RESOLUTION NO. 2567

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTOLA AUTHORIZING PAYMENT OF CLAIMS FOR THE PERIOD JANURARY 25, 2024 THROUGH FEBRUARY 14, 2024.

ACCOUNTS PAYABLE
CHECK NUMBERS: 45588 – 45637

PAYROLL
CHECK NUMBERS: 173330 – 17331

WHEREAS, the City Council of the City of Portola has been fully advised that all such claims and demands are legal obligations of the City; and,

WHEREAS, the City Council has fully considered the claims and money demands and payment thereof as set forth below and in "Exhibit A" attached hereto and incorporated herein.

ACCOUNTS PAYABLE:	**$456,601.50**
PAYROLL:	**$ 23,533.86**
TOTAL:	**$480,135.36**

NOW THEREFORE BE IT RESOLVED THAT all claims and demands represented are just and proper and legal demands or claims against the City of Portola, and the payment of any such demands is approved and authorized.

PASSED, APPROVED AND ADOPTED this 14th day of February, 2024 by the following vote:

AYES: _____

NOES:_____

ABSTAIN: _____

ABSENT:_____

_____
Pat Morton, Mayor

ATTEST:

_____
Jason Shaw, Deputy City Clerk

I, Jason Shaw, Deputy City Clerk of the City of Portola, do hereby certify that the above and foregoing Resolution was duly passed and adopted by the City Council at the City of Portola Regular meeting thereof held on February 14, 2024.

_____
Jason Shaw, Deputy City Clerk

PACKET: 00338 AP RUN 2.14.2024
VENDOR SET: 01 CITY OF PORTOLA **** CHECK LISTING ****
BANK: PC POOLED CASH - PLUMAS

VENDOR	I.D.	NAME	CHECK TYPE	CHECK DATE	DISCOUNT	AMOUNT	CHECK NO#	CHECK AMOUNT
000010		RENO PAINT MART INC						
	I-202402072017	SEWER EQUIP REPAIR	R	2/14/2024		221.51	045588	221.51
000034		Q&D CONSTRUCTION LLC						
	I-202402072027	NORTH LOOP	R	2/14/2024		258,869.29	045589	258,869.29
000058		HOBBS COMPANY LIMITED						
	I-202402072015	SEWER EQUIP REPAIR	R	2/14/2024		539.99	045590	539.99
000061		MOTION INDUSTRIES INC						
	I-202402072053	LDWTP EQUIP REPAIR	R	2/14/2024		1,810.34	045591	1,810.34
0007		ALPINE FIRE SERVICES, INC						
	I-202402072018	FIRE EXTINGUISHER SERVICES	R	2/14/2024		2,258.32	045592	2,258.32
0008		ALWAYS ANSWER						
	I-202402072049	800 NUMBER	R	2/14/2024		66.48	045593	66.48
0015		AMERIGAS						
	I-202402072005	LDWTP PROPANE	R	2/14/2024		961.16	045594	961.16
0015		AMERIGAS						
	I-202402072006	PUBLIC WORKS PROPANE	R	2/14/2024		520.10	045595	520.10
0015		AMERIGAS						
	I-202402072007	CITY HALL PROPANE	R	2/14/2024		577.25	045596	577.25
0015		AMERIGAS						
	I-202402072008	SS FIREHALL PROPANE	R	2/14/2024		830.65	045597	830.65
0015		AMERIGAS						
	I-202402072009	NS FIREHALL PROPANE	R	2/14/2024		302.92	045598	302.92
0022		AT&T						
	I-202402072041	LDWTP LONG DISTANCE	R	2/14/2024		39.18	045599	39.18
0039		BULLET INFORMATION TECHNOLOGY						
	I-202402072026	IT SERVICES	R	2/14/2024		1,897.50	045600	1,897.50
0055		COATES TIRE CENTER						
	I-202402072030	VEH REPAIR	R	2/14/2024		6,593.98	045601	6,593.98
0062		CSG CONSULTANTS, INC.						
	I-202402072023	CODE ENFORCEMENT	R	2/14/2024		4,384.00	045602	4,384.00

PACKET: 00338 AP RUN 2.14.2024
VENDOR SET: 01 CITY OF PORTOLA **** CHECK LISTING ****
BANK: PC POOLED CASH - PLUMAS

VENDOR	I.D.	NAME	CHECK TYPE	CHECK DATE	DISCOUNT	AMOUNT	CHECK NO#	CHECK AMOUNT
0078		ENCOMPASS						
	I-202402072043	XEROX COPIES	R	2/14/2024		120.71	045603	120.71
0090		GRAINGER INC						
	I-202402072014	MATERIALS & SUPPLIES	R	2/14/2024		138.88	045604	138.88
0101		HUNT & SONS, INC.						
	I-202402072029	FUEL CHARGES/WH HEATING OIL	R	2/14/2024		3,361.56	045605	3,361.56
0103		IEDA						
	I-202402072034	LABOR RELATIONS CONSULTING	R	2/14/2024		253.89	045606	253.89
0105		INTERMOUNTAIN DISPOSAL						
	I-202402072025	REFUSE COLLECTION	R	2/14/2024		682.49	045607	682.49
0118		KANSAS LIFE INSURANCE CO						
	I-202402072039	EMPLOYE LIFE INSURANCE	R	2/14/2024		148.40	045608	148.40
0122		KIMBALL MIDWEST INC						
	I-202402072021	SNOW SUPPLIES	R	2/14/2024		99.21	045609	99.21
0129		LEAGUE OF CALIFORNIA CITIES						
	I-202402072044	MEMBERSHIP DUES	R	2/14/2024		100.00	045610	100.00
0132		LEWISPORT USA						
	I-202402072013	MATERIALS & SUPPLIES	R	2/14/2024		572.45	045611	572.45
0133		LIBERTY UTILITIES						
	I-202402072050	CITY ELECTRIC BILLS	R	2/14/2024		8,758.72	045612	8,758.72
0135		MANGHAM GLASS						
	I-202402072020	VEH REPAIR	R	2/14/2024		797.08	045613	797.08
0141		MCI MEGA PREFERRED						
	I-202402072042	800 LONG DISTANCE	R	2/14/2024		59.13	045614	59.13
0159		OFFICE DEPOT						
	I-202402072022	OFFICE SUPPLIES	R	2/14/2024		346.01	045615	346.01
0162		OPERATING ENGINEERS						
	I-202402072051	EMPLOYEE HEALTH INSURANCE	R	2/14/2024		13,663.00	045616	13,663.00
0175		PLUMAS ACE HARDWARE INC						
	I-202402072012	MATERIALS & SUPPLIES	R	2/14/2024		382.33	045617	382.33

PACKET: 00338 AP RUN 2.14.2024
VENDOR SET: 01 CITY OF PORTOLA **** CHECK LISTING ****
BANK: PC POOLED CASH - PLUMAS

VENDOR	I.D.	NAME	CHECK TYPE	CHECK DATE	DISCOUNT	AMOUNT	CHECK NO#	CHECK AMOUNT
0176		PLUMAS CO FLOOD CONTROL &						
	I-202402072035	LAKE DAVIS WATER CHARGES	R	2/14/2024		47,669.43	045618	47,669.43
0176		PLUMAS CO FLOOD CONTROL &						
	I-202402072036	LAKE DAVIS WATER CHARGES	R	2/14/2024		80,321.08	045619	80,321.08
0184		PLUMAS SIERRA RURAL ELECTRIC						
	I-202402072033	LDWTP ELECTRIC	R	2/14/2024		1,311.99	045620	1,311.99
0185		PLUMAS SIERRA TELECOMMUNICAT						
	I-202402072032	CITY INTERNET SERVICES	R	2/14/2024		387.00	045621	387.00
0192		PURCHASE POWER						
	I-202402072040	METER POSTAGE	R	2/14/2024		54.04	045622	54.04
0198		RENO HYDRAULIC & REBUILD, INC						
	I-202402072016	SEWER EQUIP REPAIR	R	2/14/2024		762.85	045623	762.85
0199		RENO SALVAGE CO.						
	I-202402072028	SEWER MATERIALS & SUPPLIES	R	2/14/2024		2,284.51	045624	2,284.51
0218		SILVER STATE ANALYTICAL						
	I-202402072010	WATER/WASTEWATER TESTING	R	2/14/2024		581.00	045625	581.00
0227		STATE OF CALIFORNIA						
	I-202402072031	SIGNALS AND LIGHTING	R	2/14/2024		307.67	045626	307.67
0231		SUCCEED.NET						
	I-202402072054	WEB HOSTING	R	2/14/2024		67.85	045627	67.85
0239		THATCHER , INC						
	I-202402072019	CHEMICALS	R	2/14/2024		9,474.97	045628	9,474.97
0240		THOMAS G. VALENTINO						
	I-202402072024	SOLID WASTE CONSULTING	R	2/14/2024		225.00	045629	225.00
0252		UNITED STATES POSTAL SERVICE						
	I-202402072038	METER POSTAGE	R	2/14/2024		200.00	045630	200.00
0253		US BANCORP						
	I-202402072052	CITY CREDIT CARD CHARGES	R	2/14/2024		1,008.90	045631	1,008.90
0260		VERIZON WIRELESS						
	I-202402072046	LDWTP DATA PLAN	R	2/14/2024		108.05	045632	108.05

PACKET: 00338 AP RUN 2.14.2024
VENDOR SET: 01 CITY OF PORTOLA **** CHECK LISTING ****
BANK: PC POOLED CASH - PLUMAS

VENDOR	I.D.	NAME	CHECK TYPE	CHECK DATE	DISCOUNT	AMOUNT	CHECK NO#	CHECK AMOUNT
0260		VERIZON WIRELESS						
	I-202402072047	CITY LANDLINES	R	2/14/2024		525.18	045633	525.18
0260		VERIZON WIRELESS						
	I-202402072048	CITY CELL PHONES	R	2/14/2024		442.61	045634	442.61
0264		WESTERN NEVADA SUPPLY						
	I-202402072011	WATER LINE REPAIR	R	2/14/2024		1,047.71	045635	1,047.71
0269		XEROX FINANCIAL SERVICES						
	I-202402072045	XEROX COPIER LEASE	R	2/14/2024		268.13	045636	268.13
0275		EIP HOLDINGS II LLC						
	I-202402072037	BECKWOURTH REPEATER RENT	R	2/14/2024		197.00	045637	197.00

* * B A N K T O T A L S * *	NO#	DISCOUNTS	CHECK AMT	TOTAL APPLIED
REGULAR CHECKS:	50	0.00	456,601.50	456,601.50
HANDWRITTEN CHECKS:	0	0.00	0.00	0.00
PRE-WRITE CHECKS:	0	0.00	0.00	0.00
DRAFTS:	0	0.00	0.00	0.00
VOID CHECKS:	0	0.00	0.00	0.00
NON CHECKS:	0	0.00	0.00	0.00
CORRECTIONS:	0	0.00	0.00	0.00
BANK TOTALS:	50	0.00	456,601.50	456,601.50

PACKET: 00338 AP RUN 2.14.2024
VENDOR SET: 01 CITY OF PORTOLA **** CHECK LISTING ****
BANK: ALL

** REGISTER GRAND TOTALS *

* * T O T A L S * *	NO#	DISCOUNTS	CHECK AMT	TOTAL APPLIED
REGULAR CHECKS:	50	0.00	456,601.50	456,601.50
HANDWRITTEN CHECKS:	0	0.00	0.00	0.00
PRE-WRITE CHECKS:	0	0.00	0.00	0.00
DRAFTS:	0	0.00	0.00	0.00
VOID CHECKS:	0	0.00	0.00	0.00
NON CHECKS:	0	0.00	0.00	0.00
CORRECTIONS:	0	0.00	0.00	0.00
REGISTER TOTALS:	50	0.00	456,601.50	456,601.50

** POSTING PERIOD RECAP **

FUND	PERIOD	AMOUNT
100	2/2024	14,598.52CR
207	2/2024	6,661.06CR
208	2/2024	8,661.59CR
215	2/2024	46.28CR
216	2/2024	258,869.29CR
710	2/2024	143,907.49CR
720	2/2024	23,069.31CR
730	2/2024	787.96CR
ALL		456,601.50CR

TOTAL ERRORS: 0 TOTAL WARNINGS: 0

City of Portola
Minutes
Regular Meeting
January 24, 2024 06:00 PM
35 Third Ave, Portola, CA 96122
https://www.cityofportola.com/

1. **Call to Order**
   The meeting was called to order at 6:00 pm by Mayor Pat Morton.

   A. Pledge of Allegiance
      Lead by Mayor Pat Morton

   B. Roll Call

      Present: Mayor Pat Morton, Mayor Pro-Tem Jim Murphy, Councilmember Bill Powers, Councilmember Stan Peiler

      Absent: Councilmember Leah Turner

      Staff Present: Finance Officer - Susan Scarlett, Deputy City Clerk - Jason Shaw, City Attorney, Steve Gross (remotely)

2. **Public Comments**

   There were no public comments.

3. **CITY COMMUNICATIONS**

   A. City Council Communications / Committee Reports

      Mayor Pat Morton: Attended the County Transportation meeting. It's likely the County won't meet its EV (electric vehicle) compliance deadline by 2031 but the State is going to allow compliance to be extended through at least 2040. Attended the new Beckwourth Peak Fire District meeting. Eastern Plumas Fire District has taken the first steps to merge with Beckwourth Peak Fire District.

      Mayor Pro Tem Jim Murphy: Heading to the SCORE board meeting tomorrow.

      Councilmember Stan Peiler: No Report.

      Councilmember Bill Powers: Was asked by a member of the public about what could be done about Commercial St. beautification. Started working on Music in the Park. Wants to do one Music in the Park event in June. Attended the County Transportation meeting.

   B. Staff Communications / Fire Report / Sheriff's Report / Air Quality Report

Finance Officer Susan Scarlett: Been in touch with auditors and SCORE on how to do the asset transfer to the new Fire District. Updated the budget schedule to have the budget workshop on May 8th, 2024 at 3:00 PM before the City Council meeting.

Fire Report: There was no Fire report.

Sheriff's Report: There was no Sheriff's report.

Air Quality Report by Targeted Airshed Grant Specialist Mikki Brown: No Curtailment Days this Week. Councilmember Jim Murphy asked about monitoring the air though systems like Ring. Mikki Brown responded that while it does give people an idea about the air quality, it's not nearly as accurate as the systems they use to monitor the air like the Purple meters.

C. City Manager's Report

There was no City Manager report.

4. **Consent Agenda**

A. **Claims**- Adopt Resolution No. 2566 authorizing payment of claims for the period of January 11th, 2024 though January 24th, 2024.

Accounts Payable: $211,704.02

Payroll: $22,914.66

Total: $234,618.68

AP Check Run #45555 – 45587

Payroll Check Run #17328 – 17329

B. Approval of the Minutes from 1-10-24

There were no public comments.

Councilmember Bill Powers motioned to approve. A second was made by Councilmember Stan Peiler.

The roll call vote:

Aye **Mayor Pat Morton** Aye **Mayor Pro-Tem Jim Murphy** Aye **Councilmember Bill Powers** Aye **Councilmember Stan Peiler** Absent **Councilmember Leah Turner**

5. **Renew State of Emergency Proclamation**

Deputy City Clerk Jason Shaw explained that this was the same State of Emergency renewal that has come up before.

Our public assistance request has been submitted to FEMA for Winter Storm Disaster DR-4699 and now we are just awaiting their response for funding.

There were no public comments.

Mayor Pro-Tem Jim Murphy motioned to approve. A second was made by Councilmember Bill Powers.

The roll call vote:

Aye **Mayor Pat Morton** _Aye_ **Mayor Pro-Tem Jim Murphy** _Aye_ **Councilmember Bill Powers** _Aye_ **Councilmember Stan Peiler** _Absent_ **Councilmember Leah Turner**

6. **Mayor Committee Appointments**

Deputy City Clerk Jason Shaw explained that traditionally, the City Council reorganizes the City Council Committees at the Council meeting after the City Council was reorganized (selecting a Mayor and Mayor Pro Tem). Mayor Pat Morton made no changes to the Committee appointments. Motion to approve the Mayor's Committee appointments.

There were no public comments.

Councilmember Bill Powers motioned to approve. A second was made by Mayor Pro-Tem Jim Murphy.

The roll call vote:

Aye **Mayor Pat Morton** _Aye_ **Mayor Pro-Tem Jim Murphy** _Aye_ **Councilmember Bill Powers** _Aye_ **Councilmember Stan Peiler** _Absent_ **Councilmember Leah Turner**

7. **Finance Officer Contract Renewal**

Deputy City Clerk Jason Shaw went over the proposed changes to Susan Scarlett's contract with the City of Portola. Staff recommended that Council accept the changes in compensation and renew the contract for 3 more years.

Motion to approve Susan Scarlett's contract with the City of Portola for 3 more years with a 10% increase in compensation from $5,000 monthly to $5,500 monthly.

There were no public comments.

Mayor Pro-Tem Jim Murphy motioned to approve. A second was made by Councilmember Stan Peiler.

The motion passed with the following vote:
_4_ **In Favor** _0_ **Opposed**
_0_ **Abstained** _1_ **Absent**

8. **Adjournment**

Mayor Pat Morton adjourned the meeting at 6:27 PM.

Pride of the West
Portola • California
Incorporated • May 18, 1946

City of Portola

35 Third Avenue • P.O. Box 1225
Portola, California 96122
Fax: (530) 832-5418
(530) 832-4216
www.ci.portola.ca.us

M E M O
February 6, 2024

TO: Portola City Council and
Jon Kennedy, City Manager

FROM: Daniel B. Bastian, City Engineer

RE: CONTRACT 22- PORTOLA STIP – NORTH LOOP PHASE I FINAL PAYMENT

Please find attached the Final Payment tabulation summary for subject Project. This payment request reflects the work completed by January 23, 2024 (the date when the last work on this project was done). The final payment has undergone a comprehensive review to ensure both accuracy and completeness.

I am pleased to report that the construction is complete, and a "CERTIFICATE OF SUBSTANTIAL COMPLETION" is attached. I kindly request that this matter be scheduled for consideration and approval by the Council at the next available regular Council meeting.

The total Q&D Construction expense stands at $2,155,185.68 which represents approximately 98% of the total contract amount. I have attached the unconditional lien waivers from Q&D Construction's subcontractors and suppliers for this project.

The total value of work reported in this payment request amounts to $258,869.29 per the attached "APPLICATION AND CERTIFICATE FOR FINAL PAYMENT" form signed by me and the Contractor. Also attached is the Q&D Construction Payment Applications #5 through #7 representing the invoiced amounts noted in said certificate.

A Q&D Construction conditional lien waiver is provided for the final payment of $258,869.29, after said payment is deposited by the Contractor, then Q&D Construction will provide the city with an unconditional lien waiver for the entire project.

Prior to the project design/bid, the State allocated a total of $3,024,000 for all contract items, "soft costs" such as testing, inspection, administration, and contingencies based on my preliminary engineer's estimate. The city contract with Q&D Construction was $2,209,000 (which is their bid amount).

During construction, I approved project construction changes (as recommended by the Contractor - i.e. Cement Treated Base) that saved construction expenses, so that the actual construction bid item cost ended up lower than the contracted amount (i.e.,

$1,713,356.80 vs. $2,209,000). When the total Change Order costs of $441,728.88 is added in, the resulting total construction cost is $2,155,085.68 (which is 98% of the contracted amount).

I have attached the yet-to-be-approved Change Orders for the City Council consideration and approval. The work embodied in these change orders is complete. As part of the final payment, these change orders must be approved by the City Council.

The work encompassed in this payment request constitutes the final payment. Please note that no retention is being held for this, or any of the previous payments, in accordance with Standard Specification 9-1.16F, which explicitly states, "The Department does not retain moneys from progress payments due to the Contractor for work performed (Pub Cont. Code § 7202)." Moreover, this project is backed by performance and payment bonds, eliminating the requirement for retention.

For a more detailed breakdown, I kindly request your review of the attached documentation.

I recommend that the City Council approve Change Orders #2 through #7 and authorize the City Manager to sign them. I also recommend that the City Council approve the final payment in the amount of $258,869.29 and direct staff to make said payment.

Thank you for your prompt attention to this matter.

PPE final 24.02.06.mem
Attachments

CERTIFICATE OF SUBSTANTIAL COMPLETION

Owner: City of Portola
Engineer: Daniel Bastian
Contractor: Q&D Construction
Project: North Loop Phase 1
Contract Name: RPL-5290(012)

Owner's Project No.: 22-PORTOLA STIP
Engineer's Project No.:
Contractor's Project No.:

This ☐ Preliminary ☒ Final Certificate of Substantial Completion applies to:

☒ All Work ☐ The following specified portions of the Work:

Date of Substantial Completion: January 23, 2024

The Work to which this Certificate applies has been inspected by authorized representatives of Owner, Contractor, and Engineer, and found to be substantially complete. The Date of Substantial Completion of the Work or portion thereof designated above is hereby established, subject to the provisions of the Contract pertaining to Substantial Completion. The date of Substantial Completion in the final Certificate of Substantial Completion marks the commencement of the contractual correction period and applicable warranties required by the Contract.

A punch list of items to be completed or corrected is not attached to this Certificate. All punch list work was addressed prior to the construction crew(s) demobilizing and was verbally addressed. This method of addressing, or correcting, project construction may not be all-inclusive, and the failure to include any items on such does not alter the responsibility of the Contractor to complete all Work in accordance with the Contract Documents.

Amendments of contractual responsibilities recorded in this Certificate should be the product of mutual agreement of Owner and Contractor.

The responsibilities between Owner and Contractor for security, operation, safety, maintenance, heat, utilities, insurance, and warranties upon Owner's use or occupancy of the Work must be as provided in the Contract, except as amended as follows:

Amendments to Owner's Responsibilities: ☒ None ☐ As follows:

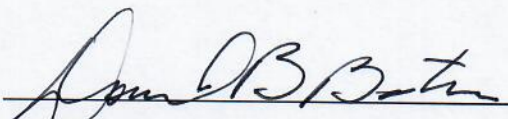
Amendments to Contractor's Responsibilities: ☒ None ☐ As follows:

The following documents are attached to and made a part of this Certificate:

None

This Certificate does not constitute an acceptance of Work not in accordance with the Contract Documents, nor is it a release of Contractor's obligation to complete the Work in accordance with the Contract Documents.

Engineer

By *(signature)*: 

Name *(printed)*: Daniel Bastian

Title: City Engineer

EJCDC® C-625, Certificate of Substantial Completion.
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CONDITIONAL WAIVER AND RELEASE
ON FINAL PAYMENT

NOTICE: THIS DOCUMENT WAIVES THE CLAIMANT'S LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS EFFECTIVE ON RECEIPT OF PAYMENT. A PERSON SHOULD NOT RELY ON THIS DOCUMENT UNLESS SATISFIED THAT THE CLAIMANT HAS RECEIVED PAYMENT.

Identifying Information

Name of Claimant: Q&D Construction LLC
Name of Customer: City of Portola
Job Location: Between West Street and 220' East of Beckwith Street , Portola / Plumas County, CA .
Owner: City of Portola

Conditional Waiver and Release

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been bully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. This document is effective only on the claimant's receipt of payment from the financial institution on which the following check is drawn:

Maker of Check: City of Portola
Amount of Check: $ 258,869.29
Check Payable to: Q&D Construction LLC

Exceptions

This document does not affect any of the following:
Disputed claims for extras in the amount of: $_____

Signature

Claimant's Signature: _____
Claimant's Title: Project Admin
Date of Signature: 2/6/2024

16351.

UNCONDITIONAL WAIVER AND RELEASE ON PROGRESS PAYMENT

(CA CIVIL CODE 8134)

NOTICE TO CLAIMANT: THIS DOCUMENT WAIVES AND RELEASES LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS UNCONDITIONALLY AND STATES THAT YOU HAVE BEEN PAID FOR GIVING UP THOSE RIGHTS. THIS DOCUMENT IS ENFORCEABLE AGAINST YOU IF YOU SIGN IT, EVEN IF YOU HAVE NOT BEEN PAID. IF YOU HAVE NOT BEEN PAID, USE A CONDITIONAL WAIVER AND RELEASE FORM.

Identifying Information

Name of Claimant: Q&D Construction LLC
Name of Customer: City of Portola
Job Location: Between West Street and 220' East of Beckwith Street , Portola / Plumas County, CA .
Owner: City of Portola
Through Date: 8/31/2023

Unconditional Waiver and Release

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job through the Through Date of this document. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been fully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. The claimant has received the following progress payment:

$ 1,896,216.39

Exceptions

This document does not affect any of the following:

(1) Retentions.

(2) Extras for which the claimant has not received payment.

(3) Contract rignts, including (A) a right bases on rescission, abandonment, or breach of contract, and (B) the right to recove compensation for work not compensated by the payment.

SIGNATURE

Claimant's Signature: [signature]
Claimant's Title: Project Administrator
Date of Signature: 2/6/2024

16351.

UNCONDITIONAL WAIVER AND RELEASE
UPON FINAL PAYMENT

NOTICE TO CLAIMANT: THIS DOCUMENT WAIVES AND RELEASES LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS UNCONDITIONALLY AND STATES THAT YOU HAVE BEEN PAID FOR GIVING UP THOSE RIGHTS. THIS DOCUMENT IS ENFORCEABLE AGAINST YOU IF YOU SIGN IT, EVEN IF YOU HAVE NOT BEEN PAID. IF YOU HAVE NOT BEEN PAID, USE A CONDITIONAL WAIVER AND RELEASE FORM.

Identifying Information

Name of Claimant: White Cap Ready Mix, Inc.
Name of Customer: Q&D Construction LLC
Job Location: Between West Street and 220' East of Beckwith Street , Portola / Plumas County CA .
Owner: City of Portola

Unconditional Waiver and Release

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been fully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. The Claimant has been paid in full.

Exceptions

This document does not affect the following:
Disputed claims for extras in the amount of $ 0.00

Signature

Claimant's Signature: Gustavo [illegible]
Claimant's Title: Account Services Associate
Date of Signature: 2-7-2024

UNCONDITIONAL WAIVER AND RELEASE
UPON FINAL PAYMENT

NOTICE TO CLAIMANT: THIS DOCUMENT WAIVES AND RELEASES LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS UNCONDITIONALLY AND STATES THAT YOU HAVE BEEN PAID FOR GIVING UP THOSE RIGHTS. THIS DOCUMENT IS ENFORCEABLE AGAINST YOU IF YOU SIGN IT, EVEN IF YOU HAVE NOT BEEN PAID. IF YOU HAVE NOT BEEN PAID, USE A CONDITIONAL WAIVER AND RELEASE FORM.

Identifying Information

Name of Claimant: Joy Engineering
Name of Customer: Q&D Construction LLC
Job Location: Between West Street and 220' East of Beckwith Street , Portola / Plumas County CA .
Owner: City of Portola

Unconditional Waiver and Release

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been fully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. The Claimant has been paid in full.

Exceptions

This document does not affect the following:
Disputed claims for extras in the amount of $_____

Signature

Claimant's Signature: _____
Claimant's Title: Accounting Dept
Date of Signature: 2/6/24

UNCONDITIONAL WAIVER AND RELEASE
UPON FINAL PAYMENT

NOTICE TO CLAIMANT: THIS DOCUMENT WAIVES AND RELEASES LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS UNCONDITIONALLY AND STATES THAT YOU HAVE BEEN PAID FOR GIVING UP THOSE RIGHTS. THIS DOCUMENT IS ENFORCEABLE AGAINST YOU IF YOU SIGN IT, EVEN IF YOU HAVE NOT BEEN PAID. IF YOU HAVE NOT BEEN PAID, USE A CONDITIONAL WAIVER AND RELEASE FORM.

Identifying Information

Name of Claimant: Western Nevada Supply Company
Name of Customer: Q&D Construction LLC
Job Location: Between West Street and 220' East of Beckwith Street , Portola / Plumas County CA .
Owner: City of Portola

Unconditional Waiver and Release

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been fully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. The Claimant has been paid in full.

Exceptions

This document does not affect the following:
Disputed claims for extras in the amount of $ 0.00

Signature

Claimant's Signature: Jody Hedgcorth

Claimant's Title: Credit Officer

Date of Signature: 2/7/2024

UNCONDITIONAL WAIVER AND RELEASE
UPON FINAL PAYMENT

Project Name: Portola - North Loop Phase 1

Property Location: Between West Street and 220' East of Beckwith Street , Portola / Plumas County, CA

Undersigned's Customer (Client): Q&D Construction LLC

Invoice/Payment Application Number: 16351.004-1223

Payment Amount: $26,000.00

Amount of Disputed Claims: _____

The undersigned has been paid in full for all work, materials, and equipment furnished to the Customer for the above described-Property and does hereby waive and release any notice of lien, any private bond right, any claim for payment and any rights under any similar ordinance, rule or statute related to payment rights that the undersigned has on the above-described Property, except for the payment of Disputed Claims, if any, noted above. The undersigned warrants that he or she either has already paid or will use the money received from this final payment promptly to pay in full all laborers, subcontractors, materialmen and suppliers for all work, materials and equipment that are the subject of this waiver and release.

Dated: 2/5/24

Company: Nevada Barricade & Sign Company Inc.

By: _____

Title: Accounts Receivable

NOTICE: THIS DOCUMENT WAIVES RIGHTS UNCONDITIONALLY AND STATES THAT YOU HAVE BEEN PAID FOR GIVING UP THOSE RIGHTS. THIS DOCUMENT IS ENFORCEABLE AGAINST YOU IF YOU SIGN IT, EVEN IF YOU HAVE NOT BEEN PAID. IF YOU HAVE NOT BEEN PAID, USE A CONDITIONAL RELEASE FORM.

Please email a lien release
for the attached check to
omclaughlin@qdconstruction.com

16351.

UNCONDITIONAL WAIVER AND RELEASE
UPON FINAL PAYMENT

NOTICE TO CLAIMANT: THIS DOCUMENT WAIVES AND RELEASES LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS UNCONDITIONALLY AND STATES THAT YOU HAVE BEEN PAID FOR GIVING UP THOSE RIGHTS. THIS DOCUMENT IS ENFORCEABLE AGAINST YOU IF YOU SIGN IT, EVEN IF YOU HAVE NOT BEEN PAID. IF YOU HAVE NOT BEEN PAID, USE A CONDITIONAL WAIVER AND RELEASE FORM.

Identifying Information

Name of Claimant: Capurro Trucking
Name of Customer: Q&D Construction LLC
Job Location: Between West Street and 220' East of Beckwith Street , Portola / Plumas County CA .
Owner: City of Portola

Unconditional Waiver and Release

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been fully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. The Claimant has been paid in full.

Exceptions

This document does not affect the following:
Disputed claims for extras in the amount of $ 0

Signature

Claimant's Signature: _____

Claimant's Title: Accounting Manager

Date of Signature: 2/8/2024

UNCONDITIONAL WAIVER AND RELEASE
UPON FINAL PAYMENT

NOTICE TO CLAIMANT: THIS DOCUMENT WAIVES AND RELEASES LIEN, STOP PAYMENT NOTICE, AND PAYMENT BOND RIGHTS UNCONDITIONALLY AND STATES THAT YOU HAVE BEEN PAID FOR GIVING UP THOSE RIGHTS. THIS DOCUMENT IS ENFORCEABLE AGAINST YOU IF YOU SIGN IT, EVEN IF YOU HAVE NOT BEEN PAID. IF YOU HAVE NOT BEEN PAID, USE A CONDITIONAL WAIVER AND RELEASE FORM.

Identifying Information

Name of Claimant: Chicken Hawk Transport, LLC
Name of Customer: Q&D Construction LLC
Job Location: Between West Street and 220' East of Beckwith Street , Portola / Plumas County CA .
Owner: City of Portola

Unconditional Waiver and Release

This document waives and releases lien, stop payment notice, and payment bond rights the claimant has for labor and service provided, and equipment and material delivered, to the customer on this job. Rights based upon labor or service provided, or equipment or material delivered, pursuant to a written change order that has been fully executed by the parties prior to the date that this document is signed by the claimant, are waived and released by this document, unless listed as an Exception below. The Claimant has been paid in full.

Exceptions

This document does not affect the following:
Disputed claims for extras in the amount of $_____

Signature

Claimant's Signature: Holly Rose
Claimant's Title: AR
Date of Signature: 2/8/24

APPLICATION AND CERTIFICATE FOR FINAL PAYMENT

TO: City of Portola
35 Third Ave, Portola CA. 96122

Project:
22-PORTOLA STIP

APPLICATION NO.: 1
PERIOD TO: 10/31/2023
PROJECT NOS.:

Distribution to:
OWNER
CONTRACTOR
LENDER

FROM: Portola City Engineer

CONTRACT DATE: 7/12/2023

P.O. NUMBER:

CONTRACT FOR: North Loop Phase 1 - RPL-5290(012)

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract Continuation Sheet, AIA SIMILAR Document G703, is attached.

1	ORIGINAL CONTRACT SUM	$ 2,209,000.00
2	ADJUSTED CONTRACT SUM FOR VECP	$ 1,713,356.80
3	Net Change By Change Orders	$ 441,728.88
3.	CONTRACT SUM TO DATE	$ 2,155,085.68
4.	TOTAL COMPLETED & STORED TO DATE (Column G on Form G703)	$ 1,713,356.80
5.	RETAINAGE:	
a.	0 % of Completed Work (Columns D + E on G703)	$ -
b	% of Stored Material (Column F on G703)	$ -
	Total Retainage (Line 5a + 5b or Total in Column I of G703)	$ -
6.	TOTAL EARNED LESS RETAINAGE (Line 4 less Line 5 Total)	$ 2,155,085.68
7.	LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate)	$ 1,896,216.39
8.	CURRENT PAYMENT DUE	$ 258,869.29
9.	BALANCE TO FINISH, PLUS RETAINAGE (Line 3 less Line 6)	$0.00

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner		
1	$ 185,293.39	
CO approved this Period		
2	$ 108,230.35	
3	$ 17,865.07	
4	$ 28,715.41	
5	$ 27,362.50	
6	$ 28,086.30	
7	$ 46,175.86	
Total approved this Month	$ -	
TOTALS	$ 256,435.49	$ -
NET CHANGES by Change Order	$ 441,728.88	

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief, the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

CONTRACTOR:

By: _____ Date: 2/6/24

OWNER CONCURRENCE:

By: _____ Date:

ENGINEER'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on on-site observations and the data comprising this application, the Architect certifies t the Owner that to the best of the Architect's knowledge, information, and belief, the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED $ 258,869.29

(Attach explanation if amount certified differs from the amount applied for. Initial all figures on the Application and on the Continuation Sheet that changed to conform to the amount certified.)

ENGINEER: _____

By: Daniel Bastian Date: 2/6/2024

This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under the Contract.

CONTINUATION SHEET

APPLICATION AND CERTIFICATE FOR PAYMENT,
containing Contractor's signed Certification, is attached.
In tabulations below, amounts are stated to the nearest dollar.
Use Column "I" on Contracts where variable retainage for line items may apply.

