated Public Transit – Human Services Transportation Plan.

PARATRANSIT SERVICES RESOURCES INCLUDED IN STUDY

Since Paratransit is well established in the North State they were able utilize additional resources to obtain technical expertise that TCTC staff was not able to provide. These resources are available to Paratransit as they have to access facilities as part of the Request for Proposal (RFP) process for the operation of transit systems. The following firms assisted Paratransit with the evaluation of potential transit facility sites:

Thomson & Hendricks, Inc.
Architects and Planners
60 Declaration Drive
Chico, CA 95973

VerTech Engineering, Inc.
383 Rio Lindo Ave. #200
Chico, CA 95936

SITES REVIEWED (SUMMARY)

Space Inventory

Potential sites for the Tehama County Transit Facility were evaluated based on several parameters; improvements that would need to be made to the sites; the cost for those improvements; to meet all operational requirements and conform to applicable building codes; and requirements to address *modest* growth of Tehama County Regional Transit program. Square footage needs are summarized on the following table. (Total Building Area is the sum of Total Office Area and Total Shop Area.)

OFFICE AREAS	
DESCRIPTION	AREA PROGRAMMED (SF)
Manager's Office	240
Maintenance Manager's Office	240
Office Manager's Office	130
Trainer's Office	110
Dispatch	200
Vault Room	85
Reception	75
Conference Room	625
Record Storage Room	200
General Office Storage	100
Unisex Restroom	60
Circulation	207
Interstices	68
Total Office Area	2340
SHOP AREAS	
DESCRIPTION	AREA PROGRAMMED (SF)
Vehicle Maintenance Shop	2500
Tool & Parts Storage	300
Break Room with Kitchen	250
Training Room	250
Men's Restroom	60
Women's Restroom	60
Unisex Shower Room	60
Circulation	348
Interstices	115
Total Shop Area	3943
TOTAL BUILDING AREA	6283
SITE AREAS	
DESCRIPTION	AREA PROGRAMMED (SF)
Parking	5400
Vehicle Storage	15600
Vehicle Wash Rack (60'x30')	1800
Vehicle Circulation	4560
TOTAL – SITE AREAS	27360

- See Attachments, Thomson & Hendricks Report, for the full analysis of Transit Facility requirements, and detailed descriptions for each site reviewed

PROPERTY A: 1509/1515 SCHWAB STREET

The Tehama County Regional Transit system is currently operated from a facility leased by the transit contractor, Paratransit Services, at 1509 Schwab Street in Red Bluff. (Prior to Paratransit Services tenure as contractor in 2002, the same facility was used by the former transit contractor. The facility is part of a larger parcel that includes a second building, 1515 Schwab Street, leased by the property owner to another tenant, a distributor of snack food items.

CURRENT FACILITY: 1509 SCHWAB STREET

The 1509 building is 8000 sq ft, and it sits on a 1.36-acre parcel (shared with the 1515 building). The current facility provides vehicle maintenance bays and 1700 sq ft of finished office space. The shop area is currently adequate, but the office area is about 73 percent of what is needed. The proposed wash rack would require 1800 sq ft, and could possibly be built on the current site, next to the 1515 building.

Limitations of Current Facility

As the transit services (TRAX and ParaTRAX) have grown over the years, the number of transit employees and service vehicles has increased. In addition, as new components such as METS and ADA Certification have been added to the scope of work carried out at the facility, the need for office space has increased. The result is that the 1509 Schwab Street site has reached full capacity in its present configuration.



Limitations of the current 1509 Schwab Street site are as follows:

1. The current facility does not have a vehicle washing facility (a “wash rack”). As a result, the TRAX and ParaTRAX vehicles are shuttled 20 miles from Red Bluff to a commercial truck washing facility. This costs the County approximately \$50,000 annually.
2. There are only 7,860 sq ft of secure parking on the site as currently configured. This is well below program requirements for 25,560 sq ft.
3. The current office area is 1,700 sq ft, well below program requirements for 2,340 sq ft.
4. The lease arrangement costs the County \$37,000 annually and limits usage options of the property by the County.

Proposed Improvements to Current Facility

Current parking at the site can be described as “tight.” To meet program requirements this site would need an additional 17,700 sq ft of parking (25,560 required, not including wash rack – 7,860 currently). The addition of a secure fence and locking gate at the entrance to the property would yield a potential 26,000 *additional* sq ft of parking, but this amount would depend on decisions made with respect to the current tenant of the second building. For example, for parking and to maintain truck access to the loading dock in building 1515, the current tenant would require approximately 9,000 sq ft, lowering the total for the County Transit system on this parcel to 24,860 sq ft.

A vehicle wash rack would be an important addition to the site because it would save operational costs.

No major improvements are necessary for the building exterior, but to meet program requirements it is recommended that some of the unfinished area of the building be converted to additional office space. Only minor improvements are required for the shop and general structure of the building, but the heater and evaporative cooling system will need to be replaced within the next ten years and an upgrade to the electrical system to provide 3-phase power to the shop should be installed. The cost for improvements to this building and lot total \$733,056.

- *See Schematic Cost Estimate, next page*

Base Bid Breakdown Forms

Schematic Cost Estimate			
Property A - Current Facility			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
1	Site Preparation and Earthwork		\$ 6,000.00
2	Baseroack and Paving		\$ 48,000.00
3	AC Paving Overlay		\$ 80,000.00
4	Site Concrete - Wash Slab		\$ 27,000.00
5	Striping and Exterior Signs		\$ 200.00
6	Underground Water, Storm Sewer and Storm Drain		\$ 4,200.00
7	Irrigation		\$ 1,500.00
8	Chain Link Fences and Gates		\$ 5,600.00
9	Landscaping		\$ 1,500.00
10	Erosion Control		\$ -
11	Building Concrete and Reinforcement		\$ -
12	Concrete Sealer		\$ -
13	Masonry		\$ -
14	Misc. Metals (Stairs, Awnings, etc.)		\$ -
15	Metal Framing & Blocking		\$ 34,008.00
16	Interior and Exterior Finish Carpentry		\$ 3,400.80
17	Casework and Countertops		\$ 11,336.00
18	Insulation		\$ 2,777.32
19	Firestopping - incl in Metal Framing		\$ -
20	Sealants and Caulking		\$ 1,417.00
21	Access Doors		\$ -
22	Metal Doors and Frames		\$ 24,769.16
23	Overhead Sectional Doors		\$ 4,200.00
24	Windows & Glazing		\$ 9,068.80
25	Finish Hardware		\$ 8,502.00
26	Gypsum Board		\$ 33,441.20
27	Acoustical Ceilings		\$ 9,408.88
28	Tile - VCT		\$ 5,951.40
29	Linoleum Flooring and Rubber Base		\$ 4,534.40
30	Carpet		\$ 9,919.00
31	Vinyl Wallcovering		\$ -
32	Painting		\$ 19,271.20
33	Sanitary Wall Panels		\$ 2,267.20
34	Toilet Partitions		\$ -
35	Architectural Louvers		\$ -
36	Corner Guards		\$ -
37	Interior Signs		\$ 2,550.60
38	Metal Lockers		\$ -
39	Fire Extinguishers & Cabinets		\$ 283.40
40	Wire Mesh Partitions		\$ -
41	Toilet Accessories		\$ 3,400.80
42	Projection Screen - 2		\$ 636.00
43	Appliances		\$ 2,250.00
44	Metal Building System		\$ -
45	Fire Sprinkler System		\$ -
46	Plumbing		\$ 45,344.00
47	Fluid Distribution and Waste System		\$ -
48	Heating, Ventilating and Air Conditioning		\$ 85,020.00
49	Vehicle Exhaust Removal System		\$ 2,400.00
50	Site Electrical		\$ -
51	Building Electrical		\$ 90,688.00
52	Bus Wash Equip. & Interceptor		\$ 17,500.00
53	Subtotal		\$ 608,345.16
54	General Conditions		\$ 36,500.71
55	Bonds		\$ 15,208.63
56	Fee/Overhead & Profit		\$ 73,001.42
57	TOTAL:		\$ 733,056.00

SECOND BUILDING: 1515 SCHWAB STREET

The current transit facility shares the parcel with a second building at 1515 Schwab Street that is divided into three suites. Two of the suites are leased to a snack food distribution vendor. The third suite is being used by the owner of the property. Total area of the 1515 building is 7980 sq ft. The entranceway to this property is shared by all occupants of the two buildings.

- *See Attachments, Thomson & Hendricks Report, Appendix Property A*

Proposed Improvements to Building

This building exterior and interior are in good condition. It is assumed that the existing configuration for this building would stay as is, with approximately 550 sq ft of finished office space and 7450 sq ft of unfinished storage area. Improvements to this facility would include repairs to damaged siding and insulation, fixing a leak in one of the suites, and installing HVAC units. The estimated costs for renovations of the 1515 Building are \$47,550. This cost would be higher if it were decided to convert the unfinished areas into a training classroom or additional office space.

(Improvements to the lot are listed in the description for the 1509 building.)

COMBINED COSTS FOR PROPERTY A

Property A, which includes both the 1509 and 1515 Schwab Street buildings, can meet immediate facility needs, but lacks growth potential.

Purchase price for this parcel is \$636,850, which would include both buildings. Building and site improvement costs are estimated to at \$733,056 for the 1509 building (including installation of a new wash rack) and \$47,550 for the 1515 building. Total renovations for Property A sum to \$780,606.



PROPERTY B: 1820 BIDWELL

The main attraction of Property B is that it is located on a 1-acre parcel adjacent to Property A.

The building, at 5000 sq ft (including 1250 sq ft of finished office space and an unfinished shop area) is much smaller than the current transit facility and would not be large enough in itself to house County's transit program needs. However, in combination with the Schwab Street parcel, parking capacity and office space would be greatly improved. This combination would meet current needs and provide the capacity to accommodate long term growth of the Tehama Regional Transit program.



Proposed Improvements Property B

This property currently has 17,000 sq ft of paved parking which is not fenced, plus another 21,560 sq ft of fenced gravel area. Gravel portions of the site will require paving and the fencing will need to be modified, but this site would in itself resolve that parking issues for the transit vehicles.

The building exterior is in good shape and will require only minor improvements such as the installation an additional doors and repairs to the roof. The interior will need renovations to provide additional office space. Improvement costs are estimated to be \$760,532.

- *See Schematic Cost Estimate, next page. Note: cost for wash slab has been deducted from total, as wash bay cost is included in Property A.*

Purchase price for this parcel is \$400,000.

Base Bid Breakdown Forms

Schematic Cost Estimate			
Property B - Adjacent to Current Facility			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
1	Site Preparation and Earthwork		\$ 6,000.00
2	Baseroack and Paving		\$ 48,000.00
	AC Paving Overlay		\$ 80,000.00
3	Site Concrete - Wash Slab		\$ 27,000.00
4	Striping and Exterior Signs		\$ 580.00
5	Underground Water, Storm Sewer and Storm Drain		\$ 4,200.00
6	Irrigation		\$ 1,500.00
7	Chain Link Fences and Gates		\$ 4,200.00
8	Landscaping		\$ 1,500.00
9	Erosion Control		\$ -
10	Building Concrete and Reinforcement		\$ -
11	Concrete Sealer		\$ -
12	Masonry		\$ -
13	Misc. Metals (Stairs, Awnings, etc.)		\$ -
14	Metal Framing & Blocking		\$ 38,046.00
15	Interior and Exterior Finish Carpentry		\$ 3,804.60
16	Casework and Countertops		\$ 12,682.00
17	Insulation		\$ 3,107.09
18	Firestopping - incl in Metal Framing		\$ -
19	Sealants and Caulking		\$ 1,585.25
20	Access Doors		\$ -
21	Metal Doors and Frames		\$ 27,710.17
22	Overhead Sectional Doors		\$ 4,200.00
23	Windows & Glazing		\$ 16,486.60
24	Finish Hardware		\$ 9,511.50
25	Gypsum Board		\$ 37,411.90
26	Acoustical Ceilings		\$ 10,526.06
27	Tile - VCT		\$ 6,658.05
28	Linoleum Flooring and Rubber Base		\$ 5,072.80
29	Carpet		\$ 11,096.75
30	Vinyl Wallcovering		\$ -
31	Painting		\$ 21,559.40
32	Sanitary Wall Panels		\$ 2,536.40
33	Toilet Partitions		\$ -
34	Architectural Louvers		\$ -
35	Corner Guards		\$ -
36	Interior Signs		\$ 2,853.45
37	Metal Lockers		\$ -
38	Fire Extinguishers & Cabinets		\$ 317.05
39	Wire Mesh Partitions		\$ -
40	Toilet Accessories		\$ 3,804.60
41	Projection Screen - 2		\$ 1,240.00
42	Appliances		\$ 2,250.00
43	Metal Building System		\$ -
44	Fire Sprinkler System		\$ -
45	Plumbing		\$ 46,289.30
46	Fluid Distribution and Waste System		\$ -
47	Heating, Ventilating and Air Conditioning		\$ 88,774.00
48	Vehicle Exhaust Removal System		\$ 2,400.00
49	Site Electrical		\$ -
50	Building Electrical		\$ 95,115.00
51	Bus Wash Equip. & Interceptor		\$17,500
52	Subtotal		\$ 645,517.97
53	General Conditions		\$ 51,641.44
54	Bonds		\$ 12,910.36
55	Fee/Overhead & Profit		\$ 77,462.16
56	TOTAL:		\$787,532

PROPERTY C: FORMER CALTRANS MAINTENANCE FACILITY

The former Caltrans maintenance facility, located at 13700 Highway 36 East in Red Bluff, comprises a stucco office building and two manufactured steel shop buildings. One of the shop buildings has a vehicle washing station attached to it under a covered breezeway. There are also some minor structures on the site: an old office trailer (of no use), three metal storage sheds, a wood-framed storage shed, and a structure consisting of two shipping containers bolted together for another storage area. Most of these buildings appear to be 50-60 years old.



Proposed Improvements Property C

With improvements, this 5.45-acre parcel is certainly large enough to accommodate program requirements for the Regional Transit system. Space for vehicle parking would not be a problem for this location. However, the structural improvements required would be extensive. Although there are two shop areas, neither can accommodate a large transit bus, so it is recommended that a new metal shop building be constructed. The office currently on the site is only 960 sq ft, meeting only 41% program requirements for office area, so additional office space would need to be constructed.

■ *See Schematic Cost Estimate, next page*

In addition to the estimated improvements costs of nearly \$1 million, there are other concerns with this site. One is the possibility that it has been contaminated by hazardous waste. Caltrans will issue an environmental hazard report at a later date, but in the interim it should be assumed that there will be costs associated with cleanup at this site. Another concern is that the location is on a FEMA flood map which identifies the location as being in the 100 year flood zone. Finally, compliance with Americans with Disability Act (ADA) is also an issue which Caltrans identified in their justification to construct a new facility. These concerns make this location unadvisable. Purchase price for this site does not appear to be determinable at this point.

Base Bid Breakdown Forms

Schematic Cost Estimate			
Property C - Cal Trans Site			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
1	Site Preparation and Earthwork		\$ -
2	AC Paving Overlay		\$ 250,000.00
3	Site Concrete		\$ -
4	Striping and Exterior Signs		\$ 400.00
5	Underground Water, Storm Sewer and Storm Drain		\$ -
6	Irrigation		\$ -
7	Chain Link Fences and Gates		\$ 1,500.00
8	Landscaping		\$ -
9	Erosion Control		\$ -
10	Building Concrete and Reinforcement		\$ 38,400.00
11	Concrete Sealer		\$ 192.00
12	Masonry		\$ -
13	Misc. Metals (Stairs, Awnings, etc.)		\$ -
14	Metal Framing & Blocking		\$ 23,040.00
15	Interior and Exterior Finish Carpentry		\$ 4,608.00
16	Casework and Countertops		\$ 7,680.00
17	Insulation		\$ 1,881.60
18	Firestopping - incl in Metal Framing		\$ -
19	Sealants and Caulking		\$ 960.00
20	Access Doors		\$ -
21	Metal Doors and Frames		\$ 16,780.80
22	Overhead Sectional Doors		\$ 16,128.00
23	Windows & Glazing		\$ 9,984.00
24	Finish Hardware		\$ 5,760.00
25	Gypsum Board		\$ 22,656.00
26	Acoustical Ceilings		\$ 6,374.40
27	Tile - VCT		\$ 4,032.00
28	Linoleum Flooring and Rubber Base		\$ 3,072.00
29	Carpet		\$ 6,720.00
30	Vinyl Wallcovering		\$ -
31	Painting		\$ 13,056.00
32	Sanitary Wall Panels		\$ 1,536.00
33	Toilet Partitions		\$ -
34	Architectural Louvers		\$ -
35	Corner Guards		\$ -
36	Interior Signs		\$ 1,728.00
37	Metal Lockers		\$ -
38	Fire Extinguishers & Cabinets		\$ 192.00
39	Wire Mesh Partitions		\$ -
40	Toilet Accessories		\$ 268.80
41	Projection Screen - 2		\$ 1,240.00
42	Appliances		\$ 2,250.00
43	Metal Building System		\$ 187,500.00
44	Fire Sprinkler System		\$ -
45	Plumbing		\$ 28,032.00
46	Fluid Distribution and Waste System		\$ -
47	Heating, Ventilating and Air Conditioning		\$ 53,760.00
48	Vehicle Exhaust Removal System		\$ 2,400.00
49	Site Lighting		\$ 15,000.00
50	Building Electrical		\$ 57,600.00
51	Bus Wash Equipment		\$ 15,000.00
52	Demo Exist. Buildings		
53	Subtotal		\$ 799,731.60
54	General Conditions		\$ 63,978.53
55	Bonds		\$ 15,994.63
56	Fee/Overhead & Profit		\$ 95,967.79
57	TOTAL:		\$975,673

PROPERTY D: FORMER HELSER CHEVROLET DEALERSHIP

Property D is the former Helser Chevrolet Dealership, located at 215 S. Main Street in Red Bluff on a 1.14-acre parcel.

This parcel currently has one large building on it, a 9256 sq ft structure that is approximately 50 years old. It contains 1752 sq ft of office space, or about 75% of what is required, so additional office space would be required here.



Proposed Improvements Property D

This structure will need substantial renovation, as it is showing signs of age, and, in places, water damage. Although there is a sizeable parking area on this site, it will require extensive regrading. This need is due in part to the poor condition of the paving, and also to a nearly 3-foot elevation differential between the parking area and the building that would hinder access of larger transit vehicles to the maintenance shop. Estimates for regrading, including site preparation, earthwork, baserock and paving, and baserock fill to address the elevation differential, are \$312,250. When other improvements are added, the total estimate for renovating this site is over \$1.1 million. .

- *See Schematic Cost Estimate, next page*

With its location on Main Street, this site appears to be more suitable for a commercial business than a transit facility. Located on a busy arterial street, it presents safety issues for transit vehicle entrance and egress.

Purchase price for this property is \$950,000.

Base Bid Breakdown Forms

Schematic Cost Estimate			
Property D - Helser Building			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
1	Site Preparation and Earthwork		\$ 26,250.00
2	Baserock and Paving		\$ 210,000.00
3	Base Rock Fill		\$ 76,000.00
4	Site Concrete		\$ 40,000.00
5	Retaining Wall - demolition and removal		\$ 4,000.00
6	New Retaining wall		\$ 28,500.00
7	Building demolition		\$ 3,200.00
8	Structural Repairs		\$ 75,000.00
9	Striping and Exterior Signs		\$ 1,275.00
10	Underground Water, Storm Sewer and Storm Drain		\$ 6,300.00
11	Irrigation		\$ 11,375.00
12	Chain Link Fences and Gates		\$ 14,000.00
13	Landscaping - Ground Cover		\$ 16,250.00
14	Landscaping - Trees		\$ 2,000.00
15	Erosion Control		\$ 9,552.00
16	Building Concrete and Reinforcement		\$ -
17	Concrete Sealer		\$ -
18	Masonry		\$ -
19	Misc. Metals (Stairs, Awnings, etc.)		\$ -
20	Metal Framing & Blocking		\$ 28,656.00
21	Interior and Exterior Finish Carpentry		\$ 2,865.60
22	Casework and Countertops		\$ 7,402.80
23	Insulation		\$ 2,340.24
24	Firestopping - incl in Metal Framing		\$ -
25	Sealants and Caulking		\$ 1,194.00
26	Access Doors		\$ -
27	Metal Doors and Frames		\$ 20,871.12
28	Overhead Sectional Doors		\$ 4,200.00
29	Windows & Glazing		\$ 12,417.60
30	Finish Hardware		\$ 7,164.00
31	Gypsum Board		\$ 28,178.40
32	Acoustical Ceilings		\$ 7,928.16
33	Tile - VCT		\$ 5,014.80
34	Linoleum Flooring and Rubber Base		\$ 3,820.80
35	Carpet		\$ 8,358.00
36	Vinyl Wallcovering		\$ -
37	Painting		\$ 16,238.40
38	Sanitary Wall Panels		\$ 1,910.40
39	Toilet Partitions		\$ -
40	Architectural Louvers		\$ -
41	Corner Guards		\$ -
42	Interior Signs		\$ 2,149.20
43	Metal Lockers		\$ -
44	Fire Extinguishers & Cabinets		\$ 238.80
45	Wire Mesh Partitions		\$ -
46	Toilet Accessories		\$ 2,865.60
47	Projection Screen - 2		\$ 1,240.00
48	Appliances		\$ 2,250.00
49	Metal Building System		\$ -
50	Fire Sprinkler System		\$ -
51	Plumbing		\$ 34,864.80
52	Fluid Distribution and Waste System		\$ -
53	Heating, Ventilating and Air Conditioning		\$ 71,640.00
54	Vehicle Exhaust Removal System		\$ 2,400.00
55	Site Electrical - New Service		\$ 75,000.00
56	Building Electrical		\$ 71,640.00
57	Bus Wash Equip. & Interceptor		\$17,500
58	Subtotal		\$ 964,050.72
59	General Conditions		\$ 77,124.06
60	Bonds		\$ 19,281.01
61	Fee/Overhead & Profit		\$ 115,686.09
62	TOTAL:		\$1,176,142

PROPERTY E: FORMER RED BLUFF FORD DEALERSHIP

The last property reviewed is the Former Red Bluff Ford Dealership located at 2950 Main Street in Red Bluff. This is the largest of the parcels evaluated: 10.88 acres. The one structure on the property is 31,247 sq ft, with approximately 10,924 sq ft of office space and 15,752 sq ft of shop area.



Proposed Improvements Property E

The building is only 8 years old, and is in good condition—no major improvements are required, just relatively minor renovations such as a wash slab for vehicle washing, secure fencing, and some HVAC work. Total costs for renovations are estimated to be \$114,690.

■ *See Schematic Cost Estimate, next page*

This parcel far exceeds the program requirements for Tehama Regional Transit, but it is not without merit. There is plenty of parking space, and it would provide a high profile location for the transit program. A facility of this capacity could be an ideal transit hub for multiple services such as: Greyhound, Amtrak, First Class Shuttle (shuttle to Sacramento Airport), or even future rail service. However, this large facility was constructed for commercial retail and the purchase price is more than double the amount of funds programmed in the 2010 STIP. In addition, any occupant that does not generate sales tax revenue could pose a negative economic impact. Chamber of Commerce and community members are seeking a suitable business to procure the site.

In the event that the County were to purchase this property from the bank, the additional cost of maintaining a site this large *could potentially* be offset buy revenue from leasing the space not needed by the County. However, inasmuch as the development potential for this parcel is beyond the scope of this report, this is not an option that we can recommend. The asking price for this property is \$5,000,000.