APPLICATION NO.: FINAL
APPLICATION DATE: 2/6/2024
PERIOD TO: Current
ENGINEER'S PROJECT NO:

A	B	C	D	E	F	G		H	I
ITEM NO	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G/C)	BALANCE TO FINISH (C-G)	RETAINAGE 0%
			ON PREVIOUS APPLICATION (D + E)	THIS PERIOD					
1	MOVE-IN/MOVE-OUT	189,856.50	189,856.50			189,856.50	100%	-	-
2	LEAD COMPLIANCE PLAN	1,750.00	1,750.00			1,750.00	100%	-	-
3	CONSTRUCTION AREA SIGNS	12,000.00	12,000.00			12,000.00	100%	-	-
4	TRAFFIC CONTROL	160,000.00	160,000.00			160,000.00	100%	-	-
5	PORTABLE CHANGEABLE MESSAGE SIGN (2)	10,000.00	10,000.00			10,000.00	100%	-	-
6	JOB SITE MANAGEMENT	14,000.00	14,000.00			14,000.00	100%	-	-
7	PREPARE WATER POLLUTION CONTROL PROGRAM (WPCP)	4,000.00	4,000.00			4,000.00	100%	-	-
8	INSTALL SWPPP BMPS	7,500.00	7,500.00			7,500.00	100%	-	-
9	INVASIVE SPECIES CONTROL	2,600.00	2,600.00			2,600.00	100%	-	-
10	CEARING AND GRUBBING	13,800.00	13,800.00			13,800.00	100%	-	-
11	SAW CUT	3,136.50	3,136.50			3,136.50	100%	-	-
12	EXPLORATION HOLE - POTHOLE WATER AND SEWER LINES FOR LOCATION AND DEPTH	74,200.00	44,800.00			44,800.00	60%	29,400.00	-
13	STREET SWEEPING	30,000.00	30,000.00			30,000.00	100%	-	-
14	COLD PLAN ASPHALT CONCRETE PAVEMENT	15,447.00	15,447.00			15,447.00	100%	-	-
15	REMOVE ASPHALT CONCRETE GRINDINGS TO CITY LANDFILL	12,000.00	12,000.00			12,000.00	100%	-	-
16	REMOVE CONCRETE CURB	1,110.00	1,110.00			1,110.00	100%	-	-
17	REMOVE CONCRETE CURB, GUTTER AND SIDEWALK & DISPOSAL	27,972.00	27,972.00			27,972.00	100%	-	-
18	REMOVE CONCRETE DRIVEWAY & DISPOSAL	13,800.00	13,800.00			13,800.00	100%	-	-
19	REMOVE CULVERTS	26,160.00	26,160.00			26,160.00	100%	-	-
20	DITCH EXCAVATION	7,800.00	7,800.00			7,800.00	100%	-	-
21	ROADWAY EXCAVATION	127,890.00	0.00			0.00	0%	127,890.00	-
22	SIDEWALK, RAMPS AND DRIVEWAY EXCAVATION	17,459.00	17,459.00			17,459.00	100%	-	-
23	STRUCTURE, RETAINING WALL EXCAVATION	16,320.00	16,320.00			16,320.00	100%	-	-

CONTINUATION SHEET

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PERIOD TO: Current
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A	B	C	D	E	F	G		H	I
ITEM NO	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G/C)	BALANCE TO FINISH (C-G)	RETAINAGE 0%
			ON PREVIOUS APPLICATION (D + E)	THIS PERIOD					
24	CONCRETE VALLEY GUTTER EXCAVATION	2,860.00	2,860.00			2,860.00	100%	-	-
25	SUBGRADE ENHANCEMENT CLASS 3B	25,575.00	0.00			0.00	0%	25,575.00	-
26	CLASS 2 AGGREGATE SUBBASE	378,420.00	108,438.00			108,438.00	29%	269,982.00	-
27	CLASS 2 AGGREGATE CURB BACKING	16,700.00	16,700.00			16,700.00	100%	-	-
28	ROCK SLOPE PROTECTION (60 LB, CLASS II, METHOD B	9,660.00	9,660.00			9,660.00	100%	-	-
29	ROCK SLOPE FABRIC CLASS 10	917.50	917.50			917.50	100%	-	-
30	TEMPORARY CONCRETE WASHOUT	1,518.00	1,518.00			1,518.00	100%	-	-
31	MINOR CONCRETE, A2-6 CURB AND GUTTER	134,152.00	114,520.00			114,520.00	85%	19,632.00	-
32	MINOR CONCRETE, A1-6 MODIFIED	20,658.00	20,658.00			20,658.00	100%	-	-
33	MINOR CONCRETE, A1-6 RETAINING CURB	25,368.00	25,368.00			25,368.00	100%	-	-
34	MINOR CONCRETE, 4" SIDEWALK	77,280.00	77,280.00			77,280.00	100%	-	-
35	MINOR CONCRETE, DRIVEWAY (6")	42,880.00	42,880.00			42,880.00	100%	-	-
36	MINOR CONCRETE, 6" CONCRETE VALLEY GUTTER	27,840.00	27,840.00			27,840.00	100%	-	-
37	MINOR CONCRETE, CURB RAMP	25,947.00	25,947.00			25,947.00	100%	-	-
38	CURB RAMP DETECTABLE WARNING SURFACE	15,618.00	15,618.00			15,618.00	100%	-	-
39	STRUCTURAL BACKFILL, RETAINING WALL	31,608.00	31,680.00			31,680.00	100%	(72.00)	-
	Correction					-72.00			
40	STRUCTURAL CONCRETE, RETAINNG WALL	133,032.00	133,032.00			133,032.00	100%	-	-

CONTINUATION SHEET

APPLICATION AND CERTIFICATE FOR PAYMENT,
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In tabulations below, amounts are stated to the nearest dollar.
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APPLICATION NO.: FINAL
APPLICATION DATE: 2/6/2024
PERIOD TO: Current
ENGINEER'S PROJECT NO:

A	B	C	D	E	F	G		H	I
ITEM NO	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED ON PREVIOUS APPLICATION (D + E)	WORK COMPLETED THIS PERIOD	MATERIALS PRESENTLY STORED (NOT IN D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G/C)	BALANCE TO FINISH (C-G)	RETAINAGE 0%
41	INSTALL PRECAST CONCRETE DROP INLET AND GRATE	21,015.00	21,015.00			21,015.00	100%	-	-
42	INLET DEPRESSION	3,237.50	3,237.50			3,237.50	100%	-	-
43	HOT MIX ASPHALT (TYPE A)	240,994.00	240,994.00			240,994.00	100%	-	-
44	DATA CORE	3,132.00	0.00			0.00	0%	3,132.00	-
45	TACK COAT	2,620.00	2,620.00			2,620.00	100%	-	-
46	24" CORRUGATED STEEL PIPE (0.138" THICK)	27,720.00	27,720.00			27,720.00	100%	-	-
47	15" CORRUGATED STEEL PIPE (0.138" THICK)	15,520.00	15,520.00			15,520.00	100%	-	-
48	12" CORRUGATED STEEL PIPE (0.138" THICK)	13,400.00	13,400.00			13,400.00	100%	-	-
49	6" CORUGATED STEEL PIPE (0.138" THICK)	5,400.00	5,400.00			5,400.00	100%	-	-
50	24" STEEL FLARED END SECTION	1,945.00	1,945.00			1,945.00	100%	-	-
51	RELOCATE MAILBOX CLUSTER	8,102.00	8,102.00			8,102.00	100%	-	-
52	12" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY), CROSS WALK	7,700.00		7,260.00		7,260.00	94%	440.00	-
53	4" THERMOPLASTIC TRAFFIC STRIPE, SPRAYABLE	5,120.00		4,112.00		4,112.00	80%	1,008.00	-
54	6" THERMOPLASTIC TRAFFIC STRIPE, SPRAYABLE	5,120.00		4,284.80		4,284.80	84%	835.00	-
55	12" THERMOPLASTIC LIMIT LINE AND STOP LINE	770.00		94.00		94.00	12%	676.00	-
56	THERMOPLASTIC TRAFFIC STRIPE, SPRAYABLE	320.00		0.00		0.00	0%	320.00	-
57	THERMOPLASTIC MARKING, BICYCLE, A24C (15 @ 7 sq. ft. ea.)	728.00		98.00		98.00	13%	630.00	-
58	THERMOPLASTIC MARKING, "STOP" (5 @ 22 sq. ft. ea.)	1,144.00		66.00		66.00	6%	1,078.00	-

CONTINUATION SHEET

APPLICATION AND CERTIFICATE FOR PAYMENT,
containing Contractor's signed Certification, is attached.
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APPLICATION NO.: FINAL
APPLICATION DATE: 2/6/2024
PERIOD TO: Current
ENGINEER'S PROJECT NO:

A	B	C	D	E	F	G		H	I
ITEM NO	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED ON PREVIOUS APPLICATION (D + E)	WORK COMPLETED THIS PERIOD	MATERIALS PRESENTLY STORED (NOT IN D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G/C)	BALANCE TO FINISH (C-G)	RETAINAGE 0%
59	REMOVE AND RELOCATE ROADSIDE SIGN	1,636.00		0.00		0.00	0%	1,636.00	-
60	REMOVE AND REPLACE ROADSIDE SIGN (METAL POST)	409.00	409.00	-409.00		0.00	0%	409.00	-
61	REMOVE, REPLACE AND/OR DISPOSE LANDSCAPE MATERIALS	25,625.00	25,625.00			25,625.00	100%	-	-
62	REMOVE AND RELOCATE DELIVERY BOXES	1,170.00	1,170.00			1,170.00	100%	-	-
63	RELOCATE SPRINKLER SYSTEM	2,921.00	2,921.00			2,921.00	100%	-	-
64	ADJUST GATE VALVE BOX TO CONFORM TO NEW AC PAVEMENT GRADE. INSTALL NEW CONCRETE COLLAR.	8,520.00	8,520.00			8,520.00	100%	-	-
65	ADJUST SEWER MANHOLE FRAME AND COVER. INSTALL NEW CONCRETE COLLAR.	10,031.00	10,031.00			10,031.00	100%	-	-
66	CONSTRUCT NEW WATER METER ASSEMBLY AND BOX IN SIDEWALK	12,135.00	12,135.00	-4,875.00		7,260.00	60%	4,875.00	-
67	CONSTRUCT NEW WATER METER ASSEMBLY AND BOX OUTSIDE SIDEWALK	20,950.00	20,950.00	-8,125.00		12,825.00	61%	8,125.00	-
68	1' CONCRETE DRIVEWAY TRANSITIONS/CONFORMS. Includes removal, disposal, subgrade preparation, and concrete placement.	2,781.00	2,781.00			2,781.00	100%	-	-
	SUBTOTAL	2,209,000.00	1,710,923.00	2,505.80	0.00	1,713,356.80	78%	495,571.00	-

CONTINUATION SHEET

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APPLICATION DATE: 2/6/2024
PERIOD TO: Current
ENGINEER'S PROJECT NO:

A	B	C	D	E	F	G		H	I
ITEM NO	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED ON PREVIOUS APPLICATION (D + E)	WORK COMPLETED THIS PERIOD	MATERIALS PRESENTLY STORED (NOT IN D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G/C)	BALANCE TO FINISH (C-G)	RETAINAGE 0%
	CHANGE ORDER								
1	**Construct Cement Treated Base**								
	Full Depth Recycling		53,680.92			53,680.92			
	Cement		105,263.60			105,263.60			
	Mix Design		5,536.83			5,536.83			
	Asphaltic Emulsion		14,176.09			14,176.09			
	Sand Cover		6,635.95			6,635.95			
2	**Repair Water Leak caused by Road Constrution**								
	Water Service Repair Connections - Materials			28,520.30		28,520.30			
	Water Service Repair Connections - Labor			56,362.85		56,362.85			
	Water Service Repair Connections - Equipment			23,347.20		23,347.20			
3	**Construct Stormwater Manhole**								
	Stormwater Manhole - Materials			2,460.22		2,460.22			
	Stormwater Manhole - Labor			9,780.71		9,780.71			
	Stormwater Manhole - Equipment			5,624.14		5,624.14			
4	**Construct Manzanita Storm Drain**								
	Manzanita Storm Drain - Materials			12,966.26		12,966.26			
	Manzanita Storm Drain - Labor			11,089.97		11,089.97			
	Manzanita Storm Drain - Equipment			4,659.18		4,659.18			

CONTINUATION SHEET

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APPLICATION DATE: 2/6/2024
PERIOD TO: Current
ENGINEER'S PROJECT NO:

A	B	C	D	E	F	G		H	I
ITEM NO	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G/C)	BALANCE TO FINISH (C-G)	RETAINAGE 0%
			ON PREVIOUS APPLICATION (D + E)	THIS PERIOD					
5	**Install Street Signs**								
	Subcontract - Lump Sum plus 10%			27,362.50		27,362.50			
6	**Install Retaining Wall Railing**								
	Subcontract - Lump Sum plus 10%			28,086.30		28,086.30			
7	**Bridge Soft Subgrade**								
	Soft Spot - Materials			7,604.55		7,604.55			
	Soft Spot - Labor			25,195.52		25,195.52			
	Soft Spot - Equipment			13,375.79		13,375.79			
	TOTAL	2,209,000.00	1,896,216.39	256,435.49		2,155,085.68			

Progress Bill

From: Q&D Construction LLC
PO Box 10865
Reno, NV 89510

To: City of Portola
PO Box 1225 / 35 Third Avenue
Portola, CA 96122

Contract: 16351. Portola - North Loop Phase 1

Invoice: 16351-006
Date: 11/15/23
Application #: 6
Invoice Due Date: 12/15/23
Payment Terms: Net 30 days

Item	Description of Work	Quantity	U/M	Unit Price	Contract Amount	Quantities			Extended Costs			Amount Remaining
						Previous Applications	This Period	To Date	Previous Applications	This Period	To Date	
1	Item 1	0.00	LS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
000	Bond	0.00	LS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
010	MOVE-IN/MOVE-OUT	1.00	LSU	189,856.50	189,856.50	1.00	0.00	1.00	189,856.50	0.00	189,856.50	0.00
020	LEAD COMPLIANCE PLAN	1.00	LSU	1,750.00	1,750.00	1.00	0.00	1.00	1,750.00	0.00	1,750.00	0.00
030	CONSTRUCTION AREA SIGNS	1.00	LSU	12,000.00	12,000.00	1.00	0.00	1.00	12,000.00	0.00	12,000.00	0.00
040	TRAFFIC CONTROL	1.00	LSU	160,000.00	160,000.00	1.00	0.00	1.00	160,000.00	0.00	160,000.00	0.00
050	PORTABLE CHANGEABLE MESSAGE SIGN (2 Ea.)	1.00	LSU	10,000.00	10,000.00	1.00	0.00	1.00	10,000.00	0.00	10,000.00	0.00
060	JOB SITE MANAGEMENT	1.00	LSU	14,000.00	14,000.00	1.00	0.00	1.00	14,000.00	0.00	14,000.00	0.00
070	PREPARE WATER POLLUTION CONTROL PROGRAM (WPCP)	1.00	LSU	4,000.00	4,000.00	1.00	0.00	1.00	4,000.00	0.00	4,000.00	0.00
080	INSTALL SWPPP BMPS	1.00	LSU	7,500.00	7,500.00	1.00	0.00	1.00	7,500.00	0.00	7,500.00	0.00
090	INVASIVE SPECIES CONTROL	1.00	LSU	2,600.00	2,600.00	1.00	0.00	1.00	2,600.00	0.00	2,600.00	0.00
100	CLEARING AND GRUBBING	1.00	LSU	13,800.00	13,800.00	1.00	0.00	1.00	13,800.00	0.00	13,800.00	0.00
110	SAW CUT	410.00	LF	7.65	3,136.50	410.00	0.00	410.00	3,136.50	0.00	3,136.50	0.00
120	POTHOLE WATER & SEWER LINES FOR LOCATION & DEPTH	53.00	EA	1,400.00	74,200.00	32.00	0.00	32.00	44,800.00	0.00	44,800.00	29,400.00
130	STREET SWEEPING	1.00	LSU	30,000.00	30,000.00	1.00	0.00	1.00	30,000.00	0.00	30,000.00	0.00
140	COLD PLANE AC PAVEMENT	5,420.00	SY	2.85	15,447.00	5,420.00	0.00	5,420.00	15,447.00	0.00	15,447.00	0.00
150	REMOVE GRINDINGS (Add #1) To Landfill	1.00	LSU	12,000.00	12,000.00	1.00	0.00	1.00	12,000.00	0.00	12,000.00	0.00
160	REMOVE CURB	6.00	LF	185.00	1,110.00	6.00	0.00	6.00	1,110.00	0.00	1,110.00	0.00
170	REMOVE CURB, GUTTER AND SIDEWALK & DISPOSAL	6,216.00	SF	4.50	27,972.00	6,216.00	0.00	6,216.00	27,972.00	0.00	27,972.00	0.00

Progress Bill

From: Q&D Construction LLC
PO Box 10865
Reno, NV 89510

To: City of Portola
PO Box 1225 / 35 Third Avenue
Portola, CA 96122

Contract: 16351. Portola - North Loop Phase 1

Invoice: 16351-006
Date: 11/15/23
Application #: 6
Invoice Due Date: 12/15/23
Payment Terms: Net 30 days

Item	Description of Work	Quantity	U/M	Unit Price	Contract Amount	Quantities			Extended Costs			Amount Remaining
						Previous Applications	This Period	To Date	Previous Applications	This Period	To Date	
180	REMOVE CONCRETE DRIVEWAY & DISPOSAL	30.00	CY	460.00	13,800.00	30.00	0.00	30.00	13,800.00	0.00	13,800.00	0.00
190	REMOVE CULVERTS	240.00	LF	109.00	26,160.00	240.00	0.00	240.00	26,160.00	0.00	26,160.00	0.00
200	DITCH EXCAVATION	40.00	CY	195.00	7,800.00	40.00	0.00	40.00	7,800.00	0.00	7,800.00	0.00
210	ROADWAY EX	0.00	CY	52.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	SIDEWALK, RAMPS AND DRIVEWAY EX	221.00	CY	79.00	17,459.00	221.00	0.00	221.00	17,459.00	0.00	17,459.00	0.00
230	STRUCTURE, RETAINING WALL EX	120.00	CY	136.00	16,320.00	120.00	0.00	120.00	16,320.00	0.00	16,320.00	0.00
240	CONCRETE VALLEY GUTTER EX	26.00	CY	110.00	2,860.00	26.00	0.00	26.00	2,860.00	0.00	2,860.00	0.00
250	SUBGRADE ENHANCEMENT CLASS 3B	0.00	SY	4.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
260	CLASS 2 AGGREGATE SUBBASE	682.00	CY	159.00	108,438.00	682.00	0.00	682.00	108,438.00	0.00	108,438.00	0.00
270	CLASS 2 AGGREGATE CURB BACKING	100.00	TON	167.00	16,700.00	100.00	0.00	100.00	16,700.00	0.00	16,700.00	0.00
280	ROCK SLOPE PROTECTION (60 LB, CLASS II, METHOD B	30.00	CY	322.00	9,660.00	30.00	0.00	30.00	9,660.00	0.00	9,660.00	0.00
290	ROCK SLOPE FABRIC CLASS 10	50.00	SY	18.35	917.50	50.00	0.00	50.00	917.50	0.00	917.50	0.00
300	TEMPORARY CONCRETE WASHOUT	1.00	LSU	1,518.00	1,518.00	1.00	0.00	1.00	1,518.00	0.00	1,518.00	0.00
310	MINOR CONCRETE, A2-6 CURB AND GUTTER	164.00	CY	818.00	134,152.00	140.00	0.00	140.00	114,520.00	0.00	114,520.00	19,632.00
320	MINOR CONCRETE, A1-6 MODIFIED	11.00	CY	1,878.00	20,658.00	11.00	0.00	11.00	20,658.00	0.00	20,658.00	0.00
330	MINOR CONCRETE, A1-6 RETAINING CURB	14.00	CY	1,812.00	25,368.00	14.00	0.00	14.00	25,368.00	0.00	25,368.00	0.00
340	MINOR CONCRETE, 4" SIDEWALK	140.00	CY	552.00	77,280.00	140.00	0.00	140.00	77,280.00	0.00	77,280.00	0.00
350	MINOR CONCRETE, DRIVEWAY (6")	80.00	CY	536.00	42,880.00	80.00	0.00	80.00	42,880.00	0.00	42,880.00	0.00

Progress Bill

From: Q&D Construction LLC
PO Box 10865
Reno, NV 89510

To: City of Portola
PO Box 1225 / 35 Third Avenue
Portola, CA 96122

Contract: 16351. Portola - North Loop Phase 1

Invoice: 16351-006
Date: 11/15/23
Application #: 6
Invoice Due Date: 12/15/23
Payment Terms: Net 30 days

Item	Description of Work	Quantity	U/M	Unit Price	Contract Amount	Quantities			Extended Costs			Amount Remaining
						Previous Applications	This Period	To Date	Previous Applications	This Period	To Date	
360	MINOR CONCRETE, 6" VALLEY GUTTER	24.00	CY	1,160.00	27,840.00	24.00	0.00	24.00	27,840.00	0.00	27,840.00	0.00
370	MINOR CONCRETE, CURB RAMP	31.00	CY	837.00	25,947.00	31.00	0.00	31.00	25,947.00	0.00	25,947.00	0.00
380	CURB RAMP DETECTABLE WARNING SURFACE	274.00	SF	57.00	15,618.00	274.00	0.00	274.00	15,618.00	0.00	15,618.00	0.00
390	STRUCTURAL BACKFILL, RETAINING WALL	175.60	CY	180.00	31,608.00	176.00	-0.40	175.60	31,680.00	-72.00	31,608.00	0.00
400	STRUCTURAL CONCRETE, RETAINNG WALL	92.00	CY	1,446.00	133,032.00	92.00	0.00	92.00	133,032.00	0.00	133,032.00	0.00
410	INSTALL PRECAST CONCRETE DROP INLET AND GRATE	5.00	EA	4,203.00	21,015.00	5.00	0.00	5.00	21,015.00	0.00	21,015.00	0.00
420	INLET DEPRESSION	3.50	CY	925.00	3,237.50	3.50	0.00	3.50	3,237.50	0.00	3,237.50	0.00
430	HOT MIX ASPHALT (TYPE A)	1,426.00	TON	169.00	240,994.00	1,426.00	0.00	1,426.00	240,994.00	0.00	240,994.00	0.00
440	DATA CORE	1.00	LSU	3,132.00	3,132.00	0.00	0.00	0.00	0.00	0.00	0.00	3,132.00
450	TACK COAT	10.00	TON	262.00	2,620.00	10.00	0.00	10.00	2,620.00	0.00	2,620.00	0.00
460	24" CORRUGATED STEEL PIPE (0.138" THICK)	110.00	LF	252.00	27,720.00	110.00	0.00	110.00	27,720.00	0.00	27,720.00	0.00
470	15" CORRUGATED STEEL PIPE (0.138" THICK)	80.00	LF	194.00	15,520.00	80.00	0.00	80.00	15,520.00	0.00	15,520.00	0.00
480	12" CORRUGATED STEEL PIPE (0.138" THICK)	50.00	LF	268.00	13,400.00	50.00	0.00	50.00	13,400.00	0.00	13,400.00	0.00
490	6" CORUGATED STEEL PIPE (0.138" THICK)	30.00	LF	180.00	5,400.00	30.00	0.00	30.00	5,400.00	0.00	5,400.00	0.00
500	24" STEEL FLARED END SECTION	1.00	EA	1,945.00	1,945.00	1.00	0.00	1.00	1,945.00	0.00	1,945.00	0.00
510	RELOCATE MAILBOX CLUSTER	2.00	EA	4,051.00	8,102.00	2.00	0.00	2.00	8,102.00	0.00	8,102.00	0.00
520	12" THERMO TRAFFIC STRIPE-CROSS WALK	700.00	LF	11.00	7,700.00	660.00	0.00	660.00	7,260.00	0.00	7,260.00	440.00

Progress Bill

From: Q&D Construction LLC
PO Box 10865
Reno, NV 89510

To: City of Portola
PO Box 1225 / 35 Third Avenue
Portola, CA 96122

Contract: 16351. Portola - North Loop Phase 1

Invoice: 16351-006
Date: 11/15/23
Application #: 6
Invoice Due Date: 12/15/23
Payment Terms: Net 30 days

Item	Description of Work	Quantity	U/M	Unit Price	Contract Amount	Quantities			Extended Costs			Amount Remaining
						Previous Applications	This Period	To Date	Previous Applications	This Period	To Date	
530	4" THERMO TRAFFIC STRIPE, SPRAYABLE	3,200.00	LF	1.60	5,120.00	2,570.00	0.00	2,570.00	4,112.00	0.00	4,112.00	1,008.00
540	6" THERMO TRAFFIC STRIPE, SPRAYABLE	3,200.00	LF	1.60	5,120.00	2,678.00	0.00	2,678.00	4,284.80	0.00	4,284.80	835.20
550	12" THERMO LIMIT LINE &STOP LINE	70.00	SF	11.00	770.00	8.55	0.00	8.55	94.00	0.00	94.00	676.00
560	THERMO TRAFFIC STRIPE, SPRAYABLE	200.00	LF	1.60	320.00	0.00	0.00	0.00	0.00	0.00	0.00	320.00
570	THERMO MARKING, BICYCLE, A24C (8@ 7 sq. ft. ea.)	56.00	SF	13.00	728.00	7.54	0.00	7.54	98.00	0.00	98.00	630.00
580	THERMO MARKING, "STOP"(4 @ 22 sq. ft. ea.)	88.00	SF	13.00	1,144.00	5.08	0.00	5.08	66.00	0.00	66.00	1,078.00
590	REMOVE & RELOCATE ROADSIDE SIGN (WOOD POST)	4.00	EA	409.00	1,636.00	0.00	0.00	0.00	0.00	0.00	0.00	1,636.00
600	REMOVE & RELOCATE ROADSIDE SIGN (METAL POST)	1.00	EA	409.00	409.00	1.00	-1.00	0.00	409.00	-409.00	0.00	409.00
610	REMOVE, REPLACE AND/OR DISPOSE LANDSCAPE MATERIALS	1.00	LSU	25,625.00	25,625.00	1.00	0.00	1.00	25,625.00	0.00	25,625.00	0.00
620	REMOVE & RELOCATE DELIVERY BOXES	2.00	EA	585.00	1,170.00	2.00	0.00	2.00	1,170.00	0.00	1,170.00	0.00
630	RELOCATE SPRINKLER SYSTEM	1.00	LSU	2,921.00	2,921.00	1.00	0.00	1.00	2,921.00	0.00	2,921.00	0.00
640	ADJUST GV BOX TO NEW AC w/NEW CONCRETE COLLAR.	8.00	EA	1,065.00	8,520.00	8.00	0.00	8.00	8,520.00	0.00	8,520.00	0.00
650	ADJUST SEWER MANHOLE w/ NEW CONCRETE COLLAR.	7.00	EA	1,433.00	10,031.00	7.00	0.00	7.00	10,031.00	0.00	10,031.00	0.00
660	CONSTRUCT NEW WATER METER ASSEMBLY & BOX IN SIDEWA	3.00	EA	4,045.00	12,135.00	3.00	-1.21	1.80	12,135.00	-4,875.00	7,260.00	4,875.00

Progress Bill

From: Q&D Construction LLC
PO Box 10865
Reno, NV 89510

Invoice: 16351-006
Date: 11/15/23
Application #: 6

To: City of Portola
PO Box 1225 / 35 Third Avenue
Portola, CA 96122

Invoice Due Date: 12/15/23
Payment Terms: Net 30 days

Contract: 16351. Portola - North Loop Phase 1

Item	Description of Work	Quantity	U/M	Unit Price	Contract Amount	Quantities			Extended Costs			Amount Remaining
						Previous Applications	This Period	To Date	Previous Applications	This Period	To Date	
670	CONSTRUCT NEW WATER METER ASSEMBLY & BOX OUTSIDE S	5.00	EA	4,190.00	20,950.00	5.00	-1.94	3.06	20,950.00	-8,125.00	12,825.00	8,125.00
680	1' Driveway Transitions/Conforms	3.00	CY	927.00	2,781.00	3.00	0.00	3.00	2,781.00	0.00	2,781.00	0.00
1000	TRUCKING	1.00	LSU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1010	MATERIALS	1.00	LSU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1020	FULL DEPTH RECYCLING-CEMENT	6,114.00	SY	0.00	53,680.92	0.00	0.00	0.00	53,680.92	0.00	53,680.92	0.00
1030	CEMENT (	89.00	TON	0.00	105,263.60	0.00	0.00	0.00	105,263.60	0.00	105,263.60	0.00
1040	MIX DESIGN (FULL DEPTH RECYCLING-CEMENT)	1.00	LSU	0.00	5,536.83	0.00	0.00	0.00	5,536.83	0.00	5,536.83	0.00
1050	ASPHALTIC EMULSION (FULL DEPTH RECYCLING-CEMENT)	12.75	TON	0.00	14,176.09	0.00	0.00	0.00	14,176.09	0.00	14,176.09	0.00
1060	SAND COVER (FULL DEPTH RECYCLING-CEMENT)	85.00	TON	0.00	6,635.95	0.00	0.00	0.00	6,635.95	0.00	6,635.95	0.00
3000	CHANGE ORDERS	0.00	LS	0.00	0.00	0.00	0.00	0.00	0.00	256,435.49	256,435.49	-256,435.49

Total Billed To Date:	**2,155,085.68**
Less Retainage:	**0.00**
Less Previous Applications:	**1,912,131.19**
Total Due This Invoice:	**242,954.49**

Progress Bill

From: Q&D Construction LLC
PO Box 10865
Reno, NV 89510

To: City of Portola
PO Box 1225 / 35 Third Avenue
Portola, CA 96122

Contract: 16351. Portola - North Loop Phase 1

Invoice: 16351-006
Date: 11/15/23
Application #: 6

Invoice Due Date: 12/15/23
Payment Terms: Net 30 days

Progress Bill

From: Q&D Construction LLC
PO Box 10865
Reno, NV 89510

Invoice: 16351-005
Date: 10/18/23
Application #: 5

To: City of Portola
PO Box 1225 / 35 Third Avenue
Portola, CA 96122

Invoice Due Date: 11/17/23
Payment Terms: Net 30 days

Contract: 16351. Portola - North Loop Phase 1

Item	Description of Work	Quantity	U/M	Unit Price	Contract Amount	Quantities			Extended Costs			Amount Remaining
						Previous Applications	This Period	To Date	Previous Applications	This Period	To Date	
1	Item 1	0.00	LS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
000	Bond	0.00	LS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
010	MOVE-IN/MOVE-OUT	1.00	LSU	189,856.50	189,856.50	1.00	0.00	1.00	189,856.50	0.00	189,856.50	0.00
020	LEAD COMPLIANCE PLAN	1.00	LSU	1,750.00	1,750.00	1.00	0.00	1.00	1,750.00	0.00	1,750.00	0.00
030	CONSTRUCTION AREA SIGNS	1.00	LSU	12,000.00	12,000.00	1.00	0.00	1.00	12,000.00	0.00	12,000.00	0.00
040	TRAFFIC CONTROL	1.00	LSU	160,000.00	160,000.00	1.00	0.00	1.00	160,000.00	0.00	160,000.00	0.00
050	PORTABLE CHANGEABLE MESSAGE SIGN (2 Ea.)	1.00	LSU	10,000.00	10,000.00	1.00	0.00	1.00	10,000.00	0.00	10,000.00	0.00
060	JOB SITE MANAGEMENT	1.00	LSU	14,000.00	14,000.00	1.00	0.00	1.00	14,000.00	0.00	14,000.00	0.00
070	PREPARE WATER POLLUTION CONTROL PROGRAM (WPCP)	1.00	LSU	4,000.00	4,000.00	1.00	0.00	1.00	4,000.00	0.00	4,000.00	0.00
080	INSTALL SWPPP BMPS	1.00	LSU	7,500.00	7,500.00	1.00	0.00	1.00	7,500.00	0.00	7,500.00	0.00
090	INVASIVE SPECIES CONTROL	1.00	LSU	2,600.00	2,600.00	1.00	0.00	1.00	2,600.00	0.00	2,600.00	0.00
100	CLEARING AND GRUBBING	1.00	LSU	13,800.00	13,800.00	1.00	0.00	1.00	13,800.00	0.00	13,800.00	0.00
110	SAW CUT	410.00	LF	7.65	3,136.50	410.00	0.00	410.00	3,136.50	0.00	3,136.50	0.00
120	POTHOLE WATER & SEWER LINES FOR LOCATION & DEPTH	53.00	EA	1,400.00	74,200.00	32.00	0.00	32.00	44,800.00	0.00	44,800.00	29,400.00
130	STREET SWEEPING	1.00	LSU	30,000.00	30,000.00	1.00	0.00	1.00	30,000.00	0.00	30,000.00	0.00
140	COLD PLANE AC PAVEMENT	5,420.00	SY	2.85	15,447.00	5,420.00	0.00	5,420.00	15,447.00	0.00	15,447.00	0.00
150	REMOVE GRINDINGS (Add #1) To Landfill	1.00	LSU	12,000.00	12,000.00	1.00	0.00	1.00	12,000.00	0.00	12,000.00	0.00
160	REMOVE CURB	6.00	LF	185.00	1,110.00	6.00	0.00	6.00	1,110.00	0.00	1,110.00	0.00
170	REMOVE CURB, GUTTER AND SIDEWALK & DISPOSAL	6,216.00	SF	4.50	27,972.00	6,216.00	0.00	6,216.00	27,972.00	0.00	27,972.00	0.00
180	REMOVE CONCRETE DRIVEWAY & DISPOSAL	30.00	CY	460.00	13,800.00	30.00	0.00	30.00	13,800.00	0.00	13,800.00	0.00

Progress Bill

From: Q&D Construction LLC
PO Box 10865
Reno, NV 89510

Invoice: 16351-005
Date: 10/18/23
Application #: 5

To: City of Portola
PO Box 1225 / 35 Third Avenue
Portola, CA 96122

Invoice Due Date: 11/17/23
Payment Terms: Net 30 days

Contract: 16351. Portola - North Loop Phase 1

Item	Description of Work	Quantity	U/M	Unit Price	Contract Amount	Quantities			Extended Costs			Amount Remaining
						Previous Applications	This Period	To Date	Previous Applications	This Period	To Date	
190	REMOVE CULVERTS	240.00	LF	109.00	26,160.00	240.00	0.00	240.00	26,160.00	0.00	26,160.00	0.00
200	DITCH EXCAVATION	40.00	CY	195.00	7,800.00	40.00	0.00	40.00	7,800.00	0.00	7,800.00	0.00
210	ROADWAY EX	0.00	CY	52.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
220	SIDEWALK, RAMPS AND DRIVEWAY EX	221.00	CY	79.00	17,459.00	221.00	0.00	221.00	17,459.00	0.00	17,459.00	0.00
230	STRUCTURE, RETAINING WALL EX	120.00	CY	136.00	16,320.00	120.00	0.00	120.00	16,320.00	0.00	16,320.00	0.00
240	CONCRETE VALLEY GUTTER EX	26.00	CY	110.00	2,860.00	26.00	0.00	26.00	2,860.00	0.00	2,860.00	0.00
250	SUBGRADE ENHANCEMENT CLASS 3B	0.00	SY	4.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
260	CLASS 2 AGGREGATE SUBBASE	682.00	CY	159.00	108,438.00	682.00	0.00	682.00	108,438.00	0.00	108,438.00	0.00
270	CLASS 2 AGGREGATE CURB BACKING	100.00	TON	167.00	16,700.00	100.00	0.00	100.00	16,700.00	0.00	16,700.00	0.00
280	ROCK SLOPE PROTECTION (60 LB, CLASS II, METHOD B	30.00	CY	322.00	9,660.00	30.00	0.00	30.00	9,660.00	0.00	9,660.00	0.00
290	ROCK SLOPE FABRIC CLASS 10	50.00	SY	18.35	917.50	50.00	0.00	50.00	917.50	0.00	917.50	0.00
300	TEMPORARY CONCRETE WASHOUT	1.00	LSU	1,518.00	1,518.00	1.00	0.00	1.00	1,518.00	0.00	1,518.00	0.00
310	MINOR CONCRETE, A2-6 CURB AND GUTTER	164.00	CY	818.00	134,152.00	140.00	0.00	140.00	114,520.00	0.00	114,520.00	19,632.00
320	MINOR CONCRETE, A1-6 MODIFIED	11.00	CY	1,878.00	20,658.00	11.00	0.00	11.00	20,658.00	0.00	20,658.00	0.00
330	MINOR CONCRETE, A1-6 RETAINING CURB	14.00	CY	1,812.00	25,368.00	14.00	0.00	14.00	25,368.00	0.00	25,368.00	0.00
340	MINOR CONCRETE, 4" SIDEWALK	140.00	CY	552.00	77,280.00	140.00	0.00	140.00	77,280.00	0.00	77,280.00	0.00
350	MINOR CONCRETE, DRIVEWAY (6")	80.00	CY	536.00	42,880.00	80.00	0.00	80.00	42,880.00	0.00	42,880.00	0.00
360	MINOR CONCRETE, 6" VALLEY GUTTER	24.00	CY	1,160.00	27,840.00	24.00	0.00	24.00	27,840.00	0.00	27,840.00	0.00