Base Bid Breakdown Forms

Schematic Cost Estimate			
Property E - Ford Lot			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
1	Site Preparation and Earthwork		\$ -
2	Baseroack and Paving		\$ -
3	Site Concrete - Wash Slab		\$ 27,000.00
4	Striping and Exterior Signs		\$ -
5	Underground Water, Storm Sewer and Storm Drain		\$ -
6	Irrigation		\$ -
7	Chain Link Fences and Gates		\$ 4,200.00
8	Landscaping		\$ -
9	Erosion Control		\$ -
10	Building Concrete and Reinforcement		\$ -
11	Concrete Sealer		\$ -
12	Masonry		\$ -
13	Misc. Metals (Stairs, Awnings, etc.)		\$ -
14	Metal Framing & Blocking		\$ 1,680.00
15	Interior and Exterior Finish Carpentry		\$ 168.00
16	Casework and Countertops		\$ -
17	Insulation		\$ 137.20
18	Firestopping - incl in Metal Framing		\$ -
19	Sealants and Caulking		\$ 70.00
20	Access Doors		\$ -
21	Metal Doors and Frames		\$ 1,260.00
22	Overhead Sectional and Counter Doors		\$ -
23	Windows & Glazing		\$ -
24	Finish Hardware		\$ 420.00
25	Gypsum Board		\$ 1,456.00
26	Acoustical Ceilings		\$ -
27	Tile - VCT		\$ -
28	Linoleum Flooring and Covered Base		\$ 1,400.00
29	Carpet		\$ -
30	Vinyl Wallcovering		\$ -
31	Painting		\$ 952.00
32	Sanitary Wall Panels		\$ 560.00
33	Toilet Partitions		\$ -
34	Architectural Louvers		\$ -
35	Corner Guards		\$ -
36	Interior Signs		\$ 280.00
37	Metal Lockers		\$ -
38	Fire Extinguishers & Cabinets		\$ -
39	Wire Mesh Partitions		\$ -
40	Toilet Accessories		\$ 560.00
41	Projection Screen - 2		\$ 1,240.00
42	Appliances		\$ -
43	Metal Building System		\$ -
44	Fire Sprinkler System		\$ -
45	Plumbing		\$ 5,600.00
46	Fluid Distribution and Waste System		\$ -
47	Heating, Ventilating & Air Cond. - Reconnect Existing		\$ 18,000.00
48	Vehicle Exhaust Removal System		\$ 2,400.00
49	Site Electrical		\$ -
50	Building Electrical		\$ 2,800.00
51	Bus Wash Equip. & Interceptor		\$17,500
52	Subtotal		\$ 87,683.20
53	General Conditions		\$ 7,014.66
54	Bonds		\$ 2,455.13
55	Fee/Overhead & Profit		\$ 17,536.64
56	TOTAL:		\$114,690

RECOMMENDATIONS

Paratransit Services has reviewed closely the information provided in the *Thomson & Hendricks Report*, considered and the needs of the County, and applied our operational experience. Regarding the latter, in some cases the dimensions do not accurately reflect the appropriateness of the site. With Property C, for example, the location is on a flood plain and may also have hazardous waste contamination. Property D appears to have the right dimensions, but several factors served to eliminate this site: It is on a busy arterial street, and not situated for safe entrance and egress from the property for transit vehicles, and it is in a retail area, which is not optimal for an industrial type Transit Facility where vehicle repairs are performed on site.

As a result of this study, our interest focuses on two sites located in the Red Bluff Airport Industrial Park, “Property A” and “Property B.” Our recommendations include the following four options:

- Option 1: Purchase Properties A and B, Remodel Existing Buildings
- Option 2: Purchase Properties A and B, Build New Facility on Property A
- Option 3: Purchase Property A Only, Remodel Existing Buildings
- Option 4: Purchase Property A Only, Build New Facility

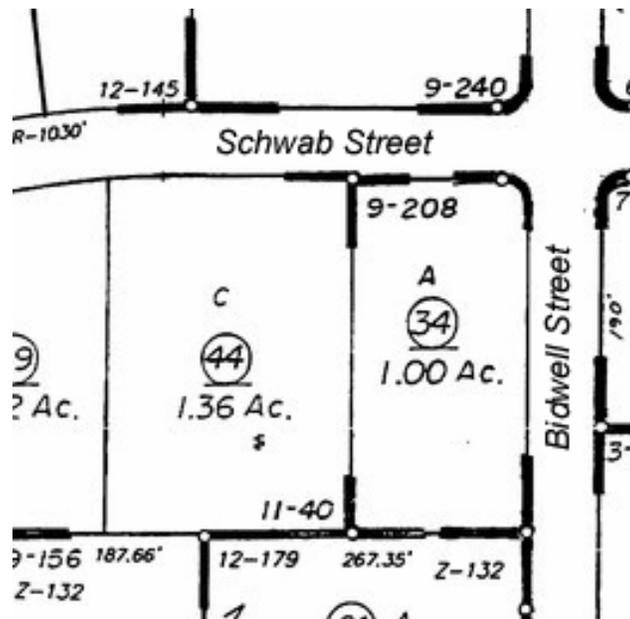
All options represent important improvements over the current Transit Facility configuration.

Property Evaluation Summary. Parking and interior areas represent potential after remodeling. All properties except Property B have potential to meet program requirements for parking area, and shop and office space. Property B is considered in combination with the adjacent site, Property A.

Property	Parking (sq ft) <i>Required: 27,360</i>	Interior (sq ft) <i>Required: 6,283</i>	Purchase Price	Renovation Cost	Total Cost	Comments
A (Schwab) Existing facility	33,860	15,980	\$636,850	\$780,606	\$1,417,456	Two buildings on lot; one is the current transit facility. Purchase of entire parcel would add the second building, nearly doubling interior space (currently 8,000 sq ft) and increasing parking options. Site meets immediate facility need; lacks potential for growth.
B (Bidwell) <i>Adjacent to existing facility</i>	38,560	5,000	\$400,000	\$787,532	\$1,187,532	Adjacent to existing transit facility on Property A. Not large enough on its own to meet program needs. Allows expansion of Property A to meet short & long term growth potential.
C (Caltrans) <i>On State Route 36E</i>	87,000	9,000	—	\$975,000	—	Located in flood plain. Possible hazardous waste contamination on site. Modifications needed to comply with American with Disabilities Act (ADA). Uncertain environmental and facility development costs render the site undesirable. [Purchase price not available at this time.]
D (Former Helser Chevrolet) <i>South Main Street</i>	31,000	9,256	\$950,000	\$1,176,142	\$2,126,142	Major foundation problems with the building. Lot would require extensive grading and repaving. Location on busy arterial in retail area presents safety issues for vehicle entrance and egress. Extensive redevelopment costs and limited growth potential render the site undesirable.
E (Former Red Bluff Ford) <i>North Main Street</i>	440,000	31,247	\$5,000,000	\$114,690	\$5,114,690	Larger parcel than required for Transit Facility. Purchase price is significantly higher than available funding. Any occupant that does not generate sales tax revenue could pose a negative economic impact. COC and community members are seeking a suitable business to procure the site.

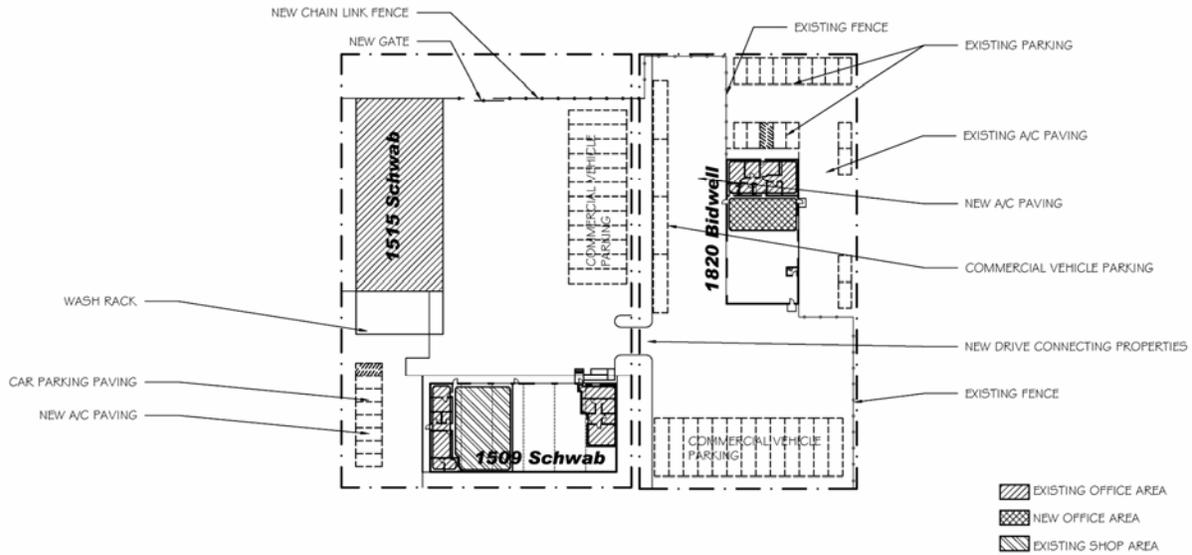
OPTION 1: PURCHASE PROPERTIES A AND B, REMODEL EXISTING BUILDINGS

For Option 1, the County would acquire the 1.36-acre parcel (Parcel 44, “Property A”) that includes the current transit facility at 1509 Schwab Street plus the second building at 1515 Schwab Street, and also acquire the adjacent 1-acre parcel (Parcel 34, “Property B”) at 1820 Bidwell (Property B). This option makes allowance for future growth and provides many facility configuration options to the County.



Location of Two Parcels Parcel 44 on Schwab Street contains the current transit facility and a second building on the property. Parcel 34 is the 1820 Bidwell location, on the corner of Schwab and Bidwell (Property B). *Excerpt from Thomson & Hendricks Report, see Attachments*

Parking capacity is greatly expanded with the addition of the Bidwell property, which alone could provide 38,560 sq ft of parking—more than program requirements for the transit program. Interior space would be increased from the current 8000 sq ft facility (1509 Schwab Street Building, “Property A” in the diagram below)) to also include a second building of approximately the same size (1515 Schwab Street, “Property A2”) and a third smaller 5,000 sq ft building on Bidwell (“Property B”).



Option 1 Parcel “44” and “34” combined for Tehama County Regional Transit Facility. Parcel 44 (“Property A”) includes the current transit facility at 1509 Schwab and the 1515 Schwab building, which is in use by the property owner and a food distribution vendor. Parcel 34 (“Property B”) is the 1820 Bidwell site. *Excerpt from Thomson & Hendricks Report, see Attachments*

Option 1 would place the County Transit Facility in a nice location: on a corner lot in the Red Bluff Airport Industrial Park, approximately 1.5 miles from Interstate 5. The Bidwell property would ensure that vehicle parking needs are addressed and allow for future growth. Expansion from the current single building to three buildings would also provide good options for the County to expand administrative office space and vehicle maintenance areas as the program expands.

OPTION 1 COSTS

Option 1 Item	Cost
Purchase Property A (Schwab Street)	\$636,850
Modifications to Property A	\$780,606
Purchase Property B (Bidwell Street)	\$400,000
Modifications to Property B	\$760,532
Total Option 1 Costs	\$2,577,988

OPTION 2: PURCHASE PROPERTIES A AND B, BUILD NEW FACILITY ON PROPERTY A

For Option 2, the Property A and B parcels would be purchased, but both buildings on Property A (1515 and 1509 Schwab Street) would be demolished and replaced with a new 6300 sq ft facility (see “Space Inventory,” p. 11). The building on Property B would not be remodeled as in Option 1, but improvements would be made to *both* lots. The wash bay is included in the Property A costs.

Changes in cost for Option 2 as compared to Option 1 are:

- a. Costs to remodel the buildings on Property A and Property B are removed
- b. Costs to demolish both buildings and build a new facility on Property A are added

Option 2 is further examined for two different types of new structure: a new metal building, and a conventional building.

OPTION 2 COSTS, METAL BUILDING

Option 2 Item	Cost
Purchase Property A (Schwab Street)	\$636,850
Demolish, modify lot, build new <i>metal</i> building	\$2,027,522
Purchase Property B (Bidwell Street)	\$400,000
Modifications to Property B lot	\$145,980
Total Option 2, Metal Bldg. Costs	\$3,210,352

OPTION 2 COSTS, CONVENTIONAL BUILDING

Option 2 Item	Cost
Purchase Property A (Schwab Street)	\$636,850
Demolish, modify lot, build new <i>conventional</i> bldg.	\$2,329,369
Purchase Property B (Bidwell Street)	\$400,000
Modifications to Property B lot	\$145,980
Total Option 2, Conventional Bldg. Costs	\$3,512,199

OPTION 3: PURCHASE PROPERTY A ONLY, REMODEL EXISTING BUILDINGS

For Option 3, the County would purchase only the 1.36 acre parcel on which the current facility is situated (1509 Schwab Street), Parcel 44. Office space would nearly double with the addition of the second building on this site (1515 Schwab Street), and additional parking would be gained by adding a gate and secure fence to the entrance to the property. The amount of additional parking gained would be dependent on whether the County would elect to continue the leasing arrangement between the current owner of the property and the tenant of the 1515 building, but there is potentially enough parking on this property to meet program requirements.

OPTION 3 COSTS

Option 3 Item	Cost
Purchase Property A (Schwab Street)	\$636,850
Modifications to Property A	\$780,606
Total Option 3 Costs	\$1,417,456

Option 3 does not offer the County as much flexibility for transit program growth as does Options 1 or 2, but it represents a significant improvement over the current Transit Facility configuration and is the *least costly* of the four Options.

OPTION 4: PURCHASE PROPERTY A ONLY, BUILD NEW FACILITY

For Option 4, the County would purchase only the 1.36 acre parcel on which the current facility is situated, Parcel 44, as in Option 3. However, instead of remodeling the two buildings on the parcel, both would be demolished and replaced with a new 6300 sq ft facility.

As with Option 2, the costs for Option 4 consider both a new metal building and a new conventional building.

OPTION 4 COSTS, METAL BUILDING

Option 4 Item	Cost
Purchase Property A (Schwab Street)	\$636,850
Demolish, modify lot, build new metal building	\$2,027,522
Total Option 4 Costs	\$2,391,372

OPTION 4 COSTS, CONVENTIONAL BUILDING

Option 4 Item	Cost
Purchase Property A (Schwab Street)	\$636,850
Demolish, modify lot, build new conventional building	\$2,239,369
Total Option 4 Costs	\$2,876,306

ATTACHMENTS

THOMSON & HENDRICKS REPORT



Facility Condition Assessment for the
Proposed Tehama County Transit Facility
Paratransit Services
June 15, 2010

Prepared by
Thomson & Hendricks, Inc.
Architects and Planners
Chico, California



Thomson & Hendricks, Inc.
Architects & Planners

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Executive Summary

In general, the intent of this report is to investigate five different sites in the Red Bluff community in order to determine which, if any, could feasibly and appropriately be used or converted into a transit facility for use by Tehama County and Paratransit Services. The County in conjunction with Paratransit Services identified the properties for the report team to analyze. The report team was responsible for collecting data from each site at a level of detail which would allow the sites to be assessed. The report team then developed conceptual designs and cost estimates for the required improvements at each property.

In generating this report, the report team used a consistent methodology of inspection, examination and cataloging of data for each site. A thorough visual examination was conducted at each of the five sites in turn to collect a broad spectrum of data critical to making a final evaluation. In order to have an understanding of how large a building and site would be needed a preliminary program analysis was formulated.

A brief summary of the findings at each site:

Property A, the current facility, is located at 1509/1515 Schwab Street. There are two existing buildings on a 1.34 acre site. The 1509 Schwab building is occupied by Paratransit Services. The 1515 Schwab building is leased to a commercial tenant and was not evaluated as part of this report. The existing building is an 8,000 square foot manufactured metal building, large enough to house all of the programmed building areas. The space available on the site for parking and commercial vehicle parking is not adequate.

Property B, 1820 Bidwell Street is located next door to 1509 Schwab Street. There is one 5,000 square foot building on a one acre site. This property alone would not be large enough to house all of the needs of this operation. This property was evaluated in combination with the current facility. The combined facility would offer nearly 13,000 square feet of building area (not including the 1515 Schwab building) and 1.8 acres of available site area for vehicle parking and vehicle circulation. The business office would be relocated to the existing 1820 Bidwell building and the maintenance shop would remain in the current facility. The combined facility would offer flexibility in housing the current operations and room for future expansion.

Property C, the former Cal Trans maintenance facility on Hwy 36, is located on 5.45 acres. There are three major structures on the site and several small storage buildings. None of the existing buildings at this site would meet the needs of the operation. The office building would require a major addition to have adequate area. The main shop building is too narrow to service the full size vehicles. A new



maintenance shop would be required. The smaller of the existing shop buildings could be renovated into the driver break room, training room, and restroom area. One concern about this site is its location in a FEMA flood hazard zone. Another concern would be the existence of any hazardous materials or soil contamination typical of a site with this type of previous use. The State of California will be providing an environmental study as part of their disclosures.

Property D is the former Helser Chevrolet dealership located near downtown Red Bluff. The site has one existing 9,256 square foot building on a 1.14 acre site. This building is the oldest of all the structures we analyzed. The building has evidence of major foundation problems. There are signs of water damage in the wood framed addition near the front of the building. The site would also require extensive regrading to make it accessible to large commercial vehicles and buses. Although this site and building are large enough to house the operations the renovations would be extensive.

Property E is the former Red Bluff Ford dealership located on the north end of Red Bluff. It is the newest facility that we analyzed. This property is 10.88 acres and has one existing building that is approximately 31,000 square feet. The site and building far exceed the needs of the operations. This facility would increase yearly operational and maintenance costs. There is potential to remodel and subdivide the existing structure into a number of tenant suites. The scope of this report does not cover the development potential of this property.

Based on the cost estimates for renovations and meeting the programmatic needs of the operations, the best option appears to be to purchase the existing facility and the property at 1820 Bidwell. The cost to renovate just the existing property or the existing property combined with the neighboring property had about 10% different in cost. This is due to the fact that both buildings are in reasonably good condition and the amount of square footage of the renovation for the business office and other finished interior spaces is equal in area. The additional cost is due to the additional site work. The report does not account for the additional expense of purchasing two properties.

One condition that was not evaluated in the report was the purchase of the 1509/1515 Schwab property and utilizing the entire facility and both buildings for this operation. We recommend further evaluation of this option.



1. Introduction

In general, the intent of this report is to investigate five (5) different sites in the Red Bluff community in order to determine which, if any, could feasibly and appropriately be used or converted into a transit facility for use by Tehama County and Paratransit Services.

Participants in this report include:

Paratransit Services – Provides transportation services to those with special needs for several communities throughout the western United States. In Tehama County they provide TRAX, ParaTRAX, Dial-a-Ride and fixed route services.

Thomson & Hendricks, Inc. – An architectural firm providing professional design and related services. They specialize in public facilities.

VerTech Engineering, Inc. – A structural engineering firm providing professional engineering services.

2. Introduction of A&E Team

Thomson & Hendricks, Inc., was founded in 1947 to provide professional design services for public agencies and school districts throughout Northern California. Their résumé includes over 2,500 projects with total construction costs in excess of \$300 million. Examples of their work may be seen throughout the area, including Tehama, Butte, Sutter, Yuba, Colusa, Glenn, Shasta, Plumas, Lassen and Sierra Counties. Project types include a variety of public and institutional facilities such as libraries, police and fire stations, and K-12 and higher educational facilities.

The project lead for this report was Leslie Swaim, Assc. AIA, LEED AP. Ms. Swaim has 14+ years of professional design experience and has completed several similar reports prior. Ms. Swaim was responsible for reviewing the architectural, mechanical and electrical features of each site.

Working in association with Ms. Swaim was Mr. Andrew Johnson, P.E., of VerTech Engineering. It was his responsibility to review the structural components of each site.



3. Purpose of Report

The purpose of this report was to review five specific sites in order to determine their appropriateness for use as a transit facility. The County in conjunction with Paratransit Services identified the five properties for the report team to analyze. The report team was responsible for collecting data from each site at a level of detail which would allow the sites to be assessed.

Furthermore, the report is to address the following three scenarios:

Scenario 1 – Purchase the existing facility at 1509 Schwab Street and remodel it to meet the needs of the operation.

Scenario 2 – Purchase and model an existing facility in the greater Red Bluff area to meet the needs of the system.

Scenario 3 – Transfer the Caltrans facility in the Red Bluff area and remodel/remanufacture the existing facility infrastructure as appropriate.

This report will be made part of a final report made by Paratransit Services to Tehama County.

4. Data Collected/Generated by Property

In order for the report to have relevance, it was necessary to determine the following at each site:

- Whether the property meets applicable codes.
- What improvements, if any, will be needed to bring the property up to code.
- Any short term improvements.
- Any long term improvements.
- A review of the structure's structural integrity.
- A conceptual design for converting the site into a transit facility.
- A cost estimate for converting the site.
- A proposed schedule for the conversion.

5. Methodology of Report

In generating this report, the report team used a consistent methodology of inspection, examination and cataloging of data for each site. A thorough visual examination was conducted at each of the five sites in turn to collect a broad spectrum of data critical to making a final evaluation. These data include:

- All architectural systems and finishes were observed for current condition and probable life expectancy. Those items requiring replacement were so noted.
- All structural systems were cataloged, noting type and construction methodology wherever possible. Those areas showing wear damage and/or evidence of modification were so noted.
- Mechanical systems were reviewed, with age and condition being of primary concern. Those systems in need of repair, or those reasonably expected to fail in the relatively near future, are specifically called out.
- All visible electrical systems were inspected. Panel loads and maximum capacities were noted. Lighting systems were cataloged, as were fire/smoke alarm systems.
- Both interiors and exteriors were examined for accessibility compliance. Door swings, fixture heights, ramps, stairs, parking, informational signs, restrooms, and other features were measured and inspected with the results being cataloged. Those items that require modification or replacement for compliance are so noted.
- Many photographs were taken of each site, providing a visual catalog of systems and relevant findings.

Complete building drawings were provided for some of the facilities. The local building department was also contacted, and they were able to provide a few additional drawings and details which were of some use. All these documents were thoroughly studied in preparation of this report and relevant data are included herein.

After gathering the data, it was necessary to compile it into a meaningful format. Code analyses for each site were then developed in order to identify specific code-related issues.

From this point, it was possible to establish an appropriate scope of work and estimates of both the cost and time necessary to bring each facility to the point where it would meet operational needs. All of this information has been collated in a manner that will allow for a meaningful side-by-side comparison of the five sites in question.



6. Building and Site Program

In order to have an understanding of how large a building and site would be needed, the following preliminary program analysis was formulated. A chart at the end of this section provides a summary of the building area and site area required for the program.

6A. Site Features

Parking

Exterior paved parking is required for 15 employees plus 3 visitors. The code requires that 1 van accessible space be provided. The total number of parking spaces required is 19. The standard size for a parking stall is 9 feet wide by 20 feet long. The van accessible space is 9 feet wide plus an 8 feet wide access aisle by 20 feet long. Additional area was included for a drive aisle to access the parking.

Commercial Vehicle and Bus Parking

Exterior paved parking is required for approximately 25 vehicles ranging in size from sedans, mini-vans, and passenger vans, to full size 40 foot buses. The current fleet is mostly made up of smaller size vehicles. Next year two full size buses will be added to the fleet. Planning for future expansion the commercial vehicle storage was sized to accommodate up to 24 full size buses. We also assumed that one full size bus parking space can accommodate two smaller vehicles. Additional area was included for a drive aisle to access the parking and provide clearance for a full size bus turning radius.

Commercial Vehicle Wash Rack

A commercial vehicle wash rack with one bay sized to accommodate one full size 40 foot bus. A boom-arm will be required for the large vehicles. An oil and water separator is required at the drain. Waterproof lighting and 120/240v power for pressure washer and steam cleaner are also required.

Fences and Gates

The site is required to be fully fenced by a minimum 6 foot chain link with security barbed wire top. A main gate to the property shall be a 36 foot wide rolling type. The gate shall be automatic and operated by remote control. Where possible a second gate shall be installed to provide a drive through arrangement for commercial vehicles.

Site Lighting

All parking, vehicle and bus storage areas, and the immediate areas around buildings shall be lighted. The vehicle wash rack area shall be lighted.

Landscaping

Landscaping shall be provided as required by the zoning code. Typically landscaping is required along the street and side yard streets and at 8% of the area designated for parking. Landscaping at the commercial vehicle storage areas is not included. The landscaping shall be irrigated and provided with an automated timer.

Accessible Path of Travel

The code requires a path of travel from the public way and/or the accessible parking stall to the main entrance to the building. This can be accomplished by providing a sidewalk with a maximum slope of 5% in the direction of travel and a maximum cross slope of 2%. When grades are greater than 5% in the direction of travel an accessible ramp as described in the building code shall be provided. A level landing at the exterior doors shall be provided as required by the building code. Stairs shall be in compliance with the building code.

6B. Building Features

The building is broken into two distinct areas: the Business Office that will house the administrative functions and the Shop that will house the vehicle maintenance functions and the driver areas.

Business Office

The general office area shall include offices for the manager, maintenance manager, office manager, trainer, and dispatch. There will be a small reception area as you enter. All the offices shall have a window and a private door. The dispatch office shall have a partial height wall with a service countertop. Adjacent to dispatch will be a vault room. The vault room will have wall boxes where the drivers can drop off the vault boxes without entering the vault room. Inside the vault room the money from the vaults will be removed and stored in a safe located inside this room. There shall be a conference room. A record storage room will store paper files in 3 or 4 drawer filing cabinets and in file storage boxes. Preferably the record storage room is accessed from the office space but it could have a door from the shop. The computer servers could also be located within the record storage room. There shall be an area for printers, copiers, and fax machine in a central shared location. General office storage shall be in central shared location.