Progress Bill

From: Q&D Construction LLC
PO Box 10865
Reno, NV 89510

To: City of Portola
PO Box 1225 / 35 Third Avenue
Portola, CA 96122

Contract: 16351. Portola - North Loop Phase 1

Invoice: 16351-005
Date: 10/18/23
Application #: 5
Invoice Due Date: 11/17/23
Payment Terms: Net 30 days

Item	Description of Work	Quantity	U/M	Unit Price	Contract Amount	Quantities			Extended Costs			Amount Remaining
						Previous Applications	This Period	To Date	Previous Applications	This Period	To Date	
370	MINOR CONCRETE, CURB RAMP	31.00	CY	837.00	25,947.00	31.00	0.00	31.00	25,947.00	0.00	25,947.00	0.00
380	CURB RAMP DETECTABLE WARNING SURFACE	274.00	SF	57.00	15,618.00	274.00	0.00	274.00	15,618.00	0.00	15,618.00	0.00
390	STRUCTURAL BACKFILL, RETAINING WALL	175.60	CY	180.00	31,608.00	176.00	0.00	176.00	31,680.00	0.00	31,680.00	-72.00
400	STRUCTURAL CONCRETE, RETAINNG WALL	92.00	CY	1,446.00	133,032.00	92.00	0.00	92.00	133,032.00	0.00	133,032.00	0.00
410	INSTALL PRECAST CONCRETE DROP INLET AND GRATE	5.00	EA	4,203.00	21,015.00	5.00	0.00	5.00	21,015.00	0.00	21,015.00	0.00
420	INLET DEPRESSION	3.50	CY	925.00	3,237.50	3.50	0.00	3.50	3,237.50	0.00	3,237.50	0.00
430	HOT MIX ASPHALT (TYPE A)	1,426.00	TON	169.00	240,994.00	1,426.00	0.00	1,426.00	240,994.00	0.00	240,994.00	0.00
440	DATA CORE	1.00	LSU	3,132.00	3,132.00	0.00	0.00	0.00	0.00	0.00	0.00	3,132.00
450	TACK COAT	10.00	TON	262.00	2,620.00	10.00	0.00	10.00	2,620.00	0.00	2,620.00	0.00
460	24" CORRUGATED STEEL PIPE (0.138" THICK)	110.00	LF	252.00	27,720.00	110.00	0.00	110.00	27,720.00	0.00	27,720.00	0.00
470	15" CORRUGATED STEEL PIPE (0.138" THICK)	80.00	LF	194.00	15,520.00	80.00	0.00	80.00	15,520.00	0.00	15,520.00	0.00
480	12" CORRUGATED STEEL PIPE (0.138" THICK)	50.00	LF	268.00	13,400.00	50.00	0.00	50.00	13,400.00	0.00	13,400.00	0.00
490	6" CORUGATED STEEL PIPE (0.138" THICK)	30.00	LF	180.00	5,400.00	30.00	0.00	30.00	5,400.00	0.00	5,400.00	0.00
500	24" STEEL FLARED END SECTION	1.00	EA	1,945.00	1,945.00	1.00	0.00	1.00	1,945.00	0.00	1,945.00	0.00
510	RELOCATE MAILBOX CLUSTER	2.00	EA	4,051.00	8,102.00	2.00	0.00	2.00	8,102.00	0.00	8,102.00	0.00
520	12" THERMO TRAFFIC STRIPE-CROSS WALK	700.00	LF	11.00	7,700.00	0.00	660.00	660.00	0.00	7,260.00	7,260.00	440.00
530	4" THERMO TRAFFIC STRIPE, SPRAYABLE	3,200.00	LF	1.60	5,120.00	0.00	2,570.00	2,570.00	0.00	4,112.00	4,112.00	1,008.00

Progress Bill

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To: City of Portola
PO Box 1225 / 35 Third Avenue
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Contract: 16351. Portola - North Loop Phase 1

Invoice: 16351-005
Date: 10/18/23
Application #: 5
Invoice Due Date: 11/17/23
Payment Terms: Net 30 days

Item	Description of Work	Quantity	U/M	Unit Price	Contract Amount	Quantities			Extended Costs			Amount Remaining
						Previous Applications	This Period	To Date	Previous Applications	This Period	To Date	
540	6" THERMO TRAFFIC STRIPE, SPRAYABLE	3,200.00	LF	1.60	5,120.00	0.00	2,678.00	2,678.00	0.00	4,284.80	4,284.80	835.20
550	12" THERMO LIMIT LINE &STOP LINE	70.00	SF	11.00	770.00	0.00	8.55	8.55	0.00	94.00	94.00	676.00
560	THERMO TRAFFIC STRIPE, SPRAYABLE	200.00	LF	1.60	320.00	0.00	0.00	0.00	0.00	0.00	0.00	320.00
570	THERMO MARKING, BICYCLE, A24C (8@ 7 sq. ft. ea.)	56.00	SF	13.00	728.00	0.00	7.54	7.54	0.00	98.00	98.00	630.00
580	THERMO MARKING, "STOP"(4 @ 22 sq. ft. ea.)	88.00	SF	13.00	1,144.00	0.00	5.08	5.08	0.00	66.00	66.00	1,078.00
590	REMOVE & RELOCATE ROADSIDE SIGN (WOOD POST)	4.00	EA	409.00	1,636.00	0.00	0.00	0.00	0.00	0.00	0.00	1,636.00
600	REMOVE & RELOCATE ROADSIDE SIGN (METAL POST)	1.00	EA	409.00	409.00	1.00	0.00	1.00	409.00	0.00	409.00	0.00
610	REMOVE, REPLACE AND/OR DISPOSE LANDSCAPE MATERIALS	1.00	LSU	25,625.00	25,625.00	1.00	0.00	1.00	25,625.00	0.00	25,625.00	0.00
620	REMOVE & RELOCATE DELIVERY BOXES	2.00	EA	585.00	1,170.00	2.00	0.00	2.00	1,170.00	0.00	1,170.00	0.00
630	RELOCATE SPRINKLER SYSTEM	1.00	LSU	2,921.00	2,921.00	1.00	0.00	1.00	2,921.00	0.00	2,921.00	0.00
640	ADJUST GV BOX TO NEW AC w/NEW CONCRETE COLLAR.	8.00	EA	1,065.00	8,520.00	8.00	0.00	8.00	8,520.00	0.00	8,520.00	0.00
650	ADJUST SEWER MANHOLE w/ NEW CONCRETE COLLAR.	7.00	EA	1,433.00	10,031.00	7.00	0.00	7.00	10,031.00	0.00	10,031.00	0.00
660	CONSTRUCT NEW WATER METER ASSEMBLY & BOX IN SIDEWA	3.00	EA	4,045.00	12,135.00	3.00	0.00	3.00	12,135.00	0.00	12,135.00	0.00
670	CONSTRUCT NEW WATER METER ASSEMBLY & BOX OUTSIDE S	5.00	EA	4,190.00	20,950.00	5.00	0.00	5.00	20,950.00	0.00	20,950.00	0.00
680	1' Driveway Transitions/Conforms	3.00	CY	927.00	2,781.00	3.00	0.00	3.00	2,781.00	0.00	2,781.00	0.00

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Invoice: 16351-005
Date: 10/18/23
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Item	Description of Work	Quantity	U/M	Unit Price	Contract Amount	Quantities			Extended Costs			Amount Remaining
						Previous Applications	This Period	To Date	Previous Applications	This Period	To Date	
1000	TRUCKING	1.00	LSU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1010	MATERIALS	1.00	LSU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1020	FULL DEPTH RECYCLING-CEMENT	6,114.00	SY	0.00	53,680.92	0.00	0.00	0.00	53,680.92	0.00	53,680.92	0.00
1030	CEMENT (	89.00	TON	0.00	105,263.60	0.00	0.00	0.00	105,263.60	0.00	105,263.60	0.00
1040	MIX DESIGN (FULL DEPTH RECYCLING-CEMENT)	1.00	LSU	0.00	5,536.83	0.00	0.00	0.00	5,536.83	0.00	5,536.83	0.00
1050	ASPHALTIC EMULSION (FULL DEPTH RECYCLING-CEMENT)	12.75	TON	0.00	14,176.09	0.00	0.00	0.00	14,176.09	0.00	14,176.09	0.00
1060	SAND COVER (FULL DEPTH RECYCLING-CEMENT)	85.00	TON	0.00	6,635.95	0.00	0.00	0.00	6,635.95	0.00	6,635.95	0.00
3000	CHANGE ORDERS	0.00	LS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Total Billed To Date:	**1,912,131.19**
Less Retainage:	**0.00**
Less Previous Applications:	**1,896,216.39**
Total Due This Invoice:	**15,914.80**

Progress Bill

From: Q&D Construction LLC
PO Box 10865
Reno, NV 89510

To: City of Portola
PO Box 1225 / 35 Third Avenue
Portola, CA 96122

Contract: 16351. Portola - North Loop Phase 1

Invoice: 16351-005

Date: 10/18/23

Application #: 5

Invoice Due Date: 11/17/23

Payment Terms: Net 30 days

CHANGE ORDER NO.: 23-007 (#2)

CO 23-01 Proceeds this Change Order.
CO 23-007 is processed as #2 in series.

Owner: City of Portola
Engineer: Daniel B. Bastian
Contractor: Q & D Construction LLC
Project: North Loop Phase 1
State-Aid Project No.: **RPL-5290(012)**

Owner's Project No.: 22-PORTOLA STIP
Engineer's Project No.:
Contractor's Project No.:

Date Issued: June 26, 2023

Effective Date of Change Order: June 26, 2023

The Contract is hereby modified by the Owner and the Contractor as follows upon execution of this Change Order:

Description:

The purpose of this Change Order is to repair water leaks that are occurring at the water service connections to the water mains in the road. The subgrade is saturated and durable road construction is not possible. Bid Items #66 and #67 address only relocating/constructing water meter assemblies near the sidewalks but new service connections at the water main were not anticipated.

The following substitutions, reductions, and additions are accounted by Q&D Construction LLC in the water leak repairs and accepted by the City of Portola:

Substitutions:

None

Reductions:

None

Additions:

1. Water Service Repair Connections – Materials. $28,520.30
2. Water Service Repair Connections – Labor. $56,362.85
3. Water Service Repair Connections – Equipment. $23,347.20

Total Cost Increase: $108,230.35

Credit:

1. Water meter assemblies – The value of the water meters not installed will be addressed in the line items for Bid Items # 66 & 67. No credit for the meters is given herein.

Based on the proposed changes, The City of Portola project costs will increase in project costs amounting to $108,230.35.

Attachments:

Q & D Construction spreadsheets for materials, labor, and equipment costs.

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Change in Contract Price	Change in Contract Times [State Contract Times as either a specific date or a number of days]
Original Contract Price: $ **$2,209,000**	Original Contract Times: Substantial Completion: 10/06/2023 Ready for final payment:
Decrease from previously approved Change Order: CO 23.01 $ **-64,857.80**	**[Increase] [Decrease]** from previously approved Change Orders **[Number of previous Change Order]**: CO 23-01 Substantial Completion: Ready for final payment:
Contract Price prior to this Change Order: $ **$2,144,142.20** (CO 23-01)	Contract Times prior to this Change Order: Substantial Completion: 10/01/2023 Ready for final payment:
Change Order Increase: **$** **108,230.35**	**10 Day Decrease** this Change Order: Substantial Completion: 10/11/2023 Ready for final payment:
Contract Price incorporating this Change Order: **$** **2,252,372.55**	Contract Times with all approved Change Orders: Substantial Completion: 10/11/2023 Ready for final payment:

Recommended by Engineer (if required)

By: Daniel B. Bastian

Title: City Engineer

Date: 6/28/2023

Accepted by ~~Contractor~~ Owner

Authorized by Owner

By: Daniel B. Bastian

Title: City Engineer

Date: 11/6/2023

Approved by Funding Agency (if applicable)

N.A.

By: Brett Amesbury

Title: Project Director

Date: 11/6/2023

Q & D Construction LLC

EJCDC® C-941, Change Order EJCDC® C-941, Change Order, Rev.1.
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Change in Contract Price	Change in Contract Times [State Contract Times as either a specific date or a number of days]
Original Contract Price: $ **$2,209,000**	Original Contract Times: Substantial Completion: 10/06/2023 Ready for final payment:
Decrease from previously approved Change Order: CO 23.01 $ **-64,857.80**	**[Increase] [Decrease]** from previously approved Change Orders {**Number of previous Change Order**]: CO 23-01 Substantial Completion: Ready for final payment:
Contract Price prior to this Change Order: $ **$2,144,142.20** (CO 23-01)	Contract Times prior to this Change Order: Substantial Completion: 10/01/2023 Ready for final payment:
Change Order Increase: **$** **108,230.35**	**10 Day Decrease** this Change Order: Substantial Completion: 10/11/2023 Ready for final payment:
Contract Price incorporating this Change Order: **$** **2,252,372.55**	Contract Times with all approved Change Orders: Substantial Completion: 10/11/2023 Ready for final payment:

Recommended by Engineer (if required)	Accepted by Contractor
By: Daniel B. Bastian	
Title: City Engineer	
Date: 6/28/2023	
Authorized by Owner	Approved by Funding Agency (if applicable)
By: [signature]	**N.A.**
Title: City Engineer	
Date: 11/6/2023	
By: Brett Amesbury	Q & D Construction LLC
Title:	
Date:	

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Date				Description		Regular	Overtime	Caltrans Rate	OT rate	Perdiem	Surcharge	TOTAL REG	TOTAL OT
13.000.000.003				EXTRA - Poly Water Meter Service Lines 2	LAB								
06/26/23	NCALAB	Group 3	181	Garcia-Macias	OT		1.00	$ 65.12	$ 83.40	$ -	109%	$ -	$ 90.91
06/26/23	NCALAB	Group 3	3297	Diaz	OT		1.00	$ 65.12	$ 83.40	$ -	109%	$ -	$ 90.91
06/26/23	NCALAB	Group 4	93	Acosta	OT		1.00	$ 65.12	$ 83.40	$ -	109%	$ -	$ 90.91
06/26/23	NCAOPENG	Foreman	2582	Frankoski	OT		2.00	$ 95.65	$ 127.01	$ -	109%	$ -	$ 276.88
06/26/23	NCAOPENG	Group 8	2662	Lorson	OT		1.00	$ 92.64	$ 122.50	$ -	109%	$ -	$ 133.53
06/26/23	NCALAB	Group 3	181	Garcia-Macias	ST	8.00		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
06/26/23	NCALAB	Group 3	3297	Diaz	ST	8.00		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
06/26/23	NCALAB	Group 4	93	Acosta	ST	8.00		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
06/26/23	NCAOPENG	Foreman	2582	Frankoski	ST	8.00		$ 95.65	$ 127.01	$ -	109%	$ 834.07	$ -
06/26/23	NCAOPENG	Group 8	2662	Lorson	ST	8.00		$ 92.64	$ 122.50	$ -	109%	$ 807.82	$ -
06/27/23	NCALAB	Group 3	181	Garcia-Macias	OT		2.50	$ 65.12	$ 83.40	$ -	109%	$ -	$ 227.27
06/27/23	NCALAB	Group 3	3297	Diaz	OT		2.50	$ 65.12	$ 83.40	$ -	109%	$ -	$ 227.27
06/27/23	NCALAB	Group 4	93	Acosta	OT		2.5	$ 65.12	$ 83.40	$ -	109%	$ -	$ 227.27
06/27/23	NCALAB	Group 4	1588	Lopez-Barron	OT		2.5	$ 65.12	$ 83.40	$ -	109%	$ -	$ 227.27
06/27/23	NCAOPENG	Foreman	2582	Frankoski	OT		3.50	$ 95.65	$ 127.01	$ -	109%	$ -	$ 484.54
06/27/23	NCAOPENG	Foreman	964	Troupe	OT		2.50	$ 95.65	$ 127.01	$ -	109%	$ -	$ 346.10
06/27/23	NCAOPENG	Group 10A	2513	Martin	OT		2.50	$ 92.64	$ 122.50	$ -	109%	$ -	$ 333.81
06/27/23	NCAOPENG	Group 8	2662	Lorson	OT		2.50	$ 92.64	$ 122.50	$ -	109%	$ -	$ 333.81
06/27/23	NCALAB	Group 3	181	Garcia-Macias	ST	5		$ 65.12	$ 83.40	$ -	109%	$ 354.90	$ -
06/27/23	NCALAB	Group 3	3297	Diaz	ST	5.00		$ 65.12	$ 83.40	$ -	109%	$ 354.90	$ -
06/27/23	NCALAB	Group 4	93	Acosta	ST	5.00		$ 65.12	$ 83.40	$ -	109%	$ 354.90	$ -
06/27/23	NCALAB	Group 4	1588	Lopez-Barron	ST	5.00		$ 65.12	$ 83.40	$ -	109%	$ 354.90	$ -
06/27/23	NCAOPENG	Foreman	2582	Frankoski	ST	5.00		$ 95.65	$ 127.01	$ -	109%	$ 521.29	$ -
06/27/23	NCAOPENG	Foreman	964	Troupe	ST	5.00		$ 95.65	$ 127.01	$ -	109%	$ 521.29	$ -
06/27/23	NCAOPENG	Group 10A	2513	Martin	ST	5		$ 92.64	$ 122.50	$ -	109%	$ 504.89	$ -
06/27/23	NCAOPENG	Group 8	2662	Lorson	ST	5.00		$ 92.64	$ 122.50	$ -	109%	$ 504.89	$ -
06/28/23	NCALAB	Group 3	181	Garcia-Macias	OT		1	$ 65.12	$ 83.40	$ -	109%	$ -	$ 90.91
06/28/23	NCALAB	Group 3	3297	Diaz	OT		1.00	$ 65.12	$ 83.40	$ -	109%	$ -	$ 90.91
06/28/23	NCALAB	Group 4	93	Acosta	OT		1.00	$ 65.12	$ 83.40	$ -	109%	$ -	$ 90.91
06/28/23	NCALAB	Group 4	1588	Lopez-Barron	OT		1.00	$ 65.12	$ 83.40	$ -	109%	$ -	$ 90.91
06/28/23	NCAOPENG	Foreman	2582	Frankoski	OT		2.00	$ 95.65	$ 127.01	$ -	109%	$ -	$ 276.88
06/28/23	NCAOPENG	Foreman	964	Troupe	OT		1.00	$ 95.65	$ 127.01	$ -	109%	$ -	$ 138.44
06/28/23	NCAOPENG	Group 10A	2513	Martin	OT		1	$ 92.64	$ 122.50	$ -	109%	$ -	$ 133.53
06/28/23	NCAOPENG	Group 8	2662	Lorson	OT		1	$ 92.64	$ 122.50	$ -	109%	$ -	$ 133.53
06/28/23	NCALAB	Group 3	181	Garcia-Macias	ST	8.00		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
06/28/23	NCALAB	Group 3	3297	Diaz	ST	8.00		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
06/28/23	NCALAB	Group 4	93	Acosta	ST	8.00		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
06/28/23	NCALAB	Group 4	1588	Lopez-Barron	ST	5		$ 65.12	$ 83.40	$ -	109%	$ 354.90	$ -
06/28/23	NCAOPENG	Foreman	2582	Frankoski	ST	8.00		$ 95.65	$ 127.01	$ -	109%	$ 834.07	$ -
06/28/23	NCAOPENG	Foreman	964	Troupe	ST	4.00		$ 95.65	$ 127.01	$ -	109%	$ 417.03	$ -
06/28/23	NCAOPENG	Group 10A	2513	Martin	ST	5		$ 92.64	$ 122.50	$ -	109%	$ 504.89	$ -
06/28/23	NCAOPENG	Group 8	2662	Lorson	ST	8		$ 92.64	$ 122.50	$ -	109%	$ 807.82	$ -
06/28/23	NCAOPENG	Group 10A	2513	Martin	ST	3		$ 92.64	$ 122.50	$ -	109%	$ 302.93	$ -
06/29/23	NCALAB	Group 3	181	Garcia-Macias	OT		2.00	$ 65.12	$ 83.40	$ -	109%	$ -	$ 181.81
06/29/23	NCALAB	Group 3	3297	Diaz	OT		2	$ 65.12	$ 83.40	$ -	109%	$ -	$ 181.81
06/29/23	NCALAB	Group 4	1588	Lopez-Barron	OT		1	$ 65.12	$ 83.40	$ -	109%	$ -	$ 90.91
06/29/23	NCALAB	Group 4	93	Acosta	OT		1	$ 65.12	$ 83.40	$ -	109%	$ -	$ 90.91
06/29/23	NCAOPENG	Foreman	2582	Frankoski	OT		3	$ 95.65	$ 127.01	$ -	109%	$ -	$ 415.32
06/29/23	NCAOPENG	Group 10A	2513	Martin	OT		1.00	$ 92.64	$ 122.50	$ -	109%	$ -	$ 133.53
06/29/23	NCAOPENG	Group 8	2662	Lorson	OT		2.00	$ 92.64	$ 122.50	$ -	109%	$ -	$ 267.05
06/29/23	NCALAB	Group 3	181	Garcia-Macias	ST	4.00		$ 65.12	$ 83.40	$ -	109%	$ 283.92	$ -
06/29/23	NCALAB	Group 3	3297	Diaz	ST	4.00		$ 65.12	$ 83.40	$ -	109%	$ 283.92	$ -
06/29/23	NCALAB	Group 4	1588	Lopez-Barron	ST	6		$ 65.12	$ 83.40	$ -	109%	$ 425.88	$ -
06/29/23	NCALAB	Group 4	93	Acosta	ST	6		$ 65.12	$ 83.40	$ -	109%	$ 425.88	$ -
06/29/23	NCAOPENG	Foreman	2582	Frankoski	ST	4.00		$ 95.65	$ 127.01	$ -	109%	$ 417.03	$ -
06/29/23	NCAOPENG	Foreman	964	Troupe	ST	2.00		$ 95.65	$ 127.01	$ -	109%	$ 208.52	$ -
06/29/23	NCAOPENG	Group 10A	2513	Martin	ST	6		$ 92.64	$ 122.50	$ -	109%	$ 605.87	$ -
06/29/23	NCAOPENG	Group 8	2662	Lorson	ST	4		$ 92.64	$ 122.50	$ -	109%	$ 403.91	$ -
06/30/23	NCAOPENG	Foreman	2582	Frankoski	OT		1	$ 95.65	$ 127.01	$ -	109%	$ -	$ 138.44
06/30/23	NCALAB	Group 3	181	Garcia-Macias	ST	8.00		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
06/30/23	NCALAB	Group 3	3297	Diaz	ST	8		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
06/30/23	NCAOPENG	Foreman	2582	Frankoski	ST	8		$ 95.65	$ 127.01	$ -	109%	$ 834.07	$ -
06/30/23	NCAOPENG	Group 8	2662	Lorson	ST	8		$ 92.64	$ 122.50	$ -	109%	$ 807.82	$ -
07/05/23	NCALAB	Group 3	181	Garcia-Macias	OT		2	$ 65.12	$ 83.40	$ -	109%	$ -	$ 181.81
07/05/23	NCALAB	Group 3	3297	Diaz	OT		2	$ 65.12	$ 83.40	$ -	109%	$ -	$ 181.81
07/05/23	NCALAB	Group 4	2856	Alonso Escobed	OT		2	$ 65.12	$ 83.40	$ -	109%	$ -	$ 181.81
07/05/23	NCAOPENG	Foreman	2582	Frankoski	OT		3.00	$ 95.65	$ 127.01	$ -	109%	$ -	$ 415.32
07/05/23	NCAOPENG	Group 8	2662	Lorson	OT		2.00	$ 92.64	$ 122.50	$ -	109%	$ -	$ 267.05
07/05/23	NCALAB	Group 3	181	Garcia-Macias	ST	7.00		$ 65.12	$ 83.40	$ -	109%	$ 496.87	$ -
07/05/23	NCALAB	Group 3	3297	Diaz	ST	7.00		$ 65.12	$ 83.40	$ -	109%	$ 496.87	$ -
07/05/23	NCALAB	Group 4	2856	Alonso Escobed	ST	7		$ 65.12	$ 83.40	$ -	109%	$ 496.87	$ -
07/05/23	NCAOPENG	Foreman	2582	Frankoski	ST	7		$ 95.65	$ 127.01	$ -	109%	$ 729.81	$ -
07/05/23	NCAOPENG	Group 8	2662	Lorson	ST	7		$ 92.64	$ 122.50	$ -	109%	$ 706.84	$ -
07/06/23	NCALAB	Group 3	181	Garcia-Macias	OT		2.00	$ 65.12	$ 83.40	$ -	109%	$ -	$ 181.81
07/06/23	NCALAB	Group 3	3297	Diaz	OT		2.00	$ 65.12	$ 83.40	$ -	109%	$ -	$ 181.81
07/06/23	NCALAB	Group 4	2856	Alonso Escobed	OT		2	$ 65.12	$ 83.40	$ -	109%	$ -	$ 181.81
07/06/23	NCAOPENG	Foreman	2582	Frankoski	OT		3	$ 95.65	$ 127.01	$ -	109%	$ -	$ 415.32
07/06/23	NCAOPENG	Group 8	2662	Lorson	OT		2	$ 92.64	$ 122.50	$ -	109%	$ -	$ 267.05
07/06/23	NCALAB	Group 3	181	Garcia-Macias	ST	8.00		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
07/06/23	NCALAB	Group 3	3297	Diaz	ST	8.00		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
07/06/23	NCALAB	Group 4	2856	Alonso Escobed	ST	8		$ 65.12	$ 83.40	$ -	109%	$ 567.85	$ -
07/06/23	NCAOPENG	Foreman	2582	Frankoski	ST	8		$ 95.65	$ 127.01	$ -	109%	$ 834.07	$ -
07/06/23	NCAOPENG	Group 8	2662	Lorson	ST	8.00		$ 92.64	$ 122.50	$ -	109%	$ 807.82	$ -
07/07/23	NCAOPENG	Foreman	2582	Frankoski	OT		1	$ 95.65	$ 127.01	$ -	109%	$ -	$ 138.44
07/07/23	NCALAB	Group 3	181	Garcia-Macias	ST	3		$ 65.12	$ 83.40	$ -	109%	$ 212.94	$ -
07/07/23	NCALAB	Group 3	3297	Diaz	ST	3		$ 65.12	$ 83.40	$ -	109%	$ 212.94	$ -
07/07/23	NCALAB	Group 4	2856	Alonso Escobed	ST	3		$ 65.12	$ 83.40	$ -	109%	$ 212.94	$ -
07/07/23	NCAOPENG	Foreman	2582	Frankoski	ST	3		$ 95.65	$ 127.01	$ -	109%	$ 312.78	$ -
07/07/23	NCAOPENG	Group 8	2662	Lorson	ST	3.00		$ 92.64	$ 122.50	$ -	109%	$ 302.93	$ -
07/07/23	NCALAB	Group 3	181	Garcia-Macias	ST	4.00		$ 65.12	$ 83.40	$ -	109%	$ 283.92	$ -
07/07/23	NCALAB	Group 3	3297	Diaz	ST	4.00		$ 65.12	$ 83.40	$ -	109%	$ 283.92	$ -
07/07/23	NCALAB	Group 4	2856	Alonso Escobed	ST	4.00		$ 65.12	$ 83.40	$ -	109%	$ 283.92	$ -
07/07/23	NCAOPENG	Foreman	2582	Frankoski	ST	4		$ 95.65	$ 127.01	$ -	109%	$ 417.03	$ -
07/07/23	NCAOPENG	Group 8	2662	Lorson	ST	4		$ 92.64	$ 122.50	$ -	109%	$ 403.91	$ -
07/12/23	NCALAB	Group 3	181	Garcia-Macias	OT		2	$ 65.12	$ 83.40	$ -	109%	$ -	$ 181.81
07/12/23	NCALAB	Group 4	2856	Alonso Escobed	OT		2	$ 65.12	$ 83.40	$ -	109%	$ -	$ 181.81
07/12/23	NCAOPENG	Foreman	2582	Frankoski	OT		3.00	$ 95.65	$ 127.01	$ -	109%	$ -	$ 415.32

07/12/23	NCAOPENG	Group 8	2662	Lorson	OT		2.00	$	92.64	$ 122.50	$ -	109%	$ -	$	267.05
07/12/23	NCALAB	Group 3	181	Garcia-Macias	ST	8		$	65.12	$ 83.40	$ -	109%	$ 567.85	$	-
07/12/23	NCALAB	Group 3	3297	Diaz	ST	8		$	65.12	$ 83.40	$ -	109%	$ 567.85	$	-
07/12/23	NCALAB	Group 4	2856	Alonso Escobed	ST	8.00		$	65.12	$ 83.40	$ -	109%	$ 567.85	$	-
07/12/23	NCAOPENG	Foreman	2582	Frankoski	ST	8.00		$	95.65	$ 127.01	$ -	109%	$ 834.07	$	-
07/12/23	NCAOPENG	Group 8	2662	Lorson	ST	8.00		$	92.64	$ 122.50	$ -	109%	$ 807.82	$	-
07/17/23	NCAOPENG	Foreman	2582	Frankoski	OT		2	$	95.65	$ 127.01	$ -	109%	$ -	$	276.88
07/17/23	NCALAB	Group 3	181	Garcia-Macias	ST	4		$	65.12	$ 83.40	$ -	109%	$ 283.92	$	-
07/17/23	NCALAB	Group 3	3297	Diaz	ST	4		$	65.12	$ 83.40	$ -	109%	$ 283.92	$	-
07/17/23	NCALAB	Group 4	2856	Alonso Escobed	ST	4.00		$	65.12	$ 83.40	$ -	109%	$ 283.92	$	-
07/17/23	NCAOPENG	Foreman	2582	Frankoski	ST	4.00		$	95.65	$ 127.01	$ -	109%	$ 417.03	$	-
07/17/23	NCAOPENG	Group 11	2998	Fabrizio	ST	4		$	92.64	$ 122.50	$ -	109%	$ 403.91	$	-
07/17/23	NCAOPENG	Group 8	2662	Lorson	ST	4		$	92.64	$ 122.50	$ -	109%	$ 403.91	$	-
													$ 32,197.10	$	9,553.16
														$	41,750.26

JC Detail

Actual
Mth Date Co Reference

16351. Portola - North Loop Phase 1

13.000.000.003 EXTRA - Poly Water Meter Service Lines 4 O EQ

Date	Q&D #	Description	Hours		Caltrans Rate	OT rate	OT FACTOR	Caltrans Code	CLASS	MAKE	EWB Total
06/26/23	01-500	Pickup/Chevy/4x4/2500 Diesel	8.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 339.04
06/26/23	51-386	Chev P/U 2WD/2500HD	8.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 339.04
06/28/23	01-655	Truck/Dodge/2500 Big Horn	5.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 211.90
06/28/23	28-123	GPS Data Collector/Trimble/TSC3	5.00		23.8	0	0	0	0	0	$ 119.00
06/28/23	28-132	GPS SPS985 Base/Trimble	5.00		23.8	0	0	0	0	0	$ 119.00
06/28/23	28-159	GPS SPS985 Rover/Trimble	5.00		23.8	0	0	0	0	0	$ 119.00
06/28/23	53-216	Excavator/Cat/314D LCR	5.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 379.40
06/28/23	01-500	Pickup/Chevy/4x4/2500 Diesel	9.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 381.42
06/28/23	51-386	Chev P/U 2WD/2500HD	9.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 381.42
06/27/23	01-655	Truck/Dodge/2500 Big Horn	4.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 169.52
06/27/23	28-123	GPS Data Collector/Trimble/TSC3	4.00		23.8	0	0	0	0	0	$ 95.20
06/27/23	28-132	GPS SPS985 Base/Trimble	4.00		23.8	0	0	0	0	0	$ 95.20
06/27/23	28-159	GPS SPS985 Rover/Trimble	4.00		23.8	0	0	0	0	0	$ 95.20
06/27/23	01-570	Truck 5YD Dump / Peterbilt	5.00		73.33	60.8639	0.83	2AXL	2AXL	TRUON	$ 366.65
06/27/23	53-216	Excavator/Cat/314D LCR	4.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 303.52
06/27/23	01-500	Pickup/Chevy/4x4/2500 Diesel	7.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 296.66
06/27/23	51-386	Chev P/U 2WD/2500HD	7.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 296.66
06/29/23	01-655	Truck/Dodge/2500 Big Horn	2.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 84.76
06/29/23	53-216	Excavator/Cat/314D LCR	6.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 455.28
06/29/23	01-500	Pickup/Chevy/4x4/2500 Diesel	6.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 254.28
06/29/23	51-386	Chev P/U 2WD/2500HD	6.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 254.28
06/30/23	01-500	Pickup/Chevy/4x4/2500 Diesel	8.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 339.04
06/30/23	51-386	Chev P/U 2WD/2500HD	8.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 339.04
07/05/23	01-500	Pickup/Chevy/4x4/2500 Diesel	9.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 381.42
07/05/23	51-386	Chev P/U 2WD/2500HD	9.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 381.42
07/06/23	01-500	Pickup/Chevy/4x4/2500 Diesel	10.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 423.80
07/06/23	51-386	Chev P/U 2WD/2500HD	10.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 423.80
07/06/23	52-168	Loader/Cat/950K	10.00		147.46	131.2394	0.89	2310	2310	LDRRT	$ 1,474.60
07/07/23	01-500	Pickup/Chevy/4x4/2500 Diesel	3.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 127.14
07/07/23	51-386	Chev P/U 2WD/2500HD	3.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 127.14
07/07/23	52-168	Loader/Cat/950K	3.00		147.46	131.2394	0.89	2310	2310	LDRRT	$ 442.38
07/17/23	01-500	Pickup/Chevy/4x4/2500 Diesel	4.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 169.52
07/17/23	51-386	Chev P/U 2WD/2500HD	4.00		42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 169.52
07/17/23	52-168	Loader/Cat/950K	4.00		147.46	131.2394	0.89	2310	2310	LDRRT	$ 589.84
06/26/23	53-261	EXCAVATOR/CAT/315FL	8.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 607.04
06/28/23	99-360	Skidsteer/Takeuchi/TL8R2	5.00		35.36	31.4704	0.89	A	A	TRACS	$ 176.80
06/28/23	99-359	Water Truck/Cat/2000	5.00		57.7	50.776	0.88	20-28	20-28	TRUCK	$ 288.50
06/28/23	53-261	EXCAVATOR/CAT/315FL	9.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 682.92
06/27/23	99-364	Walk behind/Husqvarna/Trench Roller	4.00		12.18	9.8658	0.81	113	113	COMHG	$ 48.72
06/27/23	53-261	EXCAVATOR/CAT/315FL	7.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 531.16
06/29/23	99-364	Walk behind/Husqvarna/Trench Roller	6.00		12.18	9.8658	0.81	113	113	COMHG	$ 73.08
06/29/23	53-261	EXCAVATOR/CAT/315FL	6.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 455.28
06/30/23	53-261	EXCAVATOR/CAT/315FL	8.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 607.04
07/05/23	53-261	EXCAVATOR/CAT/315FL	9.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 682.92
07/06/23	53-261	EXCAVATOR/CAT/315FL	10.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 758.80
07/07/23	53-261	EXCAVATOR/CAT/315FL	3.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 227.64
07/17/23	53-261	EXCAVATOR/CAT/315FL	4.00		75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 303.52
13.000.000.005		Leaking Valve Replacement 4 O EQ									
07/07/23	01-500	Pickup/Chevy/4x4/2500 Diesel	4.00	68.00	42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 169.52
07/07/23	51-386	Chev P/U 2WD/2500HD	4.00	56.00	42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 169.52
07/07/23	52-168	Loader/Cat/950K	4.00	332.00	147.46	131.2394	0.89	2310	2310	LDRRT	$ 589.84
07/12/23	01-500	Pickup/Chevy/4x4/2500 Diesel	10.00	170.00	42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 423.80
07/12/23	51-386	Chev P/U 2WD/2500HD	10.00	140.00	42.38	37.2944	0.88	06-12	06-12	TRUCK	$ 423.80
07/12/23	52-168	Loader/Cat/950K	10.00	830.00	147.46	131.2394	0.89	2310	2310	LDRRT	$ 1,474.60
07/07/23	53-261	EXCAVATOR/CAT/315FL	4.00	280.00	75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 303.52
07/12/23	53-261	EXCAVATOR/CAT/315FL	10.00	700.00	75.88	63.7392	0.84	0302CLR	0302CLR	HCECL	$ 758.80
Total											$ 20,301.91

16351. Portola - North Loop Phase 1

13.000.000.003 EXTRA - Poly Water Meter Service Lines 1 MAT

7/28/2023	Western Nevada Supply Company	19863664		189.42
06/22/23	Western Nevada Supply Company	19790362	$	3,183.69
06/23/23	Western Nevada Supply Company	19817261	$	135.24
06/23/23	Western Nevada Supply Company	19817534	$	1,555.53
06/27/23	Western Nevada Supply Company	19819888	$	817.22
06/27/23	Western Nevada Supply Company	19820003	$	355.52
06/27/23	Western Nevada Supply Company	19820653	$	3,232.79
06/28/23	Western Nevada Supply Company	19820866	$	324.80
06/27/23	Western Nevada Supply Company	19821519	$	5,095.28
06/28/23	Western Nevada Supply Company	19822313	$	75.79
06/29/23	Western Nevada Supply Company	19823470	$	3,520.13
06/29/23	Western Nevada Supply Company	19824345	$	110.71
07/10/23	Western Nevada Supply Company	19831848	$	396.36
07/11/23	Western Nevada Supply Company	19838073	$	1,943.66
07/01/23	Plumas Ace Hardware, Inc.	472762	$	59.80
07/05/23	Plumas Ace Hardware, Inc.	474729	$	34.46
07/05/23	Plumas Ace Hardware, Inc.	474913	$	6.19
07/06/23	Plumas Ace Hardware, Inc.	474955	$	27.85
07/06/23	Plumas Ace Hardware, Inc.	475147	$	2.12
07/06/23	Plumas Ace Hardware, Inc.	475155	$	5.56

13.000.000.005 Leaking Valve Replacement 1 MAT

06/30/23	White Cap, L.P.	50022790433	
07/10/23	Western Nevada Supply Company	19836279	3,865.53
07/17/23	Plumas Ace Hardware, Inc.	477667	7.88
07/17/23	Plumas Ace Hardware, Inc.	477569	44.15
			24,800.26

ACE Hardware

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Plumas Ace Hardware

184 W Sierra St
Portola, CA 96122
(530) 832-5208

16350

13.000.000.003

Q & D CONSTRUCTION
1050 S 21ST STREET
SPARKS, NV 89431
ACCOUNT # 1678

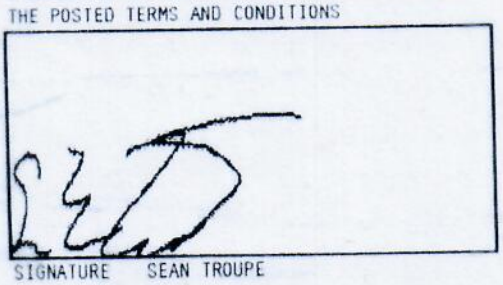
ITEM	QTY	SALE/REG	EXT
738226190655	1 00 EACH	55 76	55 76

1/4"-2" TUBING CUTTER

SUBTOTAL $	55 76
CALIFORNIA $	4 040000
TOTAL $	**59.80**

CHARGE 59 80

I AGREE TO PAY THE ABOVE TOTAL ACCORDING TO
THE POSTED TERMS AND CONDITIONS



SIGNATURE SEAN TROUPE

EMPLOYEE	TERM	INV#	TIME	DATE
27	13	472762	11:57	26-Jun-23

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Plumas Ace Hardware

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Portola, CA 96122
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Q & D CONSTRUCTION
1050 S. 21ST STREET
SPARKS, NV 89431
ACCOUNT # 1678

ITEM	QTY	SALE/REG	EXT
025582301871	1.00	24.99	24.99
23062	EACH		
PLIER 12"C JAW PUMP CHNL			
611942037612	4.00	0.99	3.96
43106	EACH		
COUPLE 1" SXS SCH40			
611942038640	2.00	1.59	3.18
43124	EACH		
ELBOW 90 1" SXS SCH40			

SUBTOTAL $	32.13
CALIFORNIA $	2.330000
TOTAL $	34.46

CHARGE 34.46

I AGREE TO PAY THE ABOVE TOTAL ACCORDING TO
THE POSTED TERMS AND CONDITIONS

SIGNATURE PAT

EMPLOYEE	TERM	INV#	TIME	DATE
27	12	474729	09:34	05-Jul-23

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INVOICE

JOB 16351

13,000,000,003

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Portola, CA 96122
(530) 832-5208

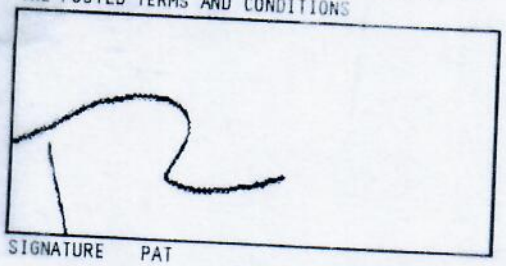
Q & D CONSTRUCTION
1050 S. 21ST STREET
SPARKS, NV 89431
ACCOUNT # 1678

ITEM	QTY	SALE/REG	EXT
611942038930	1.00	1.79	1.79
43138	EACH		
TEE 1" SXSXS SCH40			
611942038183	2.00	1.99	3.98
43145	EACH		
BUSHING 1"X3/4" SXSSCH40			

SUBTOTAL $	5.77
CALIFORNIA $	~0.420000
TOTAL $	6.19

CHARGE 6.19

I AGREE TO PAY THE ABOVE TOTAL ACCORDING TO
THE POSTED TERMS AND CONDITIONS



SIGNATURE PAT

EMPLOYEE	TERM	INV#	TIME	DATE
27	10	474913	03:40	05-Jul-23

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[illegible]-hassle-return.

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INVOICE

JOB 16351

13.000.600.003

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seasonal supplies and
all your hardware needs.

Q & D CONSTRUCTION
1050 S. 21ST STREET
SPARKS, NV 89431
ACCOUNT # 1678

INVOICE

ITEM	QTY	SALE/REG	EXT
037516100221	1.00	23.99	23.99
2004596	EACH		
HEX KEY SET 22PC COMBO			
611942038343	2.00	0.99	1.98
43117	EACH		
ADAPTR SCH40 3/4SL3/4MPT			

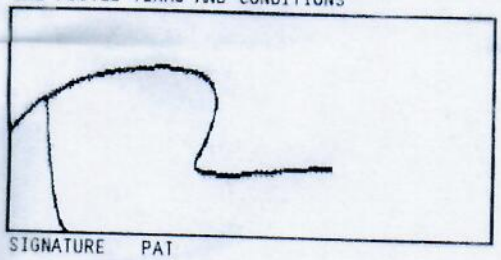
JOB 16351

13,000,000,603

SUBTOTAL $	25.97
CALIFORNIA $	~1.880000
TOTAL $	**27.85**

CHARGE 27.85

I AGREE TO PAY THE ABOVE TOTAL ACCORDING TO
THE POSTED TERMS AND CONDITIONS



SIGNATURE PAT

EMPLOYEE	TERM	INV#	TIME	DATE
29	10	474955	07:52	06-Jul-23

ACE Hardware

Thanks for shopping
our friendly store.

Plumas Ace Hardware

184 W. Sierra St
Portola, CA 96122
(530) 832-5208

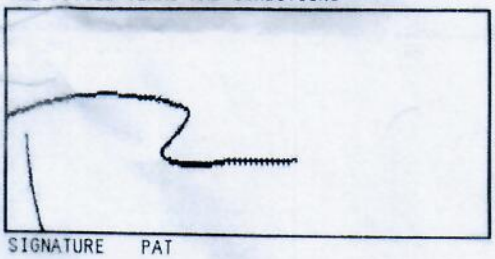
Q & D CONSTRUCTION
1050 S. 21ST STREET
SPARKS, NV 89431
ACCOUNT # 1678

ITEM	QTY	SALE/REG	EXT
611942038343	2.00	0.99	1.98
43117	EACH		
ADAPTR SCH40 3/4SL3/4MPT			

SUBTOTAL $	1.98
CALIFORNIA $	0.140000
TOTAL $	**2.12**

CHARGE 2.12

I AGREE TO PAY THE ABOVE TOTAL ACCORDING TO
THE POSTED TERMS AND CONDITIONS



SIGNATURE PAT

EMPLOYEE	TERM	INV#	TIME	DATE
27	10	475147	02:47	06-Jul-23

Your receipt guarantees
your no-hassle-return.

We're your source for
seasonal supplies and
all your hardware needs.

INVOICE

JOB # 16351

⊖13.000.000.003

ACE Hardware

Thanks for shopping
our friendly store

Plumas Ace Hardware

184 W. Sierra St
Portola, CA 96122
(530) 832-5208

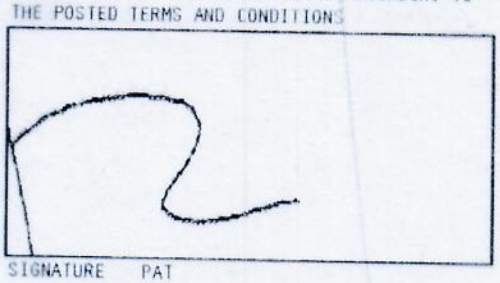
Q & D CONSTRUCTION
1050 S. 21ST STREET
SPARKS, NV 89431
ACCOUNT # 1678

ITEM	QTY	SALE/REG	EXT
611942082087	2.00	2.59	5.18
47239	EACH		
ADAPTR SCH40PVC1S3/4"FPT			

SUBTOTAL $	5.18
CALIFORNIA $	0.380000
TOTAL $	**5.56**

CHARGE 5.56

I AGREE TO PAY THE ABOVE TOTAL ACCORDING TO
THE POSTED TERMS AND CONDITIONS



SIGNATURE PAT

EMPLOYEE	TERM	INV#	TIME	DATE
29	12	475155	03:09	06-Jul-23

Your receipt guarantees
your no-hassle-return

We're your source for
seasonal supplies and
all your hardware needs

INVOICE

JOB # 16367

13.000.000.003

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

950 S. Rock Blvd. • Sparks, NV 89431
(775) 359-5800 • goblueteam.com

NEW REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
950 S. ROCK BLVD.
SPARKS, NV 89431-5922

Access your account online at:
https://Shop.Goblueteam.com

INVOICE#	INVOICE DATE
19863664	07/28/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	RECEIVED JUL 31 2023 Q & D Construction	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	07/25/23 REQ. DATE 07/25/23 SHIP DATE 07/28/23

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
JOY WAY RECONSTRUCTION	PAT FRANKOWSKI	775-771-3920	JESUS RUIZ	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
WXZ1A01007	FERN MR56 66 6X6 UNIFLEX SWR CPLG	2	2	0	52.38	EA	104.76	50	52.38
WFI1911250	6 SG PVC SWR REPAIR CPLG	2	2	0	134.70	EA	269.40	54.5	122.58
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	174.96
				TAX	14.46
				ORDER TOTAL	189.42

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE. TERMS NET 30 DAYS

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

950 S. Rock Blvd. • Sparks, NV 89431
(775) 359-5800 • goblueteam.com

NEW REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
950 S. ROCK BLVD.
SPARKS, NV 89431-5922

Access your account online at:
https://Shop.Goblueteam.com

INVOICE#	INVOICE DATE
19823470	06/29/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	06/28/23 REQ. DATE 06/28/23 SHIP DATE 06/29/23

RECEIVED
JUN 30 2023
Q & D Construction

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
JOY WAY RECONSTRUCTION	pat	775-786-2677	ANTHONY OLIVERO	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
WXZ1701026	6 HYMAX CPLG 860-54-0163-16	6	6	0	553.68	EA	3322.08	15	2823.78
WBF1CA0016	LF 3/4 MIP X COMP CTS CORP STP	6	6	0	107.98	EA	647.88	34	427.62
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								

Material signed for by: PAT 06/29/23 05:09:14

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	3,251.40
				TAX	268.73
ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE			TERMS NET 30 DAYS	ORDER TOTAL	3,520.13

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

950 S. Rock Blvd. • Sparks, NV 89431
(775) 359-5800 • goblueteam.com

NEW REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
950 S. ROCK BLVD.
SPARKS, NV 89431-5922

Access your account online at:
https://Shop.Goblueteam.com

INVOICE#	INVOICE DATE
19822313	06/28/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	06/27/23 REQ. DATE 06/27/23 SHIP DATE 06/28/23

RECEIVED
JUN 29 2023
Q & D Construction

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
JOY WAY RECONSTRUCTION	PAT FRANKOWSKI	775-622-2132	JESUS RUIZ	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
WCZ1D00100	DETECT TAPE 3 WIDE BLUE WTR 1000'	1	1	0	70.00	EA	70.00	NET	70.00
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	70.00
				TAX	5.79
ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE			TERMS NET 30 DAYS	ORDER TOTAL	75.79

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

950 S. Rock Blvd. • Sparks, NV 89431
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NEW REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
950 S. ROCK BLVD.
SPARKS, NV 89431-5922

Access your account online at:
https://Shop.Goblueteam.com

INVOICE#	INVOICE DATE
19824345	06/29/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	PAT
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

RECEIVED
JUN 30 2023
Q & D Construction

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	06/28/23 REQ. DATE 06/28/23 SHIP DATE 06/29/23

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
16351	PAT FRANKOWSKI	775-622-2132	RICK TUCKER	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
PFBCA00023	LF 3/4 BRS ST 90 ELL	6	6	0	19.28	EA	115.68	44.5	64.20
WBF1CA0083	LF 1 FIP X COMP IPS ADPT	1	1	0	57.66	EA	57.66	34	38.06
	THANK YOU FOR YOUR BUSINESS!								
	** PLEASE NOTE **								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								
	No Signature								
	Material signed for by: PAT 06/29/23 05:08:47								

INCOMING FREIGHT	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	102.26
				TAX	8.45
				ORDER TOTAL	110.71

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE — TERMS NET 30 DAYS

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

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NEW REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
950 S. ROCK BLVD.
SPARKS, NV 89431-5922

Access your account online at:
https://Shop.Goblueteam.com

INVOICE#	INVOICE DATE
19790362	06/27/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	JORDAN RANSON
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY Portola, CA. 96122	06/06/23 REQ. DATE 06/26/23 SHIP DATE 06/26/23

RECEIVED
JUN 28 2023
Q & D Construction

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
JOY WAY RECONSTRUCTION	PAT FRANKOWSKI	775-622-2132	GREG HIGGINS	FULL FREIGHT	OUR TRUCK

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
WAZ1A01001	1 X 7-1/2 [5/8 X 3/4] MTR IDLER	8	8	0	23.75	EA	190.00	NET	190.00
	SG:24:								
WBF1CA0016	LF 3/4 MIP X COMP CTS CORP STP	8	8	0	71.27	EA	570.16	NET	570.16
WBF1CA0041	LF 3/4 COMP CTS X FIP ADPT	8	8	0	24.18	EA	193.44	NET	193.44
WBZ1501037	15 INSUL PAD	8	8	0	39.22	EA	313.76	NET	313.76
WBZ1501082	15 ALUM BOTTOM ONLY FOR MTR PIT	8	8	0	54.24	EA	433.92	NET	433.92
WFB1000109	3/4 STFNR SS PE CTS	16	16	0	2.89	EA	46.24	NET	46.24
WFB1100137	5/8 X 3/4-3/4 MTR GSKT	16	16	0	0.48	EA	7.68	NET	7.68
WFZ1700245	SMBL 317 SDL NYL 5.94-6.90 X 3/4	8	8	0	151.66	EA	1213.28	NET	1213.28
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								

SEE NOTES

Material signed for by: 06/26/23 08:29:39

||||||notes|5 pallets dropped in laydown yard above park okay per Pat

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	2,968.48
				TAX	215.21
ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE			TERMS NET 30 DAYS	ORDER TOTAL	3,183.69

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

Elko 775.738.9811
Carson City 775.882.0900
Truckee 530.582.5009
Winnemucca 775.625.5600
S. Lake Tahoe 530.541.1884
Bishop 760.873.7119
Susanville 530.251.5800

PACK LIST

Corporate
950 S. Rock Blvd. • Sparks, NV 89431
tel 775.359.5800 • fax 775.359.4649

BACKORDER

SPECIAL INSTRUCTIONS:

ORDER NUMBER:	**19790362**
06/25/23	07:51AM
BO:	**Y**
SHIP VIA:	**OUR TRUCK**
REQ. DATE:	**06/26/23 EARLY AM**

FOR EARLY AM DELIVERY
JOB # 16351
PH CODE 13000,000003

SHIP TO: 170300.16351 Q&D CONSTRUCTIO
Q&D CONSTRUCTION
"JOY WAY RECONSTRUCTION"
275 JOY WAY
Portola, CA. 96122

SHIP FROM: SPARKS, NV
SALESPERSON: GREG HIGGINS
WRITTEN BY: **GREG HIGGINS** EXT: **1224**
PO NUMBER: JORDAN RANSON
ORDER DATE: **06/06/23** VAN:

JOB NAME: JOY WAY RECONSTRUCTION
JOB CONTACT: PAT FRANKOWSKI
JOB PHONE: 775-622-2132

SHIP VIA: **OUR TRUCK**
SOLD FROM: SPARKS, NV
FT TERMS: **FULL FREIGHT ALLOWED**

REQ. DATE: **06/26/23 EARLY AM**
FORKLIFT REQUIRED: YES!!! 8 LINE(S) OF 8

LN#	PRODUCT#	DESCRIPTION	UNIT	QTY-ORD	QTY-SHIP	QTY-CHNG
1	WAZ1A01001	1 X 7-1/2 (5/8 X 3/4) MTR IDLER SG:24:	EA	8	8	
2	WBF1CA0016	LF 3/4 MIP X COMP CTS CORP STP	EA	8	8	
3	WBF1CA0041	LF 3/4 COMP CTS X FIP ADPT	EA	8	8	
4	WBZ1501037	15 INSUL PAD	EA	8	8	
5	WBZ1501082	15 ALUM BOTTOM ONLY FOR MTR PIT	EA	8	8	
6	WFB1000109	3/4 STFNR SS PE CTS	EA	16	16	
7	WFB1100137	5/8 X 3/4-3/4 MTR GSKT	EA	16	16	
8	WFZ1700245	SMBL 317 SDL NYL 5.94-6.90 X 3/4 COMP: WFZ1700246 317 SS STRAP ONLY 5.94-6.90 COMP: WFZ1700247 317 NYL BODY ONLY 5.94-6.90 X 3/	EA	8	8	

PHONE: 775-786-2677 **ORDER # 19790362**

PALLETS:	LOOSE PIECES:	BAGS:	ROLLS:	OTHER:
1	0	0	0	0

**AND AIR CONDITIONING MUST BE INSTALLED BY A LICENSED HVAC AND EPA PROFESSIONAL * *

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

950 S. Rock Blvd. • Sparks, NV 89431
(775) 359-5800 • goblueteam.com

NEW REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
950 S. ROCK BLVD.
SPARKS, NV 89431-5922

Access your account online at:
https://Shop.Goblueteam.com

INVOICE#	INVOICE DATE
19820003	06/27/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	06/26/23 REQ. DATE 06/26/23 SHIP DATE 06/27/23

RECEIVED
JUN 28 2023
Q & D Construction

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP VIA
JOY WAY RECONSTRUCTION	PAT FRANKOWSKI	775-622-2132	JESUS RUIZ	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
AYMC000010	AYMC LF 3/4 RANGER X MNPT ADPT	6	6	0	55.04	EA	330.24	13.5	285.66
WFB1000114	3/4 STFNR SS PE IPS	12	12	0	5.40	EA	64.80	34	42.72
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								
	No Signature								
	Material signed for by: PAT 06/27/23 05:06:11								

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	328.38
				TAX	27.14
				ORDER TOTAL	355.52

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE. TERMS NET 30 DAYS

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

950 S. Rock Blvd. • Sparks, NV 89431
(775) 359-5800 • goblueteam.com

"NEW" REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
950 S. ROCK BLVD.
SPARKS, NV 89431-5922
Access your account online at:
https://Shop.Goblueteam.com

INVOICE#	INVOICE DATE
19821519	06/27/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	pat
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	06/27/23 REQ. DATE 06/27/23 SHIP DATE 06/27/23

RECEIVED
JUN 28 2023
Q & D Construction

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
16351	PAT FRANKOWSKI	775-622-2132	RICK TUCKER	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
WXZ1701026	6 HYMAX CPLG 860-54-0163-16	10	10	0	553.68	EA	5536.80	15	4706.30
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								
	Sean								
	Material signed for by: SHAWN 06/27/23 13:08:08								

INCOMING FREIGHT: 0.00	OUTGOING FREIGHT:	FREIGHT TOTAL	0.00
		MDSE TOTAL	4,706.30
		TAX	388.98
		ORDER TOTAL	5,095.28

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE — TERMS NET 30 DAYS

Elko
775.738.9811
S. Lake Tahoe
530.541.1884
Carson City
775.882.0900
Bishop
760.873.7119
Truckee
530.582.5009
Susanville
530.251.5800
Winnemucca
775.625.5600

PICK LIST

Corporate
950 S. Rock Blvd. • Sparks, NV 89431
tel 775.359.5800 • fax 775.359.4649

ID#: WW2
PAGE#: 1 OF: 1

BACK ORDER

SPECIAL INSTRUCTIONS:

ORDER NUMBER: 19821519	don't short product on QPR
06/27/23 12:13PM	
BACK ORDER: Y	
SHIP VIA: WW	
REQ. DATE: 06/27/23	13.000.000.003

SHIP TO: 170300.16351 Q&D CONSTRUCTIO
Q&D CONSTRUCTION
"JOY WAY RECONSTRUCTION"
275 JOY WAY
PORTOLA, CA. 96122

SHIP FROM: SPARKS, NV
SALESPERSON: GREG HIGGINS
WRITTEN BY: RICK TUCKER EXT: 1296
PO NUMBER: pat
ORDER DATE: 06/27/23 VAN:

JOB NAME: 16351
JOB CONTACT: PAT FRANKOWSKI
JOB PHONE: 775-622-2132

SHIP VIA: WW WILL CALL
SOLD FROM: SPARKS, NV
FT TERMS: FULL FREIGHT ALLOWED

REQ. DATE: 06/27/23 1 LINE(S) OF 1
FORKLIFT REQUIRED: NO

LN#	FILLED-BY	PRODUCT#	DESCRIPTION	LOCATION	UNIT	QTY-DUE	QTY-PICK
1		WXZ1701026	6 HYMAX CPLG 860-54-0163-16	15-01-08-1C	EA	10	

ORDER # 19821519

BOXES:	BUNDLES:	PALLETS:	LOOSE PIECES:	BAGS:	ROLLS:	OTHER:

** ALL HVAC EQUIPMENT AND AIR CONDITIONING MUST BE INSTALLED BY A LICENSED HVAC AND EPA PROFESSIONAL **

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

950 S. Rock Blvd. • Sparks, NV 89431
(775) 359-5800 • goblueteam.com

NEW REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
950 S. ROCK BLVD.
SPARKS, NV 89431-5922

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https://Shop.Goblueteam.com

RECEIVED
JUN 28 2023
Q & D Construction

INVOICE#	INVOICE DATE
19819888	06/27/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	06/26/23 REQ. DATE 06/26/23 SHIP DATE 06/27/23

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP VIA
JOY WAY RECONSTRUCTION		775-786-2677	ANTHONY OLIVERO	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
WBF1CA0041	LF 3/4 COMP CTS X FIP ADPT	12	12	0	36.64	EA	439.68	34	290.16
WBF1CA0036	LF 3/4 COMP CTS X MIP ADPT	12	12	0	34.20	EA	410.40	34	270.84
WBF1CA0050	LF 3/4 COMP X COMP IPS CPLG	3	3	0	52.08	EA	156.24	34	103.11
WFB1000109	3/4 STFNR SS PE CTS	24	24	0	4.38	EA	105.12	34	69.36
WFB1000114	3/4 STFNR SS PE IPS	6	6	0	5.40	EA	32.40	34	21.36
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								

No Signature

Material signed for by: PAT 06/27/23 05:06:10

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	754.83
				TAX	62.39
ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE			TERMS NET 30 DAYS	ORDER TOTAL	817.22

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

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"NEW" REMIT PAYMENT TO:
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950 S. ROCK BLVD.
SPARKS, NV 89431-5922

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INVOICE#	INVOICE DATE
19838073	07/11/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

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JUL 12 2023
Q & D Construction

SOLD TO:
170300M
Q&D CONSTRUCTION
P.O. BOX 10865
RENO, NV 89510-0865

SHIP TO:
170300.16351
Q&D CONSTRUCTION
"JOY WAY RECONSTRUCTION"
275 JOY WAY
Portola, CA. 96122

ORDER DATE	REQ. DATE	SHIP DATE
07/10/23	07/10/23	07/11/23

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
JOY WAY RECONSTRUCTION	PAT FRANKOWSKI	775-622-2132	GREG HIGGINS	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
WFI1110019	8 X 6 FLG T	1	1	0	669.28	EA	669.28	NET	669.28
WXZ1D00225	FCA 8 RIV STL	2	2	0	563.00	EA	1126.00	NET	1126.00
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								
	No Signature								
	Material signed for by: PAT 07/11/23 05:11:34								

INCOMING FREIGHT: 0.00 | OUTGOING FREIGHT:

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE | TERMS NET 30 DAYS

FREIGHT TOTAL	0.00
MDSE TOTAL	1,795.28
TAX	148.38
ORDER TOTAL	1,943.66

INVOICE

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INVOICE#	INVOICE DATE
19831848	07/10/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

RECEIVED
JUL 11 2023
Q & D Construction

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	07/05/23 REQ. DATE 07/05/23 SHIP DATE 07/10/23

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP VIA
JOY WAY RECONSTRUCTION	PAT FRANKOWSKI	775-622-2132	CARRIE RITTER	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
PFBCA00023	LF 3/4 BRS ST 90 ELL	8	8	0	19.28	EA	154.24	44.5	85.60
WBF1CA0041	LF 3/4 COMP CTS X FIP ADPT	6	6	0	36.64	EA	219.84	34	145.08
WBF1CA0036	LF 3/4 COMP CTS X MIP ADPT	6	6	0	34.20	EA	205.20	34	135.42
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	366.10
				TAX	30.26
				ORDER TOTAL	396.36

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE — TERMS NET 30 DAYS

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
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NEW REMIT PAYMENT TO:
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950 S. ROCK BLVD.
SPARKS, NV 89431-5922

Access your account online at:
https://Shop.Goblueteam.com

INVOICE#	INVOICE DATE
19817261	06/23/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

RECEIVED
JUN 26 2023
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SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	06/23/23 REQ. DATE 06/23/23 SHIP DATE 06/23/23

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
JOY WAY RECONSTRUCTION	pat	775-786-2677	ANTHONY OLIVERO	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
TLZ2A03030	CAHA 3650-1575 2 CHIP BRUSH PZWV20	24	24	0	0.68	EA	16.32	NET	16.32
PCZ1115181	MIRO 3/4 X 1429 BLUE MONSTER TEFLON TAPE	10	10	0	27.16	EA	271.60	60	108.60
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								

Pat

Material signed for by: PAT 06/23/23 16:13:02

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	124.92
				TAX	10.32
				ORDER TOTAL	135.24

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE

TERMS NET 30 DAYS

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

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INVOICE#	INVOICE DATE
19817261	06/23/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

RECEIVED
JUN 26 2023
Q & D Construction

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	06/23/23 REQ. DATE 06/23/23 SHIP DATE 06/23/23

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
JOY WAY RECONSTRUCTION	pat	775-786-2677	ANTHONY OLIVERO	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
TLZ2A03030	CAHA 3650-1575 2 CHIP BRUSH PZWV20	24	24	0	0.68	EA	16.32	NET	16.32
PCZ1115181	MIRO 3/4 X 1429 BLUE MONSTER TEFLON TAPE	10	10	0	27.16	EA	271.60	60	108.60
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								

Put

Material signed for by: PAT 06/23/23 16:13:02

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	124.92
				TAX	10.32
ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE		TERMS NET 30 DAYS		ORDER TOTAL	135.24

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

Elko 775.738.9811
S. Lake Tahoe 530.541.1884
Carson City 775.882.0900
Bishop 760.873.7119
Truckee 530.582.5009
Susanville 530.251.5800
Winnemucca 775.625.5600

Corporate
950 S. Rock Blvd. • Sparks, NV 89431
tel 775.359.5800 • fax 775.359.4649

PICK LIST

ID#: WW2
PAGE#: 1 OF: 1

BACK ORDER

SPECIAL INSTRUCTIONS:

SB # 16351
PH CODE. 13.000.000.003

ORDER NUMBER:	19817261
06/23/23	02:17PM
BACK ORDER:	Y
SHIP VIA:	WW
REQ. DATE:	06/23/23

SHIP TO: 170300.16351 Q&D CONSTRUCTIO
Q&D CONSTRUCTION
"JOY WAY RECONSTRUCTION"
275 JOY WAY
PORTOLA, CA. 96122

SHIP FROM: SPARKS, NV
SALESPERSON: GREG HIGGINS
WRITTEN BY: ANTHONY OLIVERO EXT: x
PO NUMBER: 16351
ORDER DATE: 06/23/23 VAN:

JOB NAME: JOY WAY RECONSTRUCTION
JOB CONTACT: pat
JOB PHONE: 775-786-2677

SHIP VIA: WW WILL CALL
SOLD FROM: SPARKS, NV
FT TERMS: FULL FREIGHT ALLOWED

REQ. DATE: 06/23/23 2 LINE(S) OF 2
FORKLIFT REQUIRED: NO

LN#	FILLED-BY	PRODUCT#	DESCRIPTION	LOCATION	UNIT	QTY-DUE	QTY-PICK
2	_____	PCZ1115181	MIRO 3/4 X 1429 BLUE MONSTER TEFLON TAPE	01-E-01-23-C-03 00-01-CU-3T	EA	10	_____
1	_____	TLZ2A03030	CAHA 3650-1575 2 CHIP BRUSH PZWV20	01-G-01-03-B-01 08-00-HC-CU1	EA	24	_____

ORDER # 19817261

BOXES:	BUNDLES:	PALLETS:	LOOSE PIECES:	BAGS:	ROLLS:	OTHER:

** ALL HVAC EQUIPMENT AND AIR CONDITIONING MUST BE INSTALLED BY A LICENSED HVAC AND EPA PROFESSIONAL **

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

950 S. Rock Blvd. • Sparks, NV 89431
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NEW REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
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SPARKS, NV 89431-5922

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INVOICE#	INVOICE DATE
19817534	06/23/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	06/23/23 REQ. DATE 06/23/23 SHIP DATE 06/23/23

RECEIVED
JUN 26 2023
Q & D Construction

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
JOY WAY RECONSTRUCTION	PAT FRANKOWSKI	775-771-3920	JESUS RUIZ	FULL FREIGHT	WW COUNTER SA

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
WFI1318003	6 LONG MJ SLV SSB L/A	4	4	0	230.59	EA	922.36	9	839.36
WFI1319046	6 MJ PAK SSB	9	9	0	72.95	EA	656.55	9	597.42
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								
	Material signed for by: DECA 06/23/23 16:17:41								

INCOMING FREIGHT: 0.00 | OUTGOING FREIGHT:

FREIGHT TOTAL	0.00
MDSE TOTAL	1,436.78
TAX	118.75
ORDER TOTAL	1,555.53

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE. TERMS NET 30 DAYS

Elko 775.738.9811
Carson City 775.882.0900
Truckee 530.582.5009
Winnemucca 775.625.5600
S. Lake Tahoe 530.541.1884
Bishop 760.873.7119
Susanville 530.251.5800

Corporate
950 S. Rock Blvd. • Sparks, NV 89431
tel 775.359.5800 • fax 775.359.4649

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ID#: LOCAL
PAGE#: 1 OF: 1

BACK ORDER

SPECIAL INSTRUCTIONS:

ORDER NUMBER: 19817534	JOB # 16351
06/23/23 04:12PM	PH CODE .13.000.000.003
BACK ORDER: Y	
SHIP VIA: WCS	
REQ. DATE: 06/23/23	

SHIP TO: 170300.16351 Q&D CONSTRUCTIO
Q&D CONSTRUCTION
"JOY WAY RECONSTRUCTION"
275 JOY WAY
PORTOLA, CA. 96122

SHIP FROM: SPARKS, NV
SALESPERSON: GREG HIGGINS
WRITTEN BY: JESUS RUIZ EXT:
PO NUMBER: 16351
ORDER DATE: 06/23/23 VAN:

JOB NAME: JOY WAY RECONSTRUCTION
JOB CONTACT: PAT FRANKOWSKI
JOB PHONE: 775-771-3920

SHIP VIA: WW COUNTER SALE
SOLD FROM: SPARKS, NV
FT TERMS: FULL FREIGHT ALLOWED

REQ. DATE: 06/23/23 2 LINE(S) OF 2
FORKLIFT REQUIRED: NO

LN#	FILLED-BY	PRODUCT#	DESCRIPTION	LOCATION	UNIT	QTY-DUE	QTY-PICK
2	_____	WFI1319046	6 MJ PAK SSB	61-00-03-3A	EA	9	_____
1	_____	WFI1318003	6 LONG MJ SLV SSB L/A	62-00-01-5A	EA	4	_____

ORDER # 19817534

BOXES:	BUNDLES:	PALLETS:	LOOSE PIECES:	BAGS:	ROLLS:	OTHER:

** ALL HVAC EQUIPMENT AND AIR CONDITIONING MUST BE INSTALLED BY A LICENSED HVAC AND EPA PROFESSIONAL **

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

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(775) 359-5800 • goblueteam.com

NEW REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
950 S. ROCK BLVD.
SPARKS, NV 89431-5922

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https://Shop.Goblueteam.com

INVOICE#	INVOICE DATE
19820653	06/27/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	16351
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

RECEIVED
JUN 28 2023
Q & D Construction

SOLD TO:	SHIP TO:	ORDER DATE
170300M **Q&D CONSTRUCTION** P.O. BOX 10865 RENO, NV 89510-0865	170300.16351 **Q&D CONSTRUCTION** "JOY WAY RECONSTRUCTION" 275 JOY WAY PORTOLA, CA. 96122	06/27/23 REQ. DATE 06/27/23 SHIP DATE 06/27/23

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
JOY WAY RECONSTRUCTION	PAT FRANKOWSKI	775-622-2132	GREG HIGGINS	FULL FREIGHT	WW WILL CALL

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
WFI1318003	6 LONG MJ SLV SSB L/A	10	10	0	165.84	EA	1658.40	NET	1658.40
WFI1319046	6 MJ PAK SSB	20	20	0	72.95	EA	1459.00	9	1327.60
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								
	Material signed for by: PAT 06/27/23 10:01:58								

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	2,986.00
				TAX	246.79
				ORDER TOTAL	3,232.79

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE. TERMS NET 30 DAYS

Elko 775.738.9811
S. Lake Tahoe 530.541.1884
Carson City 775.882.0900
Bishop 760.873.7119
Truckee 530.582.5009
Susanville 530.251.5800
Winnemucca 775.625.5600

PICK LIST

Corporate
950 S. Rock Blvd. • Sparks, NV 89431
tel 775.359.5800 • fax 775.359.4649

ID#: WW4
PAGE#: 1 OF: 1

BACK ORDER

SPECIAL INSTRUCTIONS:

ORDER NUMBER:	19820653
06/27/23	08:20AM
BACK ORDER:	Y
SHIP VIA:	WW
REQ. DATE:	06/27/23

JOB # 16351
13.000.000.003

SHIP TO: 170300.16351 Q&D CONSTRUCTIO
Q&D CONSTRUCTION
"JOY WAY RECONSTRUCTION"
275 JOY WAY
PORTOLA, CA. 96122

SHIP FROM: SPARKS, NV
SALESPERSON: GREG HIGGINS
WRITTEN BY: GREG HIGGINS EXT: 1224
PO NUMBER: 16351
ORDER DATE: 06/27/23 VAN:

JOB NAME: JOY WAY RECONSTRUCTION
JOB CONTACT: PAT FRANKOWSKI
JOB PHONE: 775-622-2132

SHIP VIA: WW WILL CALL
SOLD FROM: SPARKS, NV
FT TERMS: FULL FREIGHT ALLOWED

REQ. DATE: 06/27/23 2 LINE(S) OF 2
FORKLIFT REQUIRED: NO

LN#	FILLED-BY	PRODUCT#	DESCRIPTION	LOCATION	UNIT	QTY-DUE	QTY-PICK
2	_____	WFI1319046	6 MJ PAK SSB	61-00-03-3A	EA	20	_____
1	_____	WFI1318003	6 LONG MJ SLV SSB L/A	62-00-01-5A	EA	10	_____

ORDER # 19820653

BOXES:	BUNDLES:	PALLETS:	LOOSE PIECES:	BAGS:	ROLLS:	OTHER:

** ALL HVAC EQUIPMENT AND AIR CONDITIONING MUST BE INSTALLED BY A LICENSED HVAC AND EPA PROFESSIONAL **

Elko
775.738.9811
S. Lake Tahoe
530.541.1884

Carson City
775.882.0900
Bishop
760.873.7119

Truckee
530.582.5009
Susanville
530.251.5800

Winnemucca
775.625.5600

Corporate
950 S. Rock Blvd. • Sparks, NV 89431
tel 775.359.5800 • fax 775.359.4649

PICK LIST

ID#: WW2
PAGE#: 1 OF: 1

BACK ORDER

SPECIAL INSTRUCTIONS:

ORDER NUMBER:	19817261
06/23/23	02:17PM
BACK ORDER:	Y
SHIP VIA:	WW
REQ. DATE:	06/23/23

~~SO# 16357~~
SO # 16351
PIT CODE. 13.000.000.003

SHIP TO: 170300.16351 Q&D CONSTRUCTIO
Q&D CONSTRUCTION
"JOY WAY RECONSTRUCTION"
275 JOY WAY
PORTOLA, CA. 96122

SHIP FROM: SPARKS, NV
SALESPERSON: GREG HIGGINS
WRITTEN BY: ANTHONY OLIVERO EXT: x
PO NUMBER: 16351
ORDER DATE: 06/23/23 VAN:

JOB NAME: JOY WAY RECONSTRUCTION
JOB CONTACT: pat
JOB PHONE: 775-786-2677

SHIP VIA: WW WILL CALL
SOLD FROM: SPARKS, NV
FT TERMS: FULL FREIGHT ALLOWED

REQ. DATE: 06/23/23 2 LINE(S) OF 2
FORKLIFT REQUIRED: NO

LN#	FILLED-BY	PRODUCT#	DESCRIPTION	LOCATION	UNIT	QTY-DUE	QTY-PICK
2	_____	PCZ1115181	MIRO 3/4 X 1429 BLUE MONSTER TEFLON TAPE	01-E-01-23-C-03 00-01-CU-3T	EA	10	_____
1	_____	TLZ2A03030	CAHA 3650-1575 2 CHIP BRUSH PZWV20	01-G-01-03-B-01 08-00-HC-CU1	EA	24	_____

ORDER # 19817261

BOXES:	BUNDLES:	PALLETS:	LOOSE PIECES:	BAGS:	ROLLS:	OTHER:

** ALL HVAC EQUIPMENT AND AIR CONDITIONING MUST BE INSTALLED BY A LICENSED HVAC AND EPA PROFESSIONAL **

CHANGE ORDER NO.: 23-008 (#3)

CO 23-01 and CO 23-007 (#2) Proceeds this this Change Order. CO 23-008 is processed as #3 in series.