All office areas shall be ADA compliant. The entire business office shall have climate control. The entire office area shall have carpet. The circulation and storage areas shall be tile or sheet vinyl/linoleum.

Office Restroom

A single occupant unisex accessible restroom will serve the occupants in the office area only, approximately 8 people, and visitors. The preferred floor and wall finish is tile. The restroom shall have an exhaust fan.

Maintenance Shop and Commercial Vehicle Driver Areas

Maintenance shop is where mechanical repairs, lubrication, and servicing will be performed on the fleet vehicles. Welding will also occur in the shop. The largest vehicles are full size buses, 40 feet long and up to 24,000 GVW. There shall be two mechanics bays, minimum 55 feet long and 25 feet wide to accommodate full size buses. Each bay shall have a minimum 12 feet wide by 12 feet tall roll up door. Vehicle lifts will be used in the shop so there should be a minimum 15 feet overhead clearance. The floor shall be sealed concrete. There shall be a separate parts storage room. An oil storage tank that meets federal and state standards for full containment will be installed. Battery storage shall be in a separate room with ventilation. No gasoline will be stored on site. The shop shall be heated and cooled.

Driver areas include a break room to accommodate up to 4 people on break at one time. The break room shall have a kitchenette that includes a sink, refrigerator, dishwasher, range, microwave, and storage. The room will have a couch, desk, and dining table with chairs. There will also be a training room that is separate from the break room for training up to 7 people at one time. All driver areas to be ADA compliant.

Separate single occupant men's and women's accessible restrooms will serve the occupants of the shop and driver areas. A single occupant coed shower room with accessible shower and an accessible changing room with lockers and bench shall be provided. The shower room needs to have direct access to the shop area.

General Structural System

The structure shall be in general compliance with the California Building Code. There shall be no critical defects with the structure. The shop area shall be designed for vehicles being lifted on mechanics lifts, the maximum vehicle weight being 24,000 GVW.

Mechanical System

The mechanical systems shall be in general conformance with the California Mechanical Code. The business office area and driver areas will be heated and cooled with appropriately sized HVAC equipment to serve the spaces. The restrooms and shower room shall have exhaust fans. The maintenance shop area shall be heated by gas unit heaters and cooled by evaporative coolers. An exhaust system shall be provided in the shop to meet the California Mechanical Code.

Plumbing System

The plumbing system shall be in general compliance with the California Plumbing Code. The fixtures shall be ADA accessible. Hot water shall be provided to restrooms, sinks, and break room kitchenette.

Electrical System

The electrical system shall be in general compliance with the California Electrical Code. 120V single phase power will be provided to the business office and driver areas. The maintenance shop shall be provided with 120V single phase and 208V 3-phase power. The size of the loads will need to be determined during the design phase.

Low Voltage Systems

Telecommunication system shall be provided to the entire building. A minimum of 6 outside telephone lines will be installed.

Data system (internet/intranet) shall be provided to the entire building that will have both internet and intranet connections. A central server location shall be established.

A security system shall be provided including a building alarm with door and window contact switches and motion detectors. Additionally, video surveillance system will be provided for the entire facility. The building alarm system shall have a minimum of two zones one in the office area and one in the shop area.

A fire alarm system is not required per the California Building Code.

7. Space Inventory

OFFICE AREAS	
DESCRIPTION	AREA PROGRAMMED (SF)
Manager's Office	240
Maintenance Manager's Office	240
Office Manager's Office	130
Trainer's Office	110
Dispatch	200
Vault Room	85
Reception	75
Conference Room	625
Record Storage Room	200
General Office Storage	100
Unisex Restroom	60
Circulation	207
Interstices	68
Total Office Area	2340
SHOP AREAS	
DESCRIPTION	AREA PROGRAMMED (SF)
Vehicle Maintenance Shop	2500
Tool & Parts Storage	300
Break Room with Kitchen	250
Training Room	250
Men's Restroom	60
Women's Restroom	60
Unisex Shower Room	60
Circulation	348
Interstices	115
Total Shop Area	3943
TOTAL BUILDING AREA	6283
SITE AREAS	
DESCRIPTION	AREA PROGRAMMED (SF)
Parking	5400
Vehicle Storage	15600
Vehicle Wash Rack (60'x30')	1800
Vehicle Circulation	4560
TOTAL – SITE AREAS	27360





Property A
1509/1515 Schwab

1. General Property Description

This property is 1.34 acre parcel of land located in the State of California, County of Tehama, City of Red Bluff with a street address of 1509/1515 Schwab Street, Red Bluff CA 96080. It is currently owned by Chris Corrigan. The tax assessor parcel number is 035 490 44. A portion of this property is currently leased to Paratransit Services and is the location of their Tehama county facility.

The property is located approximately one and one half miles from Business Route Highway 5 and a freeway onramp to Interstate Highway 5 North or South. The north property line is located along Schwab Street with approximately 200 linear feet of street frontage. There is one driveway on Schwab Street that provides access to the property. The properties adjacent to the east, west, and south sides of this property are developed and are light industrial use.

There are two existing buildings on the site, 1509 Schwab and 1515 Schwab. Both buildings are manufactured metal buildings located on concrete foundations on grade. The 1509 Schwab building was constructed in 1998. It is 7,998 square feet, approximately 1700 square feet of finished office space. It is approximately 20 feet tall and has a gabled roof. The 1515 Schwab building is 7,980 square feet. It was constructed before the other building. At the direction of Paratransit, 1515 Schwab was not included in the scope of this report except where mentioned below regarding the zoning ordinances and how they relate to the site as a whole.

2. Zoning

1509/1515 Schwab is located in the Red Bluff Airport Industrial Park. It is zoned P-I Planned Industrial District. The specific uses that Paratransit Services intends are permitted uses as specified in the zoning ordinances. 1515 is leased to a packaged food distributor which is also an allowed use. The lot area and lot dimensions are in compliance with the specified zoning ordinances. The set back from the property lines to the existing structures are in compliance with the zoning ordinances.

The lot size is 1.34 acres or 58,370.4 square feet. The allowed maximum building coverage is 60% or 35,022.24 square feet. The total existing building gross area is 15,978 square feet equal to 27% building coverage. The allowed surfaced area maximum is 85% or 49,614.84 square feet. The existing total area of site coverage is 47,747 square feet or 81.8%.

3. Building Code Analysis

The existing 1509 Schwab structure is classified as Type II-B construction. All elements of the building are constructed of non-combustible materials. The gross square footage and building height are well within the allowable height and building area limitations as identified in CBC Table 503. Based on the size, occupancy, and construction type this building is not required to be fire sprinklered. It is not fire sprinklered and no fire alarm system exists. The building is located on the site at least 10 feet from the property lines and all other structures therefore no fire resistive construction is required at the exterior walls.

The building is considered mixed occupancy B and S-1. No occupancy separation is required between the office area and the repair garage/shop space per CBC Table 508.3.3. The existing drawings provided by the owner do identify the wall assembly and ceiling assembly separating the office area from the shop as one-hour fire resistive construction. The existing floor plan provides adequate exits for all occupied spaces.

The existing building appears to be in compliance with the basic requirements of the California Building Code. No modifications are required to bring the building into compliance with the code.

4. Facility Condition Survey

Site

The site has approximately 31,720 square feet of asphaltic-concrete paving. Currently parking for Paratransit employees and some commercial vehicles is available along the east property line. Because of the arrangement of the buildings a large portion of the existing paved area is required to remain open for vehicle access to the 1509 Schwab building and for access to the 1515 Schwab loading dock. The south west corner of the site (west of the 1509 Schwab building) is not paved and is currently being used for some vehicle storage. The site does not provide adequate space to park all of the commercial vehicles.

The site is fenced along the east, south, and west property lines. The north side of the site along Schwab Street is not fenced. The site does not have a storm drain system, it appears to sheet drain to the east and west property lines where there are existing swales. There is no existing site lighting. There is no existing vehicle wash rack. The path of travel to the main entry at the business office is not accessible.

Site Improvements

Required site improvements include the construction of an accessible ramp and stair to the main entrance of the business office. The addition of security fencing and an automatic gate along Schwab Street. The construction of a vehicle wash rack area. Paving of the gravel area. Installation of general site lighting. In the next 10 years as the number of larger vehicles in the commercial fleet increases resurfacing of the existing paving will be required.

Building Exterior

The building is clad in painted metal siding. It is likely that this is factory finished metal siding provided by the metal building manufacturer. The useful life for this type of siding is approximately 40 years. The siding appears to be in overall good condition. The painted finish is good. There is some damage to the siding on the south side of the building; one section of paneling has an 18 inch long gash in it approximately 30 inches above grade. Also on the south elevation several sections of siding have fasteners missing.

The building has a corrugated metal roof typical of this type of manufactured building. It is likely that this roof was provided with the manufactured building. There are sheet metal gutters along the entire north and south elevation and four downspouts. The gable ends of the building have sheet metal edge flashing. All the metal flashing, gutters, and downspouts appear to be in good condition. The useful life for this type of roofing is approximately 40 years

There are several painted exterior steel doors in painted steel frames on the building. All of the exterior doors appear to be accessible with level landings, accessible thresholds and lever type hardware. There are four 12 foot wide by 12 foot tall rollup doors in the shop on the north elevation. These doors appear to be in good working order. There are several dual-pane sliding aluminum windows on the north, east, and west elevations. The windows appear to be original to the building or installed during the office improvement renovation. They appear to be in good working order.

There is some existing lighting at the exterior of the building that will be needed to be verified during design if it is adequate.

Exterior Improvements

Only minor improvements will be required to the exterior of the building including replacing the damaged siding and replacing the missing fasteners at the siding.

Building Interior

Office Areas

There is approximately 1,700 square feet of existing finished office space including the area in the west part of the building that contains the driver breakroom, restrooms, and maintenance

manager's office. The finished office area is overall in good condition although it is too small to meet Paratransit's programmatic needs. The existing finished office space has gypsum board ceilings, gypsum board walls, and carpet flooring. The existing drawings provided by the owner notes that the office walls and ceiling are insulated. The office areas and restrooms are lighting with all 1x4 surface mounted fluorescent fixtures. The offices all have carpet with vinyl base. The flooring appears to be in fair condition, no apparent damage.

Office Improvements

An additional 865 square feet of finished office space is required. This area can be constructed within the existing metal building footprint. Reconfiguring of the existing office space is also required to meet the specific programmatic needs.

Shop Areas

The shop area is unfinished. The floors are exposed concrete slab. The roof and walls are insulated. The insulation is in good condition overall with minimal sag. There is some minor damage to the ceiling insulation along the south wall. This could be repaired with tape. The shop area is lighted with 2' by 8' fluorescent fixtures.

Shop Improvements

Minor improvements are required at the shop area including repairing the damaged ceiling insulation.

Restrooms

There is a single occupant restroom accessed from the business office. There are two additional single occupant restrooms in the shop area, one mens' and one womens'. Each restroom has one floor mounted toilet and one wall hung sink. All three restrooms are accessible. The finishes in the restroom are in fair condition. There is sheet vinyl flooring with self covered base and 4 foot fiberglass reinforced wall panel (FRP) wainscot.

Restroom improvements

There are no required improvements to the existing restroom. As part of the conceptual renovations the restroom in the business office will be relocated. Also, the restrooms in the shop area could be refinished to have ceramic tile flooring and wainscot as preferred.

Structural Analysis

The facility at 1509 Schwab Street is an 8000 square foot metal building structure manufactured by Metallic Buildings that was installed in 1998. The building structure is typical of most manufactured metal buildings with steel frames clad with purlins and metal siding/roofing. This particular building sits atop a perimeter retaining wall system as the site is sloped from north to south. The retaining walls were backfilled and an interior slab was poured over the top of compacted fill material. Based on

drawings retrieved from the building department the retaining wall appears to be designed by an engineer licensed in the State of California.

The building and foundations appeared to be in good condition at the time of our visit with the exception of some concrete that exhibited spalling at the retaining wall located near the southwest corner. This spalling was isolated to a small area of the retaining wall and appears to be the result of inadequate concrete consolidation. The slabs in general had some cracking likely due to inadequate crack control joint layout. Slabs to the North side of the building showed more signs of cracking most likely due to the portable vehicle lifts applying large point loads to a conventionally designed slab. If the cracking of the slabs is not acceptable to the user, new slabs should be designed by an engineer licensed in the State of California for the loads due to the vehicle lifts and any other anticipated loads associated with the future use of the building.

It was noted that one of the tension rods making up the cross bracing at the north east corner of the building (at the office entry location) appeared to be missing at the time of the visit. This could have a deleterious effect on the performance of the building in an earthquake or high wind event. The brace location should be verified with the permitted metal building drawings or calculations. It was also noted that the overhead gas heater in the west maintenance bay appeared to lack adequate structural support. Structural support for the heater should be verified for actual heater loads and field conditions.

The office infill framing appeared to be adequate and was constructed based on approved plans on file at the building department. Note that storage on the ceiling joists above the office infill should be limited, and should the user desire confirmed storage capacity, an analysis/design of the ceiling/mezzanine should be completed by an Engineer licensed in the State of California.

Overall the structure's construction appeared to be of good quality however without review of as-built drawings and building calculations no guarantee of compliance to current building code can be made though it is likely that at the time of construction the building was designed to code.

Structural Improvements

Install missing cross bracing. Replace support for gas heater in shop area.

Mechanical systems

The existing office area is heated and cooled by a split system with the air handler unit installed above the ceiling of the office and the condenser on a concrete pad outside. The system appears to have been installed at the time of construction. The unit does not appear to have a fresh air intake. The finished office area along the west side of the building has a similar split system also without a fresh air intake. The useful life for these types of systems is typically 20 years. The shop area is heated by a gas unit heater and is cooled by roof mounted evaporative coolers. The useful life for a unit heater and for an evaporative cooler is approximately 20 years.

Mechanical system Improvements

Unit heater and evaporative cooler in the shop space will need to be replaced in the next 10 years based on the age. The existing forced air split systems will also likely need to be replaced. Additionally, these forced air systems do not meet the current code requiring fresh air. And, these units were designed for approximately 950 square feet of finished space. A mechanical engineer will need to calculate the available capacity for these existing systems at the time of the renovations. An additional unit will likely be required.

Electrical system

Electrical service appears to be 400 amp 3 phase service to main switch gear located on the west side of the 1515 Schwab building. There are three P.G.&E. meters at this location labeled as 1509 Schwab Suite A, Suite B, and Suite C. It appears that each meter supplies 200 amp single phase power to three separate panels located in different areas of the shop.

Electrical system improvements

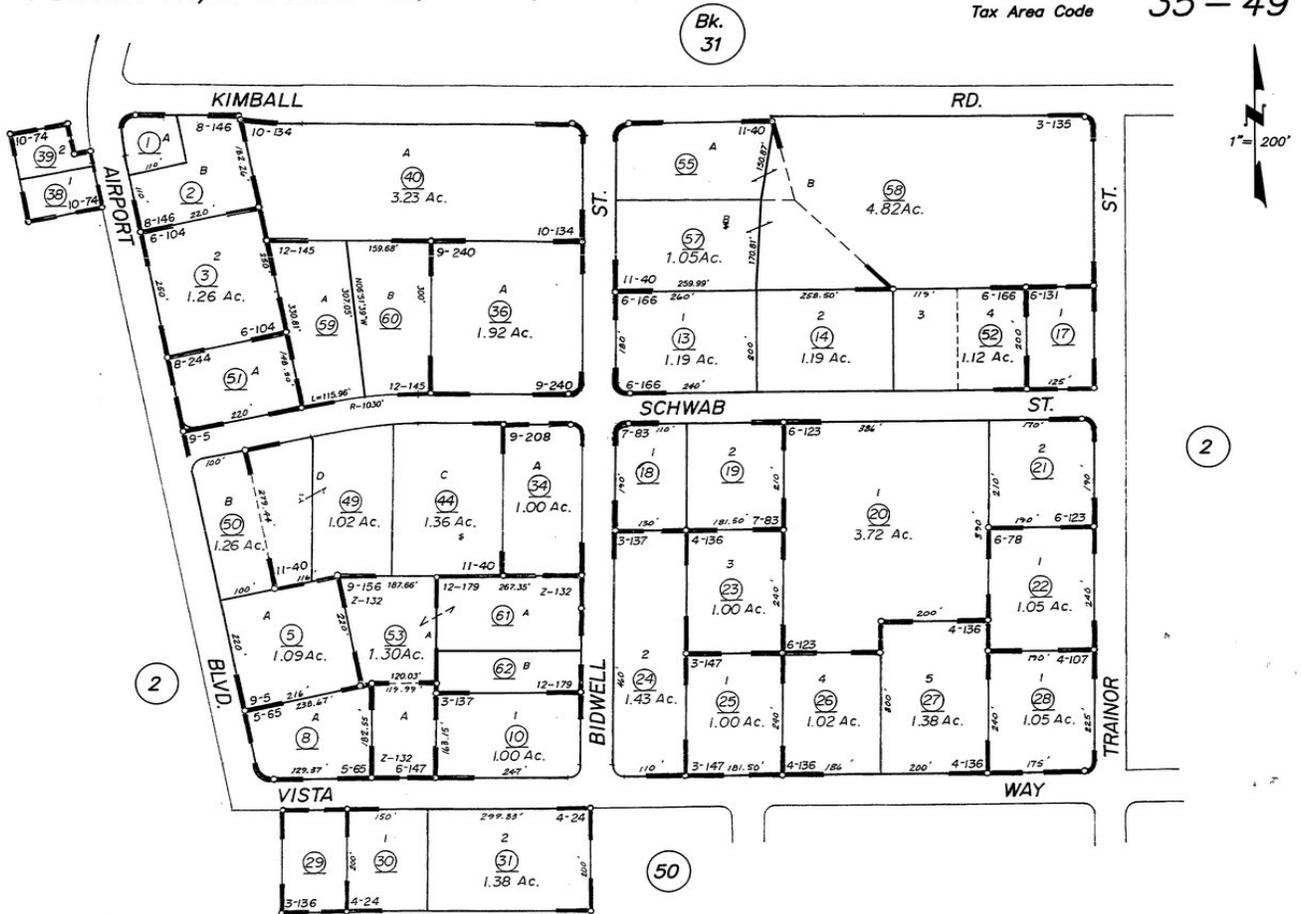
To meet the programmatic needs for 3 phase power to the shop a new feeder from the switch gear to a new electrical panel at the building will need to be installed. An electrical engineer should be retained to calculate the specific loads for the building to determine if a larger service from P.G.&E. will be required.

Telecommunication and data system will need to be installed to meet the program requirements.

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|--|-------------------------------------|
| P.M. Bk. 6, Pg. 147-P.M. No. 80-35 | P.M. Bk. 12, Pg. 179-P.M. No. 03-07 |
| P.M. Bk. 6, Pg. 131-P.M. No. 80-25 | P.M. Bk. 12, Pg. 145-P.M. No. 02-31 |
| P.M. Bk. 6, Pg. 123-P.M. No. 80-13 | P.M. Bk. 11, Pg. 40-P.M. No. 95-7 |
| P.M. Bk. 6, Pg. 104-P.M. No. 79-206 | P.M. Bk. 10, Pg. 134-P.M. No. 92-53 |
| P.M. Bk. 6, Pg. 81-P.M. No. 79-169 | P.M. Bk. 10, Pg. 74-P.M. No. 92-16 |
| P.M. Bk. 6, Pg. 78-P.M. No. 79-147 | P.M. Bk. 9, Pg. 240-P.M. No. 91-55 |
| P.M. Bk. 5, Pg. 65-P.M. No. 78-143 | P.M. Bk. 9, Pg. 208-P.M. No. 91-38 |
| P.M. Bk. 4, Pg. 136-P.M. No. 77-211 | P.M. Bk. 9, Pg. 156-P.M. No. 90-41 |
| P.M. Bk. 4, Pg. 107-P.M. No. 77-186 | P.M. Bk. 9, Pg. 5-P.M. No. 88-20 |
| P.M. Bk. 4, Pg. 24-P.M. No. 77-100 | P.M. Bk. 8, Pg. 244-P.M. No. 88-12 |
| P.M. Bk. 3, Pg. 147-P.M. No. 77-7 | P.M. Bk. 8, Pg. 146-P.M. No. 86-13 |
| P.M. Bk. 3, Pg. 137-P.M. No. 826 | P.M. Bk. 8, Pg. 133-P.M. No. 86-8 |
| P.M. Bk. 3, Pg. 135-P.M. No. 812 | P.M. Bk. 7, Pg. 83-P.M. No. 81-49 |
| R.S. Bk. Z, Pg. 132-Lot Line Adj. No. 2002-3 | P.M. Bk. 6, Pg. 166-P.M. No. 80-48 |

PORTION N1/2 SECTION 31, T.27N., R.3W., M.D.B.&M.

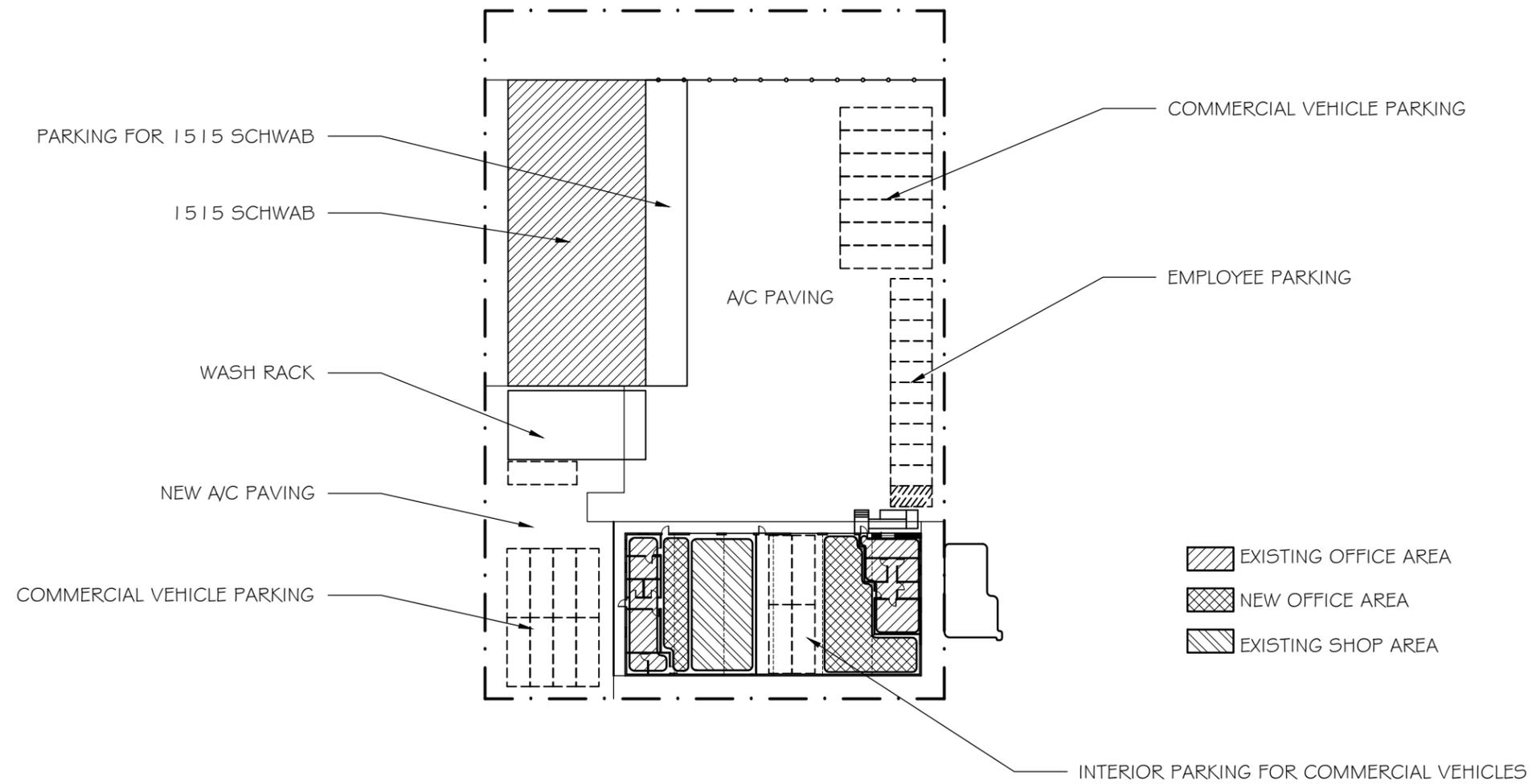
Tax Area Code **35-49**



Assessor's Map Bk. 35 -Pg. 49
County of Tehama, Calif.

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

ASSESSOR MAP
1509 Schwab Street, Suite A
Red Bluff, CA



Base Bid Breakdown Forms

Schematic Cost Estimate			
Property A - Current Facility			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
1	Site Preparation and Earthwork		\$ 6,000.00
2	Baseroack and Paving		\$ 48,000.00
3	AC Paving Overlay		\$ 80,000.00
4	Site Concrete - Wash Slab		\$ 27,000.00
5	Striping and Exterior Signs		\$ 200.00
6	Underground Water, Storm Sewer and Storm Drain		\$ 4,200.00
7	Irrigation		\$ 1,500.00
8	Chain Link Fences and Gates		\$ 5,600.00
9	Landscaping		\$ 1,500.00
10	Erosion Control		\$ -
11	Building Concrete and Reinforcement		\$ -
12	Concrete Sealer		\$ -
13	Masonry		\$ -
14	Misc. Metals (Stairs, Awnings, etc.)		\$ -
15	Metal Framing & Blocking		\$ 34,008.00
16	Interior and Exterior Finish Carpentry		\$ 3,400.80
17	Casework and Countertops		\$ 11,336.00
18	Insulation		\$ 2,777.32
19	Firestopping - incl in Metal Framing		\$ -
20	Sealants and Caulking		\$ 1,417.00
21	Access Doors		\$ -
22	Metal Doors and Frames		\$ 24,769.16
23	Overhead Sectional Doors		\$ 4,200.00
24	Windows & Glazing		\$ 9,068.80
25	Finish Hardware		\$ 8,502.00
26	Gypsum Board		\$ 33,441.20
27	Acoustical Ceilings		\$ 9,408.88
28	Tile - VCT		\$ 5,951.40
29	Linoleum Flooring and Rubber Base		\$ 4,534.40
30	Carpet		\$ 9,919.00
31	Vinyl Wallcovering		\$ -
32	Painting		\$ 19,271.20
33	Sanitary Wall Panels		\$ 2,267.20
34	Toilet Partitions		\$ -
35	Architectural Louvers		\$ -
36	Corner Guards		\$ -
37	Interior Signs		\$ 2,550.60
38	Metal Lockers		\$ -
39	Fire Extinguishers & Cabinets		\$ 283.40
40	Wire Mesh Partitions		\$ -
41	Toilet Accessories		\$ 3,400.80
42	Projection Screen - 2		\$ 636.00
43	Appliances		\$ 2,250.00
44	Metal Building System		\$ -
45	Fire Sprinkler System		\$ -
46	Plumbing		\$ 45,344.00
47	Fluid Distribution and Waste System		\$ -
48	Heating, Ventilating and Air Conditioning		\$ 85,020.00
49	Vehicle Exhaust Removal System		\$ 2,400.00
50	Site Electrical		\$ -
51	Building Electrical		\$ 90,688.00
52	Bus Wash Equip. & Interceptor		\$ 17,500.00
53	Subtotal		\$ 608,345.16
54	General Conditions		\$ 36,500.71
55	Bonds		\$ 15,208.63
56	Fee/Overhead & Profit		\$ 73,001.42
57	TOTAL:		\$ 733,056.00



Property B
1820 Bidwell

1. General Property Description

This property is 1.0 acre parcel of land located in the State of California, County of Tehama, City of Red Bluff with a street address of 1820 Bidwell Street, Red Bluff CA 96080. It is currently owned by Tom Mehringer. The tax assessor parcel number is 035 490 34. It is corner lot at the intersection of Bidwell Street and Schwab Street. It is next door to Paratransit Services current facility.

The one acre corner lot is located at the intersection of Bidwell and Schwab Streets. The property is approximately one and one half miles from Business Route Highway 5 and a freeway on ramp to Interstate Highway 5 North or South. The street frontage on Bidwell Street is approximately 300 feet and along Schwab Street is approximately 150 feet. There are two existing driveway curb cuts, the 25 foot main entrance driveway on Bidwell Street and a secondary 25 foot driveway curb cut along Schwab Street. The Schwab Street curb cut is not paved and is not being used. Paratransit's current facilities are located on the property immediately to the west. The property to the south is developed with light industrial use.

There is one existing structures on the property constructed in 1991. The structure is a 5000 square foot (50 foot by 100 foot) manufactured metal building. The building has approximately 1250 square feet of finished office space and 3750 square feet of shop space. The building has a gabled roof with an approximate 14 foot eave height and 16 foot ridge. The building sits on a concrete foundation on grade.

2. Zoning

1820 Bidwell is located in the Red Bluff Airport Industrial Park. It is zoned P-I Planned Industrial District. The specific uses that Paratransit Services intends are permitted uses as specified in the Zoning ordinances. The lot area and lot dimensions are in compliance with the specified zoning ordinances. The set back from the property lines to the existing structures are in compliance with the zoning ordinances. The existing building coverage is 11.4 percent is well within that allowed by zoning. The Surfaced area is 40 percent and is within the requirements of the zoning code.

The lot size is 1.0 acres or 43,560 square feet. The allowed building coverage maximum is 60% or 26,136 square feet. The total existing gross building area is 5,000 square feet equal to a building coverage of 11.4%. The allowed surfaced area maximum is 85% or 37,026 square feet. The existing total area of site coverage is 16,936 square feet or 38.8%.

3. Building Code Analysis

The existing 1820 Bidwell structure is classified as Type II-B construction, all elements of the building are constructed of non-combustible materials. The gross square footage and building height are well within the allowable height and building area limitations as identified in CBC Table 503. One non-conforming element is the small mezzanine located in the southeast corner of the shop area. This structure does not meet the requirements of Type II construction since the structural deck (floor) is constructed of combustible materials.

Based on the size, occupancy, and construction type this building is not required to be fire sprinklered. It is not fire sprinklered and no fire alarm system exists. The building is located on the site at least 10 feet from the property lines and all other structures therefore no fire resistive construction is required at the exterior walls.

The building is considered mixed occupancy B and S-1. The current code does not require an occupancy separation between the office area and the repair garage/shop space per CBC Table 508.3.3. The existing drawings provided by the owner do identify the wall assembly separating the office area from the shop as one-hour fire resistive construction. The existing floor plan provides adequate exits for all occupied spaces.

The existing building appears to be in compliance with the CBC with the exception of the mezzanine structure. If the mezzanine is to be retained we recommend removing the decking and replacing with non-combustible material such as steel decking also see notes regarding structural deficiencies.

4. General Needs Assessment

The existing building at 1820 Bidwell is 5,000 square feet. It is nearly 1,000 square feet smaller than the area required based on the initial program developed for this report. And, because of how the existing building is placed on the site, access to the shop area and to the south part of the site for commercial vehicle parking is limited.

Paratransit Services noted in the initial proposal letter that there is the possibility of purchasing both this property and the property at 1509/1515 Schwab to make one large combined facility. This would allow for the additional open site area to provide adequate commercial vehicle parking, general parking, and drive access aisles. The combined area of the existing 1509 Schwab building with the 1820 Bidwell building far exceeds the required area identified in the building program. The additional building area could lead to excess operation and maintenance costs.



For the purposes of this report we evaluated the building at this property independently from the Schwab property for the existing facility assessment. Included in the improvements required sections below, conceptual design and cost estimate for this properties is the design for the combined facility with the following assumptions. The existing building at 1820 Bidwell will now house the business offices. The existing building at 1509 Schwab will house the shop, the driver break room, shop restroom facilities, and accessory spaces.

Additional programming would be required to determine the best way to utilize the remaining portions of the existing building.

5. Facility Condition Survey

Site

The site has approximately 17,000 square feet of asphaltic-concrete paving along the east and north sides of the building. A portion of this paved area is striped for 12 parking spaces including one accessible stall. The remainder of the site is gravel. The gravel portion of the site has a 6 foot chain link fence with security barbed wire top. There is no site lighting. Along Bidwell and Schwab Streets is an 8 foot wide landscaped boarder. There is no vehicle wash rack. The drawings provided by the owner note a 10 foot storm drain easement running along the east side of the property. The drawings also show a 6 inch pvc sanitary sewer line running along the east side of the property connecting to the a sewer main in Schwab Street.

Site Improvements

The gravel portion of the site including all of the area west and south of the building would require paving. The existing second curb cut on Schwab Street would require paving. The existing curb cut / driveway on Schwab Street would be required for access to the parking in the south part of the site. Larger commercial vehicles could access the shop from the existing driveway on Bidwell and pull through the building to a drive along the west side of the building. Construct a vehicle wash rack. Modify existing site fencing and install new gates. Install site lighting at all parking areas. The site work improvements for 1509 Schwab would be required.

Building Exterior

The existing building is clad in painted metal siding. It is likely that this is factory finished metal siding provided by the metal building manufacturer. The useful life for this type of siding is approximately 40 years. The siding appears to be in good condition. The painted finish is good. There is no visible damage to the exterior of the building.

The building has a corrugated metal roof typical of this type of manufactured building. The existing drawings say the roof was provided by the building manufacturer. All the metal flashing and gutters appear to be in good condition. There are two sheet metal gutters on the building and four

downspouts. The downspouts drain on to grade. The useful life for this type of roofing is approximately 40 years. There is some staining on the ceiling in the finished office area that maybe due to a roof leak. A full roof inspection is required to determine if there are any problems with the roofing. Typical for this the age and type of roofing, seals fail at the joints and penetrations. Repairs are typically made by resealing at those areas.

There are several painted exterior steel doors in painted steel frames on the building. All of the exterior doors appear to be accessible with level landings, accessible thresholds and lever type hardware. There are three rollup doors in the shop, a 10 foot wide by 12 foot tall on the east, a 12 foot wide by 12 foot tall on the east and a 12 foot wide by 12 foot tall door on the west .The two 12 foot rollup doors align. The roll up doors appear to be in good working order. In the office area of the building there are several dual-pane aluminum slider windows that were part of the original construction. The windows appear to be in good working order.

Exterior Improvements

There are no exterior improvements required based on the existing conditions. The new office space renovations will require additional exterior doors and windows to be installed as per the conceptual design. A roof inspection and minor roof repairs such as reinstalling sealants may be required.

Building Interior

Business Office

There are approximately 1,250 square feet of existing finished office space. The finished office area is overall in good condition. According to the drawings the partitions in the office area are constructed of metal stud with 1/2 inch thick gypsum board on each side that extend to above the ceiling. There is an existing suspended t-bar style acoustic ceiling with lay-in batt insulation above. The walls and ceiling are in good condition. There are several locations where there are minor water stains on the ceiling tiles: along the north wall, above the counter top/sink area in the middle of the office, and in the men's restroom. The office area and shop are separated by a full height one-hour fire rated stud wall. The entry, hallway, and kitchenette area have sheet vinyl flooring with rubber base. The offices all have carpet with vinyl base. The flooring appears in to be in fair condition, with no damage.

The interior doors and door frames in the office area are commercial grade wood. The majority of the interior doors are accessible with no thresholds, adequate accessible door clearances and lever type hardware. One door requires accessible hardware and does not have the required clearances on the push side. Another door does not have the required clearances on the pull side. The interior door hardware at several doors is loose and requires adjustments.

Office Improvements

Additional office area will need to be constructed within the existing shell to meet the programmatic area requirements. Modification to the existing floor plan office area will be required to make the noncompliant doors accessible.

Shop Areas

Shop area is unfinished. The floors are concrete slab. There is an 8' plywood wainscot along the exterior wall. There is a mezzanine with a small restroom under.

The roof and walls are insulated. The insulation is in good condition overall with minimal sag. There is some minor damage to the wall insulation in the northeast corner of the shop area. This could be repaired with tape.

Shop Improvements

No improvements are required in the shop area. In this scheme the maintenance shop will remain at the 1509 Schwab building. A wall could be constructed to section off the additional space in this building to creating a separate commercial suite available for tenant occupancy.

Restrooms

There is a single occupant women's restroom accessed from the existing office space and a single occupant men's restroom accessed from the shop space. Each restroom has one toilet and one sink mounted in a plastic laminate countertop. Both restrooms are accessible with some minor exceptions. The sink counter top does not provide the required knee clearance. The grab bars at the back of the toilet are mounted too high. The finishes in the restroom are in acceptable condition. There is sheet vinyl flooring with self covered base and 4 foot fiberglass reinforced wall panel (FRP) wainscot.

There is a third small single occupant restroom under the mezzanine in the shop area. It has a toilet and utility sink. This restroom is in poor condition and is not finished to the level that the other restrooms are finished. The walls are painted plywood and need to be repainted. There is no flooring or wall base. The toilet and sink are stained but are operational.

Restroom improvements

Modifications to the existing restrooms would be required to make them fully accessible. The restrooms could be refinished to have ceramic tile flooring and wainscot as preferred by the owner. The third restroom under the mezzanine could be left in place or removed. If the owner is considering dividing the space into two suites then this restroom would require reconstruction. The cost for reconstructing this restroom is not included in the cost estimate since it is not a required improvement.

Structural Analysis

The facility at 1820 Bidwell Street is a 5000 square foot metal building structure manufactured by Ceco Metal Buildings and was installed in 1990. The building structure is typical of most manufactured metal buildings with steel frames clad with purlins and metal siding/roofing. The building was located on a flat lot and has an interior concrete slab.

We noted the following as possibly deficient: 1. The interior storage mezzanine framing, in particular the span of the 3" tube steel beam and supporting post appeared to be undersized for storage loads. If the user wishes to retain the mezzanine level framing an engineer licensed in the State of California should verify the adequacy of the support structure and foundations and OSHA maximum loading information should be posted based on those results. 2. The evaporative cooler support framing at the North side of the building appeared to lack adequate strength to resist lateral loads.

After review of the structural building plans provided by the building owner it appears the building was designed to meet the provisions of the 1988 Uniform Building Code. Overall the structure's construction appeared to be of good quality however without review of as-built drawings and building calculations no guarantee of compliance to current building code can be made though it is likely that at the time of construction the building was designed to code.

Structural Improvements

Remove or strengthen the mezzanine framing based on the recommendations of a licensed structural engineer. Replace structural support for evaporative cooler.

Mechanical System

The existing office area is heated and cooled by a split system with the air handler unit mounted on the wall in the shop area and the condenser located outside on a concrete pad. This unit appears on the original drawings and was probably installed at the time of construction. The unit does not have a fresh air intake. The useful life for this type of system is typically 20 years. The shop area is heated by wood stove. It is cooled by a direct evaporative cooler mounted to the west wall. There are exhaust fans in both restrooms.

Mechanical system Improvements

Unit heaters need to be installed in the shop. In the next 10 years the evaporative cooler and the existing split system will need to be replaced. Additionally the split system was designed for 1250 square feet of office space. A mechanical engineer will need to be retained to calculate the load for the additional area of finished office space. A second unit would probably be required. The existing unit should be modified to meet the fresh air requirements.

Electrical system

Electrical service appears to be 200 amp, single phase, 3 wire. This service should be adequate for the business office. The original drawings for the building show two subpanels in the building, panel A is a 200 amp, 115/230v single phase, panel B is a 100 amp, 115/230v single phase. All of the office space, mechanical equipment, electric water heater, and most of the shop is supplied by panel A. Panel B appears to feed only the lights and receptacles in the southern most bay of the shop. It is unclear if the existing wiring was installed per plans.

The office area lighting is all 2x4 fluorescent fixtures mounted in the t-bar grid. The restrooms have incandescent down lights. The shop area is lighted with 2' by 8' fluorescent fixtures. The exterior of the building has 200w down lights, one on each elevation plus a wall scones adjacent to each door.

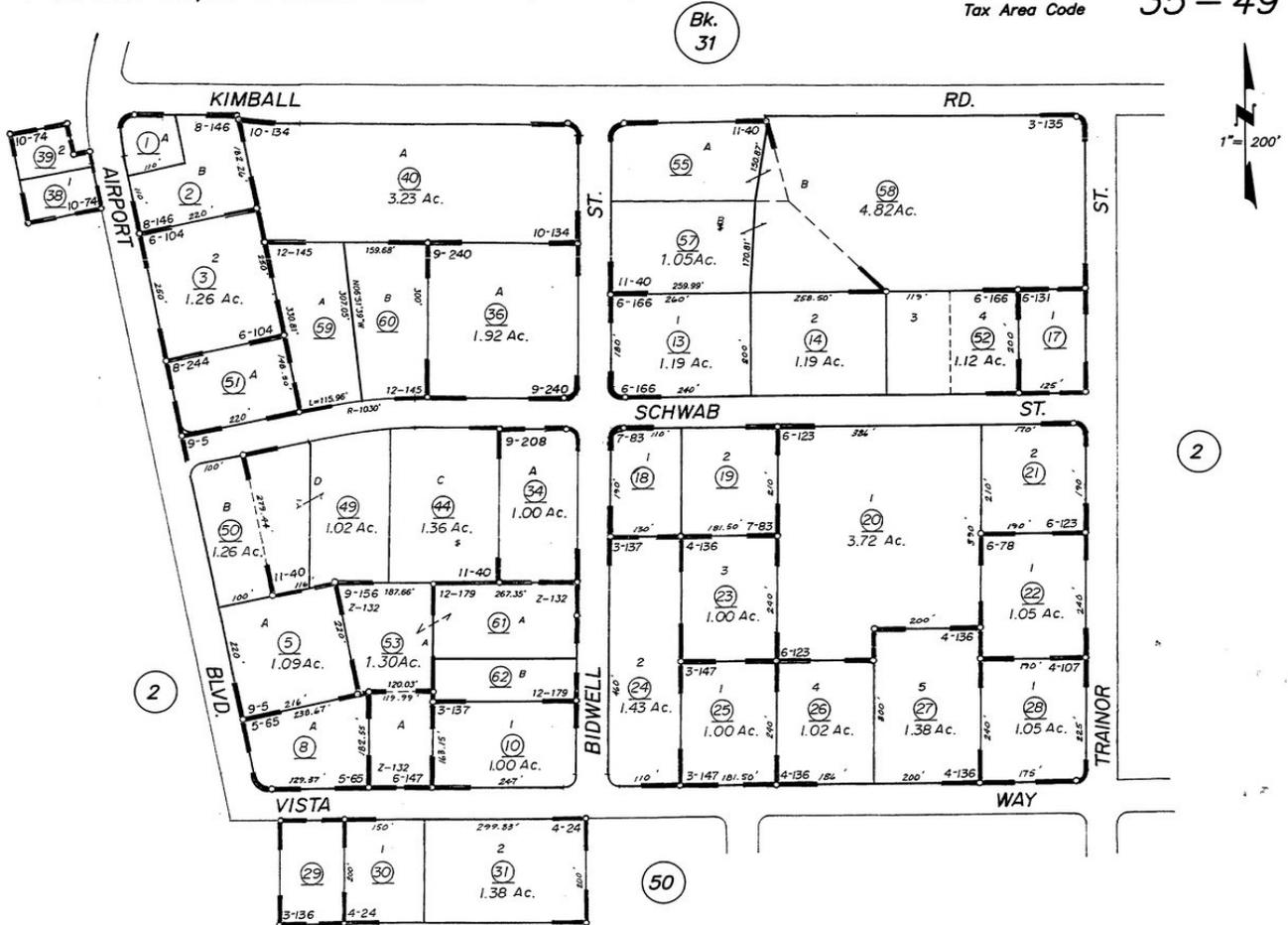
Electrical system improvements

An electrical engineer should be retained to calculate the specific loads for the building to determine if a larger service from P.G.&E. will be required. Telecommunication and data system will need to be installed to meet the program requirements.

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|--|-------------------------------------|
| P.M. Bk. 6, Pg. 147-P.M. No. 80-35 | P.M. Bk. 12, Pg. 179-P.M. No. 03-07 |
| P.M. Bk. 6, Pg. 131-P.M. No. 80-25 | P.M. Bk. 12, Pg. 145-P.M. No. 02-31 |
| P.M. Bk. 6, Pg. 123-P.M. No. 80-13 | P.M. Bk. 11, Pg. 40-P.M. No. 95-7 |
| P.M. Bk. 6, Pg. 104-P.M. No. 79-206 | P.M. Bk. 10, Pg. 134-P.M. No. 92-53 |
| P.M. Bk. 6, Pg. 81-P.M. No. 79-169 | P.M. Bk. 10, Pg. 74-P.M. No. 92-16 |
| P.M. Bk. 6, Pg. 78-P.M. No. 79-147 | P.M. Bk. 9, Pg. 240-P.M. No. 91-55 |
| P.M. Bk. 5, Pg. 65-P.M. No. 78-143 | P.M. Bk. 9, Pg. 208-P.M. No. 91-38 |
| P.M. Bk. 4, Pg. 136-P.M. No. 77-211 | P.M. Bk. 9, Pg. 156-P.M. No. 90-41 |
| P.M. Bk. 4, Pg. 107-P.M. No. 77-186 | P.M. Bk. 9, Pg. 5-P.M. No. 88-20 |
| P.M. Bk. 4, Pg. 24-P.M. No. 77-100 | P.M. Bk. 8, Pg. 244-P.M. No. 88-12 |
| P.M. Bk. 3, Pg. 147-P.M. No. 77-7 | P.M. Bk. 8, Pg. 146-P.M. No. 86-13 |
| P.M. Bk. 3, Pg. 137-P.M. No. 826 | P.M. Bk. 8, Pg. 133-P.M. No. 86-8 |
| P.M. Bk. 3, Pg. 135-P.M. No. 812 | P.M. Bk. 7, Pg. 83-P.M. No. 81-49 |
| R.S. Bk. Z, Pg. 132-Lot Line Adj. No. 2002-3 | P.M. Bk. 6, Pg. 166-P.M. No. 80-48 |

PORTION N1/2 SECTION 31, T.27N., R.3W., M.D.B.&M.

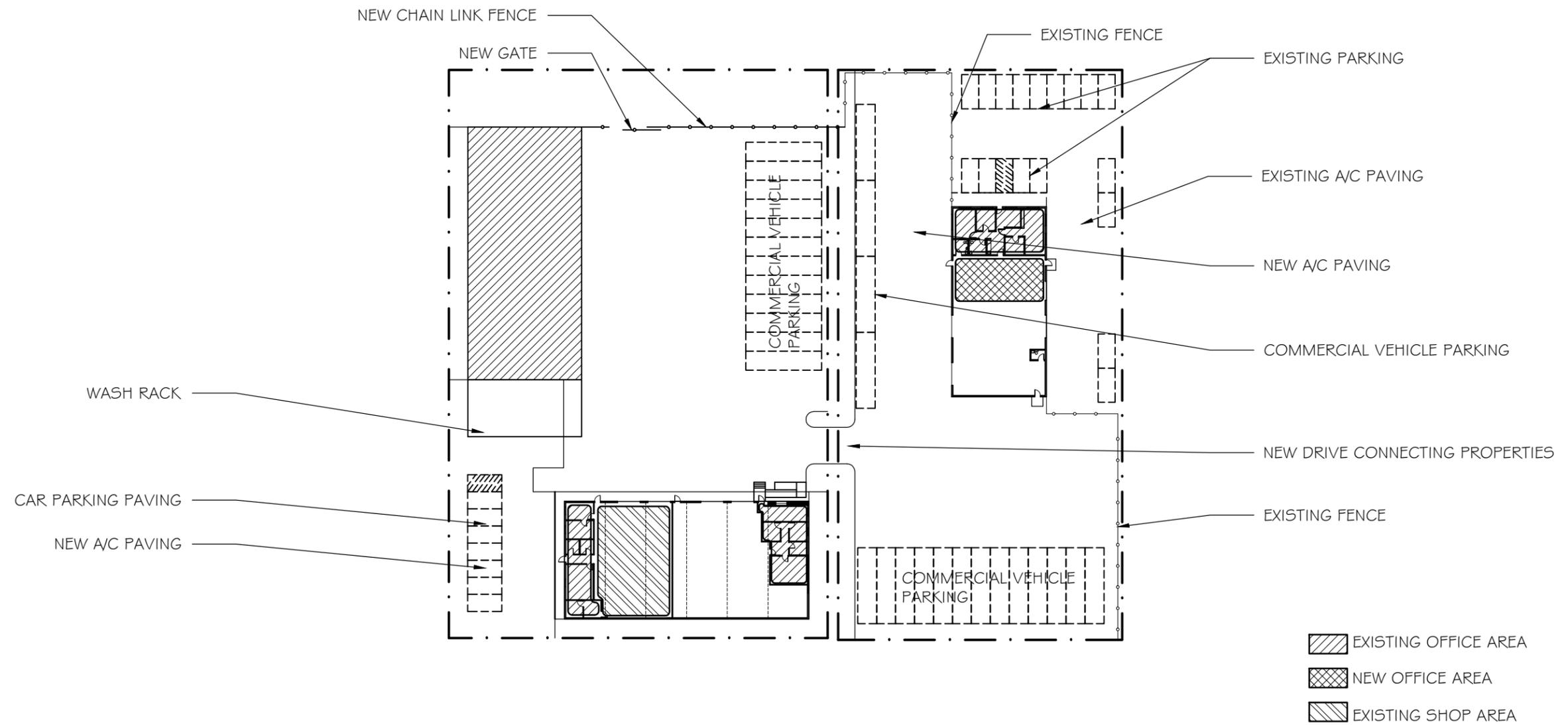
Tax Area Code **35-49**



Assessor's Map Bk. 35 -Pg. 49
 County of Tehama, Calif.