Owner: City of Portola
Engineer: Daniel B. Bastian
Contractor: Q & D Construction LLC
Project: North Loop Phase 1
State-Aid Project No.: **RPL-5290(012)**

Owner's Project No.: 22-PORTOLA STIP
Engineer's Project No.:
Contractor's Project No.:

Date Issued: July 11, 2023

Effective Date of Change Order: July 11, 2023

The Contract is hereby modified by the Owner and the Contractor as follows upon execution of this Change Order:

Description:

The purpose of this Change Order is to construct a stormwater manhole for the 24" stormwater culvert located at centerline Sta. 9+80±. Two water mains cross this culvert, and it was impossible to maintain adequate separation between the 24" culvert and the two watermains with a straight grade from Drop Inlet #3 to Drop Inlet #5 as shown on the plans. The actual depth of the water mains was not known until the excavation for the culvert was made. The existing 24" CMP culvert was resting on the 8" water main and that profile was not acceptable.

The following substitutions, reductions, and additions are accounted by Q&D Construction LLC in the water leak repairs and accepted by the City of Portola:

Substitutions:

None

Reductions:

None

Additions:

1. Materials - $2,460.22
2. Labor - $9,780.71
3. Equipment - $5,624.14

Total Cost Increase: $17,865.07

Credit:

None

Based on the proposed changes, The City of Portola project costs will increase in project costs amounting to $17,865.07.

Attachments:

Q & D Construction spreadsheets for materials, labor, and equipment costs.

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Change in Contract Price	Change in Contract Times [State Contract Times as either a specific date or a number of days]
Original Contract Price: $ 2,209,000	Original Contract Times: Substantial Completion: 10/06/2023 Ready for final payment:
Increase from previous Change Orders: CO 23.01, CO 23-007(#2) $ 43,372.55	**[Increase] [Decrease]** from previously approved Change Orders **{Number of previous Change Order]**: CO 23-01, CO-007(#2) Substantial Completion: Ready for final payment:
Contract Price prior to this Change Order: $ 2,252,372.55 (CO 23-01, CO 23-007(#2))	Contract Times prior to this Change Order: Substantial Completion: 10/01/2023 Ready for final payment:
Change Order Increase (CO 23-008(#3): $ 17,865.07	**0 Day Decrease** this Change Order: Substantial Completion: 10/11/2023 Ready for final payment:
Contract Price Incorporating this Change Order: $ 2,270,237.62	Contract Times with all approved Change Orders: Substantial Completion: 10/11/2023 Ready for final payment:

Recommended by Engineer (if required)

By: Daniel B. Bastian

Title: City Engineer

Date: 7/11/2023

Accepted by ~~Contractor~~ Owner

Authorized by Owner

By: Daniel B. Bastian

Title: City Engineer

Date: 11/7/2023

Approved by Funding Agency (if applicable)

N.A.

By: Brett Amesbury

Title: PROJECT DIRECTOR

Date: 11/7/23

Q & D Construction LLC

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CCO 008 Added Stormdrain MH/Offset		
Labor		
Cost	$	7,244.97
Markup		35%
Total	$	9,780.71
Equipment		
Cost	$	4,890.56
Markup		15%
Total	$	5,624.14
Materials		
Cost	$	2,139.32
Markup		15%
Total	$	2,460.22
Total:		**$ 17,865.07**

Date			Description			Regular		Overtime		Caltrans Rate	OT rate	Perdiem	Surcharge	TOTAL REG	TOTAL OT
7/11/2023	NCALAB	Group 3	181	Garcia-Macias	OT			2.0		65.12	83.4		109%		
7/11/2023	NCALAB	Group 3	3297	Diaz	OT			2.0		65.12	83.4		109%	$ -	$ 181.81
7/11/2023	NCALAB	Group 4	2856	Alonso Escobedo	OT			2.0		65.12	83.4		109%	$ -	$ 181.81
7/11/2023	NCAOPENG	Foreman	2582	Frankoski	OT			3.0		95.65	127.01		109%	$ -	$ 415.32
7/11/2023	NCAOPENG	Group 8	2662	Lorson	OT			2.0		92.64	122.5		109%	$ -	$ 267.05
7/11/2023	NCALAB	Group 3	181	Garcia-Macias	ST	3.0				65.12	83.4		109%	$ 212.94	$ -
7/11/2023	NCALAB	Group 3	3297	Diaz	ST	2.0				65.12	83.4		109%	$ 141.96	$ -
7/11/2023	NCALAB	Group 4	2856	Alonso Escobedo	ST	2.0				65.12	83.4		109%	$ 141.96	$ -
7/11/2023	NCAOPENG	Foreman	2582	Frankoski	ST	3.0				95.65	127.01		109%	$ 312.78	$ -
7/11/2023	NCAOPENG	Group 8	2662	Lorson	ST	2.0				92.64	122.5		109%	$ 201.96	$ -
7/13/2023	NCALAB	Group 3	181	Garcia-Macias	OT			2.0		65.12	83.4		109%	$ -	$ 181.81
7/13/2023	NCALAB	Group 4	2856	Alonso Escobedo	OT			2.0		65.12	83.4		109%	$ -	$ 181.81
7/13/2023	NCAOPENG	Foreman	2582	Frankoski	OT			3.0		95.65	127.01		109%	$ -	$ 415.32
7/13/2023	NCAOPENG	Group 8	2662	Lorson	OT			2.0		92.64	122.5		109%	$ -	$ 267.05
7/13/2023	NCALAB	Group 3	181	Garcia-Macias	ST	8.0				65.12	83.4		109%	$ 567.85	$ -
7/13/2023	NCALAB	Group 3	3297	Diaz	ST	8.0				65.12	83.4		109%	$ 567.85	$ -
7/13/2023	NCALAB	Group 4	2856	Alonso Escobedo	ST	8.0				65.12	83.4		109%	$ 567.85	$ -
7/13/2023	NCAOPENG	Foreman	2582	Frankoski	ST	8.0				95.65	127.01		109%	$ 834.07	$ -
7/13/2023	NCAOPENG	Group 8	2662	Lorson	ST	8.0				92.64	122.5		109%	$ 807.82	$ -
7/13/2023	TRUCKER	8-18yd	55	Lewis	ST	4.0				69.42	92.64		109%	$ 302.67	$ -
8/7/2023	NCAOPENG	Mech10	58	Ivey	OT			3.0		91.26	120.43		109%	$ -	$ 393.81
8/7/2023	NCAOPENG	Mech10	58	Ivey	ST	1.0				91.26	120.43		109%	$ 99.47	$ -
Sum							$ -		$ -					**$ 4,759.17**	**$ 2,485.80**
Total									$ -						**$ 7,244.97**

Actual

Date	Equip#	Description	Hours	Cost	Caltrans Rate	OT rate	OT FACTOR	Caltrans Code	CLASS	MAKE	EWB Total
7/11/2023	01-500	Pickup/Chevy/4x4/2500 Diesel	4		$ 42.38	$ 37.29	88%	06-12	TRUCK	T&TT	$ 169.52
7/11/2023	51-386	Chev P/U 2WD/2500HD	4		$ 42.38	$ 37.29	88%	06-12	TRUCK	T&TT	$ 169.52
7/11/2023	52-168	Loader/Cat/950K	4		$ 147.46	$ 131.24	89%	2310	LDRRT	CAT	$ 589.84
7/11/2023	53-261	EXCAVATOR/CAT/315FL	4		$ 100.62	$ 84.52	84%	320L	HCECL	CAT	$ 402.48
7/13/2023	01-568	Rolloff Truck / Peterbilt / 367	4		$ 57.70	$ 50.78	88%	20-28	TRUCK	T&TT	$ 230.80
7/13/2023	01-500	Pickup/Chevy/4x4/2500 Diesel	10		$ 42.38	$ 37.29	88%	06-12	TRUCK	T&TT	$ 423.80
7/13/2023	51-386	Chev P/U 2WD/2500HD	10		$ 42.38	$ 37.29	88%	06-12	TRUCK	T&TT	$ 423.80
7/13/2023	52-168	Loader/Cat/950K	10		$ 147.46	$ 131.24	89%	2310	LDRRT	CAT	$ 1,474.60
7/13/2023	53-261	EXCAVATOR/CAT/315FL	10		$ 100.62	$ 84.52	84%	320L	HCECL	CAT	$ 1,006.20
TOTAL				$ -							$ 4,890.56

07/12/23	11283	Jensen Precast	CD99202750	2,139.32
				2,139.32

JENSEN PRECAST EST. 1968

INVOICE

Remit To:
9895 Double R Blvd. Reno, NV 89521
(775) 352-2700 - Fax (775) 359-6364
Toll Free (877) 914-2705

Invoice ID:	CD99202750
Invoice Date:	7/12/2023
Sales Rep:	Savanna Lafoon
Sales Site:	Sparks, NV
Order Number:	K136967
Customer PO:	Portola
Payment Terms:	Net 30 Days

Sold To: 101434
Q & D Construction
P O Box 10865
Reno NV 89510

Ship To:
Will Call
625 Bergin Way
Sparks NV 89431

Qty	UOM	Part No - Description	Unit Price	Net Amount
1	PCS	100027263 - MANHOLE FLAT TOP D6072X11.5 36C	811.00	811.00
	Shipment(s): 265172			
1	PCS	100014047 - CAST IRON PACKAGE TYPE 4R 2436 FRAME, GRATE & HOOD IMPORT NAT CAST	1,165.00	1,165.00
	Shipment(s): 265172			

Sub Total	**1,976.00**
Total Tax	**163.32**
Invoice Amount	**2,139.32**

RECEIVED
JUL 13 2023
Q & D Construction

CHANGE ORDER NO.: 23-009 (#4)

CO 23-01, CO 23-007 (#2), and CO 23-008 (#3) Proceeds this this Change Order. CO 23-009 is processed as #4 in series.

Owner: City of Portola
Engineer: Daniel B. Bastian
Contractor: Q & D Construction LLC
Project: North Loop Phase 1
State-Aid Project No.: **RPL-5290(012)**

Owner's Project No.: 22-PORTOLA STIP
Engineer's Project No.:
Contractor's Project No.:

Date Issued: August 1, 2023

Effective Date of Change Order:
August 1, 2023

The Contract is hereby modified by the Owner and the Contractor as follows upon execution of this Change Order:

Description:

The purpose of this Change Order is to construct a storm drain that crosses Manzanita Street at the intersection of Joy Way. The original design was intended to get surface flow into the concrete valley gutter. The actual grades made flow control impossible. An inverted siphon was constructed to carry the flow across the street.

The following substitutions, reductions, and additions are accounted by Q&D Construction LLC in the drainage facility construction and are accepted by the City of Portola:

Substitutions:

None

Reductions:

None

Additions:

1. Materials. $12,966.26
2. Labor. $11,089.97
3. Equipment. $4,659.18

   Total Cost Increase: $28,715.41

Based on the proposed changes, The City of Portola project costs will increase in project costs amounting to $28,715.41.

Attachments:

Q & D Construction spreadsheets for materials, labor, and equipment costs.

Change in Contract Price **Change in Contract Times**

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	[State Contract Times as either a specific date or a number of days]
Original Contract Price: $ **$2,209,000**	Original Contract Times: Substantial Completion: 10/06/2023 Ready for final payment:
Increase from previously approved Change Orders: CO 23.01, CO 23-007(#2), CO 23-008 (#3), CO 23-009(#4) $ **72,087.96**	**[Increase] [Decrease]** from previously approved Change Orders {**Number of previous Change Order]**: CO 23-01 Substantial Completion: Ready for final payment:
Contract Price prior to this Change Order: $ **$2,52,372.55** (CO 23-01, CO 23-007(#2), and CO 23-008(#3)	Contract Times prior to this Change Order: Substantial Completion: 10/01/2023 Ready for final payment:
Change Order Increase: **$ 28,715.41**	**10 Day Decrease** this Change Order: Substantial Completion: 10/11/2023 Ready for final payment:
Contract Price incorporating this Change Order: **$ 2,281,087.96**	Contract Times with all approved Change Orders: Substantial Completion: 10/11/2023 Ready for final payment:

Recommended by Engineer (if required)

By: Daniel B. Bastian

Title: City Engineer

Date: 11/15/2023

Accepted by Contractor

By: Brett Amesbury

Title:

Date:

Authorized by Owner

By:

Title:

Date:

Approved by Funding Agency (if applicable)

N.A.

Q & D Construction LLC

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	[State Contract Times as either a specific date or a number of days]
Original Contract Price: $ **$2,209,000**	Original Contract Times: Substantial Completion: 10/06/2023 Ready for final payment:
Increase from previously approved Change Orders: CO 23.01, CO 23-007(#2), CO 23-008 (#3), CO 23-009(#4) $ **72,087.96**	**[Increase] [Decrease]** from previously approved Change Orders {**Number of previous Change Order**]: CO 23-01 Substantial Completion: Ready for final payment:
Contract Price prior to this Change Order: $ **$2,270,237.62** (CO 23-01, CO 23-007(#2), and CO 23-008(#3)	Contract Times prior to this Change Order: Substantial Completion: 10/01/2023 Ready for final payment:
Change Order Increase: **$ 28,715.41**	**10 Day Decrease** this Change Order: Substantial Completion: 10/11/2023 Ready for final payment:
Contract Price incorporating this Change Order: **$ 2,297,953.03**	Contract Times with all approved Change Orders: Substantial Completion: 10/11/2023 Ready for final payment:

Recommended by Engineer (if required)

By: Daniel B. Bastian

Title: City Engineer

Date: 11/15/2023

Accepted by Contractor

By: Brett Amesbury

Title: PROJECT DIRECTOR

Date: 11/16/2023

Q & D Construction LLC

Authorized by Owner

By:

Title:

Date:

Approved by Funding Agency (if applicable)

N.A.

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CCO 008 SIPHON DRAIN @ MANZANITA		
Labor		
Cost	$	8,214.79
Markup		35%
Total	$	11,089.97
Equipment		
Cost	$	4,051.46
Markup		15%
Total	$	4,659.18
Materials		
Cost	$	11,275.01
Markup		15%
Total	$	12,966.26
Total:		**$ 28,715.41**

52534	16351.	1	13.000.000.007	07/31/23	1	12675	Western Nevada Supply Company	19869848	0.00	6,529.96
52707	16351.	1	13.000.000.007	07/26/23	1	11283	Jensen Precast	CD99204512	0.00	382.18
14964	16351.	1	13.000.000.007	08/01/23	1	11283	Jensen Precast	CD99205318	0.00	4,157.01
61555	16351.	1	13.000.000.007	08/06/23	1	11300	Joy Engineering	19221	0.00	205.86
										11,275.01

JENSEN PRECAST EST. 1968

INVOICE

Remit To:
9895 Double R Blvd. Reno, NV 89521
(775) 352-2700 - Fax (775) 359-6364
Toll Free (877) 914-2705

Invoice ID:	CD99205318
Invoice Date:	8/1/2023
Sales Rep:	Savanna Lafoon
Sales Site:	Sparks, NV
Order Number:	K137144
Customer PO:	Portola
Payment Terms:	Net 30 Days

Sold To: 101434
Q & D Construction
P O Box 10865
Reno NV 89510

Ship To:
Q&D Construction
City of Portola
Connection of JOY RD. and WEST ST.
Portola CA 96122

Qty	UOM	Part No - Description	Unit Price	Net Amount
1	PCS	200067982 - Drop Inlet Package 2436x48 Type 4R Shipment(s): 268152	1,555.00	1,555.00
1	PCS	DELIVERY - Delivery and Handling Shipment(s): 268152	674.00	674.00
1	PCS	100039687 - DROP INLET GRATE 2436 STEEL TRF GALV FV-1-2436-02G DL Shipment(s): 268152	1,292.00	1,292.00
1	PCS	100039686 - DROP INLET FRAME 2436 STEEL GALV EZ FV-1-2436-R1G DL Shipment(s): 268152	355.00	355.00

Sub Total	**3,876.00**
Total Tax	**281.01**
Invoice Amount	**4,157.01**

RECEIVED
AUG 02 2023
Q & D Construction

JENSEN PRECAST EST. 1968

INVOICE

Remit To:
9895 Double R Blvd. Reno, NV 89521
(775) 352-2700 - Fax (775) 359-6364
Toll Free (877) 914-2705

Invoice ID:	CD99204512
Invoice Date:	7/26/2023
Sales Rep:	NICOLAS ROSALES
Sales Site:	Sparks, NV
Order Number:	K137129
Customer PO:	16351
Payment Terms:	Net 30 Days

Sold To: 101434
Q & D Construction
P O Box 10865
Reno NV 89510

Ship To:
WILL CALL
625 Bergin Way
Sparks NV 89431

Qty	UOM	Part No - Description	Unit Price	Net Amount
1	PCS	100001091 - Drop Inlet Riser 2436x06	353.00	353.00
	Shipment(s): 267932			

Sub Total	**353.00**
Total Tax	**29.18**
Invoice Amount	**382.18**

RECEIVED
JUL 28 2023
Q & D Construction

INVOICE

WESTERN NEVADA SUPPLY 19 64 BLUE TEAM

INSPIRE
Kitchen and Bath Showroom

950 S. Rock Blvd. • Sparks, NV 89431
(775) 359-5800 • goblueteam.com

NEW REMIT PAYMENT TO:
WESTERN NEVADA SUPPLY
950 S. ROCK BLVD.
SPARKS, NV 89431-5922

Access your account online at:
https://Shop.Goblueteam.com

INVOICE#	INVOICE DATE
19869848	07/31/23
ACCOUNT NO.	CUSTOMER P.O.
170300M	JORDAN RANSON
JOB ACCT. NO.	PAGE
170300.16351	1 of 1

RECEIVED
AUG 01 2023
Q & D Construction

SOLD TO:
170300M
Q&D CONSTRUCTION
P.O. BOX 10865
RENO, NV 89510-0865

SHIP TO:
170300.16351
Q&D CONSTRUCTION
"JOY WAY RECONSTRUCTION"
275 JOY WAY
Portola, CA. 96122

ORDER DATE	REQ. DATE	SHIP DATE
07/28/23	07/31/23	07/31/23

JOB NAME	JOB CONTACT	CONTACT PHONE	WRITTEN BY	FOB	SHIP-VIA
JOY WAY RECONSTRUCTION	JOHN HEDGCORTH	525-4066	GREG HIGGINS	FULL FREIGHT	OUR TRUCK

ITEM NUMBER	DESCRIPTION	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	UNIT	EXT. PRICE	DISC %	NET AMOUNT
WPZ1901350	18 X 20 SDR 35 PVC SWR PIPE	80	80	0	146.73	FT	11738.40	50	5869.60
WAZ1D01350	18 PVC WTR STP GSKT	2	2	0	60.23	EA	120.46	20	96.36
IEZ1600160	BASA LIGHT CONCRETE 2/3CF 60LB	10	10	0	8.13	EA	81.30	10	73.20
PCZ1110015	PERMA WET PLUG 5GAL 50LB [PLG-50S]	1	1	0	49.38	EA	49.38	NET	49.38
	THANK YOU FOR YOUR BUSINESS!								
	* * PLEASE NOTE * *								
	Remit to: 950 S. ROCK BLVD., SPARKS, NV 89431-5922								

Material signed for by: Sean 07/31/23 09:18:51 ||||||notes|1 bundle 1 pallet 3 loose to Sean

INCOMING FREIGHT:	0.00	OUTGOING FREIGHT:		FREIGHT TOTAL	0.00
				MDSE TOTAL	6,088.54
				TAX	441.42
ALL RETURNED MATERIAL MUST BE ACCOMPANIED BY THE ORIGINAL INVOICE NUMBER & DATE.			TERMS NET 30 DAYS	ORDER TOTAL	6,529.96

Purchaser acknowledges delivery and receipt of the above goods in good condition. No material accepted for credit without approval. Returned merchandise subject to handling and transportation charges. Delinquent accounts will be charged a 1 1/2 % Service Charge per month (18% annually). If legal action is necessary to collect a delinquent account, purchaser agrees to pay a reasonable attorney's fee.

R & J JOY, INC.
DBA JOY ENGINEERING
PO BOX 19219
RENO, NV 89511
(530) 832-5760 **Fax** (530) 832-5472

JOY ENGINEERING

BILL TO:

QD CONSTRUCTION INC.
1050 S. 21ST. STREET
SPARKS, NV 89431

CUSTOMER #: Q&D
INVOICE #: 19221
INVOICE DATE: 8/6/2023
DUE DATE: 9/5/2023
PAGE: **Page 1 of 1**

JOB: 23015
BLASTED ROCK QUARRY

DESCRIPTION		QUANTITY	PRICE	AMOUNT
BASE ROCK				
MATERIAL				
8/3/2023 BASE ROCK 3/4"	*SEE ATTACHED*	289.74 Tons	16.20/Tons	4,693.79
			TOTAL MATERIAL:	4,693.79

ONLY $ 205.85 OF THIS INVOICE FOR THE CO

RECEIVED
AUG 17 2023
Q & D Construction

SUBTOTAL:	$	4,693.79
OH / PR:	$	0.00
SALES TAX:	$	340.30
TOTAL DUE:	$	**5,034.09**

Thank you for your business!

Past due balances are subject to a finance charge of 1.5% per month, which is equal to 18% per year.

Joy Engineering-Blasted
Detailed Gross/Tare/Net Report

Order: by Account (Q&D) by Material by Ticket Number Type: All
From 08/01/2023 to 08/06/2023

QD CONSTRUCTION INC. (Q&D)

3/4 AB (5000104)

Ticket	Account	Truck	Code	Date / Time In	Date / Time Out	Gross	Tare	Net	Net Tons
25770	Q&D	68	5000104	08/01/23 07:34am	08/01/23 07:41am	65,460	26,800	38,660	19.33
25771	Q&D	004	5000104	08/01/23 07:35am	08/01/23 07:43am	52,100	24,480	27,620	13.81
25773	Q&D	N12	5000104	08/01/23 08:52am	08/01/23 08:59am	45,600	21,440	24,160	12.08
25775	Q&D	68	5000104	08/01/23 09:53am	08/01/23 09:58am	65,300	26,800	38,500	19.25
25779	Q&D	004	5000104	08/01/23 11:30am	08/01/23 11:35am	51,420	24,480	26,940	13.47
25780	Q&D	68	5000104	08/01/23 12:05pm	08/01/23 12:11pm	63,460	26,800	36,660	18.33
25782	Q&D	N12	5000104	08/01/23 12:18pm	08/01/23 12:25pm	45,280	21,440	23,840	11.92
25784	Q&D	68	5000104	08/01/23 01:44pm	08/01/23 01:50pm	62,160	26,800	35,360	17.68
25787	Q&D	68	5000104	08/01/23 02:31pm	08/01/23 02:37pm	65,100	26,800	38,300	19.15
25789	Q&D	004	5000104	08/01/23 02:53pm	08/01/23 03:01pm	52,160	24,480	27,680	13.84
25790	Q&D	68	5000104	08/01/23 03:08pm	08/01/23 03:13pm	65,760	26,800	38,960	19.48
25792	Q&D	68	5000104	08/01/23 03:43pm	08/01/23 03:48pm	65,660	26,800	38,860	19.43
25797	Q&D	004	5000104	08/02/23 07:39am	08/02/23 07:45am	52,360	24,420	27,940	13.97
25800	Q&D	N12	5000104	08/02/23 08:27am	08/02/23 08:33am	45,360	21,460	23,900	11.95
25810	Q&D	004	5000104	08/02/23 10:43am	08/02/23 10:53am	55,460	24,420	31,040	15.52
25814	Q&D	N12	5000104	08/02/23 11:43am	08/02/23 11:49am	45,540	21,460	24,080	12.04
25822	Q&D	004	5000104	08/02/23 02:06pm	08/02/23 02:09pm	53,780	24,420	29,360	14.68
25827	Q&D	N12	5000104	08/02/23 02:54pm	08/02/23 02:54pm	44,900	21,460	23,440	11.72
25842	Q&D	1-570	5000104	08/03/23 11:00am	08/03/23 11:06am	25,060	13,440	11,620	5.81
25845	Q&D	1-570	5000104	08/03/23 11:42am	08/03/23 11:48am	26,000	13,440	12,560	6.28

3/4 AB (5000104) Totals

Loads	Units	Yards	Net	Net Tons
20	0	0.0	579,480	289.74

QD CONSTRUCTION INC. (Q&D) Totals

Loads	Units	Yards	Net	Net Tons
20	**0**	**0.0**	**579,480**	**289.74**

	Loads	Units	Yards	Net	Net Tons
Grand Totals	**20**	**0**	**0.0**	**579,480**	**289.74**

Legend: I = Imported, E = Edited, M = Minimum Chg

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25770

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: RENO ROCK
Truck #: 68
VIN #: 16351
Name:

Driver: _____

Gross: 65460 lbs
Tare: 26800 lbs
Net: 38660 lbs
Net (tons): 19.33 tons

Base Charge: $313.15
Tax: $22.70
Total Charge: $335.85

Date/Time: 8/1/2023 07:41 AM

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25771

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: 004
VIN #: 35640
Name:

Driver:_____

Gross: 52100 lbs
Tare: 24480 lbs
Net: 27620 lbs
Net (tons): 13.81 tons

Base Charge: $223.72
Tax: $16.22
Total Charge: $239.94

Date/Time: 8/1/2023 07:43 AM

Weigher:_____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25773

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: N12
VIN #: 35640
Name:

Driver:_____

Gross: 45600 lbs
Tare: 21440 lbs
Net: 24160 lbs
Net (tons): 12.08 tons

Base Charge: $195.70
Tax: $14.19
Total Charge: $209.89

Date/Time: 8/1/2023 08:59 AM

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25775

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: RENO ROCK
Truck #: 68
VIN #: JOB ~~35640~~ 16351
Name:

Driver: _____

Gross: 65300 lbs
Tare: 26800 lbs
Net: 38500 lbs
Net (tons): 19.25 tons

Base Charge: $311.85
Tax: $22.61
Total Charge: $334.46

Date/Time: 8/1/2023 09:58 AM

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25779

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: 004
VIN #: JOB 35640
Name:

Driver:_____

Gross: 51420 lbs
Tare: 24480 lbs
Net: 26940 lbs
Net (tons): 13.47 tons

Base Charge: $218.21
Tax: $15.82
Total Charge: $234.03

Date/Time: 8/1/2023 11:35 AM

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25780

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: RENO ROCK
Truck #: 68
VIN #: JOB 16351
Name:

Gross: 63460 lbs
Tare: 26800 lbs
Net: 36660 lbs
Net (tons): 18.33 tons

Base Charge: $296.95
Tax: $21.53
Total Charge: $318.48

Date/Time: 8/1/2023 12:11 PM

Driver: _____

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25782

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: N12
VIN #: JOB 35640
Name:

Driver: _____

Gross: 45280 lbs
Tare: 21440 lbs
Net: 23840 lbs
Net (tons): 11.92 tons

Base Charge: $193.10
Tax: $14.00
Total Charge: $207.10

Date/Time: 8/1/2023 12:25 PM

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25784

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: RENO ROCK
Truck #: 68
VIN #: JOB 16351
Name:

Driver: _____

Gross: 62160 lbs
Tare: 26800 lbs
Net: 35360 lbs
Net (tons): 17.68 tons

Base Charge: $286.42
Tax: $20.77
Total Charge: $307.19

Date/Time: 8/1/2023 01:50 PM

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25787

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: RENO ROCK
Truck #: 68
VIN #: JOB 16351
Name:

Driver:_____

Gross: 65100 lbs
Tare: 26800 lbs
Net: 38300 lbs
Net (tons): 19.15 tons

Base Charge: $310.23
Tax: $22.49
Total Charge: $332.72

Date/Time: 8/1/2023 02:37 PM

Weigher:_____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25789

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: 004
VIN #: JOB 35640
Name:

Driver: _____

Gross: 52160 lbs
Tare: 24480 lbs
Net: 27680 lbs
Net (tons): 13.84 tons

Base Charge: $224.21
Tax: $16.26
Total Charge: $240.47

Date/Time: 8/1/2023 03:01 PM

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25790

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: RENO ROCK
Truck #: 68
VIN #: JOB 16351
Name:

Driver: _____

Gross: 65760 lbs
Tare: 26800 lbs
Net: 38960 lbs
Net (tons): 19.48 tons

Base Charge: $315.58
Tax: $22.88
Total Charge: $338.46

Date/Time: 8/1/2023 03:13 PM

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25792

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: RENO ROCK
Truck #: 68
VIN #: JOB 16351
Name:

Gross: 65660 lbs
Tare: 26800 lbs
Net: 38860 lbs
Net (tons): 19.43 tons

Base Charge: $314.77
Tax: $22.82
Total Charge: $337.59

Date/Time: 8/1/2023 03:48 PM

Driver:_____

Weigher:_____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25797

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: 004
VIN #: JOB 35640
Name:

Driver:_____

Gross: 52360 lbs
Tare: 24420 lbs
Net: 27940 lbs
Net (tons): 13.97 tons

Base Charge: $226.31
Tax: $16.41
Total Charge: $242.72

Date/Time: 8/2/2023 07:45 AM

Weigher:_____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25800

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: N12
VIN #: JOB 35640
Name:

Driver: _____

Gross: 45360 lbs
Tare: 21460 lbs
Net: 23900 lbs
Net (tons): 11.95 tons

Base Charge: $193.59
Tax: $14.04
Total Charge: $207.63

Date/Time: 8/2/2023 08:33 AM

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25810

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: 004
VIN #: JOB 35640
Name:

Driver:_____

Gross: 55460 lbs
Tare: 24420 lbs
Net: 31040 lbs
Net (tons): 15.52 tons

Base Charge: $251.42
Tax: $18.23
Total Charge: $269.65

Date/Time: 8/2/2023 10:53 AM

Weigher:_____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25814

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: N12
VIN #: JOB 35640
Name:

Driver:_____

Gross: 45540 lbs
Tare: 21460 lbs
Net: 24080 lbs
Net (tons): 12.04 tons

Base Charge: $195.05
Tax: $14.14
Total Charge: $209.19

Date/Time: 8/2/2023 11:49 AM

Weigher:_____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25822

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: 004
VIN #: JOB 35640
Name:

Driver:_____

Gross: 53780 lbs
Tare: 24420 lbs
Net: 29360 lbs
Net (tons): 14.68 tons

Base Charge: $237.82
Tax: $17.24
Total Charge: $255.06

Date/Time: 8/2/2023 02:09 PM

Weigher:_____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25827

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: N12
VIN #: JOB 35640
Name:

Driver:_____

Gross: 44900 lbs
Tare: 21460 lbs
Net: 23440 lbs
Net (tons): 11.72 tons

Base Charge: $189.86
Tax: $13.76
Total Charge: $203.62

Date/Time: 8/2/2023 02:54 PM

Weigher:_____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1584 Wolf Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25842

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: 1-570
VIN #: JOB 16351
Name:

Driver:

Gross: 25060 lbs
Tare: 13440 lbs
Net: 11620 lbs
Net (tons): 5.81 tons

Base Charge: $94.12
Tax: $6.82
Total Charge: $100.94

Date/Time: 8/3/2023 11:06 AM

Weigher:

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

1564 Woit Meadows Lane
Portola, CA 96122
(530) 832-5760

JOY ENGINEERING
Engineering Contractors

Scales located
Blasted Rock
Beckwourth, CA

Ticket #: 25845

Buyer: QD CONSTRUCTION INC.
Address: 1050 S. 21ST. STREET
City: SPARKS
State: NV Zip: 89431

Commodity: 3/4 AB
Hauler: QD CONSTRUCTION INC.
Truck #: 1-570
VIN #: JOB 16351
Name:

Driver: _____

Gross: 26000 lbs
Tare: 13440 lbs
Net: 12560 lbs
Net (tons): 6.28 tons

Base Charge: $101.74
Tax: $7.38
Total Charge: $109.12

Date/Time: 8/3/2023 11:48 AM

Weigher: _____

WEIGHMASTER CERTIFICATE: This is to certify that the following described commodity was weighed, measured, or counted by a weighmaster, whose signature is on this certificate, who is a recognized authority of accuracy, as prescribed by Chapter 7 (commencing with Section 12700) of Division 5 of the California Business and Professions Code, administered by the Division of Measurement Standards of the California Department of Food and Agriculture.