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

ASSESSOR MAP
 1820 Schwab Street
 Red Bluff, CA



Base Bid Breakdown Forms

Schematic Cost Estimate			
Property B - Adjacent to Current Facility			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
1	Site Preparation and Earthwork		\$ 6,000.00
2	Baseroack and Paving		\$ 48,000.00
	AC Paving Overlay		\$ 80,000.00
3	Site Concrete - Wash Slab		\$ 27,000.00
4	Striping and Exterior Signs		\$ 580.00
5	Underground Water, Storm Sewer and Storm Drain		\$ 4,200.00
6	Irrigation		\$ 1,500.00
7	Chain Link Fences and Gates		\$ 4,200.00
8	Landscaping		\$ 1,500.00
9	Erosion Control		\$ -
10	Building Concrete and Reinforcement		\$ -
11	Concrete Sealer		\$ -
12	Masonry		\$ -
13	Misc. Metals (Stairs, Awnings, etc.)		\$ -
14	Metal Framing & Blocking		\$ 38,046.00
15	Interior and Exterior Finish Carpentry		\$ 3,804.60
16	Casework and Countertops		\$ 12,682.00
17	Insulation		\$ 3,107.09
18	Firestopping - incl in Metal Framing		\$ -
19	Sealants and Caulking		\$ 1,585.25
20	Access Doors		\$ -
21	Metal Doors and Frames		\$ 27,710.17
22	Overhead Sectional Doors		\$ 4,200.00
23	Windows & Glazing		\$ 16,486.60
24	Finish Hardware		\$ 9,511.50
25	Gypsum Board		\$ 37,411.90
26	Acoustical Ceilings		\$ 10,526.06
27	Tile - VCT		\$ 6,658.05
28	Linoleum Flooring and Rubber Base		\$ 5,072.80
29	Carpet		\$ 11,096.75
30	Vinyl Wallcovering		\$ -
31	Painting		\$ 21,559.40
32	Sanitary Wall Panels		\$ 2,536.40
33	Toilet Partitions		\$ -
34	Architectural Louvers		\$ -
35	Corner Guards		\$ -
36	Interior Signs		\$ 2,853.45
37	Metal Lockers		\$ -
38	Fire Extinguishers & Cabinets		\$ 317.05
39	Wire Mesh Partitions		\$ -
40	Toilet Accessories		\$ 3,804.60
41	Projection Screen - 2		\$ 1,240.00
42	Appliances		\$ 2,250.00
43	Metal Building System		\$ -
44	Fire Sprinkler System		\$ -
45	Plumbing		\$ 46,289.30
46	Fluid Distribution and Waste System		\$ -
47	Heating, Ventilating and Air Conditioning		\$ 88,774.00
48	Vehicle Exhaust Removal System		\$ 2,400.00
49	Site Electrical		\$ -
50	Building Electrical		\$ 95,115.00
51	Bus Wash Equip. & Interceptor		\$17,500
52	Subtotal		\$ 645,517.97
53	General Conditions		\$ 51,641.44
54	Bonds		\$ 12,910.36
55	Fee/Overhead & Profit		\$ 77,462.16
56	TOTAL:		\$787,532



Property C
Former Cal Trans Maintenance Facility
13700 Highway 36 East

1. General Property Description

This property is 5.45 acre parcel of land located in the State of California, County of Tehama, with the street address 13700 Highway 36 East, Red Bluff CA 96080. It is currently owned by the State of California. The tax assessor parcel number is 039 350 06. This property was a Cal Trans Maintenance Facility and was vacated in the spring of 2010.

The site is located on Highway 36 East approximately one-half mile from the intersection of Highway 99. The property is located in a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area. The west side of the site is located along Highway 36 and has approximately 208 linear feet of street frontage. There is one driveway on the west side that provides access to the site. The east side of the property is bounded by Salt Creek. The properties located north of this property are both single family residential uses. The property to the south is undeveloped and is zoned for light industrial use.

There are three main structures and several minor structures on this property. The first structure is a 960 square foot wood framed stucco office building with a hipped roof. The second structure is the 4000 square foot shop building, Shop #1. This is a manufactured steel building on a concrete foundation on grade. There are approximately 900 square feet of finished office space, 2,600 square feet of shop space, and a 580 square foot storage mezzanine. Attached to the east side of this shop is a 1200 square foot vehicle washing station under a covered breezeway. The third structure is Shop #2, a 1,440 square foot manufactured metal building with a 1,200 square foot covered patio on the back. This building is also a manufactured steel structure on a concrete foundation on grade. The entire structure is open shop space except for a 120 square foot office. The minor structures are as follows: a 500 square foot 1960s era office trailer, 500 square foot 1960s era uninsulated metal storage shed on a concrete pad, a 720 square foot uninsulated metal storage shed on a concrete pad, 136 square foot wood framed storage shed on a concrete pad, a 544 square foot insulated storage shed constructed of steel two shipping containers bolted together on a concrete pad, and a 400 square foot metal storage shed that is enclosed only on three sides on a concrete pad. No architectural or structural drawings were available for the buildings at this site.

Cal Trans has been using this site for approximately 50 years as a vehicle maintenance yard. One concern with this type of use is the potential for hazardous waste, underground tanks, and soil contamination. The Cal Trans representative said that the State will be conducting a site study and issuing an environmental hazard report as part of their disclosure package. It is likely that there will be costs associated with the cleanup of this site.

2. Zoning

This property is zoned PA Public Agency District. The specific uses that Paratransit Services intends are generally permitted. The use is consistent with the general plan and the adjacent properties. Additionally, Paratransit Services use of the property for commercial vehicle maintenance and storage is consistent with and similar to the previous use as a Cal Trans Maintenance Facility. The final determination would be by the County Planning Department and/or the Planning Commission. The Tehama County Title 17 Zoning Ordinances does not specify any requirements for yards or set backs, lot size, building height, bulk, or size, and site coverage for the PA District.

3. Building Code Analysis

The building code analysis analyzed for each building separately. See the following sections.

4. Facility Condition Survey

The vacant CalTrans facility on Highway 36 is a collection of manufactured metal buildings along with a conventional wood framed office building. Most of the structures including the office building and main workshop building as well as several smaller out buildings appeared to be constructed in the 1950-1960's. Several structures including the oil change building as well as the car wash structure appear to be of more recent construction. For this property each area of the site was analyzed separately.

Site

There is ample space at this site to meet the needs of Paratransit services. There is nearly 2 acres of existing asphaltic concrete paving. The entire existing site is fenced with a 6 foot high chainlink with security barbed wire top. There is one existing gate to the site. There is minimal site lighting.

The site has an existing well. It is also on a septic system. A complete inspection and testing of the well and septic system should be conducted. The main electrical service to the site is a 600 amperes, 3-phase, 4 wire service. This will meet the programmatic needs.

Site Improvements

The existing asphalt will require a top coat in the next 5 years. Site lighting will need to be installed. A new automatic front entrance gate.

A. Office Building

Office Building Code Analysis

The office building is classified as Type V-B construction, building elements are constructed of both combustible and non-combustible materials. The occupancy type for this building is B. The allowable gross square footage of this type of construction for this occupancy is 9,000 SF and the allowed height is 40 feet. The existing gross square footage and building height are well within the allowable height and building area limitations as identified in CBC Table 503.

Based on the size, occupancy, and construction type this building is not required to be fire sprinklered, and is not fire sprinklered. It appears that no fire alarm system exists. The building is located on the site at least 10 feet from the property lines and all other structures therefore no fire resistive construction is required at the exterior walls.

Since we were unable to view the interior of this building we do not know if the existing floor plan provides adequate exits for all occupied spaces.

The existing building appears to be in compliance with the CBC with the exception of the exiting. It is unlikely that in a building this small that exiting will be a large cost issue. Minor interior modifications may be required to meet this part of the code.

Office Building Condition Survey

Building Exterior

The Office Building is a 960 square foot wood framed stucco office building with a hipped roof. It has approximately 3 foot deep enclosed stucco eaves. The building has a built-up bituminous roof. The roof is showing signs of discoloring and deterioration. The stucco has many minor cracks due to the lack of control joints. There are also areas where the stucco appears to have been patched at abandoned window and door openings. There are larger cracks, up to 1/8 inch wide, around the perimeter of these patched areas. There are 10 windows around the building that have retrofit type dual-pane vinyl windows installed with painted wood casings and trim. The windows appear to have been installed within the past 10 years and appear to be in good condition. There are two wood doors with accessible type lever hardware in wood frames into this building. Both doors are in fair condition showing signs of frequent use. The doors landings are not accessible since the only access is up two stairs.

Exterior Improvements

The door landings and concrete stairs need to be replaced with accessible ramps and stairs. The exterior door hardware shall be repaired and the doors shall be painted. The building needs to be reroofed. Repair cracks in stucco and repaint the building.

Building Interior

Since we were unable to view the interior of this building we do not know the condition of the office space. We assume that this area will require renovations to meet the programmatic needs.

Structural Analysis

Although access could not be gained to the front office building the structure appeared to be in good condition. The stucco did exhibit signs of cracking likely due to lack of control joints. Overall the structure's construction appears to be of good quality however without review of as-built drawings and building calculations no guarantee of compliance to current building code can be made. It is likely that at the time of construction the buildings were built to then current code.

Mechanical Systems

We were not able to make a visual inspection of the mechanical equipment since it is housed somewhere on the interior of the building. The only thing visible is the condenser unit located on a concrete pad on the north side of the building. No recommendations can be made regarding the existing system at this time.

Electrical Systems

We were unable to make a visual inspection of the electrical panel at the building since it is housed somewhere in the interior of the building. No recommendations can be made regarding the existing electrical system at this time.

B. Shop Building #1

Shop Building #1 Code Analysis

This shop building is classified as Type V-B construction, building elements are constructed of both combustible and non-combustible materials. The gross square footage and building height are well within the allowable height and building area limitations as identified in CBC Table 503. The building is located on the site at least 10 feet from the property lines and all other structures, therefore no fire resistive construction is required at the exterior walls.

Based on the size, occupancy, and construction type this building is not required to be fire sprinklered. It is not fire sprinklered. No fire alarm system exists.

The building is considered mixed occupancy B and S-1. The current code does not require an occupancy separation between the office area and the repair garage/shop space per CBC Table 508.3.3. The existing floor plan provides adequate exits for all occupied spaces.

The existing building appears to be in basic compliance with the California Building Code.

Shop Building #1 Condition Survey

Shop Building #1 is only 32 feet wide. A full size 40 foot long commercial bus cannot be serviced in this building. We recommend that a new manufactured metal building be constructed on the site to house the maintenance shop. The conceptual plan and cost estimate reflects this design concept. The existing shop building could be used for some other occupancy or a separate tenant. A conditions survey is provided below to document the existing conditions.

There is an existing commercial vehicle wash rack on the east side of the shop. The wash rack is in good condition and appears to be recently constructed. The wash rack area includes a steel breezeway structure, a large concrete pad, drain with oil separator, and 220 volt power outlet located inside of an equipment closet. Adjacent to the pad is a metal shed containing the water recycling and evaporative water treatment equipment. This equipment appears to be in good condition. We would recommend that the Owner use this area as the vehicle wash rack.

Building Exterior

The existing building is a manufactured metal building with galvanized corrugated metal siding and roofing. The siding and roof appear to be original to the building and show many signs of age including discoloration, dents, and other damage. There does not appear to be any water damage to the interior of the building. The useful life of this type of siding and roofing is approximately 40 years.

Wood doors in wood frames on the entire building are in poor condition and should be replaced. Steel windows, original to the building, are in poor condition. Reglaze the windows. There are four existing 12 feet wide by 12 feet high garage doors. These appear to have been replaced. They are in fair condition and could use some maintenance.

Building Interior

The interior office areas have gypsum board walls, suspended t-bar acoustic ceilings and sealed concrete floors. It is in generally good condition. The office area is not accessible and can only be

accessed by stairs. In the center of the building there are two multi-occupant restrooms, one men's and one women's. The men's restroom has two toilets, one urinal, one shower stall, and a wall mounted sink. The women's restroom has one toilet stall, one shower stall, and a wall mounted sink. Both restrooms are in poor condition. The ceiling and wall panels have areas of deterioration and damage. The flooring is damaged. The women's restroom has wood toilet partitions that are in poor condition. The shower stalls are fiberglass unit showers that are stained and warped. The restrooms are not ADA accessible.

The shop area is in fair condition. There is a wood framed storage mezzanine along the west side of the building. There is an existing hydraulic vehicle lift recessed in the slab located in the west bay of the shop. The building is not insulated.

Structural Analysis

The main shop building is primarily made up of a manufactured metal building by Empire Buildings. This shop structure is a 100' x 32' metal building with an attached wood framed office area to the west. A wood framed post and beam mezzanine level with a posted "100psf load max" makes up an approximately 1280 square foot area at the North end of the shop area. The slab on grade in the shop area appeared to be in good condition given its age. Adjacent to the shop building was a covered wash area. This area of more recent construction was made up of manufactured metal frames with a metal roof and appeared to be in good condition. Overall the structure's construction appeared to be of good quality however without review of as-built drawings and building calculations no guarantee of compliance to current building code can be made. It is likely that at the time of construction the buildings were built to then current code.

Mechanical Systems

The office area is heated by unit heaters and cooled by wall mounted residential style evaporative coolers. The shop area is heated by ceiling mounted gas unit heaters and cooled by roof mounted evaporative coolers. All of the equipment appears to be at least 20 years old.

Electrical Systems

The existing subpanel at this building is labeled 175 amps, 3 phase, 4 wire. The panel appears to have been installed recently. All of the breakers are labeled.

C. Shop Building #2

Shop Building #2 Code Analysis

This shop building is classified as Type II-B construction, all elements of the building are constructed of non-combustible materials. The allowable gross square footage of this type of construction for this



occupancy is 17,500 SF. The occupancy type for this building is S-1. The gross square footage and building height are well within the allowable height and building area limitations as identified in CBC Table 503. The building is located on the site at least 10 feet from the property lines and all other structures, therefore no fire resistive construction is required at the exterior walls.

Based on the size, occupancy, and construction type this building is not required to be fire sprinklered. It is not fire sprinklered. No fire alarm system exists.

We were unable to walk through the interior of this building. Although most of the building is visible through the windows and it appears that the existing floor plan provides adequate exits for all occupied spaces.

The existing building appears to be in basic compliance with the California Building Code.

Shop Building #2 Condition Survey

Shop Building #2 is only 24 feet wide. A full size 40 foot long commercial bus cannot be serviced in this building. As stated in the previous section we recommend that a new manufactured metal building be constructed on the site to house the maintenance shop. The conceptual plan and cost estimate reflects this design concept. We recommend that this existing shop building be remodeled into the driver break area, training room, maintenance manager's office, and driver restrooms.

Building Exterior

The existing building is a manufactured metal building with prefinished metal siding and roofing. The siding and roof appear to be original to the building and are in good condition. Since we were unable to enter the building we could not verify if there are any signs of water damage on the interior. The useful life of this type of siding and roofing is approximately 40 years. There are three 12 foot wide panel garage doors that appear to be in good condition. The exterior painted steel doors in painted steel frames appear to be in good condition. The doors are accessible. There is one existing window in the building that appears to be original to the building.

Building Interior

Since we were unable to view the interior of this building we do not know the condition of the shop space. We assume that this area will require renovations to convert this into the finished spaces required for the areas identified above to meet the programmatic need.

Structural Analysis

Shop #2 on the north side of the property is of more recent construction. This building is a 60' x 24' manufactured metal building with large overhangs on the north and south sides. Upon visual observation the building appears to be in good condition as well as the slabs-on-grade. Overall the

structure's construction appears to be of good quality however without review of as-built drawings and building calculations no guarantee of compliance to current building code can be made though it is likely that at the time of construction the buildings were built to then current code.

Mechanical Systems

The shop spaces are heated by ceiling hung gas unit heaters and cooled by wall mounted evaporative coolers. The small existing office has a separate wall mounted evaporative cooler. For the proposed use new forced air HVAC equipment would be required.

Electrical Systems

This building has existing subpanel labeled 175 amps, 3-phase power. For the proposed use modifications would be required.

D. Minor Structures

Building Code Analysis

All of the other structures are classified as Type V-B construction, building elements are constructed of both combustible and non-combustible materials. The occupancy type for these buildings is generally S-1. The exception is the office trailer. The allowable gross square footage of this type of construction for this occupancy is 9,000 SF and the allowed height is 40 feet. The existing gross square footage and building heights are well within that allowed in CBC Table 503.

Based on the size, occupancy, and construction type these buildings are not required to be fire sprinklered. No fire sprinklers or fire alarm system exists. All of these structures are located on the site at least 10 feet from the property lines and all other structures therefore no fire resistive construction is required at the exterior walls.

The existing buildings appear to be in general compliance with the CBC as long as they are used for storage. The only exception is the Office Trailer that could potentially be used as a B occupancy.

Office Trailer Condition Survey

The existing office trailer is a manufactured mobile office trailer from early the 1960's. It has aluminum siding and roofing. The trailer is in poor condition. There is water damage on the floor around the restroom. The interior finishes are original to the building. The existing simulated wood wall panels are damaged. The building is not ADA accessible.

Storage Buildings Conditions Survey

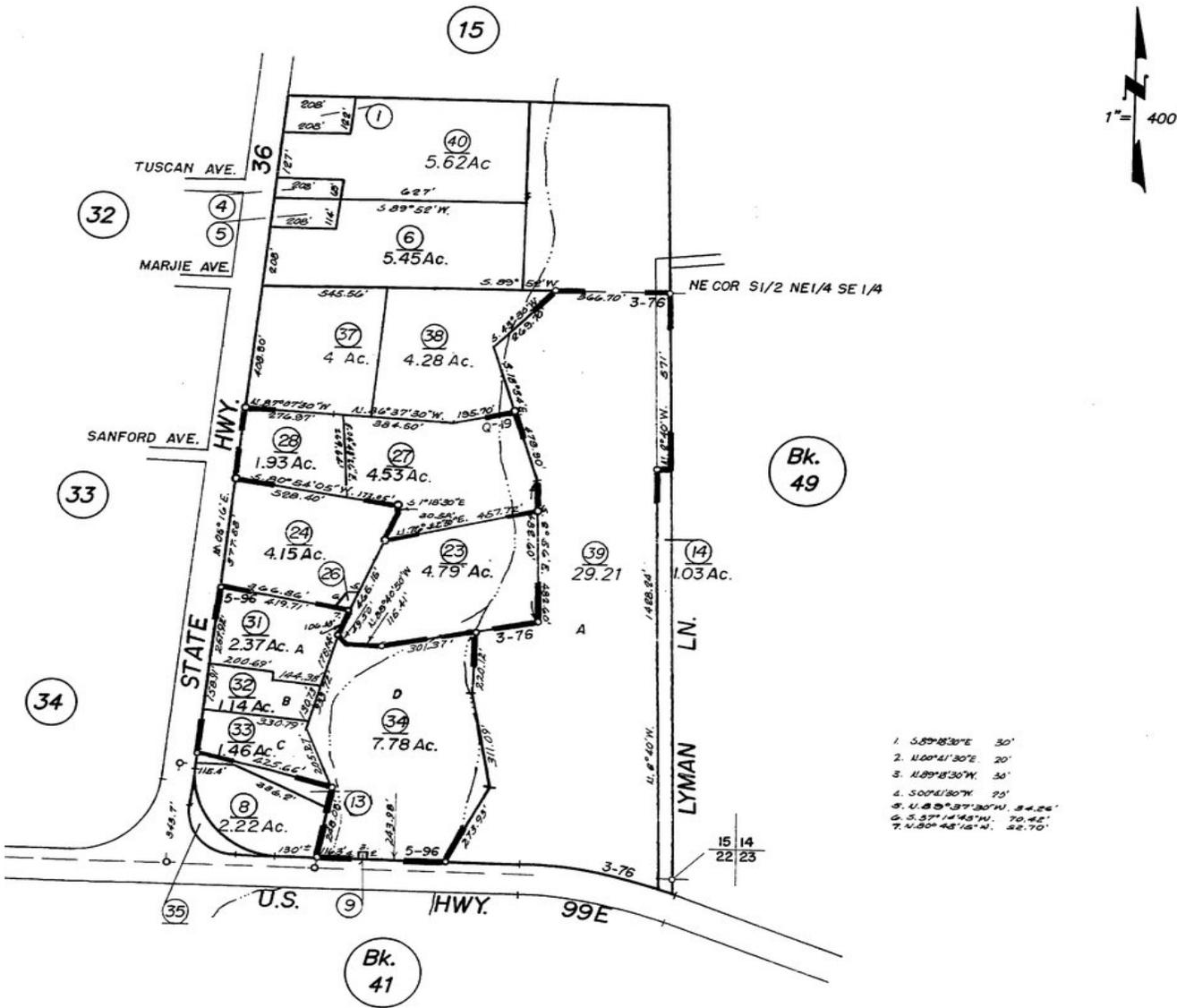
The various metal storage buildings are generally in good condition. All of the steel storage buildings appear to be water tight. One shed constructed out of shipping containers has an electrical service, lighting, and a package unit HVAC system. It has insulation on the exterior of the building that is in fair condition. Another shed that is a manufactured steel building has an electrical service and a wall mounted evaporative cooler. It is not insulated. The wood framed storage shed on the north side of the site has signs of water damage. The siding on this building needs to be replaced.



PTN. SE1/4 SEC. 15, T.27N., R.3W. M.D.B.&M.

R.S. Bk. Q, Pg. 19
 P.M. Bk. 3, pG. 76-P.M. No. 775
 P.M. Bk. 5, Pg. 96-P.M. No. 77-304

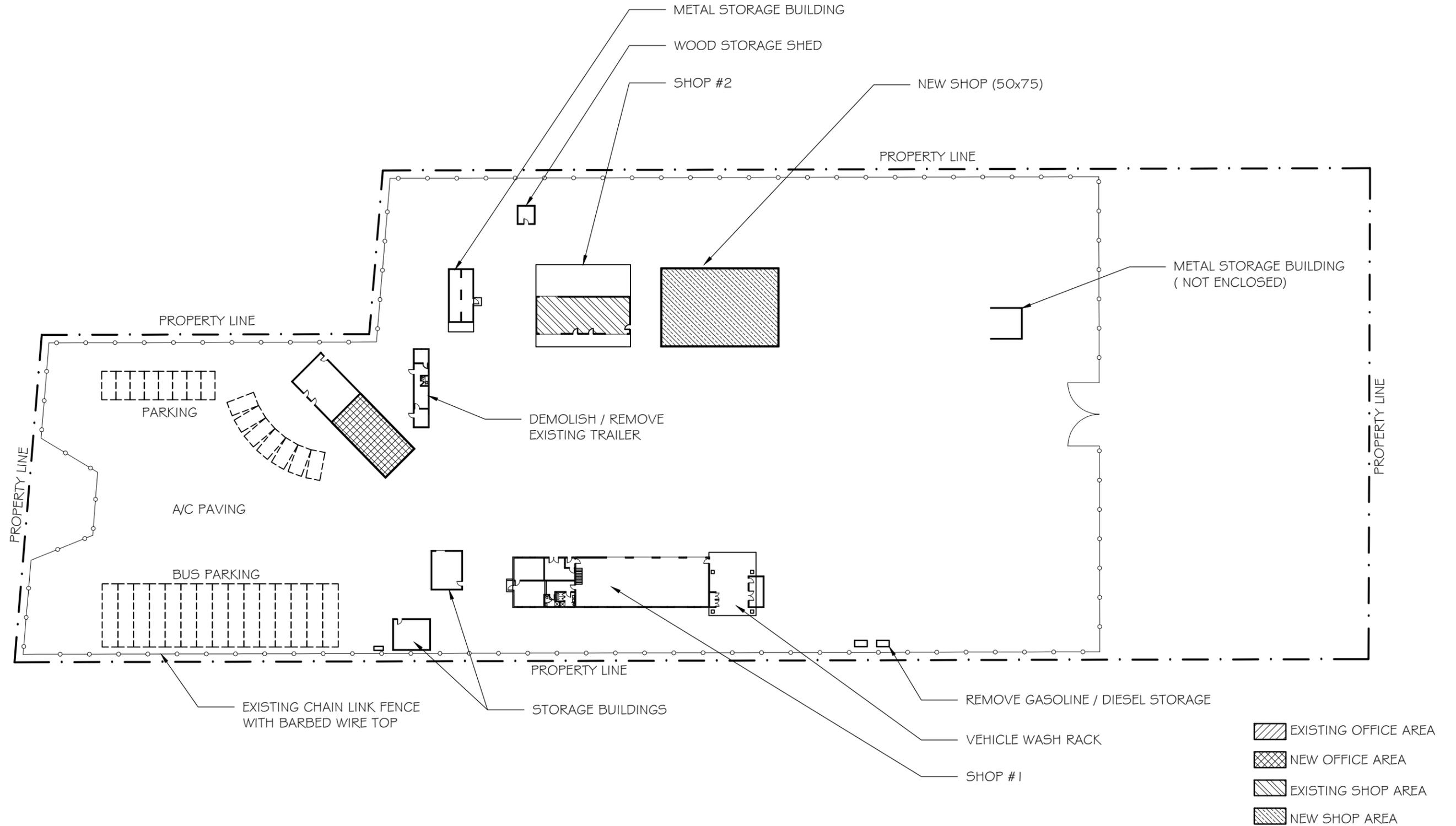
39 - 35



Assessor's Map Bk. 39 -Pg. 35
 County of Tehama, Calif.