8/1/2023	NCALAB	Group 4	1438	Arellano	OT			1.0			65.12	83.4		109%	$ -	$	90.91
1/2023	NCALAB	Group 4	329	Ramirez-Gutierrez	OT			1.0			65.12	83.4		109%	$ -	$	90.91
1/2023	NCALAB	Group 4	357	Ruiz	OT			1.0			65.12	83.4		109%	$ -	$	90.91
1/2023	NCAOPENG	Foreman	1080	Hedgcorth	OT			2.0			95.65	127.01		109%	$ -	$	276.88
1/2023	NCAOPENG	Group 10	2692	Allen	OT			1.0			92.64	122.5		109%	$ -	$	133.53
1/2023	NCAOPENG	Group 11	2673	Volner	OT			1.0			92.64	122.5		109%	$ -	$	133.53
1/2023	NCALAB	Group 4	1438	Arellano	ST	8.0					65.12	83.4		109%	$ 567.85	$	-
1/2023	NCALAB	Group 4	329	Ramirez-Gutierrez	ST	8.0					65.12	83.4		109%	$ 567.85	$	-
1/2023	NCALAB	Group 4	357	Ruiz	ST	8.0					65.12	83.4		109%	$ 567.85	$	-
1/2023	NCAOPENG	Foreman	1080	Hedgcorth	ST	8.0					95.65	127.01		109%	$ 834.07	$	-
1/2023	NCAOPENG	Group 10	2692	Allen	ST	8.0					92.64	122.5		109%	$ 807.82	$	-
1/2023	NCAOPENG	Group 11	2673	Volner	ST	8.0					92.64	122.5		109%	$ 807.82	$	-
9/2023	NCALAB	Group 4	1588	Lopez-Barron	ST	2.0					65.12	83.4		109%	$ 141.96	$	-
9/2023	NCALAB	Group 4	93	Acosta	ST	2.0					65.12	83.4		109%	$ 141.96	$	-
9/2023	NCAOPENG	Foreman	964	Troupe	ST	2.0					95.65	127.01		109%	$ 208.52	$	-
9/2023	NCAOPENG	Group 10A	2513	Martin	ST	2.0					92.64	122.5		109%	$ 201.96	$	-
9/2023	NCAOPENG	Group 11	1959	Norman	ST	2.0					92.64	122.5		109%	$ 201.96	$	-
9/2023	NCAOPENG	Group 11	2641	Cimmiyotti	ST	2.0					92.64	122.5		109%	$ 201.96	$	-
23/2023	NCALAB	Group 4	1588	Lopez-Barron	ST	2.0					65.12	83.4		109%	$ 141.96	$	-
23/2023	NCALAB	Group 4	93	Acosta	ST	6.0					65.12	83.4		109%	$ 425.88	$	-
23/2023	NCAOPENG	Foreman	964	Troupe	ST	4.0					95.65	127.01		109%	$ 417.03	$	-
23/2023	NCAOPENG	Group 11	2641	Cimmiyotti	ST	6.0					92.64	122.5		209%	$ 1,161.71	$	-
ım							**$ -**		**$ -**						**$ 7,398.14**	**$**	**816.65**
tal									**$ -**							**$**	**8,214.79**

Actual

Date	Equip#	Description	Hours	Cost	Caltrans Rate	OT rate	OT FACTOR	Caltrans Code	CLASS	MAKE	EWB Total
8/1/2023	01-583	Pickup / Chevy / 2500 Diesel	9		$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 381.42
8/1/2023	52-168	Loader/Cat/950K	9		$ 147.46	$ 131.24	0.89	2310	LDRRT	CAT	$ 1,327.14
8/9/2023	01-655	Truck/Dodge/2500 Big Horn	2		$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 84.76
8/9/2023	28-132	GPS SPS985 Base/Trimble	2		$ 23.80	$ -	0.00	0	0	0	$ 47.60
8/9/2023	28-159	GPS SPS985 Rover/Trimble	2		$ 23.80	$ -	0.00	0	0	0	$ 47.60
8/23/2023	01-655	Truck/Dodge/2500 Big Horn	4		$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 169.52
8/23/2023	28-132	GPS SPS985 Base/Trimble	6		$ 23.80	$ -	0.00	0	0	0	$ 142.80
8/23/2023	28-159	GPS SPS985 Rover/Trimble	6		$ 23.80	$ -	0.00	0	0	0	$ 142.80
8/23/2023	01-570	Truck 5YD Dump / Peterbilt	2		$ 73.33	$ 60.86	0.83	2AXL	TRUON	TRUN	$ 146.66
8/1/2023	99-318	Mini Ex/Cat/308	9		$ 51.49	$ 43.25	0.84	271	HCECL	CAT	$ 463.41
8/9/2023	99-360	Skidsteer/Takeuchi/TL8R2	2		$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 70.72
8/9/2023	99-932	GPS Data Collector/Trimble/TSC5	2		$ 23.80	$ -	0.00	0	0	0	$ 47.60
8/9/2023	99-359	Water Truck/Cat/2000	2		$ 57.70	$ 50.78	0.88	20-28	TRUCK	T&TT	$ 115.40
8/9/2023	99-402	Roller/Cat/CB22	2		$ 39.26	$ 33.37	0.85	8030	ROVIB	CAT	$ 78.52
8/9/2023	99-318	Mini Ex/Cat/308	2		$ 51.49	$ 43.25	0.84	271	HCECL	CAT	$ 102.98
8/23/2023	99-932	GPS Data Collector/Trimble/TSC5	6		$ 23.80	$ -	0.00	0	0	0	$ 142.80
8/23/2023	99-318	Mini Ex/Cat/308	3		$ 51.49	$ 43.25	0.84	271	HCECL	CAT	$ 154.47
8/23/2023	99-360	Skidsteer/Takeuchi/TL8R2	6		$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 212.16
8/23/2023	99-359	Water Truck/Cat/2000	3		$ 57.70	$ 50.78	0.88	20-28	TRUCK	T&TT	$ 173.10
TOTAL				$ -							$ 4,051.46

CHANGE ORDER NO.: 23-013 (#5)

CO 23-01, CO 23-007 (#2), CO 23-008 (#3),
CO 23-009 (#4) Proceeds this this Change Order.
CO 23-013 is processed as #5 in series.

Owner: City of Portola
Engineer: Daniel B. Bastian
Contractor: Q & D Construction LLC
Project: North Loop Phase 1
State-Aid Project No.: **RPL-5290(012)**

Owner's Project No.: 22-PORTOLA STIP
Engineer's Project No.:
Contractor's Project No.:

Date Issued: October 19, 2023

Effective Date of Change Order:
October 19, 2023

The Contract is hereby modified by the Owner and the Contractor as follows upon execution of this Change Order:

Description:

The purpose of this Change Order is to install new street signs at 5 locations. These new street signs were not included in the bid schedule at the time of bidding. It was anticipated that the existing signs would be reused, but subgrade work required the old signs to be removed and discarded.

The following substitutions, reductions, and additions are accounted by Q&D Construction LLC in the drainage facility construction and are accepted by the City of Portola:

Substitutions:

None

Reductions:

None

Additions:

1. Subcontractor materials, labor, and equipment + 10% markup. $27,362.50

   Total Cost Increase: $27,362.50

Based on the proposed changes, The City of Portola project costs will increase in project costs amounting to $27,362.50.

Attachments:

Q & D Construction subcontractor materials, labor, and equipment costs.

Change in Contract Price **Change in Contract Times**

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	[State Contract Times as either a specific date or a number of days]
Original Contract Price: $ **$2,209,000**	Original Contract Times: Substantial Completion: 10/06/2023 Ready for final payment:
Increase from previously approved Change Orders: CO 23.01, CO 23-007(#2), CO 23-008 (#3), CO 23-009(#4) $ **89,953.03**	**[Increase] [Decrease]** from previously approved Change Orders {**Number of previous Change Orders**]: CO 23-01, #2, #4, #4 Substantial Completion: Ready for final payment:
Contract Price prior to this Change Order: $ **2,298,953.03** (CO 23-01, CO 23-007(#2), CO 23-008(#3) and CO 23-009(#4)	Contract Times prior to this Change Order: Substantial Completion: 10/11/2023 Ready for final payment:
Change Order Increase: **$ 27,362.50**	**66 Day Increase** this Change Order: Substantial Completion: 12/15/2023 Ready for final payment:
Contract Price incorporating this Change Order: **$ 2,326,315.53**	Contract Times with all approved Change Orders: Substantial Completion: 12/15/2023 Ready for final payment:

Recommended by Engineer (if required)

By: Daniel B. Bastian

Title: City Engineer

Date: 11/16/2023

Accepted by Contractor

By: Brett Amesbury

Title: PROJECT DIRECTOR

Date: 11/16/2023

Q & D Construction LLC

Authorized by Owner

By:

Title:

Date:

Approved by Funding Agency (if applicable)

N.A.

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Q&D CONSTRUCTION, INC.
est. 1964

Thursday, October 19, 2023

PCO: 012

Q&D Construction Inc.
1050 South 21st Street
Sparks, NV 89431

Attn: Daniel Bastian

RE: City of Portola North Loop Reconstruction

Dear Daniel,

Q & D Construction, Inc. would like to present the following Proposed Change Order for approval on the above referenced project.

Proposed Change Order: 11 – Handrail

REMOVE:

Item	Description	Units		Unit Price		Total
01.	Sub quote – Signs	5	EA	$ 4,275.00	$	21,375.00
02.	Mobilization	1	EA	$ 3500.00	$	3,500.00
				Sub Total :	***$***	***24,875.00***
				Markup 10%	***$***	***2,487.50***
				Proposed Change Order Grand Total :	***$***	***27,362.50***

Sincerely,

Jordan Ranson | Project Engineer

QUOTE CO 1 DECORATIVE SIGNS

Project : 22- PORTOLA STIP
Location: JOY WAY
Bid Date: October 2, 2023
Bid Time: 3:30 P.M.

NEVADA BARRICADE & SIGN CO. INC., DBA GOLDEN STATE STRIPING & SIGNS

***UNION SHOP** **CA LIC # 836173** **DIR# 1000008117**

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	PRICE	EXTENSION
CO1.0001	Install Decorative Signs **(BASED ON PROVIDED DRAWINGS AND ANY CHANGES WILL INCREASE THE COSTS). (NBSCO DBA GSSS WILL REQUIRE THE DRAWINGS TO BE SIGNED/STAMPED BY THE OWNER PRIOR TO NBSCO DBA GSSS PROCEEDING WITH ORDERING). (PLEASE ALLOW 3-5-WEEKS FOR MANUFACTURING AND DELIVERY)**	EA	5.00	$4,275.00	$ 21,375.00
CO1.0002	Mobilization	LS	1.00	$3500.00	$ 3,500.00
			TOTAL		**$ 24,875.00**

PROJECT GENERAL NOTES:

1. ANY ADDITIONAL WORK THAT IS NOT QUOTED ABOVE SHALL BE AGREED UPON IN WRITING PRIOR TO NEVADA BARRICADE & SIGN COMPANY INC., DBA GOLDEN STATE STRIPING & SIGNS PERFORMING THE WORK OR ORDERING MATERIALS..
2. NBSCO WILL REQUIRE A LETTER OF INTENT BEFORE ANY MATERIALS WILL BE ORDERED.
3. THE PRIME CONTRACTOR SHALL PROVIDE ALL SURVEY CENTER POLE
4. **THE ABOVE QUOTED PRICES ARE VALID FOR 60 CALENDAR DAYS. THE PRIME CONTRACTOR MUST PROVIDE NBSCO WITH A LETTER OF INTENT OR SUBCONTRACT BEFORE THE EXPIRATION OF THE 60 DAYS TO HOLD THE PRICES QUOTED ON THIS DATE 10-2-203. THE ABOVE QUOTED PRICE ARE VALID FOR THE ENTIRE DURATION OF THE PROJECT.**
5. **THE ABOVE QUOTED PRICES INCLUDES MATERIALS AND INSTALLATION OF ALL BID ITEMS QUOTED ABOVE.**

INCLUSIONS:

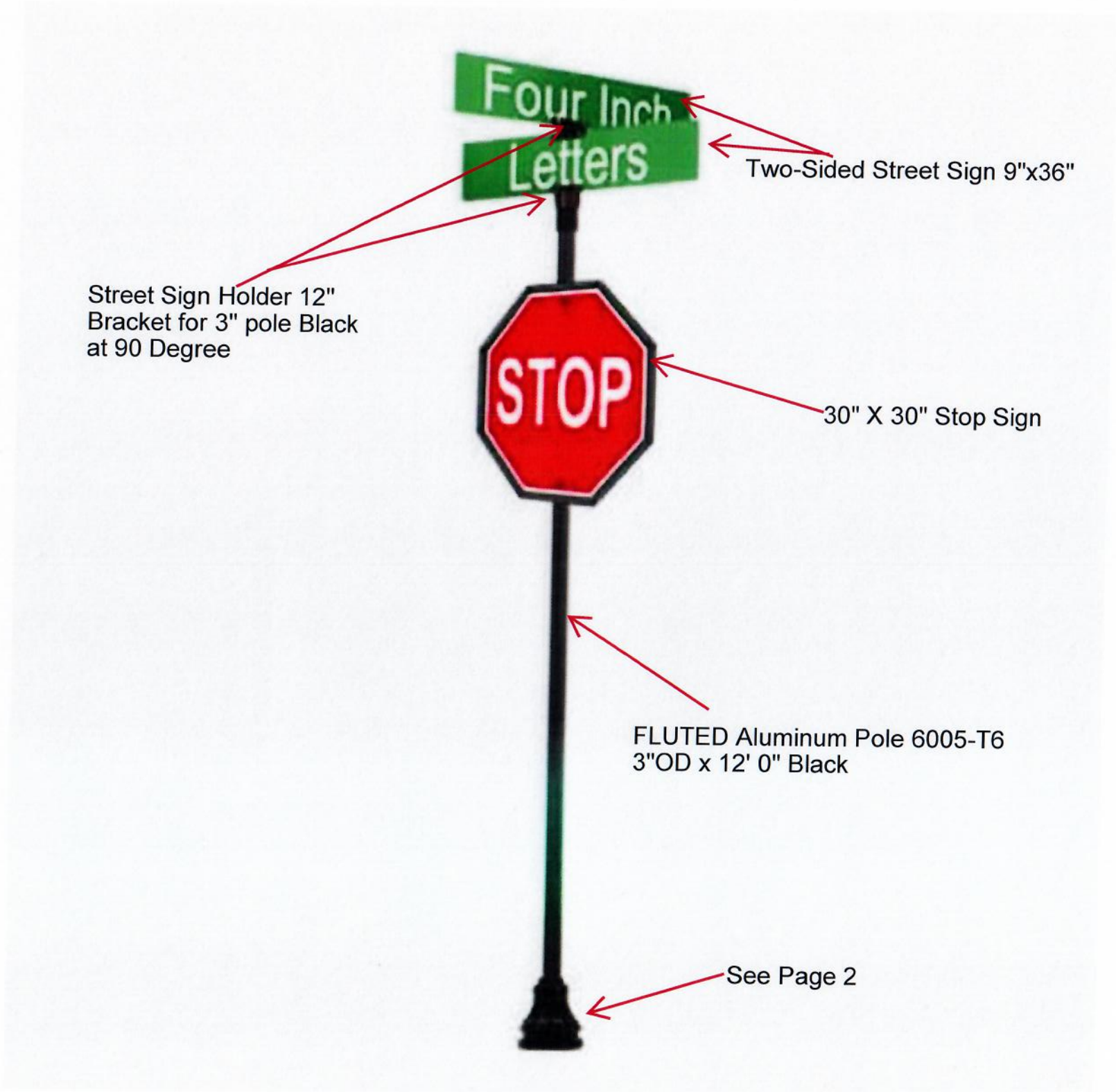
1. **ALL WORK PER PROVISIONS & CONTRACT DOCUMENTS, TAX INCLUDED**
2. **THIS QUOTE IS A PACKAGE BID AND ITEMS ABOVE SHALL NOT BE BROKEN OR SPLIT APART.**
3. **MAXIMUM RETENTION 0%**
4. **ACKNOWLEDGEMENT OF ADDENDA 0**

EXCLUSIONS:

1. BONDS AND OR PERMITS OF ANY KIND (IF BONDS ARE REQUIRED PLEASE ADD 1%)
2. PILOT CARS AND OR DRIVERS
3. FLAGGERS OF ANY KIND
4. LIGHT PLANTS OF ANY KIND
5. MESSAGE BOARDS OR SPEED RADAR BOARDS OF ANY KIND
6. ANY & ALL TRAFFIC CONTROL OF ANY KIND
7. ALL TOWING AND ASSOCIATED COSTS
8. TEMP SIGNALS OR REALIGNMENT OF EXISTING
9. UNIFORM TRAFFIC CONTROL OFFICER
10. RENT BARRIER RAIL/ PLACEMENT OR MOVEMENT OF
11. RENT TRENCH PLATE/ PLACEMENT OR MOVEMENT OF
12. CONSTRUCTION FENCING OF ANY KIND
13. DETOURS/ EARTHWORK AND OR ASPHALT
14. FLIERS/ NOTIFICATIONS/SPECIAL SIGNS
15. SURVEY/ ENGINEERING OF ANY KIND
16. ELECTRICAL WORK OF ANY KIND
17. PROJECT SWEEPING OR VACUUMING OF ANY KIND
18. COVERING/UN-COVERING OF ANY MANHOLES, VALVES OR MONUMENTS
19. PROJECT SWEEPING OR VACUUMING OF ANY KIND
20. REMOVAL OF PAVEMENT MARKINGS OF ANY KIND
21. ASPHALT WORK, PATCHING OR SEALING OF ASPHALT OF ANY KIND
22. TEMPORARY STRIPING, OR INTERIM STRIPING OF ANY KIND
23. TERO FEES OF ANY KIND
24. ROCK DRILLING OR CORING FOR SIGNS OF ANY KIND
25. POWDER-COATING, PAINTING OR STAINING OF GALVANIZED SURFACES OF ANY KIND

** THIS QUOTE IS TO BECOME PART OF THE CONTRACT DOCUMENTS **

JOSHUA DETHMERS
775-331-5100
9530 NORTH VIRGINIA STREET
RENO, NV 89506


Four Inch
Letters
Two-Sided Street Sign 9"x36"
Street Sign Holder 12"
Bracket for 3" pole Black
at 90 Degree
STOP
30" X 30" Stop Sign
FLUTED Aluminum Pole 6005-T6
3"OD x 12' 0" Black
See Page 2

BRANDON® INDUSTRIES

NAME: DATE:

PROJECT:

SB-33

TWO-PIECE SIGN BASE

SPECIFICATIONS

Base
Two-Piece Base
Height: 25″
Width: 7″

Holder
3″ OD Pole Capacity

Fasteners
Stainless Steel

Finish
Polyester Powder-Coat
Electrostatically Applied & Thermocured

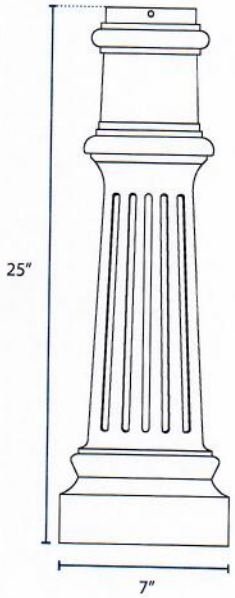
Warranty
1-Year

ORDERING

BASE	QUANTITY	FINISH
SB-33		

BK Black
DB Dark Bronze
GN Dark Green

DIMENSIONS



1601 Wilmeth Road McKinney, Texas 75069 | **Phone: 972-542-3000** | **Toll Free: 800-247-1274**

BrandonIndustries.com

REV200811

	[State Contract Times as either a specific date or a number of days]
Original Contract Price: $ **$2,209,000**	Original Contract Times: Substantial Completion: 10/06/2023 Ready for final payment:
Increase from previously approved Change Orders: CO 23.01, CO 23-007(#2), CO 23-008 (#3), CO 23-009(#4) $ **72,087.96**	**[Increase] [Decrease]** from previously approved Change Orders {**Number of previous Change Order**]: CO 23-01 Substantial Completion: Ready for final payment:
Contract Price prior to this Change Order: $ **$2,270,237.62** (CO 23-01, CO 23-007(#2), and CO 23-008(#3)	Contract Times prior to this Change Order: Substantial Completion: 10/01/2023 Ready for final payment:
Change Order Increase: **$ 28,715.41**	**10 Day Decrease** this Change Order: Substantial Completion: 10/11/2023 Ready for final payment:
Contract Price incorporating this Change Order: **$ 2,297,953.03**	Contract Times with all approved Change Orders: Substantial Completion: 10/11/2023 Ready for final payment:

Recommended by Engineer (if required)	Accepted by Contractor
By: Daniel B. Bastian	
Title: City Engineer	
Date: 11/15/2023	
Authorized by Owner	**Approved by Funding Agency (if applicable)**
By:	**N.A.**
Title:	
Date:	
By: Brett Amesbury	Q & D Construction LLC
Title:	
Date:	

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CHANGE ORDER NO.: 23-011 (#6)

CO 23-01, CO 23-007 (#2), CO 23-008 (#3), CO 23-009 (#4), CO 23-013(#5) Proceeds this this Change Order. CO 23-011 is processed as #6 in series.

Owner: City of Portola
Engineer: Daniel B. Bastian
Contractor: Q & D Construction LLC
Project: North Loop Phase 1
State-Aid Project No.: **RPL-5290(012)**

Owner's Project No.: 22-PORTOLA STIP
Engineer's Project No.:
Contractor's Project No.:

Date Issued: September 20, 2023

Effective Date of Change Order: September 20, 2023

The Contract is hereby modified by the Owner and the Contractor as follows upon execution of this Change Order:

Description:

The purpose of this Change Order is to construct a railing along the top of the retaining wall to protect pedestrians from a 40" ± drop off to the invert of the roadside ditch. The original design did not address the railing requirement for the aforementioned drop off.

The following substitutions, reductions, and additions are accounted by Q&D Construction LLC in the drainage facility construction and are accepted by the City of Portola:

Substitutions:

None

Reductions:

None

Additions:

1. Subcontractor materials, labor and equipment + 10% mark up. $28,086.30

   Total Cost Increase: $28,086.30

Based on the proposed changes, The City of Portola project costs will increase in project costs amounting to $28,086.30.

Attachments:

Q & D Construction spreadsheets for materials, labor, and equipment costs.

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Change in Contract Price	Change in Contract Times [State Contract Times as either a specific date or a number of days]
Original Contract Price: $ **$2,209,000**	Original Contract Times: Substantial Completion: 10/06/2023 Ready for final payment:
Increase from previously approved Change Orders: CO 23.01, CO 23-007(#2), CO 23-008 (#3), CO 23-009(#4) $ **117,315.53**	**[Increase] [Decrease]** from previously approved Change Orders {**Number of previous Change Orders**]: CO 23-01, #2, #4, #4 & #5 Substantial Completion: Ready for final payment:
Contract Price prior to this Change Order: $ **2,326,315.53** (CO 23-01, CO 23-007(#2), CO 23-008(#3), CO 23-009(#4) and CO 23-013(#5)	Contract Times prior to this Change Order: Substantial Completion: 12/15/2023 Ready for final payment:
Change Order Increase: **$ 28,086.3**	**0 Day Increase** this Change Order: Substantial Completion: 12/15/2023 Ready for final payment:
Contract Price incorporating this Change Order: **$ 2,354,401.83**	Contract Times with all approved Change Orders: Substantial Completion: 12/15/2023 Ready for final payment:

Recommended by Engineer (if required)

By: Daniel B. Bastian

Title: City Engineer

Date: 11/15/2023

Accepted by Contractor

By:

Title:

Date:

Authorized by Owner

By:

Title:

By: Brett Amesbury

Title: PROJECT DIRECTOR

Date: 11/7/23

Approved by Funding Agency (if applicable)

N.A.

Q & D Construction LLC

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Q&D CONSTRUCTION, INC.
est. 1964

Wednesday, September 20, 2023

PCO: 011

Q&D Construction Inc.
1050 South 21st Street
Sparks, NV 89431

Attn: Daniel Bastian

RE: City of Portola North Loop Reconstruction

Dear Daniel,

Q & D Construction, Inc. would like to present the following Proposed Change Order for approval on the above referenced project.

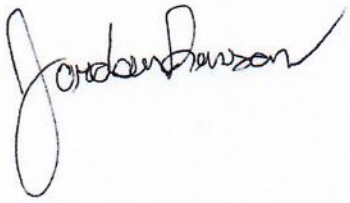
Proposed Change Order: 11 – Handrail

REMOVE:

Item	Description	Units		Unit Price		Total
01.	Sub quote – Handrail	1	LSU	$ 25,533.00	$	25,533.00

Sub Total :	***$***	***25,533.00***
Markup 10%	***$***	***2,553.30***
Proposed Change Order Grand Total :	***$***	**28,086.30**

Sincerely,



Jordan Ranson | Project Engineer

CRUSADER FENCE COMPANY™

3115 Gold Valley Dr.
Rancho Cordova, CA 95742
Phone: (888) 818-9191
Fax: (916) 631-8989
C-13 License: 1056652
DIR: 1000449929
Small Business: 2015918

Tuesday, August 29, 2023
ATTN: Q & D – Jordan Ranson
RE: Portola Pedestrian Guardrail Proposal

We are pleased to submit our quotation to furnish and install the following:

- Furnish and install approx. 138 lf of 42" tall, black, commercial grade ornamental iron fence with posts plated to the existing concrete wall.
  - 2.5" x 2.5" 11 ga posts plated with 4-ea wedge anchors
  - Panels to have 1.5" x 1.5" top and bottom rails.
  - Pickets to be ¾" x ¾" pickets with 3 7/8" inside spacing.
  - Panels to be machine fastened to posts.
  - All materials powder coated black.

Total for the above: $25,533.00

Site Specific Exclusions (in addition to those mentioned below in the "qualifications" section:

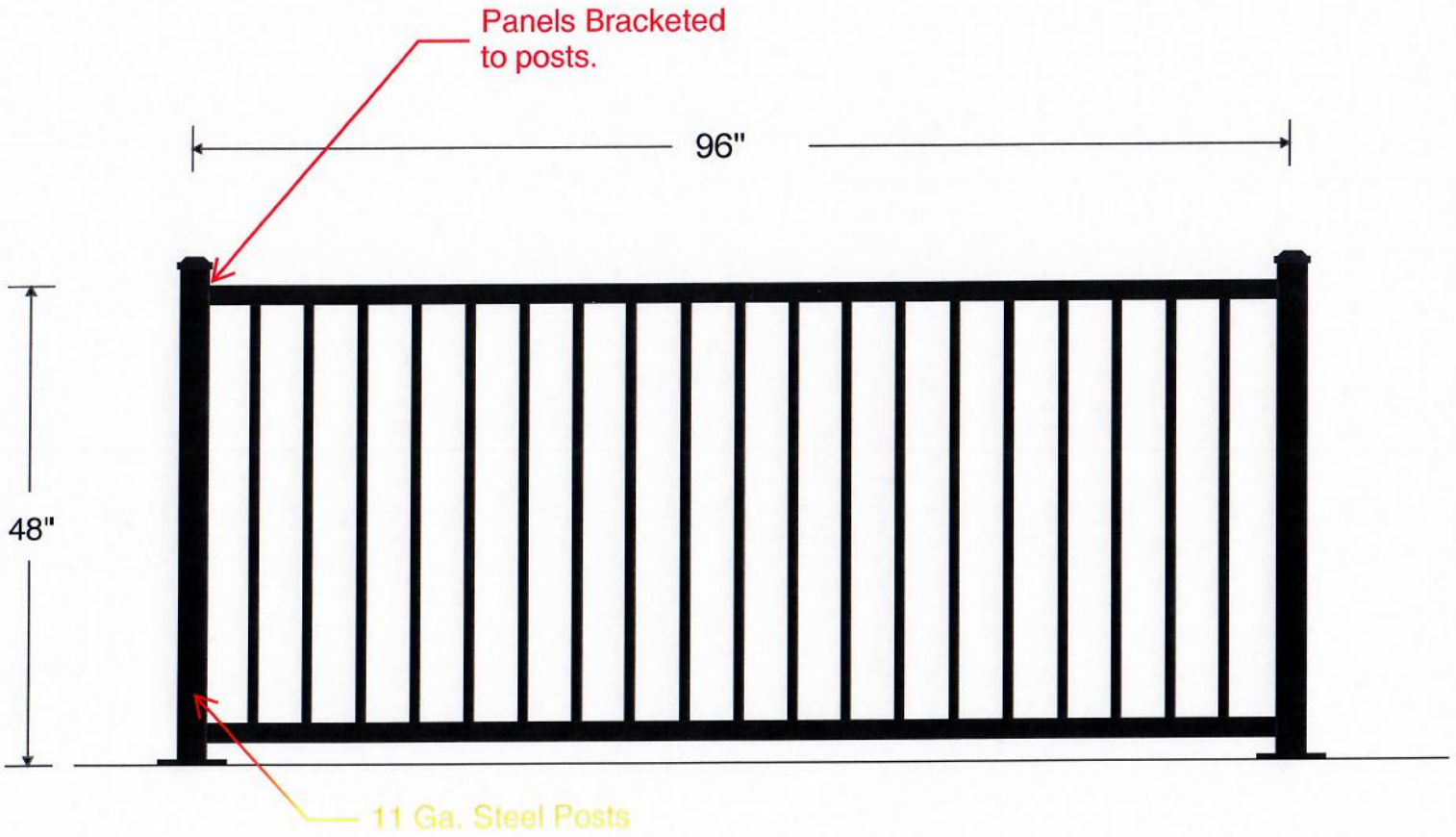
- **Any x-raying of retaining wall if required.**
- **Any color other than black.**
- **Any welding of panels to posts.**
- **Any engineering if required.**

Qualifications:

- This bid document and all its terms and conditions shall be incorporated into any contract or subcontract between Subcontractor and G.C. or Owner in relation to the project on which this bid or proposal is issued. The terms of this bid document shall control and take precedence over any terms in any other writing, contract or subcontract entered between Crusader Fence Co. and G.C. and/or Owner for this project which conflict with or are different than the terms herein. This is a material term and acceptance of this Bid or Proposal expressly includes acceptance of this term.
- Proposal is based on two move-ins, addition move-ins shall be charged at $2,300 each.
- Site shall include unencumbered access to fence lines for an all-season truck and installation equipment (i.e. Bobcat) for material delivery and work performance. If hand-digging is required because of poor access, Crusader Fence requires a F.C.O. by G.C. or Owner and will result in additional cost.
- Crusader Fence is not responsible for damage to landscape or objects within 6' of fence line or for any disturbance of existing environmental contaminants.
- Staking of fence line shall be laid out by G.C. or Owner prior to Crusader Fence mobilization. Staking shall include all end, corner, and gate locations complete with finished grade elevations. Clearing, grading, grubbing or staking of the fence line is not included in this proposal.
- Locating of non-USA member utilities is not included in bid. Private sub-surface locating services can be added with additional cost. The G.C., Owner, and their representatives shall indemnify and hold Crusader Fence harmless from any and all liabilities and/or damage resulting from unmarked non-USA member utilities. If any underground utility is within 3 feet of fence footings, hydro-vac and/or any other means to safely avoid utility strikes will require a F.C.O. by G.C. or Owner. Hand-digging to avoid underground utility strikes is excluded. Hydro-vac rate is cost plus 15%.
- Non-drillable post holes will require a signed F.C.O. by G.C. or Owner and will result in additional costs. All post holes will be drilled with a 9,000 lbs. (max. size) drilling machine using a 10 min. drill time (max. time) to determine if holes are non-drillable independent of soils report.
- All posts set in concrete slabs, walls, etc. are to be set prior to setting concrete; or they must be blocked out or sleeved by G.C. or Owner. Rebar cages are excluded.
- Any construction schedule shall be made in consultation with Crusader Fence and shall provide adequate time to perform all work during normal working hours based on an eight-hour day. Crusader Fence is not responsible for liquidated damages if insufficient time has been allocated by G.C. or Owner.
- Core drilling, saw cutting, concrete/asphalt patching, spoils haul-off, permits or fees, engineering calculations are not included in this proposal.
- Crusader Fence will provide construction cores only for all keyed lock and hardware sets. Fire Department devices (i.e. Knox) are not included.
- This bid proposal allows for a maximum of a 5% retention. This retention is due and payable 60 days after acceptance of Crusader Fence's completed work.
- Material pricing in this quotation assumes Owner/GC provided lay-down yard. If no lay-down yard is available, the cost for Crusader Fence to handle, deliver and store the project material is 2% of material cost/month.
- Bond rate - .65% on first $500K, .52% next $2M, .45% next $2.5M (No bond expense included in bid) Insurance - $2M G/L, $1M Worker's Compensation.
- Crusader Fence Co. requires a letter of intent within 14 days to honor bid submission.

Thank you for the opportunity to quote this project.
Very respectfully,

Industrial Estimator: Trevor Appelbaum
Direct Phone Number: 916-639-8079
Email Address: Trevor@crusaderfence.com



42" tall Ornamental Fence.

Specifications:

2 1/2" X 2 1/2" X 44" Terminal Post with Flat Pressed Steel Post Cap, 0" post footing diameter and 0" post footing depth.

2 1/2" X 2 1/2" X 44" Line Post with Flat Pressed Steel Post Cap, 0" post footing diameter and 0" post footing depth.

1 1/2" Top Rail.

1 1/2" Bottom Rail.

3/4" Picket. There is a 3.9625" space between each picket.

The Line Post Spacing is 96" O.C.

CRUSADER FENCE COMPANY™

Crusader Fence Co., LLC
3115 GOLD VALLEY DRIVE
Rancho Cordova, CA 95742-6588
(916) 631-9191 FAX (916) 631-8989

42" Ornamental Line of Fence

Drawn: 8/29/2023
File:

THE CITY OF PORTOLA, IT'S OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN.

ABBREVIATIONS:

TBC	TOP BACK OF CURB
BSW	BACK OF SIDEWALK
TR	TOP OF RAMP
WM	WATER METER
HYD	HYDRANT
GV	GATE VALVE
MH	MANHOLE

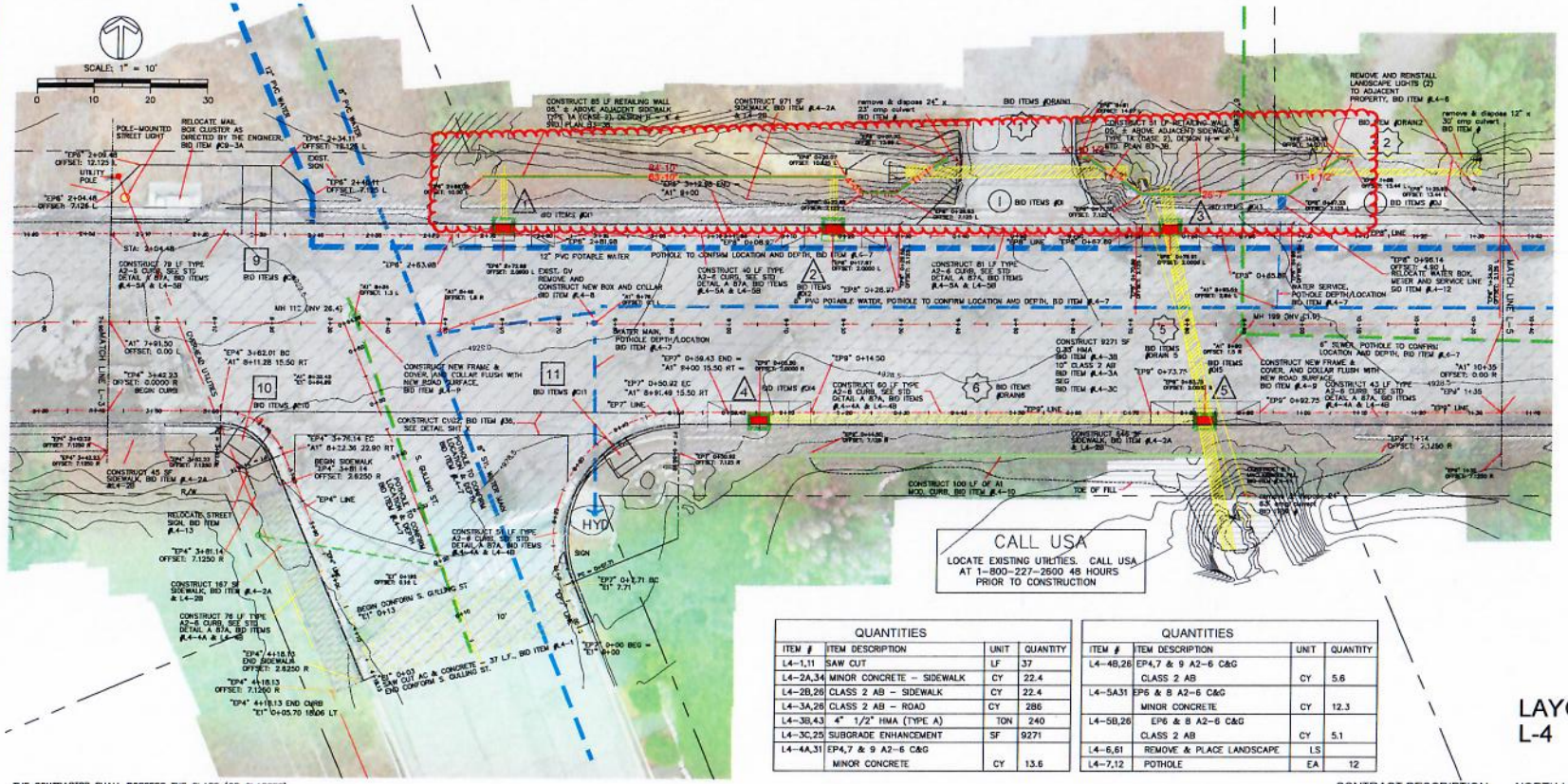
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT THE PORTOLA CITY ENGINEER.
2. ALL CURB IS TYPE A2-6 (OR MOD. A2-6) UNLESS OTHERWISE NOTED.
3. CURB TYPE FOR CURB RAMPS ARE SHOWN IN THE CONSTRUCTION DETAILS.

LEGEND

- MAINLINE CONFORM
- 4.50' SIDEWALK, MINOR CONCRETE
- PLACE HMA, CLASS 2 AB SUBGRADE ENHANCMENT GEOTEXTILE, CLASS B1
- TYPE A2-6 CURB & GUTTER
- TYPE A2-6 CURB
- RETAINING WALL
- CURB RAMP CONSTRUCTION DETAIL
- DRIVEWAY CONSTRUCTION DETAIL
- DROP INLET CONSTRUCTION DETAIL
- DRAINAGE SYSTEM CONSTRUCTION DETAIL
- APPROX. SEWER MAIN
- APPROX. WATER MAIN
- EXISTING GATE VALVE
- EXISTING SEWER MANHOLE
- RELOCATE WATER METER
- UTILITY POLE
- OVERHEAD UTILITIES
- EXISTING CULVERT, REMOVE AND DISPOSE

QUANTITIES			
ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY
L4-8,64	RECON. EXIST VALE/BOX/COLLAR	EA	2
L4-9,65	RECON. EXIT MH FRAME/COLLAR	EA	2
L4-10,32	CONSTRUCT A1 MOD CURB	CY	4.6
L4-11,68	PLACE UNCLASSIFIED FILL	CY	55.6
L4-12,66	RELOCATE WATER METER ASS. AND SERVICE LINE	EA	1
L4-13,59	RELOCATE STREET SIGN	EA	1



CALL USA
LOCATE EXISTING UTILITIES. CALL USA AT 1-800-227-2600 48 HOURS PRIOR TO CONSTRUCTION

QUANTITIES			
ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY
L4-1,11	SAW CUT	LF	37
L4-2A,34	MINOR CONCRETE - SIDEWALK	CY	22.4
L4-2B,26	CLASS 2 AB - SIDEWALK	CY	22.4
L4-3A,26	CLASS 2 AB - ROAD	CY	286
L4-3B,43	4" 1/2" HMA (TYPE A)	TON	240
L4-3C,25	SUBGRADE ENHANCEMENT	SF	9271
L4-4A,31	EP4,7 & 9 A2-6 C&G MINOR CONCRETE	CY	13.6

QUANTITIES			
ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY
L4-4B,28	EP4,7 & 9 A2-6 C&G CLASS 2 AB	CY	5.6
L4-5A31	EP6 & 8 A2-6 C&G MINOR CONCRETE	CY	12.3
L4-5B,26	EP6 & 8 A2-6 C&G CLASS 2 AB	CY	5.1
L4-6,61	REMOVE & PLACE LANDSCAPE	LS	
L4-7,12	POTHOLE	EA	12

LAYOUT
L-4

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

CONTRACT DESCRIPTION: NORTH LOOP PHASE 1
PROJECT ID.: RPL-5290(012)

CITY OF PORTOLA
NORTH LOOP PHASE 1 - JOY WAY
ROAD AND DRAINAGE IMPROVEMENT PLANS
WITHIN SECTION 36 OF T.23N., R.13E., M.D.B.M.

CITY OF PORTOLA
DEPARTMENT OF TRANSPORTATION
35 THIRD AVENUE / P.O. BOX 1225, PORTOLA CA. 96122
(530) 249-0468

DATE: 7/1/2022
DRAWN BY: DS
SCALE: AS NOTED
REVISIONS:

SHEET NO.
13 of 74

CHANGE ORDER NO.: 23-005 (#7)

CO 23-01, CO 23-007 (#2), CO 23-008 (#3), CO 23-009 (#4), CO 23-013(#5) and CO 23-011(#6) proceed this this Change Order. CO 23-011 is processed as #7 in series.

Owner: City of Portola
Engineer: Daniel B. Bastian
Contractor: Q & D Construction LLC
Project: North Loop Phase 1
State-Aid Project No.: **RPL-5290(012)**

Owner's Project No.: 22-PORTOLA STIP
Engineer's Project No.:
Contractor's Project No.:

Date Issued: June 21, 2023

Effective Date of Change Order: June 21, 2023

The Contract is hereby modified by the Owner and the Contractor as follows upon execution of this Change Order:

Description:

The purpose of this Change Order is to address the soft subgrade that is encountered under the curb, gutter and sidewalk during construct. The encountered soft subgrade was bridged with over excavation, added fabric, and placement of drain rock/class II base. The original design did not address the soft subgrade and implementing CO 23-01 (i.e., cement treated base) did not afford an opportunity expand over excavation under the C&G and sidewalk.

The following substitutions, reductions, and additions are accounted by Q&D Construction LLC in the drainage facility construction and are accepted by the City of Portola:

Substitutions:

None

Reductions:

None

Additions:

1. Contractor materials, labor and equipment + with associated mark up. $46,175.86

   Total Cost Increase: $46,175.86

Based on the proposed changes, The City of Portola project costs will increase in project costs amounting to $46,175.86.

Attachments:

Q & D Construction spreadsheets for materials, labor, and equipment costs.

EJCDC® C-941, Change Order EJCDC® C-941, Change Order, Rev.1.
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Change in Contract Price	Change in Contract Times [State Contract Times as either a specific date or a number of days]
Original Contract Price: $ **$2,209,000**	Original Contract Times: Substantial Completion: 10/06/2023 Ready for final payment:
Increase from previously approved Change Orders: CO 23.01, CO 23-007(#2), CO 23-008 (#3), CO 23-009(#4), CO-013(#5) and CO 23-011(#6) $ **145,401.83**	**[Increase] [Decrease]** from previously approved Change Orders {**Number of previous Change Orders]**: CO 23-01, #2, #4, #5 & 6 Substantial Completion: Ready for final payment:
Contract Price prior to this Change Order: $ **2,354,401.83** (CO 23-01, CO 23-007(#2), CO 23-008(#3), CO 23-009(#4),CO 23-013(#5) & CO 23-011(#6)	Contract Times prior to this Change Order: Substantial Completion: 12/15/2023 Ready for final payment:
Change Order Increase: **$ 46,175.86**	**0 Day Increase** this Change Order: Substantial Completion: 12/15/2023 Ready for final payment:
Contract Price incorporating this Change Order: **$ 2,400,577.69**	Contract Times with all approved Change Orders: Substantial Completion: 12/15/2023 Ready for final payment:

Recommended by Engineer (if required)	Accepted by Contractor
By: Daniel B. Bastian	
Title: City Engineer	
Date: 11/17/2023	
Authorized by Owner	**Approved by Funding Agency (if applicable)**
By:	**N.A.**
Title:	
Date:	
By: Brett Amesbury	Q & D Construction LLC
Title:	
Date:	

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CCO 005 Sidewalk Subgrade Mitigation		
Labor		
Cost	$	18,663.35
Markup		35%
Total	$	25,195.52
Equipment		
Cost	$	11,631.12
Markup		15%
Total	$	13,375.79
Materials		
Cost	$	6,612.65
Markup		15%
Total	$	7,604.55
Total:		**$ 46,175.86**

This work was to fix the unsuitable sub grade under the sidewalk

Date			Description			Regular			Overtime			Caltrans Rate	OT rate	Perdiem	Surcharge	TOTAL REG	TOTAL OT
45098	NCALAB	Group 1	3113	Monrroy	OT				1.0	$	94.75	65.12	83.4		109%		
06/21/23	NCALAB	Group 4	1588	Lopez-Barron	OT				1.0	$	94.75	65.12	83.4		109%	$ -	$ 90.91
06/21/23	NCAOPENG	Foreman	964	Troupe	OT				2.0	$	293.94	95.65	127.01		109%	$ -	$ 276.88
06/21/23	NCAOPENG	Group 10A	2513	Martin	OT				1.0	$	134.56	92.64	122.5		109%	$ -	$ 133.53
06/21/23	NCAOPENG	Group 11	2641	Cimmiyotti	OT				1.5	$	211.72	92.64	122.5		109%	$ -	$ 200.29
06/21/23	NCALAB	Group 1	3113	Monrroy	ST	4.0	$	290.26				65.12	83.4		109%	$ 283.92	$ -
06/21/23	NCALAB	Group 4	1588	Lopez-Barron	ST	4.0	$	290.26				65.12	83.4		109%	$ 283.92	$ -
06/21/23	NCAOPENG	Foreman	964	Troupe	ST	4.0	$	437.88				95.65	127.01		109%	$ 417.03	$ -
06/21/23	NCAOPENG	Group 10A	2513	Martin	ST	4.0	$	404.78				92.64	122.5		109%	$ 403.91	$ -
06/21/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	4.0	$	422.28				92.64	122.5		109%	$ 403.91	$ -
06/22/23	NCALAB	Group 4	1588	Lopez-Barron	ST	2.0	$	145.13				65.12	83.4		109%	$ 141.96	$ -
06/22/23	NCAOPENG	Foreman	964	Troupe	ST	2.0	$	218.93				95.65	127.01		109%	$ 208.52	$ -
06/22/23	NCAOPENG	Group 10A	2513	Martin	ST	2.0	$	202.38				92.64	122.5		109%	$ 201.96	$ -
06/22/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	2.0	$	211.14				92.64	122.5		109%	$ 201.96	$ -
06/29/23	NCALAB	Group 4	3352	Springs	ST	6.0	$	452.95				65.12	83.4		109%	$ 425.88	$ -
06/29/23	NCAOPENG	Foreman	964	Troupe	ST	2.0	$	231.82				95.65	127.01		109%	$ 208.52	$ -
06/29/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	6.0	$	672.08				92.64	122.5		109%	$ 605.87	$ -
06/30/23	NCALAB	Group 4	1588	Lopez-Barron	ST	3.0	$	226.48				65.12	83.4		109%	$ 212.94	$ -
06/30/23	NCALAB	Group 4	3352	Springs	ST	3.0	$	226.48				65.12	83.4		109%	$ 212.94	$ -
06/30/23	NCALAB	Group 4	93	Acosta	ST	3.0	$	226.48				65.12	83.4		109%	$ 212.94	$ -
06/30/23	NCAOPENG	Foreman	964	Troupe	ST	3.0	$	347.73				95.65	127.01		109%	$ 312.78	$ -
06/30/23	NCAOPENG	Group 10A	2513	Martin	ST	3.0	$	322.90				92.64	122.5		109%	$ 302.93	$ -
06/30/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	3.0	$	335.98				92.64	122.5		109%	$ 302.93	$ -
07/06/23	NCAOPENG	Foreman	964	Troupe	ST	2.0	$	231.82				95.65	127.01		109%	$ 208.52	$ -
07/06/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	2.0	$	224.03				92.64	122.5		109%	$ 201.96	$ -
07/07/23	NCALAB	Group 4	1588	Lopez-Barron	ST	2.0	$	150.99				65.12	83.4		109%	$ 141.96	$ -
07/07/23	NCALAB	Group 4	3352	Springs	ST	2.0	$	150.99				65.12	83.4		109%	$ 141.96	$ -
07/07/23	NCALAB	Group 4	93	Acosta	ST	2.0	$	150.99				65.12	83.4		109%	$ 141.96	$ -
07/07/23	NCAOPENG	Group 10A	2513	Martin	ST	2.0	$	215.27				92.64	122.5		109%	$ 201.96	$ -
07/07/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	1.0	$	111.96				92.64	122.5		109%	$ 100.98	$ -
07/13/23	NCALAB	Group 4	1588	Lopez-Barron	OT				2.0	$	196.96	65.12	83.4		109%	$ -	$ 181.81
07/13/23	NCALAB	Group 4	3352	Springs	OT				2.0	$	196.96	65.12	83.4		109%	$ -	$ 181.81
07/13/23	NCALAB	Group 4	93	Acosta	OT				2.0	$	196.96	65.12	83.4		109%	$ -	$ 181.81
07/13/23	NCAOPENG	Foreman	964	Troupe	OT				2.0	$	313.05	95.65	127.01		109%	$ -	$ 276.88
07/13/23	NCAOPENG	Group 10A	2513	Martin	OT				2.0	$	288.22	92.64	122.5		109%	$ -	$ 267.05
07/13/23	NCAOPENG	Group 11	2641	Cimmiyotti	OT				2.0	$	301.35	92.64	122.5		109%	$ -	$ 267.05
07/13/23	NCALAB	Group 4	1588	Lopez-Barron	ST	5.0	$	377.45				65.12	83.4		109%	$ 354.90	$ -
07/13/23	NCALAB	Group 4	3352	Springs	ST	3.0	$	226.48				65.12	83.4		109%	$ 212.94	$ -
07/13/23	NCALAB	Group 4	93	Acosta	ST	5.0	$	377.45				65.12	83.4		109%	$ 354.90	$ -
07/13/23	NCAOPENG	Foreman	964	Troupe	ST	4.0	$	463.64				95.65	127.01		109%	$ 417.03	$ -
07/13/23	NCAOPENG	Group 10A	2513	Martin	ST	5.0	$	538.18				92.64	122.5		109%	$ 504.89	$ -
07/13/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	4.0	$	448.05				92.64	122.5		109%	$ 403.91	$ -
07/14/23	NCALAB	Group 4	1588	Lopez-Barron	ST	4.0	$	301.97				65.12	83.4		109%	$ 283.92	$ -
07/14/23	NCALAB	Group 4	3352	Springs	ST	4.0	$	301.97				65.12	83.4		109%	$ 283.92	$ -
07/14/23	NCALAB	Group 4	93	Acosta	ST	2.0	$	150.99				65.12	83.4		109%	$ 141.96	$ -
07/14/23	NCAOPENG	Foreman	964	Troupe	ST	2.0	$	231.82				95.65	127.01		109%	$ 208.52	$ -
07/14/23	NCAOPENG	Group 10A	2513	Martin	ST	3.0	$	322.90				92.64	122.5		109%	$ 302.93	$ -
07/14/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	2.0	$	223.93				92.64	122.5		109%	$ 201.96	$ -
07/17/23	NCALAB	Group 4	1588	Lopez-Barron	OT				1.0	$	98.48	65.12	83.4		109%	$ -	$ 90.91
07/17/23	NCALAB	Group 4	3352	Springs	OT				1.0	$	98.48	65.12	83.4		109%	$ -	$ 90.91
07/17/23	NCALAB	Group 4	93	Acosta	OT				1.0	$	98.48	65.12	83.4		109%	$ -	$ 90.91
07/17/23	NCAOPENG	Group 10A	2513	Martin	OT				1.0	$	148.01	65.12	83.4		109%	$ -	$ 133.53
07/17/23	NCALAB	Group 4	1588	Lopez-Barron	ST	3.0	$	226.49				92.64	122.5		109%	$ 212.94	$ -
07/17/23	NCALAB	Group 4	3352	Springs	ST	3.0	$	226.49				65.12	83.4		109%	$ 212.94	$ -
07/17/23	NCALAB	Group 4	93	Acosta	ST	3.0	$	226.49				65.12	83.4		109%	$ 212.94	$ -
07/17/23	NCAOPENG	Foreman	964	Troupe	ST	4.0	$	463.64				65.12	83.4		109%	$ 212.94	$ -
07/17/23	NCAOPENG	Group 10A	2513	Martin	ST	3.0	$	330.67				95.65	127.01		109%	$ 417.03	$ -
07/17/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	4.0	$	448.05				92.64	122.5		109%	$ 302.93	$ -
07/20/23	NCALAB	Group 4	1588	Lopez-Barron	ST	4.0	$	301.98				92.64	122.5		109%	$ 403.91	$ -
07/20/23	NCALAB	Group 4	3352	Springs	ST	4.0	$	301.98				65.12	83.4		109%	$ 283.92	$ -
07/20/23	NCALAB	Group 4	93	Acosta	ST	4.0	$	301.98				65.12	83.4		109%	$ 283.92	$ -
07/20/23	NCAOPENG	Foreman	964	Troupe	ST	2.0	$	231.82				65.12	83.4		109%	$ 283.92	$ -
07/20/23	NCAOPENG	Group 10A	2513	Martin	ST	4.0	$	440.90				95.65	127.01		109%	$ 208.52	$ -
07/20/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	2.0	$	224.03				92.64	122.5		109%	$ 403.91	$ -
08/03/23	NCALAB	Group 4	1588	Lopez-Barron	OT							92.64	122.5		109%	$ 201.96	$ -
08/03/23	NCAOPENG	Foreman	964	Troupe	OT				2.0	$	196.96	65.12	83.4		109%	$ -	$ 181.81
08/03/23	NCAOPENG	Group 10A	2513	Martin	OT				2.0	$	313.05	95.65	127.01		109%	$ -	$ 276.88
08/03/23	NCALAB	Group 4	1588	Lopez-Barron	ST	2.0	$	295.99				92.64	122.5		109%	$ 201.96	$ -
08/03/23	NCAOPENG	Foreman	964	Troupe	ST	2.0	$	150.99				65.12	83.4		109%	$ 141.96	$ -
08/03/23	NCAOPENG	Group 10A	2513	Martin	ST	2.0	$	231.82				95.65	127.01		109%	$ 208.52	$ -
08/03/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	2.0	$	220.45				92.64	122.5		109%	$ 201.96	$ -
08/04/23	NCALAB	Group 4	1588	Lopez-Barron	ST	3.0	$	336.03				92.64	122.5		109%	$ 302.93	$ -
08/04/23	NCAOPENG	Foreman	964	Troupe	ST	4.0	$	301.98				65.12	83.4		109%	$ 283.92	$ -
08/04/23	NCAOPENG	Group 10A	2513	Martin	ST	2.0	$	231.82				95.65	127.01		109%	$ 208.52	$ -
08/04/23	NCAOPENG	Group 11	2641	Cimmiyotti	ST	4.0	$	440.90				92.64	122.5		109%	$ 403.91	$ -
Sum						2.0	$	223.93				92.64	122.5		109%	$ 201.96	$ -
							$	17,025.25		$	3,276.68					$ 15,740.40	$ 2,922.95
Total										$	20,301.93						$ 18,663.35

Actual EarnFact

Date		Description	Hours	Cost	Caltrans Rate	OT rate	OT FACTOR	Caltrans Code	CLASS	MAKE	EWB Total
6/21/2023	01-655	Truck/Dodge/2500 Big Horn	5	$ 85.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 211.90
6/21/2023	28-123	GPS Data Collector/Trimble/TSC3	4	$ 8.00	$ 23.80	$ -	-	0.00	0	0	$ 95.20
6/21/2023	28-132	GPS SPS985 Base/Trimble	4.00	$ 16.00	$ 23.80	$ -	-	0.00	0	0	$ 95.20
6/21/2023	28-159	GPS SPS985 Rover/Trimble	4.00	$ 20.00	$ 23.80	$ -	-	0.00	0	0	$ 95.20
6/21/2023	52-188	Loader/Cat/950GC	5.00	$ 415.00	$ 147.46	$ 131.24	0.89	2310.00	LDRRT	CAT	$ 737.30
6/21/2023	01-570	Truck 5YD Dump / Peterbilt	4.00	$ 240.00	$ 73.33	$ 60.86	0.83	2AXL	TRUON	TRUN	$ 293.32
6/21/2023	53-216	Excavator/Cat/314D LCR	5.00	$ 275.00	$ 75.88	$ 63.74	0.84	0302CLR	HCECL	CAT	$ 379.40
6/22/2023	01-655	Truck/Dodge/2500 Big Horn	2.00	$ 34.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 84.76
6/22/2023	52-188	Loader/Cat/950GC	2.00	$ 166.00	$ 147.46	$ 131.24	0.89	2310.00	LDRRT	CAT	$ 294.92
6/22/2023	01-570	Truck 5YD Dump / Peterbilt	2.00	$ 120.00	$ 73.33	$ 60.86	0.83	2AXL	TRUON	TRUN	$ 146.66
6/22/2023	53-216	Excavator/Cat/314D LCR	2.00	$ 110.00	$ 75.88	$ 63.74	0.84	0302CLR	HCECL	CAT	$ 151.76
6/29/2023	01-655	Truck/Dodge/2500 Big Horn	2.00	$ 34.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 84.76
6/29/2023	28-132	GPS SPS985 Base/Trimble	6.00	$ 24.00	$ 23.80	$ -	-	0.00	0	0	$ 142.80
6/29/2023	28-159	GPS SPS985 Rover/Trimble	6.00	$ 30.00	$ 23.80	$ -	-	0.00	0	0	$ 142.80
6/30/2023	01-655	Truck/Dodge/2500 Big Horn	3.00	$ 51.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 127.14
6/30/2023	28-132	GPS SPS985 Base/Trimble	3.00	$ 12.00	$ 23.80	$ -	-	0.00	0	0	$ 71.40
6/30/2023	28-159	GPS SPS985 Rover/Trimble	3.00	$ 15.00	$ 23.80	$ -	-	0.00	0	0	$ 71.40
6/30/2023	01-570	Truck 5YD Dump / Peterbilt	3.00	$ 180.00	$ 73.33	$ 60.86	0.83	2AXL	TRUON	TRUN	$ 219.99
6/30/2023	53-216	Excavator/Cat/314D LCR	3.00	$ 165.00	$ 75.88	$ 63.74	0.84	0302CLR	HCECL	CAT	$ 227.64
7/6/2023	01-655	Truck/Dodge/2500 Big Horn	2.00	$ 34.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 84.76
7/6/2023	28-132	GPS SPS985 Base/Trimble	2.00	$ 8.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
7/6/2023	28-159	GPS SPS985 Rover/Trimble	2.00	$ 10.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
7/7/2023	28-132	GPS SPS985 Base/Trimble	1.00	$ 4.00	$ 23.80	$ -	-	0.00	0	0	$ 23.80
7/7/2023	28-159	GPS SPS985 Rover/Trimble	1.00	$ 5.00	$ 23.80	$ -	-	0.00	0	0	$ 23.80
7/7/2023	53-216	Excavator/Cat/314D LCR	2.00	$ 110.00	$ 75.88	$ 63.74	0.84	0302CLR	HCECL	CAT	$ 151.76
7/7/2023	01-570	Truck 5YD Dump / Peterbilt	2.00	$ 120.00	$ 73.33	$ 60.86	0.83	2AXL	TRUON	TRUN	$ 146.66
7/13/2023	01-655	Truck/Dodge/2500 Big Horn	4.00	$ 68.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 169.52
7/13/2023	28-132	GPS SPS985 Base/Trimble	4.00	$ 16.00	$ 23.80	$ -	-	0.00	0	0	$ 95.20
7/13/2023	28-159	GPS SPS985 Rover/Trimble	4.00	$ 20.00	$ 23.80	$ -	-	0.00	0	0	$ 95.20
7/13/2023	53-216	Excavator/Cat/314D LCR	7.00	$ 385.00	$ 75.88	$ 63.74	0.84	0302CLR	HCECL	CAT	$ 531.16
7/13/2023	01-570	Truck 5YD Dump / Peterbilt	6.00	$ 360.00	$ 73.33	$ 60.86	0.83	2AXL	TRUON	TRUN	$ 439.98
7/14/2023	01-655	Truck/Dodge/2500 Big Horn	2.00	$ 34.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 84.76
7/14/2023	28-132	GPS SPS985 Base/Trimble	2.00	$ 8.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
7/14/2023	28-159	GPS SPS985 Rover/Trimble	2.00	$ 10.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
7/14/2023	53-216	Excavator/Cat/314D LCR	3.00	$ 165.00	$ 75.88	$ 63.74	0.84	0302CLR	HCECL	CAT	$ 227.64
7/14/2023	01-570	Truck 5YD Dump / Peterbilt	4.00	$ 240.00	$ 73.33	$ 60.86	0.83	2AXL	TRUON	TRUN	$ 293.32
7/17/2023	01-655	Truck/Dodge/2500 Big Horn	4.00	$ 68.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 169.52
7/17/2023	28-132	GPS SPS985 Base/Trimble	4.00	$ 16.00	$ 23.80	$ -	-	0.00	0	0	$ 95.20
7/17/2023	28-159	GPS SPS985 Rover/Trimble	4.00	$ 20.00	$ 23.80	$ -	-	0.00	0	0	$ 95.20
7/17/2023	53-216	Excavator/Cat/314D LCR	3.00	$ 165.00	$ 75.88	$ 63.74	0.84	0302CLR	HCECL	CAT	$ 227.64
7/17/2023	01-570	Truck 5YD Dump / Peterbilt	3.00	$ 180.00	$ 73.33	$ 60.86	0.83	2AXL	TRUON	TRUN	$ 219.99
7/20/2023	01-655	Truck/Dodge/2500 Big Horn	2.00	$ 34.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 84.76
7/20/2023	28-132	GPS SPS985 Base/Trimble	2.00	$ 8.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
7/20/2023	28-159	GPS SPS985 Rover/Trimble	2.00	$ 10.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
7/20/2023	53-216	Excavator/Cat/314D LCR	4.00	$ 220.00	$ 75.88	$ 63.74	0.84	0302CLR	HCECL	CAT	$ 303.52
7/20/2023	01-570	Truck 5YD Dump / Peterbilt	4.00	$ 240.00	$ 73.33	$ 60.86	0.83	2AXL	TRUON	TRUN	$ 293.32
8/3/2023	01-655	Truck/Dodge/2500 Big Horn	4.00	$ 68.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 169.52
8/3/2023	28-132	GPS SPS985 Base/Trimble	3.00	$ 12.00	$ 23.80	$ -	-	0.00	0	0	$ 71.40
8/3/2023	28-159	GPS SPS985 Rover/Trimble	3.00	$ 15.00	$ 23.80	$ -	-	0.00	0	0	$ 71.40
8/4/2023	01-655	Truck/Dodge/2500 Big Horn	2.00	$ 34.00	$ 42.38	$ 37.29	0.88	06-12	TRUCK	T&TT	$ 84.76
8/4/2023	28-132	GPS SPS985 Base/Trimble	2.00	$ 8.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
8/4/2023	28-159	GPS SPS985 Rover/Trimble	2.00	$ 10.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
6/21/2023	99-360	Skidsteer/Takeuchi/TL8R2	5.00	$ 175.00	$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 176.80
6/21/2023	99-364	Walk behind/Husqvarna/Trench Roller	4.00	$ 136.00	$ 12.18	$ 9.87	0.81	113.00	COMHG	COMP	$ 48.72
6/22/2023	99-364	Walk behind/Husqvarna/Trench Roller	2.00	$ 68.00	$ 12.18	$ 9.87	0.81	113.00	COMHG	COMP	$ 24.36
6/29/2023	99-932	GPS Data Collector/Trimble/TSC5	6.00	$ 120.00	$ 23.80	$ -	-	0.00	0	0	$ 142.80
6/30/2023	99-932	GPS Data Collector/Trimble/TSC5	3.00	$ 60.00	$ 23.80	$ -	-	0.00	0	0	$ 71.40
6/30/2023	99-360	Skidsteer/Takeuchi/TL8R2	3.00	$ 105.00	$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 106.08
7/6/2023	99-360	Skidsteer/Takeuchi/TL8R2	2.00	$ 70.00	$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 70.72
7/6/2023	99-932	GPS Data Collector/Trimble/TSC5	2.00	$ 40.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
7/7/2023	99-932	GPS Data Collector/Trimble/TSC5	1.00	$ 20.00	$ 23.80	$ -	-	0.00	0	0	$ 23.80
7/13/2023	99-360	Skidsteer/Takeuchi/TL8R2	6.00	$ 210.00	$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 212.16
7/13/2023	99-932	GPS Data Collector/Trimble/TSC5	4.00	$ 80.00	$ 23.80	$ -	-	0.00	0	0	$ 95.20
7/13/2023	99-359	Water Truck/Cat/2000	6	$ 210.00	$ 57.70	$ 50.78	0.88	20-28	TRUCK	T&TT	$ 346.20
7/14/2023	99-360	Skidsteer/Takeuchi/TL8R2	3	$ 105.00	$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 106.08
7/14/2023	99-932	GPS Data Collector/Trimble/TSC5	2	$ 40.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
7/14/2023	99-359	Water Truck/Cat/2000	2	$ 70.00	$ 57.70	$ 50.78	0.88	20-28	TRUCK	T&TT	$ 115.40
7/17/2023	99-360	Skidsteer/Takeuchi/TL8R2	4	$ 140.00	$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 141.44
7/17/2023	99-932	GPS Data Collector/Trimble/TSC5	4	$ 80.00	$ 23.80	$ -	-	0.00	0	0	$ 95.20
7/17/2023	99-359	Water Truck/Cat/2000	4	$ 140.00	$ 57.70	$ 50.78	0.88	20-28	TRUCK	T&TT	$ 230.80
7/20/2023	99-360	Skidsteer/Takeuchi/TL8R2	4	$ 140.00	$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 141.44
7/20/2023	99-932	GPS Data Collector/Trimble/TSC5	2	$ 40.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
7/20/2023	99-359	Water Truck/Cat/2000	2	$ 70.00	$ 57.70	$ 50.78	0.88	20-28	TRUCK	T&TT	$ 115.40
8/3/2023	99-360	Skidsteer/Takeuchi/TL8R2	4	$ 140.00	$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 141.44
8/3/2023	99-932	GPS Data Collector/Trimble/TSC5	3	$ 60.00	$ 23.80	$ -	-	0.00	0	0	$ 71.40
8/3/2023	99-359	Water Truck/Cat/2000	2	$ 70.00	$ 57.70	$ 50.78	0.88	20-28	TRUCK	T&TT	$ 115.40
8/3/2023	99-318	Mini Ex/Cat/308	4	$ 196.00	$ 51.49	$ 43.25	0.84	271.00	HCECL	CAT	$ 205.96
8/4/2023	99-360	Skidsteer/Takeuchi/TL8R2	2	$ 70.00	$ 35.36	$ 31.47	0.89	A	TRACS	<50	$ 70.72
8/4/2023	99-932	GPS Data Collector/Trimble/TSC5	2	$ 40.00	$ 23.80	$ -	-	0.00	0	0	$ 47.60
8/4/2023	99-359	Water Truck/Cat/2000	1	$ 35.00	$ 57.70	$ 50.78	0.88	20-28	TRUCK	T&TT	$ 57.70
8/4/2023	99-318	Mini Ex/Cat/308	4	$ 196.00	$ 51.49	$ 43.25	0.84	271.00	HCECL	CAT	$ 205.96
TOTAL				$ 7,631.00							$ 11,631.12

JC Detail

Mth	Trans#	Posted Date	Actual Date	Co			EarnFact Description		Reference	Units		
16351. Portola - North Loop Phase 1												
13.000.000.001				ADDITIONAL Sidewalk Subgrade Mitigation		1	MAT					
6/15/2023	AP		1	11311	K&K Construction Supply Inc.	509749		0		0	$1,480.05	
6/18/2023	AP		1	11300	Joy Engineering	18858		0		0	$4,092.91	-520.8 $3,572.11
6/27/2023	AP		1	11311	K&K Construction Supply Inc.	509949		0		0	$2,081.29	-520.8 $1,560.49
					Total for Cost Type: 1			0		0		
					Total For Phase: 13.000.000.001					0		
					Total For Job: 16351.					0		$6,612.65

R & J JOY, INC.
DBA JOY ENGINEERING
PO BOX 19219
RENO, NV 89511
(530) 832-5760 **Fax**(530) 832-5472

JOY ENGINEERING

BILL TO:

QD CONSTRUCTION INC.
1050 S. 21ST. STREET
SPARKS, NV 89431

CUSTOMER #: Q&D
INVOICE #: 18858
INVOICE DATE: 6/18/2023
DUE DATE: 7/18/2023
PAGE: **Page 1 of 1**

JOB: 23015
BLASTED ROCK QUARRY

DESCRIPTION		QUANTITY	PRICE	AMOUNT
MATERIAL				
6/16/2023 BASE ROCK 3/4"	*SEE ATTACHED*	182.93 Tons	16.20/Tons	2,963.47
6/13/2023 DRAIN ROCK 1 1/2"	*SEE ATTACHED*	46.22 Tons	18.45/Tons	852.76
			TOTAL MATERIAL:	3,816.23

RECEIVED
JUN 26 2023
Q & D Construction

SUBTOTAL:	$	3,816.23
OH / PR:	$	0.00
SALES TAX:	$	276.68
TOTAL DUE:	$	**4,092.91**

Thank you for your business!