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

ASSESSOR MAP
 13700 Highway 36 East
 Red Bluff, CA



Base Bid Breakdown Forms

Schematic Cost Estimate			
Property C - Cal Trans Site			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
1	Site Preparation and Earthwork		\$ -
2	AC Paving Overlay		\$ 250,000.00
3	Site Concrete		\$ -
4	Striping and Exterior Signs		\$ 400.00
5	Underground Water, Storm Sewer and Storm Drain		\$ -
6	Irrigation		\$ -
7	Chain Link Fences and Gates		\$ 1,500.00
8	Landscaping		\$ -
9	Erosion Control		\$ -
10	Building Concrete and Reinforcement		\$ 38,400.00
11	Concrete Sealer		\$ 192.00
12	Masonry		\$ -
13	Misc. Metals (Stairs, Awnings, etc.)		\$ -
14	Metal Framing & Blocking		\$ 23,040.00
15	Interior and Exterior Finish Carpentry		\$ 4,608.00
16	Casework and Countertops		\$ 7,680.00
17	Insulation		\$ 1,881.60
18	Firestopping - incl in Metal Framing		\$ -
19	Sealants and Caulking		\$ 960.00
20	Access Doors		\$ -
21	Metal Doors and Frames		\$ 16,780.80
22	Overhead Sectional Doors		\$ 16,128.00
23	Windows & Glazing		\$ 9,984.00
24	Finish Hardware		\$ 5,760.00
25	Gypsum Board		\$ 22,656.00
26	Acoustical Ceilings		\$ 6,374.40
27	Tile - VCT		\$ 4,032.00
28	Linoleum Flooring and Rubber Base		\$ 3,072.00
29	Carpet		\$ 6,720.00
30	Vinyl Wallcovering		\$ -
31	Painting		\$ 13,056.00
32	Sanitary Wall Panels		\$ 1,536.00
33	Toilet Partitions		\$ -
34	Architectural Louvers		\$ -
35	Corner Guards		\$ -
36	Interior Signs		\$ 1,728.00
37	Metal Lockers		\$ -
38	Fire Extinguishers & Cabinets		\$ 192.00
39	Wire Mesh Partitions		\$ -
40	Toilet Accessories		\$ 268.80
41	Projection Screen - 2		\$ 1,240.00
42	Appliances		\$ 2,250.00
43	Metal Building System		\$ 187,500.00
44	Fire Sprinkler System		\$ -
45	Plumbing		\$ 28,032.00
46	Fluid Distribution and Waste System		\$ -
47	Heating, Ventilating and Air Conditioning		\$ 53,760.00
48	Vehicle Exhaust Removal System		\$ 2,400.00
49	Site Lighting		\$ 15,000.00
50	Building Electrical		\$ 57,600.00
51	Bus Wash Equipment		\$ 15,000.00
52	Demo Exist. Buildings		
53	Subtotal		\$ 799,731.60
54	General Conditions		\$ 63,978.53
55	Bonds		\$ 15,994.63
56	Fee/Overhead & Profit		\$ 95,967.79
57	TOTAL:		\$975,673



Property D
Former Helser Chevrolet Dealership
215 South Main Street

1 General Property Description

This property is 1.14 acre parcel of land located in the State of California, County of Tehama, City of Red Bluff, with the street address 215 S. Main Street, Red Bluff CA 96080. It is currently owned by Mustafa Ilian. The tax assessor parcel number is 033 120 02. This property is the former Helser Chevrolet dealership.

The site is located on Main Street about one quarter mile south of Down Town Red Bluff. The east side of the property is located along Main Street and has approximately 250 linear feet of street frontage. There is one driveway along the east side that provides access to the site. The property to the south and west of this parcel contains a retail commercial development. Adjacent to the north side of the parcel is a private street that provides access to a mobile home park further to the west. There is a fairly significant slope to this site in the north south direction.

There is one existing structure on the property. It appears to be constructed on the south property line. The tax assessor estimates the date of construction to be around 1959. It is a manufactured metal building on a concrete foundation at grade and on a concrete retaining wall along the south side. The existing building is 9256 square feet with a covered yard area attached to the west side that is 915 square feet. There are approximately 1,752 square feet of finished office space.

2. Zoning

215 S. Main street is zoned C-3 General Commercial District. The specific uses that Paratransit Services intends are permitted except commercial vehicle repair will require a conditional use permit. The lot area and lot dimensions are in compliance with the zoning ordinances. The set back from the property lines to the existing structure is in compliance with the zoning ordinances. The zoning ordinances require that the front street and side street yards are landscaped. There is no existing landscaping on the site. The City may require landscaping to be installed along the streets when a use permit or building permit is issued.

The lot size is 1.14 acres or 49,658.4 square feet. The allowed maximum building coverage is 60% or 29,795 square feet. The total existing building gross area is 10,171 square feet equal to 20.5% building coverage. The allowed surfaced area maximum is 85% or 42,209.6 square feet. The existing site is totally covered by paved surface and/or building and roof projections which displace rainfall and is not in compliance with the maximum allowed surfaced area. The addition of approximately 7,500 square feet of landscaping will be required when a use permit or building permit is issued to bring the site into conformance with the zoning ordinances.



3. Building Code Analysis

215 S. Main Street is classified as Type V-B construction, building elements are constructed of both combustible and non-combustible materials. The allowable gross square footage of this type of construction for this occupancy is 9,000 SF. The existing building including the covered yard exceeds the basic allowable area. Since the building is fire sprinklered the code allows us to increase the allowed floor area by 300 percent (CBC 506.3). Using the allowed area increase the existing building is within the limitations for gross area. The building height is well within the allowed height. No fire alarm system exists.

The building appears to be located less than 5 feet from the south property line. Per CBC Table 602 the south wall of the building is therefore required to be 2-hour fire resistive construction. The existing south wall of the building is 8 inch concrete masonry which according to Table 720.1, item 3-1 meets this fire resistive construction requirement. There are no existing openings in this property line wall. If modifications are made to this building any openings in this wall would be limited in size and would require fire resistive construction. The other exterior walls of the building are at least 10 feet from the property lines and all other structures, therefore no fire resistive construction is required.

The building is considered mixed occupancy B and S-1. The current code does not require an occupancy separation between the office area and the repair garage/shop space per CBC Table 508.3.3.

The existing floor plan does not provide adequate exits for all occupied spaces. Two additional exits from the shop area are required. The smaller shop room in the northwest corner of the building also requires an exit directly to the exterior.

The existing building appears to be in compliance with the CBC with the exception of the shop area exits. Construction of three 3'-0" wide exit doors are required in the shop, one in the north east corner and one along the west wall of the shop and one in the smaller shop room.

4. Facility Condition Survey

Site

Existing conditions

The existing site is completely paved with asphaltic concrete paving. The paving for the most part is in poor condition. There is evidence of ponding and drainage problems along the north wall of the building where the water is not draining away from the structure.

The largest site feature at this property is the grade change between the parking area and the building area. There is nearly a 3 foot elevation change. Larger vehicles and buses will not be able to drive up to and into the shop building. There is limited site lighting along the street. The site is not fenced. There is no existing landscaping.

Improvements required

Regrading of the site is required to make the shop area accessible to larger vehicles and buses. This will require a significant amount of fill be brought into the site. The new asphaltic concrete paving is required at the entire site. The areas of the site near the building where the drainage problems exist should be regraded for positive drainage away from the structure. New site lighting will be required. A commercial vehicle wash rack needs to be constructed. Security fencing needs to be installed around the entire site including a main entrance gate. Landscaping along Main Street will need to be installed to be in conformance with the zoning ordinances.

Building Exterior

Existing conditions

The majority of the existing building is clad in cement plaster. The cement plaster appears to be in fair condition. There is some minor damage that appears to be from a vehicle bumper near the main shop roll up door. There are several other locations with minor damage. The south wall of the building is concrete masonry units (CMU). The entire building is painted. The paint is in generally good condition.

A wood framed addition of three offices was made to the original steel building. It is enclosed with a storefront system on a brick sill. There is a stucco wall above the storefront similar to the condition on the east elevation.

The roof is corrugated galvanized steel type. It appears to have been replaced in the past 10 years. Roofs of this type have a useful life of approximately 40 years. There are corrugated plastic skylights in several locations above the shop area. There is no gutter on the south side of the high roof. The gutter on the north side is not continuous, is damaged and is falling off in one location. The lower front portion of the building has a roof that is enclosed with a parapet. On the north side there are two downspouts coming out of the stucco parapet and draining onto the ground. There are no downspouts visible on the south side of this portion of the building. Along the north wall at the wood framed addition where the roof parapet intersects the shop wall, on the inside of the building there is evidence of a roof leak. There is also a paper sign posted on the wall that states "this room floods". A closer inspection of this area of the roof and the existing waterproofing detail at the parapet should be made.

The east section of the building is enclosed with an aluminum storefront system sitting on a brick sill. The storefront system appears to be in good condition. It is glazed with single pane glass. There is a reflective coating/film on the glazing that is in good condition. There is one main entrance door in the storefront. This door does not seal, significantly reducing energy efficiency.

The shop portion of the building has two large manually operated steel slider doors, one on the north elevation and one on the west. These doors are probably original to the building. The openings are framed with wood. They are in poor condition. The wood frames are damaged and splitting. The doors are bent. There are two manually operated steel garage type doors on tracks in steel frames on the north elevation. These doors are newer and appear to have been constructed in the past 10 years. They are in fair condition. There are three steel framed windows on the east wall of the shop that are probably original to the building. They appear to be in good condition. They have single-pane glazing.

On the west side of the building is a covered yard area that is in poor condition. It is enclosed on two sides by CMU walls. The east side is enclosed by the exterior wall of the building and the north side is open. The roof of this structure appears to be older than the building roof. Underneath this structure is a self contained spray booth. The spray booth has been vandalized. All of the glazing in the doors has been broken. All of the light fixtures in the spray booth have been damaged or removed.

Exterior Improvements Required

Repair stucco wall where damaged. Repair roof leak at the parapet. Verify that the existing roof drains at parapet section are functioning. Replace gutter along north side of shop. Remove covered patio structure, spray booth. Replace the slider service doors with new.

Building Interior

Office space

The main open office area as you enter the building has high ceilings and large storefront windows along the east and north walls. The ceiling is in good condition. The lighting is pendant mounted type and is very old. The floors are painted concrete. Down a hallway there are three small offices located along the north side of the building. These offices have storefront glazing on both the north and south walls and are therefore very open. The condition of these offices is poor. The suspended t-bar ceiling is missing and damaged in all of the spaces. The floor is painted concrete and is uneven. The office furthest to the west has water damage on the ceiling, wall, and floor. The remaining portion of the office area is located under the mezzanine. This area is in fair condition. The ceilings are acoustic ceiling tiles applied to furring strips on the bottom of the floor framing. There is carpet in these offices. Because this space is located in the center of the building there is limited natural

light. Windows from these offices open into the adjacent hallway and open office near the front of the building. None of the doors in the office area have accessible hardware.

Office space improvements

Remove the wood framed addition on the north side of the building and construct new addition. Remodel the existing office space located under the mezzanine structure to better fit the program. Install new ceilings in this area. Install carpet throughout. Replace lighting. Paint. Replace door hardware at all doors to remain.

Office Restrooms

There are two restrooms in the office area. The first is a single occupant unisex accessible restroom. It is in fair condition. It appears to meet the requirements of the code are an accessible restroom. The layout is somewhat awkward since it can be accessed by two doors. The floor is sheet vinyl with a wood base and the walls are gypsum board. The second is a very small unisex restroom located between two offices. This restroom is also in fair condition. The fixtures are old. The sheet vinyl flooring is old and stained. The layout is awkward.

Office Restroom Improvements

Remove the second door at the accessible restroom and update the finishes. Demolish the second very small unisex restroom because it is not needed based on the program.

Shop space

The shop space is in fair condition. The building is exceptionally tall at the ridge at 25 feet. The roof is not insulated. There is an unfinished office / storage area under the mezzanine with a service window that opens into the shop. The entire shop area has concrete floors. There is a floor grate in the middle of the shop that is full of water and does not appear to drain. In the northwest corner of the shop there is a large room construct with full height corrugated steel siding.

Mezzanine

Wood stairs lead up to a wood framed mezzanine. It is unfinished except for a 10'x10' office that has windows overlooking the shop area. The office has carpeting that is in fair condition. Most of the mezzanine has plywood floors. There is limited head clearance near the steel beams.

Shop and Mezzanine improvements

Insulate the roof. Insulate the walls

Shop Restroom

There is one mens' restroom in the shop area located under the mezzanine. It is in poor condition. The restroom has two fixtures, a toilet and a urinal, and a sink located outside in the main shop. It

is not accessible. There is wood toilet partition around just the toilet. The sheet vinyl flooring is stained and has some areas with cracks.

Shop Restroom Improvements

Remove the existing restroom and including both fixtures. Construct new accessible restrooms and shower room according to the program.

Structural Analysis

The facility at 215 South Main Street is a 5650 square foot metal building structure manufactured by Butler Buildings, and was constructed in 1959. The largest part of the building structure is typical of most manufactured metal buildings with steel frames clad with purlins and metal siding/roof. The front portion of the building also has steel frames, but is clad with window walls or masonry block. The entire south side of the building is comprised of a masonry block wall set atop a retaining wall that varies in height from 0 to 5 feet. At the rear of the building it appears that a wood framed roof structure was set atop masonry walls to form an 800 square foot covered storage area. This area in particular is in a deteriorated state with signs of water damage and rotting issues throughout the wood structural framing.

The retaining wall along the rear of the property also exhibits signs of distress with a large crack and out of plumb orientation at the northwest end. It was also noted that the retaining wall along the south side of the property, beginning from the rear property line and extending approximately 30 feet from the rear property line towards the front of the property, appears to be deflected out towards the south. This deflected retaining wall seems to be contributing to the failure and cracking of adjacent slabs on grade. The rest of the retaining wall along the south side of the property has vertical cracks at approximately 6'-0" on center. This cracking is probably due to the fact that there are no concrete control joints along the wall line, however it could also be due to other hidden conditions. Should a full accounting of the stability of the retaining wall be desired, as-built drawings would have to be reviewed or field investigation with x-ray and excavation would be required to ascertain wall/footing dimensions and stability.

At the east end of the main part of the building a large swamp cooler appears to have inadequate support. It was also noted that the interface between the smaller building and the larger building appears to suffer from water intrusion. Water damage if left unchecked will have deleterious effects on the structural system as well as all architectural finishes.

Another item that was noticed upon visual observation was cut or missing lateral cross bracing for the large metal building area. This was noted at the northeast and southwest corners. This missing bracing is critical to building performance in an earthquake or high wind event. The wood framed mezzanine level in the southeast corner of the main building area appears to lack adequate member sizes as well as

dedicated footings to support any office loading above. The member sizes should be verified and checked for conformance to current code if this mezzanine is to be used for storage or office space.

Structural Improvements

Overall the structure's condition appeared to be serviceable; however we suggest a thorough review of retaining wall conditions/designs be made, due to the fact that there seemed to be evidence of movement since the walls were constructed. The metal building structure above grade was in decent condition. We would recommend that the water damaged light framed wood covered area at the rear of the building be addressed with repairs as needed. Without review of as-built drawings and building calculations no guarantee of compliance to current or past building code can be made. It is unlikely that this building and its structural framing would meet the strength and serviceability of current building codes.

Mechanical Systems

There is one split system unit in the mezzanine area of the building with the condenser located on the roof. The unit appears to be very old, well beyond its useful life expectancy of 25 years. This unit is missing its access panel door. The condenser is newer. It provides heating and cooling to the office areas.

The shop has 5 gravity vents at the ridge. The shop is cooled by three large roof mounted evaporative coolers and one small wall mounted evaporative cooler. The shop is heated by gas unit heaters hung from the ceiling along the north wall. The heaters do not have flues. The evaporative coolers useful life is approximately 20 years. The unit heaters useful life is approximately 20 years.

Mechanical System Improvements

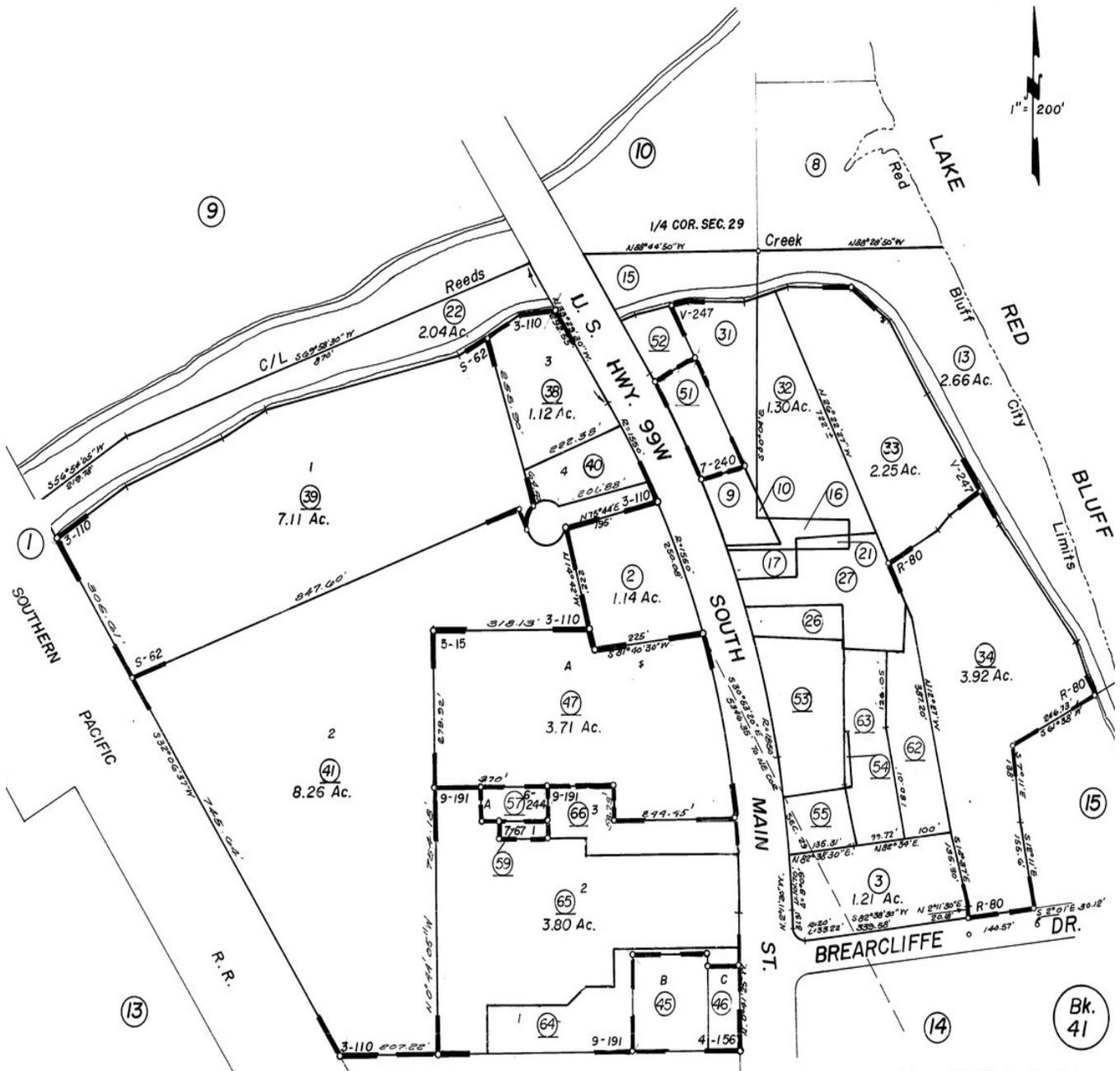
Replace HVAC for the office area with new split system. Replace evaporative coolers in the shop. Install new gas unit heaters in the shop.

Electrical System

The existing main electrical panel is located on the west exterior elevation of the shop building. It is labeled that it has 400 amps of 120/240 delta 3 phase power. Delta power is typically charged a premium rate by P.G.&E. The panel is dated 1975. The useful life for electrical equipment of this type is approximately 20 years. There are several subpanels located in the shop area and one in the mezzanine. The subpanels appear have been replaced. The breakers are clearly marked.

Electrical Improvements

Replace main panel as it is beyond its useful life. Consider a new service from P.G.&E. for standard 3 phase power to reduce energy costs. Telecommunication and data system will need to be installed to meet the program requirements.



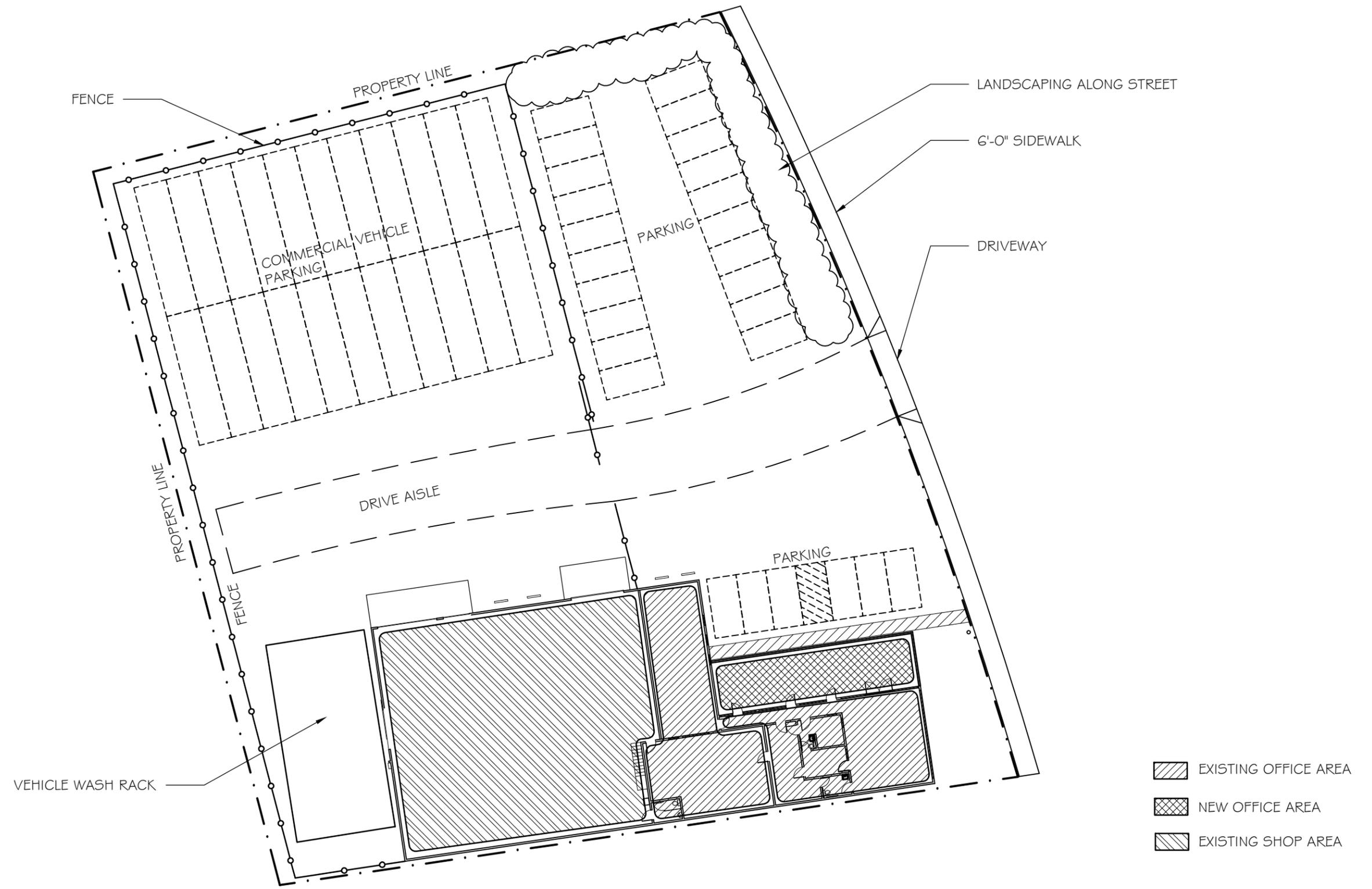
Assessor's Map Bk. 33 - Pg. 12
County of Tehama, Calif.

P.M. Bk. 6, Pg. 244 - Parcel Map No. 80-82
 P.M. Bk. 3, Pg. 110 - Parcel Map No. 840
 P.M. Bk. 3, Pg. 157 - Parcel Map No. 77-15
 P.M. Bk. 4, Pg. 156 - P.M. No. 77-248
 P.M. Bk. 5, Pg. 15 - P.M. No. 78-1
 P.M. Bk. 7, Pg. 240 - P.M. No. 78-268 Amended

P.M. Bk. 9, Pg. 191 - P.M. No. 90-57
 P.M. Bk. 7, Pg. 67 - P.M. No. 81-27
 R.S. Bk. S, Pg. 62
 R.S. Bk. R, Pg. 80
 R.S. Bk. V, Pg. 247

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

ASSESSOR MAP
 215 South Main Street
 Red Bluff, CA



Base Bid Breakdown Forms

Schematic Cost Estimate			
Property D - Helser Building			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
1	Site Preparation and Earthwork		\$ 26,250.00
2	Baserock and Paving		\$ 210,000.00
3	Base Rock Fill		\$ 76,000.00
4	Site Concrete		\$ 40,000.00
5	Retaining Wall - demolition and removal		\$ 4,000.00
6	New Retaining wall		\$ 28,500.00
7	Building demolition		\$ 3,200.00
8	Structural Repairs		\$ 75,000.00
9	Striping and Exterior Signs		\$ 1,275.00
10	Underground Water, Storm Sewer and Storm Drain		\$ 6,300.00
11	Irrigation		\$ 11,375.00
12	Chain Link Fences and Gates		\$ 14,000.00
13	Landscaping - Ground Cover		\$ 16,250.00
14	Landscaping - Trees		\$ 2,000.00
15	Erosion Control		\$ 9,552.00
16	Building Concrete and Reinforcement		\$ -
17	Concrete Sealer		\$ -
18	Masonry		\$ -
19	Misc. Metals (Stairs, Awnings, etc.)		\$ -
20	Metal Framing & Blocking		\$ 28,656.00
21	Interior and Exterior Finish Carpentry		\$ 2,865.60
22	Casework and Countertops		\$ 7,402.80
23	Insulation		\$ 2,340.24
24	Firestopping - incl in Metal Framing		\$ -
25	Sealants and Caulking		\$ 1,194.00
26	Access Doors		\$ -
27	Metal Doors and Frames		\$ 20,871.12
28	Overhead Sectional Doors		\$ 4,200.00
29	Windows & Glazing		\$ 12,417.60
30	Finish Hardware		\$ 7,164.00
31	Gypsum Board		\$ 28,178.40
32	Acoustical Ceilings		\$ 7,928.16
33	Tile - VCT		\$ 5,014.80
34	Linoleum Flooring and Rubber Base		\$ 3,820.80
35	Carpet		\$ 8,358.00
36	Vinyl Wallcovering		\$ -
37	Painting		\$ 16,238.40
38	Sanitary Wall Panels		\$ 1,910.40
39	Toilet Partitions		\$ -
40	Architectural Louvers		\$ -
41	Corner Guards		\$ -
42	Interior Signs		\$ 2,149.20
43	Metal Lockers		\$ -
44	Fire Extinguishers & Cabinets		\$ 238.80
45	Wire Mesh Partitions		\$ -
46	Toilet Accessories		\$ 2,865.60
47	Projection Screen - 2		\$ 1,240.00
48	Appliances		\$ 2,250.00
49	Metal Building System		\$ -
50	Fire Sprinkler System		\$ -
51	Plumbing		\$ 34,864.80
52	Fluid Distribution and Waste System		\$ -
53	Heating, Ventilating and Air Conditioning		\$ 71,640.00
54	Vehicle Exhaust Removal System		\$ 2,400.00
55	Site Electrical - New Service		\$ 75,000.00
56	Building Electrical		\$ 71,640.00
57	Bus Wash Equip. & Interceptor		\$17,500
58	Subtotal		\$ 964,050.72
59	General Conditions		\$ 77,124.06
60	Bonds		\$ 19,281.01
61	Fee/Overhead & Profit		\$ 115,686.09
62	TOTAL:		\$1,176,142



Property E
Former Red Bluff Ford Dealership
2950 Main Street

1. General Property Description

This property is a 10.88 acre parcel of land located in the State of California, County of Tehama, City of Red Bluff, with the street address 2950 Main Street, Red Bluff CA 96080. It is currently bank owned. It is being represented by real estate agent John Troughton, Cushman & Wakefield of California, Inc. The tax assessor parcel number is 027 230 01. This property is the former Red Bluff Ford Mercury dealership.

The site is located along Business Route Interstate Highway 5 and is bounded by Interstate Highway 5 along the entire east side. There a large culvert immediately north of the parcel. Beyond this to the north there is an overpass onramp to Interstate 5 North and an off ramp from Interstate 5 South. Along the south property line is a retaining wall approximately 8 feet high separating this property from the higher grade at the neighboring property. The west side of the site fronts Main Street with approximately 1450 linear feet of street frontage and is landscaped.

There is one existing structure on the property constructed in 2002 that is approximately 31,247 gross square feet. It is a manufactured steel framed building that is clad in stucco on a concrete foundation on grade. There is approximately 10,924 square feet of finished office space and 15,752 square feet of shop space in the building. There is also a large covered breezeway above the main entrance.

2. Zoning

2950 Main Street is zoned FC Freeway Oriented Commercial District. The specific uses that Paratransit Services intends are permitted except commercial vehicle repair. Commercial vehicle repair is not a permitted use for this district, although, public owned administration building (i.e. fire and police stations, governmental administration, etc.) is a permitted use. Because the property would be owned by Tehama County and used for administration and vehicle maintenance of a publicly funded program for a public agency the use may be allowed. Further investigation with the City Planning Department and Planning Commission would be required to determine if the intended use by Paratransit would fall into this category. The lot area and lot dimensions are in compliance with the zoning ordinances. The set back from the property lines to the existing structure is in compliance with the zoning ordinances. The zoning ordinances require that the front and street side street yards are landscaped and the property complies with this.

The lot size is 10.88 acres or 473,932.8 square feet. The allowed maximum building coverage is 60% or 284,359.7 square feet. The total existing building gross area is 31,247 square feet equal to 6.6% building coverage. The allowed surfaced area maximum is 80% or 379,146.2 square feet. The existing total area of site coverage is 271,528 square feet or 57.3%.



3. Building Code Analysis

The existing 2950 Main Street building is classified as Type II-B construction, all elements of the building are constructed of non-combustible materials. The allowable gross square footage of this type of construction for this occupancy is 17,500 SF. The existing building exceeds the basic allowable area. Since the building is fire sprinklered the code allows us to increase the allowed floor area by 300 percent (CBC 506.3). Using the allowed area increase the existing building is within the limitations for gross area. The building height is well within the allowed height. No fire alarm system exists.

The building is located on the site at least 10 feet from the property lines and all other structures therefore no fire resistive construction is required at the exterior walls.

The building is considered mixed occupancy B and S-1. No occupancy separation is required between the office area and the repair garage/shop space per CBC Table 508.3.3. The existing drawings provided by the owner do not identify any fire resistive construction. The existing floor plan provides adequate exits for all occupied spaces.

The existing building appears to be in general compliance with the California Building Code. No improvements are required to bring this facility up to code.

4. Facility Condition Survey

The existing building and site far exceed the programmatic needs identified in this report. To occupy a facility this large would unnecessarily increase yearly operational and maintenance costs. There is potential to remodel and subdivide the existing structure into a number of tenant suites. Additional programming would be required to determine the best way to subdivide. The scope of this report does not cover the development potential of this property. A general condition survey was included to document existing conditions. Because the site development and structure were constructed in 2002 the overall condition of the facility is good. The cost estimate and conceptual design are based on the improvements required only to meet the programmatic needs.

Site Condition Survey

Overall the site is in good condition. Because this site was a former car dealership there are acres of paved parking areas. The entire site has existing pole mounted lighting. The site is only partially fenced.

Site improvements

Construct a new automatic gate in the existing opening in the cmu wall on the south side of the building and add some additional fencing to create a secure commercial vehicle parking area.



Building Condition Survey

The existing approximate 11,000 square feet of finished office space has gypsum board walls, suspended t-bar acoustical ceilings, and tile or carpet flooring. The approximate 15,000 square feet of shop space are unfinished with sealed concrete floors. There are several restrooms. Large men's and women's multi-occupant facilities are in the show room area. There is a large multi-occupant men's restroom in the shop area. A small women's restroom is also in the shop area. And there is a unisex restroom in the office area. All of the restrooms have tile floors and wainscots. There is an executive office located on the east side of the building which consists of a large office and on suite private restroom with shower. The building is fully insulated. The entire facility including all of the interior spaces are in good condition.

The mechanical and electrical systems are original to the building and appear to meet current code requirements. The air conditioning condenser units were uninstalled by the building representatives and placed inside the shop to prevent vandalism.

Building Improvements

A shower would need to be constructed as required for the vehicle maintenance staff. The condenser units that were removed would need to be reinstalled and the mechanical system would need to be tested and balance.

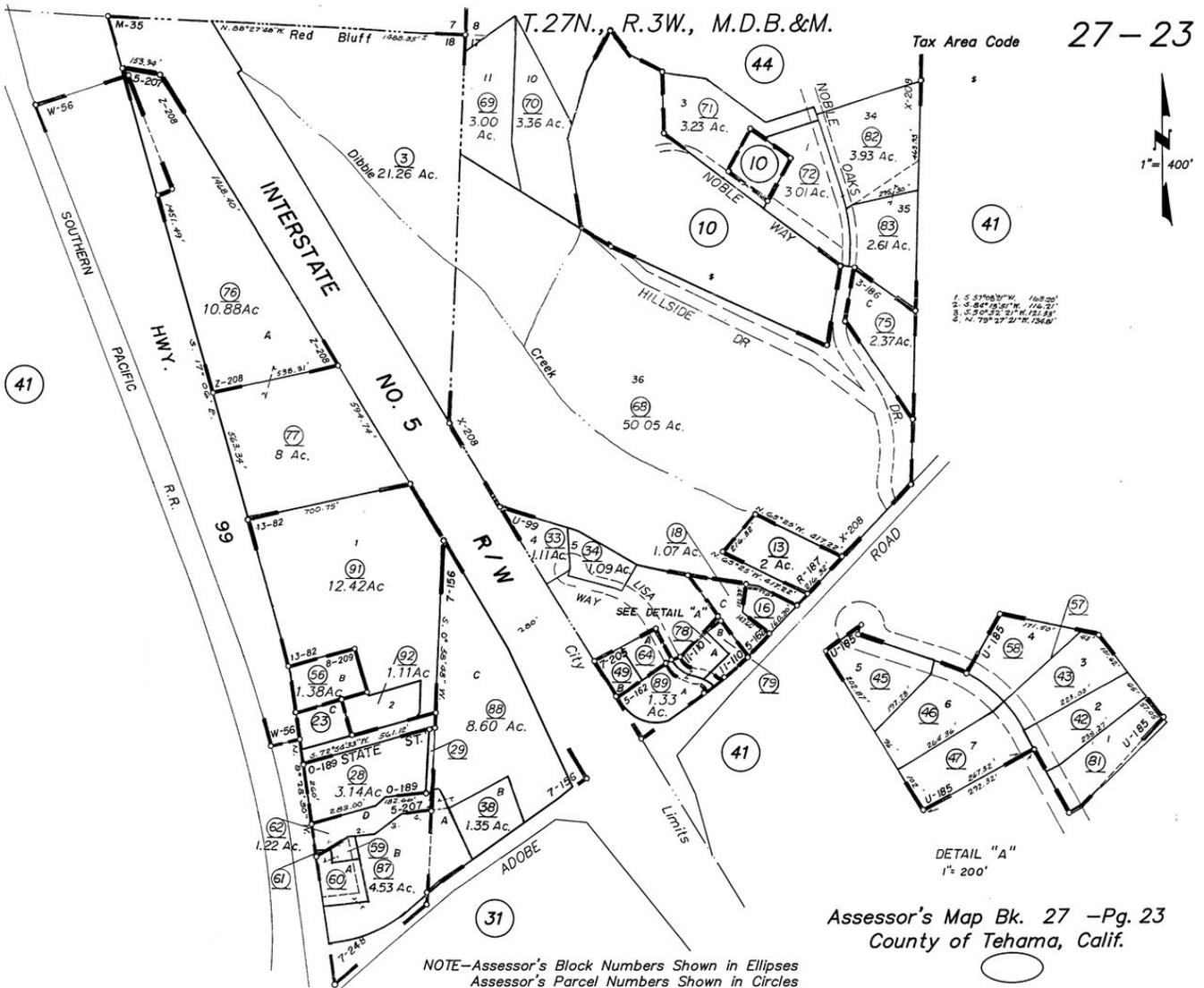
Structural Analysis

The facility at 2950 Main Street is a 32,500 square foot ordinary moment frame building combined with a manufactured metal building structure built in 2001. After review of the structural drawings it appears the structure was built to meet the 2001 California Building Code. On site visual observation showed the building to be in good condition as would be expected for its age. All exposed slabs appeared to be in good condition and it should be noted that slabs at the maintenance portion (South) of the building were 6" thick to accommodate vehicular loads.

Structural Improvements

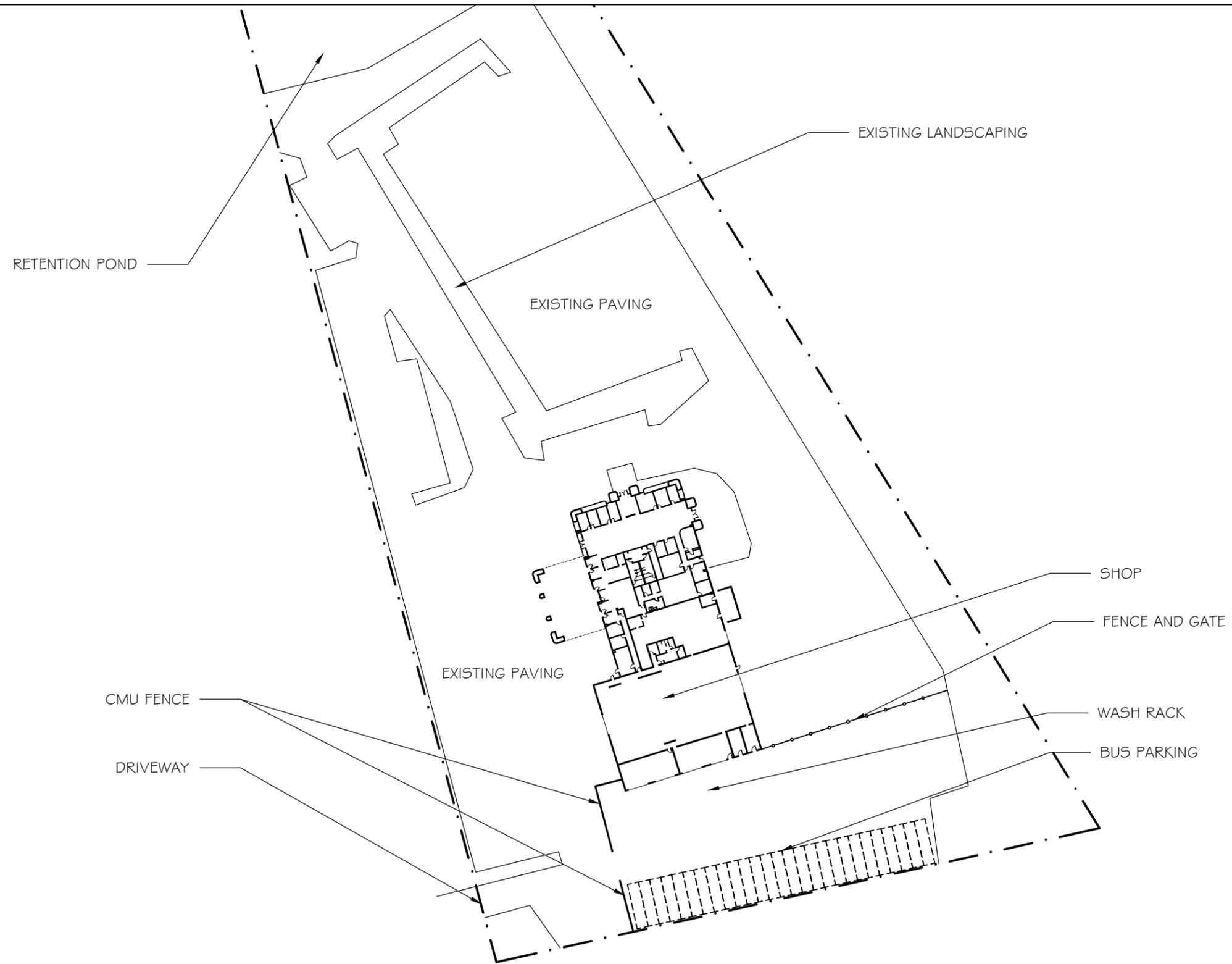
No structural improvements appear necessary.

- | | |
|-------------------------------------|---|
| P.M. Bk. 3, Pg. 186-P.M. No. 799 | R.S. Bk. N, Pg. 15 |
| P.M. Bk. 5, Pg. 162-P.M. No. 78-92 | R.S. Bk. O, Pg. 189 |
| P.M. Bk. 5, Pg. 207-P.M. No. 78-231 | R.S. Bk. R, Pg. 187 |
| P.M. Bk. 7, Pg. 10-P.M. No. 80-62 | R.M. Bk. U, Pg. 99-Adobe Mesa,
Tract No. 79-1019 |
| P.M. Bk. 7, Pg. 156-P.M. No. 82-28 | R.M. Bk. U, Pg. 185-Adobe Mesa,
Tract No. 83-1000 |
| P.M. Bk. 7, Pg. 205-P.M. No. 83-2 | R.S. Bk. W, Pg. 56 |
| P.M. Bk. 7, Pg. 248-P.M. No. 83-81 | R.M. Bk. X, Pg. 208-Noble Oaks Estates
Tract No. 93-1001 |
| P.M. Bk. 8, Pg. 209-P.M. No. 87-30 | R.S. Bk. Z, Pg. 193-Hwy 36 Monumentation |
| P.M. Bk. 11, Pg. 110-P.M. No. 94-34 | R.S. Bk. Z, Pg. 208 |
| P.M. Bk. 13, Pg. 82-P.M. No. 04-14 | |
| R.S. Bk. M, Pg. 35 | |



ASSESSOR MAP
 2950 Main Street
 Red Bluff, CA





Base Bid Breakdown Forms

Schematic Cost Estimate			
Property E - Ford Lot			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
1	Site Preparation and Earthwork		\$ -
2	Baserock and Paving		\$ -
3	Site Concrete - Wash Slab		\$ 27,000.00
4	Striping and Exterior Signs		\$ -
5	Underground Water, Storm Sewer and Storm Drain		\$ -
6	Irrigation		\$ -
7	Chain Link Fences and Gates		\$ 4,200.00
8	Landscaping		\$ -
9	Erosion Control		\$ -
10	Building Concrete and Reinforcement		\$ -
11	Concrete Sealer		\$ -
12	Masonry		\$ -
13	Misc. Metals (Stairs, Awnings, etc.)		\$ -
14	Metal Framing & Blocking		\$ 1,680.00
15	Interior and Exterior Finish Carpentry		\$ 168.00
16	Casework and Countertops		\$ -
17	Insulation		\$ 137.20
18	Firestopping - incl in Metal Framing		\$ -
19	Sealants and Caulking		\$ 70.00
20	Access Doors		\$ -
21	Metal Doors and Frames		\$ 1,260.00
22	Overhead Sectional and Counter Doors		\$ -
23	Windows & Glazing		\$ -
24	Finish Hardware		\$ 420.00
25	Gypsum Board		\$ 1,456.00
26	Acoustical Ceilings		\$ -
27	Tile - VCT		\$ -
28	Linoleum Flooring and Covered Base		\$ 1,400.00
29	Carpet		\$ -
30	Vinyl Wallcovering		\$ -
31	Painting		\$ 952.00
32	Sanitary Wall Panels		\$ 560.00
33	Toilet Partitions		\$ -
34	Architectural Louvers		\$ -
35	Corner Guards		\$ -
36	Interior Signs		\$ 280.00
37	Metal Lockers		\$ -
38	Fire Extinguishers & Cabinets		\$ -
39	Wire Mesh Partitions		\$ -
40	Toilet Accessories		\$ 560.00
41	Projection Screen - 2		\$ 1,240.00
42	Appliances		\$ -
43	Metal Building System		\$ -
44	Fire Sprinkler System		\$ -
45	Plumbing		\$ 5,600.00
46	Fluid Distribution and Waste System		\$ -
47	Heating, Ventilating & Air Cond. - Reconnect Existing		\$ 18,000.00
48	Vehicle Exhaust Removal System		\$ 2,400.00
49	Site Electrical		\$ -
50	Building Electrical		\$ 2,800.00
51	Bus Wash Equip. & Interceptor		\$17,500
52	Subtotal		\$ 87,683.20
53	General Conditions		\$ 7,014.66
54	Bonds		\$ 2,455.13
55	Fee/Overhead & Profit		\$ 17,536.64
56	TOTAL:		\$114,690

References:

1. California Title 24, California Building Code
2. Reference The Municipal Code for the City of Red Bluff, Zoning code reference Chapter 25, in its entirety and particularly the following sections:
 - Article IX: Industrial Districts
 - Article VIII: Commercial Districts
 - Article XXIII: Off-Street Parking and Loading
3. County of Tehama, Title 17 Zoning Ordinances in it's entirety and particularly the following chapter:
 - Chapter 17.46 PA Public Agency District





Appendix to Property A
1515 Schwab

1. Purpose of the Addendix

Property A, the location of the existing Paratransit Services facility, houses two existing buildings, 1509 Schwab and 1515 Schwab. The initial report included a facility assessment for the 1509 Schwab building exclusively. At the request of Paratransit Services an appendix to Section II was written to document the existing conditions at the 1515 Schwab building. A subsequent site visit was conducted by Leslie Swaim on June 21, 2010 to make a visual assessment of the existing structure. This appendix includes a summary of these conditions.

2. General Property Description

See the General Property Description included in Section II – Property A.

3. Zoning

See the Zoning information included in Section II – Property A.

4. General Building Description

The 1515 Schwab building is a 7,980 gross square feet manufactured metal building located on a concrete foundation on grade. The building is approximately 16 years old. It is approximately 20 feet tall and has a gabled roof. The existing building is divided into three suites. Suite A is a 3,100 square feet unit with approximately 200 square feet of finished office space, Suite B is 3,100 square feet unit with approximately 150 square feet of finished office space, and Suite C is 1,500 square feet unit with approximately 200 square feet of finished office space. Suite A and Suite B are leased to a wholesale retailer tenant and retail distribution tenant respectively. Suite C is owner occupied.

5. Building Code Analysis

The existing 1515 Schwab structure is classified as Type V-B construction, the building elements are constructed of both combustible and non-combustible materials. The shell building could be considered Type II-B construction, non-combustible, but because the interior partitions are constructed of combustible materials the construction type must be Type V. The gross square footage and building height are within the allowable height and building area limitations as identified in CBC Table 503. Based on the size, occupancy, and construction type this building is not required to be fire sprinklered. It is not fire sprinklered and no fire alarm system exists. The building is located on the site



at least 10 feet from the property lines and all other structures therefore no fire resistive construction is required at the exterior walls.

The building is considered mixed occupancy, B office area and S-1 storage area. No occupancy separation is required between the B and S-1 space per CBC Table 508.3.3. A 1-hour fire resistive separation wall is required between three commercial suites. It appears that the existing walls separating the tenant spaces are equivalent to 1-hour fire resistive construction. The existing floor plan provides adequate exits for all occupied spaces.

The existing building appears to be in compliance with the basic requirements of the California Building Code. No modifications are required to bring the building into compliance with the code.

6. Facility Condition Survey

Building Exterior

The building is clad in painted metal siding. It is likely that this is factory finished metal siding provided by the metal building manufacturer. The useful life for this type of siding is approximately 40 years. The siding appears to be in overall good condition. The painted finish is good. There is some damage to the siding on the west side of the building; one section of paneling near the telephone panel has a hole in it. Two additional sections of siding on the west elevation have slices/cuts. The bottom of the siding is at grade on the south and west elevations and some staining is noticeable. On the south elevation the siding is so close to grade that some water may be able to penetrate into the building if flashing is not installed correctly. There is some evidence of water stains on the interior slab at this location. The north elevation and a portion of east elevation have an existing brick wall base. The brick appears to be in good condition.

There is an 8 foot deep eave on the east side of the building. The paint on the exposed beams has deteriorated.

The building has a corrugated metal roof typical of this type of manufactured building. It is likely that this roof was provided with the manufactured building. There are sheet metal gutters along the entire east and west elevation, two downspouts, and two overflow downspouts. The gable ends of the building have sheet metal edge flashing. All the metal flashing, gutters, and downspouts have some staining but appear to be in good condition. The useful life for this type of roofing is approximately 40 years.

There are several painted exterior steel doors in painted steel frames on the building. All of the exterior doors are accessible with level landings, accessible thresholds and lever type hardware. The doors do show signs of normal wear. There are two 12 foot wide by 14 foot tall rollup doors,



one in Suite A and one in Suite C. Suite B has 3 10 foot by 10 foot rollup doors. These doors appear to be in good working order. There are two dual-pane sliding aluminum windows on the north elevation and one on the east elevation. The windows appear to be original to the building and appear to be in fair condition showing some signs of age.

There is some existing lighting at the exterior of the building that will need to be verified but appear to be adequate for lighting the doors and parking in front of the building.

There is an existing 40 foot wide by 30 inch deep concrete loading dock that serves the three rollup doors in Suite B. The edge of the loading dock has a steel nosing. Loading dock and associated paving are in good condition.

Exterior Improvements

Only minor improvements will be required to the exterior of the building including replacing the damaged siding, correcting the installation to the siding on the south elevation where it is too close to the exterior grade and repainting the exposed structural members at the eave. General maintenance should be done to all of the doors and windows including cleaning, adjusting hardware, and repainting.

Building Interior

Office Areas

The condition of the office area in all of the suites is very similar. In each suite there is one existing finished office and overall the offices are in fair condition. Suite C has a second smaller office. The offices have gypsum board ceilings, gypsum board walls, and carpet flooring. The doors to the offices are not accessible. The carpeting is low grade commercial and shows signs of wear. The walls need to be repainted. The office lighting is 1x4 surface mounted fluorescent fixtures.

Office Improvements

The offices should be repainted and receive new carpet. New accessible doors are required at each office. Reconfiguring of the existing office space may also be required to meet the specific programmatic needs.

Restrooms

Like the offices, the three existing restrooms are in similar condition. Each suite has one accessible single occupancy restroom with one floor mounted toilet and one wall hung sink. The restrooms have sheet vinyl flooring with self covered base and 4 foot fiberglass reinforced wall panel (FRP) wainscot. The flooring is worn and damaged in all restrooms. The wall panels are in fair condition. The restrooms are accessible except for the installation of the toilet grab bars in not compliant, the

sink drain pipe cover is missing or damaged, and the restroom doors are not accessible. All of the restrooms have exhaust fans.

Restroom improvements

The sheet vinyl flooring should be replaced. The accessible grab bars should be reinstalled at accessible heights. Install new drain pipe covers at sinks. Install new doors at each restroom. The existing fixtures require extensive cleaning to remove staining.

Storage Areas

The storage areas in all of the suites are unfinished. The floors are exposed concrete slab. The ceiling and east wall are exposed insulation. The west wall is covered in gypsum board. The insulation is in fair condition, there are damaged areas in all of the suites. Suite B has steel framed partitions dividing the suite into three areas. Each section has a rolling steel door, overhead hung on a steel track. These partitions are in good condition. The storage area is lighted with 2' by 8' fluorescent fixtures.

In Suite A along the west wall below the unit heater, there is some water damage and staining on the existing gypsum board wall. It was not clear if the water was from the unit heater flu penetration at the roof or from another penetration in the exterior siding. On the exterior side of the wall near this location are the wall mounted telephone panels and some conduit penetrations.

Storage Improvements

Minor improvements are required at the shop area including repairing the areas of damaged insulation and repair of the water leak and minor damage at the west wall in Suite A.

Structural Analysis

The 1515 Schwab Street building is an approximately 8000 square foot metal building structure manufactured by Metallic Buildings that was installed in approximately 1994. The building structure is typical of most manufactured metal buildings with steel frames clad with purlins and metal siding/roofing. This building sits on grade on a portion of the site that is graded higher than the surrounding area. There is a loading dock area cut from the grade with a small retaining wall surround.

The building and interior slab appeared to be in good condition at the time of the visit. The interior slab in general had some cracking likely due to inadequate crack control joint layout.

It was also noted that the overhead gas heater in the west maintenance bay appeared to lack adequate structural support.



The office infill framing appeared to be adequate. Storage above on the ceiling joists should be limited, and should the user desire confirmed storage capacity, an analysis/design of the ceiling/mezzanine should be completed by an Engineer licensed in the State of California.

Overall the structure's construction appeared to be of good quality however without review of as-built drawings and building calculations no guarantee of compliance to current building code can be made though it is likely that at the time of construction the building was designed to code.

Structural Improvements

Structural support for the heater should be verified for actual heater loads and field conditions.

Mechanical Systems

The existing office areas and restrooms in suites A and B do not have heating. Cooling in the offices is by a wall mounted evaporative cooler. Suite C is similar to the other suites, the office is cooled by a wall mounted evaporative cooler but the office also has a wall mounted electric heater. All of this equipment appears to have been installed at the time of construction and is therefore about 15 years old. The storage areas in the Suites A and C have gas unit heaters hung from the ceiling and vented through the roof. These appear original to the building construction. There is no cooling in these suites. Suite B does not have any heating or cooling in the storage area. The useful life for all of these appliances is typically 20 years.

Mechanical System Improvements

Unit heaters in Suites A and C will need to be replaced in the next 10 years based on the age. Install a unit heater in Suite B. Install evaporative coolers in each suite. Replace the evaporative coolers in the offices based on the age. Install heating in the offices.

Electrical System

Electrical service to the building appears to be three 200 amp 1-phase services, one service for each suite and each metered separately. The main switch gear and meters are located on the west side of the building. Inside of each suite is a single electrical panel serving that suite.

Electrical System Improvements

Modifications to the electrical system will be based on the future use of this building. No modifications are necessary at this time for the current use. Telecommunication and data system will need to be installed to meet the any future programmatic requirements.





Appendix to Property A
1515 Schwab

1. Purpose of the Addendix

Property A, the location of the existing Paratransit Services facility, houses two existing buildings, 1509 Schwab and 1515 Schwab. The initial report included a facility assessment for the 1509 Schwab building exclusively. At the request of Paratransit Services an appendix to Section II was written to document the existing conditions at the 1515 Schwab building. A subsequent site visit was conducted by Leslie Swaim on June 21, 2010 to make a visual assessment of the existing structure. This appendix includes a summary of these conditions.

2. General Property Description

See the General Property Description included in Section II – Property A.

3. Zoning

See the Zoning information included in Section II – Property A.

4. General Building Description

The 1515 Schwab building is a 7,980 gross square feet manufactured metal building located on a concrete foundation on grade. The building is approximately 16 years old. It is approximately 20 feet tall and has a gabled roof. The existing building is divided into three suites. Suite A is a 3,100 square feet unit with approximately 200 square feet of finished office space, Suite B is 3,100 square feet unit with approximately 150 square feet of finished office space, and Suite C is 1,500 square feet unit with approximately 200 square feet of finished office space. Suite A and Suite B are leased to a wholesale retailer tenant and retail distribution tenant respectively. Suite C is owner occupied.

5. Building Code Analysis

The existing 1515 Schwab structure is classified as Type V-B construction, the building elements are constructed of both combustible and non-combustible materials. The shell building could be considered Type II-B construction, non-combustible, but because the interior partitions are constructed of combustible materials the construction type must be Type V. The gross square footage and building height are within the allowable height and building area limitations as identified in CBC Table 503. Based on the size, occupancy, and construction type this building is not required to be fire sprinklered. It is not fire sprinklered and no fire alarm system exists. The building is located on the site



at least 10 feet from the property lines and all other structures therefore no fire resistive construction is required at the exterior walls.

The building is considered mixed occupancy, B office area and S-1 storage area. No occupancy separation is required between the B and S-1 space per CBC Table 508.3.3. A 1-hour fire resistive separation wall is required between three commercial suites. It appears that the existing walls separating the tenant spaces are equivalent to 1-hour fire resistive construction. The existing floor plan provides adequate exits for all occupied spaces.

The existing building appears to be in compliance with the basic requirements of the California Building Code. No modifications are required to bring the building into compliance with the code.

6. Facility Condition Survey

Building Exterior

The building is clad in painted metal siding. It is likely that this is factory finished metal siding provided by the metal building manufacturer. The useful life for this type of siding is approximately 40 years. The siding appears to be in overall good condition. The painted finish is good. There is some damage to the siding on the west side of the building; one section of paneling near the telephone panel has a hole in it. Two additional sections of siding on the west elevation have slices/cuts. The bottom of the siding is at grade on the south and west elevations and some staining is noticeable. On the south elevation the siding is so close to grade that some water may be able to penetrate into the building if flashing is not installed correctly. There is some evidence of water stains on the interior slab at this location. The north elevation and a portion of east elevation have an existing brick wall base. The brick appears to be in good condition.

There is an 8 foot deep eave on the east side of the building. The paint on the exposed beams has deteriorated.

The building has a corrugated metal roof typical of this type of manufactured building. It is likely that this roof was provided with the manufactured building. There are sheet metal gutters along the entire east and west elevation, two downspouts, and two overflow downspouts. The gable ends of the building have sheet metal edge flashing. All the metal flashing, gutters, and downspouts have some staining but appear to be in good condition. The useful life for this type of roofing is approximately 40 years.

There are several painted exterior steel doors in painted steel frames on the building. All of the exterior doors are accessible with level landings, accessible thresholds and lever type hardware. The doors do show signs of normal wear. There are two 12 foot wide by 14 foot tall rollup doors,



one in Suite A and one in Suite C. Suite B has 3 10 foot by 10 foot rollup doors. These doors appear to be in good working order. There are two dual-pane sliding aluminum windows on the north elevation and one on the east elevation. The windows appear to be original to the building and appear to be in fair condition showing some signs of age.

There is some existing lighting at the exterior of the building that will need to be verified but appear to be adequate for lighting the doors and parking in front of the building.

There is an existing 40 foot wide by 30 inch deep concrete loading dock that serves the three rollup doors in Suite B. The edge of the loading dock has a steel nosing. Loading dock and associated paving are in good condition.

Exterior Improvements

Only minor improvements will be required to the exterior of the building including replacing the damaged siding, correcting the installation to the siding on the south elevation where it is too close to the exterior grade and repainting the exposed structural members at the eave. General maintenance should be done to all of the doors and windows including cleaning, adjusting hardware, and repainting.

Building Interior

Office Areas

The condition of the office area in all of the suites is very similar. In each suite there is one existing finished office and overall the offices are in fair condition. Suite C has a second smaller office. The offices have gypsum board ceilings, gypsum board walls, and carpet flooring. The doors to the offices are not accessible. The carpeting is low grade commercial and shows signs of wear. The walls need to be repainted. The office lighting is 1x4 surface mounted fluorescent fixtures.

Office Improvements

The offices should be repainted and receive new carpet. New accessible doors are required at each office. Reconfiguring of the existing office space may also be required to meet the specific programmatic needs.

Restrooms

Like the offices, the three existing restrooms are in similar condition. Each suite has one accessible single occupancy restroom with one floor mounted toilet and one wall hung sink. The restrooms have sheet vinyl flooring with self covered base and 4 foot fiberglass reinforced wall panel (FRP) wainscot. The flooring is worn and damaged in all restrooms. The wall panels are in fair condition. The restrooms are accessible except for the installation of the toilet grab bars in not compliant, the

sink drain pipe cover is missing or damaged, and the restroom doors are not accessible. All of the restrooms have exhaust fans.

Restroom improvements

The sheet vinyl flooring should be replaced. The accessible grab bars should be reinstalled at accessible heights. Install new drain pipe covers at sinks. Install new doors at each restroom. The existing fixtures require extensive cleaning to remove staining.

Storage Areas

The storage areas in all of the suites are unfinished. The floors are exposed concrete slab. The ceiling and east wall are exposed insulation. The west wall is covered in gypsum board. The insulation is in fair condition, there are damaged areas in all of the suites. Suite B has steel framed partitions dividing the suite into three areas. Each section has a rolling steel door, overhead hung on a steel track. These partitions are in good condition. The storage area is lighted with 2' by 8' fluorescent fixtures.

In Suite A along the west wall below the unit heater, there is some water damage and staining on the existing gypsum board wall. It was not clear if the water was from the unit heater flu penetration at the roof or from another penetration in the exterior siding. On the exterior side of the wall near this location are the wall mounted telephone panels and some conduit penetrations.

Storage Improvements

Minor improvements are required at the shop area including repairing the areas of damaged insulation and repair of the water leak and minor damage at the west wall in Suite A.

Structural Analysis

The 1515 Schwab Street building is an approximately 8000 square foot metal building structure manufactured by Metallic Buildings that was installed in approximately 1994. The building structure is typical of most manufactured metal buildings with steel frames clad with purlins and metal siding/roofing. This building sits on grade on a portion of the site that is graded higher than the surrounding area. There is a loading dock area cut from the grade with a small retaining wall surround.

The building and interior slab appeared to be in good condition at the time of the visit. The interior slab in general had some cracking likely due to inadequate crack control joint layout.

It was also noted that the overhead gas heater in the west maintenance bay appeared to lack adequate structural support.



The office infill framing appeared to be adequate. Storage above on the ceiling joists should be limited, and should the user desire confirmed storage capacity, an analysis/design of the ceiling/mezzanine should be completed by an Engineer licensed in the State of California.

Overall the structure's construction appeared to be of good quality however without review of as-built drawings and building calculations no guarantee of compliance to current building code can be made though it is likely that at the time of construction the building was designed to code.

Structural Improvements

Structural support for the heater should be verified for actual heater loads and field conditions.

Mechanical Systems

The existing office areas and restrooms in suites A and B do not have heating. Cooling in the offices is by a wall mounted evaporative cooler. Suite C is similar to the other suites, the office is cooled by a wall mounted evaporative cooler but the office also has a wall mounted electric heater. All of this equipment appears to have been installed at the time of construction and is therefore about 15 years old. The storage areas in the Suites A and C have gas unit heaters hung from the ceiling and vented through the roof. These appear original to the building construction. There is no cooling in these suites. Suite B does not have any heating or cooling in the storage area. The useful life for all of these appliances is typically 20 years.

Mechanical System Improvements

Unit heaters in Suites A and C will need to be replaced in the next 10 years based on the age. Install a unit heater in Suite B. Install evaporative coolers in each suite. Replace the evaporative coolers in the offices based on the age. Install heating in the offices.

Electrical System

Electrical service to the building appears to be three 200 amp 1-phase services, one service for each suite and each metered separately. The main switch gear and meters are located on the west side of the building. Inside of each suite is a single electrical panel serving that suite.

Electrical System Improvements

Modifications to the electrical system will be based on the future use of this building. No modifications are necessary at this time for the current use. Telecommunication and data system will need to be installed to meet the any future programmatic requirements.



Appendix #2 to Property A
Cost Estimates for New Construction



1. Purpose of the Appendix #2

The purpose of Appendix #2 is to evaluate and provide cost estimates for demolishing the existing structures on the Property A site, the location of the existing Paratransit Services facility, and to construct a new building that would better meet the needs of the operation. Two cost estimates are included, Option A is for a new manufactured metal building and Option B is for a new conventional site built building.

2. Scope of Work

Option A - The scope of work included in the Option A cost estimate is the construction of a new 6300 square feet manufactured metal building on a concrete foundation on grade. The build shell will have prefinished metal siding and metal roofing panels provided by the building manufacturer. The building manufacturer would prepare and provide the fenestrations. Finished office space, driver areas, restrooms, etc. as identified in the report space inventory matrix will be constructed within the shell. The remaining area will remain unfinished vehicle maintenance shop area. All associated site work is also included in the cost estimate.

Temporary housing for the Paratransit business offices and maintenance operations is not included in the cost estimate. The need for temporary housing would not be necessary because existing facility could remain open during construction of the new building. The biggest impact to the operations during construction would be the commercial vehicle parking. An analysis of the specific needs for parking during the period of construction would be required and some offsite parking may be required.

Option B – The scope of work included in the Option B cost estimate is the same as Option A with the following exceptions: the shell building will be a custom designed and fabricated steel and wood framed structure with framed exterior walls on grade on a concrete foundation. The exterior finish will be cement plaster (stucco) and the roofing will be prefinished metal roofing. The fenestrations would be installed by the onsite contractor.

3. Estimated Construction Schedule

The estimated time for construction of Option A – Manufactured Metal Building would be approximately 8 months. The estimated time for construction of Option B – Conventional Construction would be approximately 10 months. The shorter schedule for construction of the manufactured metal building is due to the availability of standard shell buildings from the building manufacturer and the faster erection time. The shorter construction schedule could equal additional cost savings.



Base Bid Breakdown Forms

Schematic Cost Estimate			
Option A			
New Metal Building at 1509/1515 Schwab Facility			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
0	Demolition		\$ 14,720.00
1	Site Preparation and Earthwork		\$ 6,000.00
2	Baserock and Paving		\$ 144,000.00
3	AC Paving Overlay		\$ 40,000.00
4	Site Concrete - Wash Slab		\$ 27,000.00
5	Striping and Exterior Signs		\$ 2,500.00
6	Underground Water, Storm Sewer and Storm Drain		\$ 4,200.00
7	Irrigation		\$ 4,480.00
8	Chain Link Fences and Gates		\$ 8,400.00
9	Landscaping		\$ 2,040.00
10	Erosion Control		\$ 5,722.00
11	Building Concrete and Reinforcement		\$ 125,884.00
12	Concrete Sealer		\$ 2,975.44
13	Masonry		\$ -
14	Misc. Metals (Stairs, Awnings, etc.)		\$ -
15	Metal Framing & Blocking		\$ 68,664.00
16	Interior and Exterior Finish Carpentry		\$ 10,070.72
17	Casework and Countertops		\$ 17,166.00
18	Insulation		\$ 11,444.00
19	Firestopping - incl in Metal Framing		\$ -
20	Sealants and Caulking		\$ 2,861.00
21	Access Doors		\$ 1,144.40
22	Metal Doors and Frames		\$ 50,010.28
23	Overhead Sectional Doors		\$ 45,776.00
24	Windows & Glazing		\$ 18,310.40
25	Finish Hardware		\$ 17,166.00
26	Gypsum Board		\$ 67,519.60
27	Acoustical Ceilings		\$ 18,997.04
28	Tile - VCT		\$ 12,016.20
29	Linoleum Flooring and Rubber Base		\$ 9,155.20
30	Carpet		\$ 20,027.00
31	Vinyl Wallcovering		\$ -
32	Painting		\$ 51,498.00
33	Sanitary Wall Panels		\$ 4,577.60
34	Toilet Partitions		\$ -
35	Architectural Louvers		\$ 1,500.00
36	Corner Guards		\$ -
37	Interior Signs		\$ 5,149.80
38	Metal Lockers		\$ -
39	Fire Extinguishers & Cabinets		\$ 915.52
40	Wire Mesh Partitions		\$ -
41	Toilet Accessories		\$ 6,866.40
42	Projection Screen - 2		\$ 1,000.00
43	Appliances		\$ 2,250.00
44	Metal Building System		\$ 343,320.00
45	Fire Sprinkler System		\$ -
46	Plumbing		\$ 80,108.00
47	Fluid Distribution and Waste System		\$ -
48	Heating, Ventilating and Air Conditioning		\$ 171,660.00
49	Vehicle Exhaust Removal System		\$ 2,400.00
50	Site Electrical		\$ 5,000.00
51	Building Electrical		\$ 183,104.00
52	Bus Wash Equip. & Interceptor		\$ 17,500
53	Subtotal		\$ 1,635,098.60
54	General Conditions - 6%		\$ 98,105.92
55	Bonds and Insurance - 3%		\$ 49,052.96
56	Fee/Overhead & Profit - 15%		\$ 245,264.79
57	TOTAL:		\$ 2,027,522.26

Base Bid Breakdown Forms

Schematic Cost Estimate			
Option B			
New Conventional Site Built Building at 1509/1515 Schwab Facility			
ITEM	ACTIVITY	Subcontractor (or by G.C.)	Estimate
0	Demolition		\$ 14,720.00
1	Site Preparation and Earthwork		\$ 6,000.00
2	Baserock and Paving		\$ 144,000.00
3	AC Paving Overlay		\$ 40,000.00
4	Site Concrete - Wash Slab		\$ 27,000.00
5	Striping and Exterior Signs		\$ 2,500.00
6	Underground Water, Storm Sewer and Storm Drain		\$ 4,200.00
7	Irrigation		\$ 4,480.00
8	Chain Link Fences and Gates		\$ 8,400.00
9	Landscaping		\$ 2,040.00
10	Erosion Control		\$ 5,722.00
11	Building Concrete and Reinforcement		\$ 125,884.00
12	Concrete Sealer		\$ 2,975.44
13	Exterior Finish System - Stucco		\$ 43,288.40
	Roofing		\$ 80,991.20
14	Misc. Metals (Stairs, Awnings, etc.)		\$ -
15	Metal Framing & Blocking		\$ 83,784.00
16	Interior and Exterior Finish Carpentry		\$ 12,288.32
17	Casework and Countertops		\$ 17,166.00
18	Insulation		\$ 11,444.00
19	Firestopping - incl in Metal Framing		\$ -
20	Sealants and Caulking		\$ 2,861.00
21	Access Doors		\$ 1,144.40
22	Metal Doors and Frames		\$ 50,010.28
23	Overhead Sectional Doors		\$ 45,776.00
24	Windows & Glazing		\$ 18,310.00
25	Finish Hardware		\$ 17,166.00
26	Gypsum Board		\$ 82,387.60
27	Acoustical Ceilings		\$ 18,997.04
28	Tile - VCT		\$ 12,016.20
29	Linoleum Flooring and Rubber Base		\$ 9,155.20
30	Carpet		\$ 20,027.00
31	Vinyl Wallcovering		\$ -
32	Painting		\$ 62,838.00
33	Sanitary Wall Panels		\$ 4,577.60
34	Toilet Partitions		\$ -
35	Architectural Louvers		\$ 1,500.00
36	Corner Guards		\$ -
37	Interior Signs		\$ 5,149.80
38	Metal Lockers		\$ -
39	Fire Extinguishers & Cabinets		\$ 915.52
40	Wire Mesh Partitions		\$ -
41	Toilet Accessories		\$ 6,866.40
42	Projection Screen - 2		\$ 1,000.00
43	Appliances		\$ 2,250.00
44	Metal Building System (Structural System)		\$ 418,920.00
45	Fire Sprinkler System		\$ -
46	Plumbing		\$ 80,108.00
47	Fluid Distribution and Waste System		\$ -
48	Heating, Ventilating and Air Conditioning		\$ 171,660.00
49	Vehicle Exhaust Removal System		\$ 2,400.00
50	Site Electrical		\$ 5,000.00
51	Building Electrical		\$ 183,104.00
52	Bus Wash Equip. & Interceptor		\$ 17,500
53	Subtotal		\$ 1,878,523.40
54	General Conditions - 6%		\$ 112,711.40
55	Bonds and Insurance - 3%		\$ 56,355.70
56	Fee/Overhead & Profit - 15%		\$ 281,778.51
57	TOTAL:		\$ 2,329,369.02