Past due balances are subject to a finance charge of 1.5% per month, which is equal to 18% per year.

Joy Engineering-Blasted
Detailed Gross/Tare/Net Report

Order: by Account (Q&D) by Material by Ticket Number Type: All
From 06/12/2023 to 06/18/2023

QD CONSTRUCTION INC. (Q&D)

3/4 AB (5000104)

Ticket	Account	Truck	Code	Date / Time In	Date / Time Out	Gross	Tare	Net	Net Tons
24986	Q&D	1-570	5000104	06/14/23 08:32am	06/14/23 08:32am	22,440	13,560	8,880	4.44
24994	Q&D		5000104	06/14/23 01:40pm	06/14/23 01:47pm	46,340	20,180	26,160	13.08
24995	Q&D	1-570	5000104	06/14/23 03:15pm	06/14/23 03:15pm	24,760	13,560	11,200	5.60
24997	Q&D		5000104	06/15/23 07:05am	06/15/23 07:14am	44,740	20,180	24,560	12.28
25000	Q&D	1-570	5000104	06/15/23 07:45am	06/15/23 07:51am	25,000	13,540	11,460	5.73
25001	Q&D	1-570	5000104	06/15/23 08:21am	06/15/23 08:28am	26,360	13,540	12,820	6.41
25003	Q&D	1-570	5000104	06/15/23 08:57am	06/15/23 09:01am	25,400	13,540	11,860	5.93
25005	Q&D	1-570	5000104	06/15/23 09:29am	06/15/23 09:34am	25,000	13,540	11,460	5.73
25006	Q&D		5000104	06/15/23 09:57am	06/15/23 10:09am	46,880	20,180	26,700	13.35
25007	Q&D	1-570	5000104	06/15/23 10:05am	06/15/23 10:11am	26,780	13,540	13,240	6.62
25008	Q&D	1-570	5000104	06/15/23 10:48am	06/15/23 10:50am	26,740	13,540	13,200	6.60
25009	Q&D	1-570	5000104	06/15/23 11:27am	06/15/23 11:32am	25,860	13,540	12,320	6.16
25011	Q&D	1-570	5000104	06/15/23 12:07pm	06/15/23 12:14pm	27,280	13,540	13,740	6.87
25012	Q&D	1-570	5000104	06/15/23 12:58pm	06/15/23 12:58pm	26,740	13,540	13,200	6.60
25014	Q&D	1-570	5000104	06/15/23 01:40pm	06/15/23 01:46pm	27,040	13,540	13,500	6.75
25022	Q&D		5000104	06/16/23 08:36am	06/16/23 08:44am	46,180	21,600	24,580	12.29
25025	Q&D		5000104	06/16/23 09:54am	06/16/23 10:03am	43,740	20,120	23,620	11.81
25032	Q&D		5000104	06/16/23 11:32am	06/16/23 11:39am	43,840	21,600	22,240	11.12
25035	Q&D		5000104	06/16/23 12:52pm	06/16/23 12:57pm	44,920	20,120	24,800	12.40
25039	Q&D		5000104	06/16/23 02:29pm	06/16/23 02:34pm	44,640	21,600	23,040	11.52
25042	Q&D		5000104	06/16/23 03:35pm	06/16/23 03:41pm	43,400	20,120	23,280	11.64

3/4 AB (5000104) Totals

Loads	Units	Yards	Net	Net Tons
21	0	0.0	365,860	182.93

"1 1/2"" Drain Rock" (5000406)

Ticket	Account	Truck	Code	Date / Time In	Date / Time Out	Gross	Tare	Net	Net Tons
24969	Q&D		5000406	06/13/23 09:26am	06/13/23 09:32am	43,360	20,160	23,200	11.60
24970	Q&D		5000406	06/13/23 09:49am	06/13/23 09:58am	44,780	21,420	23,360	11.68
24981	Q&D		5000406	06/13/23 02:05pm	06/13/23 02:09pm	43,380	20,160	23,220	11.61
24983	Q&D		5000406	06/13/23 02:24pm	06/13/23 02:31pm	44,080	21,420	22,660	11.33

"1 1/2"" Drain Rock" (5000406) Totals

Loads	Units	Yards	Net	Net Tons
4	0	0.0	92,440	46.22

QD CONSTRUCTION INC. (Q&D) Totals

Loads	Units	Yards	Net	Net Tons
25	**0**	**0.0**	**458,300**	**229.15**

	Loads	Units	Yards	Net	Net Tons
Grand Totals	**25**	**0**	**0.0**	**458,300**	**229.15**

Legend: I = Imported, E = Edited, M = Minimum Chg

K & K Construction Supply, Inc.

11400 White Rock Rd
Rancho Cordova, CA 95742
WBENC#2005112337
SBE#1441160PG&E CUCP

Invoice

Date	Invoice #
6/15/2023	509749

Bill To
Q&D CONSTRUCTION 1050 S 21st STREET SPARKS NV 89431

Ship To
Q&D CONSTRUCTION JOY WAY & WEST ST. PORTOLA,CA 96122 SEAN T: 775-870-0871

P.O. No.	Terms	Project
16351	Net 20 days	

Description	Qty	Rate	Amount
MIRAFI 180N NON-WOVEN FILTER FABRIC (15'X360')	2	690.00	1,380.00T

RECEIVED
JUN 21 2023
Q & D Construction

Subtotal	$1,380.00
Sales Tax (7.25%)	$100.05
Total	$1,480.05
Payments/Credits	$0.00
Balance Due	$1,480.05

Phone #
916-851-0965

K & K Construction Supply, Inc.

11400 White Rock Rd
Rancho Cordova, CA 95742
WBENC#2005112337
SBE#1441160PG&E CUCP

Invoice

Date	Invoice #
6/27/2023	509949

Bill To
Q&D CONSTRUCTION 1050 S 21st STREET SPARKS NV 89431

Ship To
Q&D CONSTRUCTION JOY WAY & WEST ST. PORTOLA,CA 96122 SEAN T: 775-870-0871

P.O. No.	Terms	Project
16351	Net 20 days	

Description	Qty	Rate	Amount
MIRAFI 180N NON-WOVEN FILTER FABRIC (12.5'X360')	2	690.00	1,380.00T
CRYSTAL GEYSER BOTTLED WATER 24-16.9oz BOTTLES PER CASE (84/PALLET, PRICE PER CASE)	84	5.00	420.00
Pass through CRV tax to customer on packs of water bottles, price is per 24 pk	84	1.20	100.80
DELIVERY CHARGE	1	75.00	75.00T

RECEIVED
JUN 30 2023
Q & D Construction

Subtotal	$1,975.80
Sales Tax (7.25%)	$105.49
Total	$2,081.29
Payments/Credits	$0.00
Balance Due	$2,081.29

Phone #
916-851-0965

MEETING DATE: February 14, 2024

FROM: Karen Downs

RE: Review and Acceptance of the 2022 General Plan Annual Progress Report

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BACKGROUND:

California Government Code Section 65400 requires all cities to file a General Plan Annual Progress Report (APR) to the Governor's Office of Planning and Research (OPR). The purpose of the Report is to monitor the City's implementation of the General Plan over time, to help identify statewide trends, document progress in meeting the City's share of regional housing needs, and inform local decision makers. Prior to submittal to the state, the APR must be presented to the City Council for review and acceptance. The City's current General Plan was adopted in January 2012, and is in the process of being updated. A number of activities have been undertaken that implement the goals and policies of the General Plan since that time.

EXECUTIVE SUMMARY:

The APR provides an overview of the activities completed or currently being undertaken during 2022 to implement or update the General Plan. No updates to any elements of the General Plan were completed during the 2022 calendar year; however, a comprehensive update of the General Plan is underway. A series of workshops were held in 2020-2021 and the draft General Plan will be presented to the City Council in 2024. The City has prepared the Housing Element APR in accordance with State requirements. The Housing Element is a part of the General Plan.

The City's General Plan APR is formatted in accordance with the State of California Governor's Office of Planning and Research (OPR) memo regarding General Plan Annual Progress Report Guidance dated October 6, 2022.

The City will provide the State with the APR in compliance with the California Government Code.

No environmental review is required for this item.

RECOMMENDATION:

Staff recommends that the City Council review and accept the General Plan APR, and direct

staff to submit the APR to OPR.

FISCAL IMPACT:

None

ATTACHMENTS:

A. 2022 GENERAL PLAN ANNUAL PROGRESS REPORT
B. 20221005-APR MEMO REPORTING YEAR 2022

2022 General Plan Annual Progress Report

CITY OF PORTOLA

General Plan Annual Progress Report: 2022 Reporting Period

City Council Review: February 14, 2024

CITY COUNCIL
Pat Morton, Mayor
Jim Murphy, Mayor Pro Tem
Stan Peiler
Bill Powers
Leah Turner

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Introduction

About the General Plan

California Government Code Section 65300 mandates that each planning agency prepare, and the legislative body shall adopt a General Plan for guiding physical change in the City. The General Plan is the foundational development policy document of the City of Portola. It defines the framework by which the resources of the City are to be managed and utilized over time. The General Plan is available for public review at City Hall and on the City's website. The General Plan acts to clarify and articulate the intentions of the City with respect to the rights and expectations of the public, property owners, and prospective investors and business interests.

About the Annual Progress Report

Government Code Section 65400 and 65700 mandates that all cities and counties submit an annual progress report on the status of the General Plan and progress in its implementation to their legislative bodies, the Governor's Office of Planning and Research (OPR) and Housing and Community Development (HCD) by April 1 of each year. The General Plan Annual Progress Report (APR) provides local legislative bodies and the public with information regarding the implementation of the General Plan for the City.

This 2022 General Plan APR covers the period from January 1, 2022 through December 31, 2022. This General Plan APR includes Portola's progress toward implementing the Housing Element. The 2022 Housing Element APR was submitted to HCD and is attached to this APR.

General Plan Status

Status of the General Plan Elements

State law requires that the General Plan include seven elements. These mandatory elements must cover the following topics: Land Use, Circulation, Housing, Safety, Noise, Conservation, and Open Space. State law allows the City to adopt any additional general plan elements that the City deems necessary. The City has adopted the Community Design, Economic Development, Public Services and Facilities, and Air Quality as optional elements, which have the same decision making weight as the mandatory elements. Additionally, the elements of the general plan may combine elements as it deems necessary. The City of Portola General Plan combines the Conservation and Open Space elements into a single element. The following is a breakdown of the City's General Plan:

General Plan Element	Date of Adoption	Next Update	Examples of Topics Covered
Land Use	January 2012	in process	Provides for the types, density or intensity, design and distribution of existing and potential City areas.
Community Design	January 2012	in process	The Community Design Element defines specific details for development of the City. These details address building characteristics and common area features such as landscaping, signs, neighborhood design, and community form.
Circulation	January 2012	in process	Identifies the street pattern and other circulation infrastructure and transportation systems needed to support the uses identified Land Use Element.

General Plan Element	Date of Adoption	Next Update	Examples of Topics Covered
Economic Development	January 2012	in process	Defines the objectives, policies and proposals for improved employment, business retention and expansion, and fiscal growth of the community.
Public Services and Facilities	January 2012	in process	The Public Services and Facilities Element is focused on ensuring that the community infrastructure is in place to accommodate the growth and development identified in other elements of this General Plan. This element addresses both hard infrastructure (such as sewer and water) and the public services (such as police and fire).
Conservation and Open Space	January 2012	in process	Define policy for the protection of significant natural resources, providing the setting or context for urban land use development and incorporated City areas.
Noise	January 2012	in process	Identifies the sources and outlines policy to protect land uses against adverse noise levels associated with necessary circulation and related activity.
Air Quality	January 2012	in process	Identifies air quality goals and policies to protect the health and welfare of the community in aspects of development, transportation, and activity affected by the General Plan.
Housing (Separate Document)	July 2019	to be updated in 2024	Identifies and provides an analysis of existing and projected housing needs, an evaluation of housing constraints, a statement of goals, policies, quantifiable objectives and financial resources, and scheduled programs for the preservation, improvement, and development of housing.
Safety (Separate Document)	April 2019	to be updated in 2024	Provides for the protection of lives and property from the adverse effects of natural and manmade hazards.

General Plan Amendments and Updates

Amendments

No General Plan Amendments were requested in 2022.

Comprehensive Update

The City Council gave previous direction to staff in 2019 to prepare a draft General Plan (General Plan 2045) that would incorporate and meet the State of California 2017 General Plan Guidelines (GPG). At that time, staff initiated a public review process and started reviewing the GPG.

Based on City Council direction to review individual General Plan Elements, staff scheduled a series of public workshops and Community Development Committee meetings to review the Elements and provide feedback to the City Council. Future City Council meetings will provide additional opportunities for public comment and to update the public and City Council on public comment received at the virtual workshops

and Community Development Committee meetings. Environmental review will be ongoing throughout this process.

Housing Element & APR Reporting Requirements

Portola adopted the 6th Cycle Housing Element of the General Plan in July 2019 as required by State Law. The update addressed state mandated goals of fair housing, ensuring sufficient sites and zoning to meet larger RHNA requirements, removing constraints to housing development, maintenance, and improvement. The 7th Cycle Housing Element is due to be updated in 2024.

This 2022 General Plan APR covers the period from January 1, 2022 through December 31, 2022. This General Plan APR includes Portola's progress toward implementing the Housing Element. The 2022 Housing Element APR was submitted to HCD and is attached to this APR.

Safety Element

Portola adopted the Safety Element of the General Plan in April 2019 as required by State Law. The update addressed the protection of lives and property from the adverse effects of natural and manmade hazards. The Safety Element is due to be updated in 2024.

General Plan Implementation: Summary of Activity

General Plan policies and objectives are implemented via the Portola Municipal Code and Zoning Map, Development Agreements, Design Guidelines, other implementation documents associated with General Plan elements and area plans, and through review and approval of private and public projects by the Planning Commission and City Council.

The objectives and policies reflected in the Municipal Code translate the General Plan's vision into specific rules for private development. Review and approval of private projects must also incorporate assessment of the proposed project against General Plan policies and objectives. This comes in the form of "Findings" that affirm a project's compliance with specific objectives and policies of the General Plan, and consistency with the Municipal Code.

Portola's Municipal Code requires that certain actions be referred to the Portola staff for evaluation of consistency with the General Plan prior to their consideration by the City Council. Projects requiring finding of consistency with the General Plan or using public funding are generally reviewed to be in conformance with the General Plan.

Activity

The policies and programs identified in the General Plan include tools already in place and used on a day-to-day basis in the City. Some of the various tools available to further the City's goals and objectives include the City Council's annual goals and priorities, Budget/Capital Improvement Program, Municipal Code regulations, grant funding, etc.

Planning Commission

Generally, the Planning Commission is designation as the Planning Agency as authorized by Section 65100 of the Government Code. The Planning Commission has the discretionary and advisory responsibilities that are authorized by Chapter 2.36 of the Portola Municipal Code.

During 2022, there were fewer than three planning commissioners seated, so the City Manager, as Hearing Officer, exercised the powers and authorities of the Planning Commission (Section 2.36.140). No applications were received and the no actions were taken by the Hearing Officer:

Building Department

The City's Building and Life Safety Division reviews project plans, issues permits, and provides inspection services for compliance with California's building, fire, mechanical, electrical, plumbing, energy, and disabled access codes, as well as City ordinances. In 2022, the Building Division received 71 building permit applications and issued 40 building permits.

Planning Activities Initiated

No planning activities, such as master plans, specific plans, environmental assessments, annexation studies, or similar studies or plans, were initiated in 2022.

Planning staff continued work towards completing the SB 2 Planning Grant and the Local Early Action Planning (LEAP) Grant project approved by the City. Generally, these projects allowed the City to streamline its plan submittal and review processes and increase transparency in an effort to accelerate housing production. Through the project, Portola was able to develop a GIS program for the public to gather development information, particularly related to general plan, zoning, and infrastructure to assist with project submittals and review. The software has assisted with streamlining entitlement applications and building permits, including records management, and establish and online submittal process.

General Plan Policies and Programs

Prioritized work efforts for the General Plan included the continuation of the comprehensive General Plan Update to comply with the 2017 General Plan Guidelines.

Major Development Applications Processed

No major development applications were submitted to the City.

Compliance with OPR General Plan Guidelines

Portola's General Plan update is intended to ensure conformance with the 2017 OPR Guidelines:

General Plan Update (General Plan 2045)

In 2016, the state adopted an amendment to Government Code §65302 that added to the required elements of the general plan either an environmental justice element, or related goals, policies, and objectives integrated into other elements. In 2017, OPR released an updated version of the General Plan Guidelines, including detailed information on statutory requirements of the mandated general plan

elements and complying with the new environmental justice mandate. Portola's General Plan update (General Plan 2045) is intended to ensure conformance with the 2017 OPR Guidelines.

The General Plan elements outline the City's updated and reorganized general plan elements and policies to the OPRs "Completeness Checklist" of statutory requirements in the 2017 General Plan Guidelines. Each Element has been updated as necessary to meet State mandates, to respond to new state and local planning priorities, or to react to emerging climate change indicators or other physical changes in the City.

Priorities for Land Use Decision Making

Strategy for Monitoring Long-term Growth

The City has not adopted specific priorities, such as the passage of moratoria or emergency ordinances, for land use decision making, apart from the General Plan and Municipal Code. Any projects are reviewed to be in conformance with the City's General Plan, Municipal Code, or any other planning documents as applicable. In this review, staff addresses the public service and infrastructure needs of any project land use impacts.

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Gavin Newsom
Governor

Sam Assefa
Director

ANNUAL PROGRESS REPORT MEMO – 2022 REPORTING YEAR

October 6, 2022

To: All California Cities and Counties

From: Planning and Community Development Team, Governor's Office of Planning and Research

RE: General Plan Annual Progress Report Guidance

The Governor's Office of Planning and Research (OPR) has updated its General Plan APR guidance and process for reporting year 2022 to streamline the process and minimize the time and resources spent. Please review the updates to OPR's guidance listed below.

Updates

1) The General Plan Submission Form includes new questions that request more detailed agency contact and jurisdiction information, and general plan update history.

2) OPR **strongly recommends** planning agencies follow the format, guidance, and submission instructions as described in this document. In instances in which these instructions are not followed, OPR reserves the right to request a planning agency to resubmit an APR in the manner requested.

If you have any questions, please contact the Planning and Community Development team at opr.apr@opr.ca.gov.

ANNUAL PROGRESS REPORTS (APRs)

Government Code Section 65400 and 65700 mandates that all cities and counties submit an annual report on the status of the General Plan and progress in its implementation to their legislative bodies, the Governor's Office of Planning and Research (OPR), and the Housing and Community Development (HCD) by **April 1 of each year**. The guidance that follows is intended to assist local governments with the development of the General Plan Annual Progress Report (APR) and is not intended to be construed as legal advice. This guidance is intentionally general to allow maximum flexibility in the form and content of General Plan APRs, which may need to vary based on individual circumstances, resources, and constraints. Please also note that although OPR provides this guidance, HCD provides separate guidance for the Housing Element APR (HE APR) and specifically certifies the compliance of a local agency's housing element (see HE APR section below).

PURPOSE OF THE APR

The APR provides local legislative bodies and the public with information regarding the implementation of the General Plan for their city or county. APRs also inform the public of the progress in meeting the community's goals. Accordingly, local agencies should make a diligent effort to engage the public when preparing their APRs. It is important for local governments, their legislators, and legislative bodies to engage stakeholders and the public in sharing APRs and in making adjustments necessary to reach local planning goals.

APRs must be presented to the local legislative body for its review and acceptance, usually as a consent or discussion item on a regular meeting agenda. Therefore, the APR should provide enough information for decision-makers to assess how the General Plan was implemented during the 12-month reporting period, either calendar year or fiscal year. More specifically, APRs should explain how land use decisions relate to adopted goals, policies, and implementation measures of the General Plan. The APRs should provide enough information to identify necessary "course adjustments" or modifications to the General Plan and means to improve local implementation.

HOUSING ELEMENT APR

State law requires that all General Plans include a Housing Element that provides a plan for accommodating future housing production needs. State law further requires that all cities and counties create an APR that describes that community's progress toward implementing their Housing Element. The Housing Element APR must be delivered to OPR and HCD by April 1 of each year and must cover the previous calendar year[1].

[1] The General Plan APR 12 month reporting period can be either a fiscal or calendar year, but the Housing Element APR 12 month reporting period must be a calendar year.

Effective 2019, all jurisdictions, including charter cities must submit a General Plan APR and Housing Element APR. Updated instructions and standardized forms for submitting the HE APR can be found at the following HCD website: (https://www.hcd.ca.gov/annual-progress-reports).

The Housing Element APR fulfills statutory requirements to report certain housing information, including: the local agency's progress in meeting its share of regional housing needs (i.e., applications, entitlements, permits, and certificates of occupancy), certain rezoning activities, actions taken towards completion of housing element programs, and local efforts to remove governmental constraints to the development of housing (Government Codes Sections 65584.3(c) and 65584.5(b)(5)). California's housing element law acknowledges that in order for the private market to adequately address the state's housing needs, local governments must adopt plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy rests largely on the effective implementation of local general plans and housing elements.

HOW THE STATE USES THE GENERAL PLAN APR and HOUSING ELEMENT APR

The General Plan APR allows OPR to identify statewide trends in land use decision-making and how local planning and development activities relate to statewide planning goals and policies. APRs may also inform future modifications to OPR's *General Plan Guidelines*. In addition, OPR can track progress on a local jurisdiction's comprehensive General Plan update using the information provided in the APR. Similarly, the HE APR allows HCD to track the progress of the implementation of a jurisdiction's Housing Element and requires its submission as a threshold requirement for several State housing funding programs.

FORMAT GUIDANCE FOR THE GENERAL PLAN and HOUSING ELEMENT APR

There is no standardized format for the preparation of the General Plan APR. ***OPR strongly encourages following the recommendations described to develop an APR that is useful to your specific jurisdiction.*** The APR prepared for your city or county is not required to incorporate all of the elements suggested and need not be an elaborate and time-consuming task. Instead, the APR may make use of available sources of information that may contain information pertinent to General Plan annual reporting such as: "annual reports," "performance reports," "budget reports," or "state of the city/county reports." OPR encourages jurisdictions to include these types of reports or portions thereof in the APR so long as they specifically address the implementation of the General Plan. This approach enables General Plan implementation to be discussed in the broader context of the jurisdiction's overall programs and activities, including redevelopment, economic development, and other topics.

Reporting on planning activities related to the General Plan is required even when a city or county may be undertaking a General Plan comprehensive update. Therefore, the status of these activities should still be reported to local legislative bodies and to both OPR and HCD.

General Contents

Each jurisdiction should determine what locally relevant issues are important to include in the General Plan APR. The following are suggested contents for the report:

1. Introduction.

2. Table of Contents.

3. Date of presentation/acceptance by the local legislative body (agenda item or resolution).

4. The date of the last update to the General Plan[2].

5. Measures associated with the implementation of the general plan with specific reference to an individual element.

6. Housing Element APR reporting requirements – Each jurisdiction is required to report certain housing information in accordance with state housing law (refer to Government Code Sections 65400, 65583, and 65584) and HCD's housing element guidelines (see https://www.hcd.ca.gov/community-development/annual-progress-reports.shtml or email APR@hcd.ca.gov for more information).

7. The degree to which the General Plan complies with OPR's General Plan Guidelines, including environmental justice considerations, collaborative planning with military lands and facilities, and consultation with Native American tribes.

8. Priorities for land use decision-making that have been established by the local legislative body (e.g., the passage of moratoria or emergency ordinances).

9. Goals, policies, objectives, standards, or other plan proposals that need to be added or were deleted, amended or otherwise adjusted.

10. One or more lists of the following, including reference to the specific general plan element or policy, status (i.e., approved/denied,

[2] According to Government Code Section 65040.5(a) and (b), OPR is tasked with notifying a city or county if a general plan has not been revised within eight years and will notify the Attorney General if a general plan has not been revised within ten years.

initiated/ongoing/completed, etc.), and a brief comment on how each advanced the implementation of the General Plan during the past year:

a. Planning activities initiated – These may include but are not limited to, master plans, specific plans, master environmental assessments, annexation studies, and other studies or plans.

b. General Plan amendments[3] – These may include agency-driven as well as applicant-driven amendments.

c. Major development applications processed

Additional Content

The following are additional suggestions to make the APR a more comprehensive tool for illustrating planning and development activities within the jurisdiction. Some jurisdictions may not have the resources to address them annually. However, they are mentioned here as examples of how some jurisdictions have effectively incorporated other types of information into their APRs. Cities and counties may incorporate this information into their APRs, where available and as deemed appropriate.

1. Review of:

    a. Interagency or intergovernmental coordination efforts and identify areas for improvement. This may include participation in a regional blueprint or partnerships with State or Federal programs.

    b. The implementation of mitigation measures from the General Plan Final Environmental Impact Report or Negative Declaration.

    c. Equity planning considerations of the General Plan, such as impacts on particular ethnic or socioeconomic population groups (i.e., environmental justice issues).

2. Summarize efforts to:

    a. Promote infill development, reuse, and redevelopment particularly in underserved areas while preserving cultural and historic resources.

    b. Protect environmental and agricultural resources and other natural resources.

    c. Encourage efficient development patterns.

[3] Except as provided in Government Code Sections 65358(c) and (d), no mandatory element of the General Plan may be amended more than four times during a calendar year.

3. Describe the jurisdiction's strategy for:

    a. Economic development – Depending on the needs of your jurisdiction, this analysis could include information on the ratio of jobs to dwelling units, tax revenues, demographics, census information, etc.

    b. Monitoring long-term growth – For example: population growth, employment growth, land use development, and the provision of adequate supporting public services and infrastructure.

4. Other actions:

    a. Outline department goals, objectives, activities, and responsibilities, as they relate to land use planning.

    b. Perform a regional or sub-regional outlook of population growth, housing, job generation, and other socioeconomic trends.

    c. Summarize the comments of other boards and commissions on the general plan implementation.

    d. Identify and monitor customer service improvements and methods to encourage public involvement in planning activities.

    e. Review and summarize grant administration for land use planning activities.

    f. Provide a technology review such as the implementation of Geographic Information Systems (GIS) or the establishment of websites.

INSTRUCTIONS FOR SUBMITTING DOCUMENTS

Jurisdictions must submit a General Plan and Housing Element APR to both OPR and HCD by **April 1st** of each year. If an agency does not follow the instructions listed, OPR reserves the right to request a resubmittal of the APRs.

Submitting the General Plan APR

To OPR: OPR does not accept mailed-in APRs. OPR will only accept General Plan APRs by **ONE** of the following methods:

1. Option 1: General Plan APR Submission Form (Link here) - This online form is OPR's **preferred method** for submitting General Plan APRs in 2022. Please click the link provided and follow the prompts. Additional guidance on how to complete the form is available on OPR's general plan page at opr.ca.gov/planning/general-plan/.

   Those completing the form will find questions requesting the following information:

   1. *Appropriate contact information (name, department, email, phone number)*
   2. *Agency information (agency name, website, name of planning director or equivalent, title of planning director or equivalent, email, phone, street address)*
   3. *Jurisdiction type (city, county, city/county)*
   4. *Name of jurisdiction (city name, county name)*
   5. *Charter city (yes, no)*
   6. *Reporting period type of General Plan APR being submitted (fiscal or calendar)*
   7. *Reporting period of General Plan APR being submitted*
   8. *Resubmittal (yes, no)*
   9. *Reporting period of resubmittal*
   10. *Required element update information (when was the last major update for each required element, when is the next major update for each required element)*
   11. *Date of presentation or acceptance by a local legislative body. Planned dates are acceptable as well.*

   OPR strongly recommends completing the brief form in its entirety to reduce time and resources spent on APR preparation. Agencies that do not complete the form and opt for an email submission are strongly recommended to prepare and attach a cover letter that clearly provides these details. If an agency does not provide a cover letter, OPR reserves the right to request a re-submittal with the cover letter.

   The General Plan APR should be in Microsoft Word (doc, docx) or PDF format, and submitted as one file. Please note, agencies should also be cognizant of the 16 MB file size limit.

   If you are unable to upload the General Plan APR, OPR will accept hyperlinks. Please note, OPR is unable to accept Google doc and Dropbox hyperlinks.

Agencies that complete the online form will see a confirmation message at the end. Please take a screenshot of this message for your own records.

2. Option 2: Email – OPR will continue to accept APRs emailed to opr.apr@opr.ca.gov.

   If an agency decides to email their APR, OPR encourages attaching a cover letter that includes the following:

   1. *Appropriate contact information (name, department, email, phone number)*
   2. *Agency information (agency name, website, name of planning director or equivalent, title of planning director or equivalent, email, phone, street address)*
   3. *Jurisdiction type (city, county, city/county)*
   4. *Name of Jurisdiction (city name, county name)*
   5. *Charter city (Yes, No)*
   6. *Reporting period type of General Plan APR being submitted (fiscal or calendar)*
   7. *Reporting period of General Plan APR being submitted*
   8. *Resubmittal (Yes, No)*
   9. *Reporting period of resubmittal*
   10. *Required element update information (when was the last major update for each required element, when is the next major update for each required element)*
   11. *Date of presentation or acceptance by a local legislative body. Planned dates are acceptable as well.*

   Agencies are **strongly recommended** to attach a cover letter that clearly provides these details. If an agency does not provide a cover letter, OPR reserves the right to request a resubmittal with a cover letter.

   The General Plan APR should be provided in Microsoft Word (doc, docx) or PDF format, and submitted as one file. Please note, agencies should also be cognizant of the file size.

   If you are unable to attach the General Plan APR, OPR will accept hyperlinks. Please note, OPR is unable to accept Google doc hyperlinks.

   For emailed General Plan APRs, OPR will email a confirmation receipt within two weeks of submission.

To HCD: A copy of the APR should also be submitted through the HCD APR online portal. To access the online system, email apr@hcd.ca.gov and request login information for your jurisdiction. An APR can also be emailed as an attachment in an MS Office application or PDF to apr@hcd.ca.gov.

Submitting the Housing Element APR

To HCD: The HCD prefers the submittal of the HE APR via an Excel workbook through its online portal system. Agencies can also submit the HE APR via email to apr@hcd.ca.gov with an attached Excel workbook. Do not send a scanned or PDF version of the form via the portal or email.

To OPR: Agencies should submit a copy of the HE APR to OPR in the same format as submitted to HCD. Agencies may submit by email at opr.apr@opr.ca.gov. For emailed HE APRs, HCD will email a confirmation receipt within two weeks of submission.

Please note, submitting the HE APR to HCD will count as submission to both agencies. OPR does not certify the accuracy of the submission of the HE APR to HCD or OPR.

PUBLIC INPUT

OPR welcomes suggestions regarding how to clarify this guidance to be more meaningful and useful to local planning agencies. Please contact the Planning and Community Development team at opr.apr@opr.ca.gov to make suggestions for improving the General Plan Annual Progress Report guidelines or if you have any questions regarding the submission process.

MEETING DATE: February 14, 2024

FROM: Karen Downs

RE: Review and Acceptance of the 2023 General Plan Annual Progress Report

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BACKGROUND:

California Government Code Section 65400 requires all cities to file a General Plan Annual Progress Report (APR) to the Governor's Office of Planning and Research (OPR). The purpose of the Report is to monitor the City's implementation of the General Plan over time, to help identify statewide trends, document progress in meeting the City's share of regional housing needs, and inform local decision makers. Prior to submittal to the state, the APR must be presented to the City Council for review and acceptance. The City's current General Plan was adopted in January 2012, and is in the process of being updated. A number of activities have been undertaken that implement the goals and policies of the General Plan since that time.

EXECUTIVE SUMMARY:

The Annual Progress Report provides an overview of the activities completed or currently being undertaken during 2023 to implement or update the General Plan. No updates to any elements of the General Plan were completed during the 2023 calendar year; however, a comprehensive update of the General Plan is underway. A series of workshops were held in 2020-2021 and the draft General Plan will be presented to the City Council in 2024. The City has prepared the Housing Element APR in accordance with State requirements. The Housing Element is a part of the General Plan.

The City's General Plan APR is formatted in accordance with the State of California Governor's Office of Planning and Research (OPR) memo regarding General Plan APR Guidance dated October 6, 2022.

The City will provide the State with the APR in compliance with the California Government Code.

No environmental review is required for this item.

RECOMMENDATION:

Staff recommends that the City Council review and accept the General Plan APR, and direct

staff to submit the APR to OPR.

FISCAL IMPACT:

None

ATTACHMENTS:

A. 2023 GENERAL PLAN ANNUAL PROGRESS REPORT

2023 General Plan Annual Progress Report

CITY OF PORTOLA

General Plan Annual Progress Report: 2023 Reporting Period

City Council Review: February 14, 2024

CITY COUNCIL
Pat Morton, Mayor
Jim Murphy, Mayor Pro Tem
Stan Peiler
Bill Powers
Leah Turner

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Introduction

About the General Plan

California Government Code Section 65300 mandates that each planning agency prepare, and the legislative body shall adopt a General Plan for guiding physical change in the City. The General Plan is the foundational development policy document of the City of Portola. It defines the framework by which the resources of the City are to be managed and utilized over time. The General Plan is available for public review at City Hall and on the City's website. The General Plan acts to clarify and articulate the intentions of the City with respect to the rights and expectations of the public, property owners, and prospective investors and business interests.

About the Annual Progress Report

Government Code Section 65400 and 65700 mandates that all cities and counties submit an annual progress report on the status of the General Plan and progress in its implementation to their legislative bodies, the Governor's Office of Planning and Research (OPR) and Housing and Community Development (HCD) by April 1 of each year. The General Plan Annual Progress Report (APR) provides local legislative bodies and the public with information regarding the implementation of the General Plan for the City.

This 2023 General Plan APR covers the period from January 1, 2023 through December 31, 2023. This General Plan APR does not describe Portola's progress toward implementing the Housing Element. This information can be found in the 2023 Housing Element APR, which will be submitted to HCD by April 1, 2024.

General Plan Status

Status of the General Plan Elements

State law requires that the General Plan include seven elements. These mandatory elements must cover the following topics: Land Use, Circulation, Housing, Safety, Noise, Conservation, and Open Space. State law allows the City to adopt any additional general plan elements that the City deems necessary. The City has adopted the Community Design, Economic Development, Public Services and Facilities, and Air Quality as optional elements, which have the same decision making weight as the mandatory elements. Additionally, the elements of the general plan may combine elements as it deems necessary. The City of Portola General Plan combines the Conservation and Open Space elements into a single element. The following is a breakdown of the City's General Plan:

General Plan Element	Date of Adoption	Next Update	Examples of Topics Covered
Land Use	January 2012	in process	Provides for the types, density or intensity, design and distribution of existing and potential City areas.
Community Design	January 2012	in process	The Community Design Element defines specific details for development of the City. These details address building characteristics and common area features such as landscaping, signs, neighborhood design, and community form.

General Plan Element	Date of Adoption	Next Update	Examples of Topics Covered
Circulation	January 2012	in process	Identifies the street pattern and other circulation infrastructure and transportation systems needed to support the uses identified Land Use Element.
Economic Development	January 2012	in process	Defines the objectives, policies and proposals for improved employment, business retention and expansion, and fiscal growth of the community.
Public Services and Facilities	January 2012	in process	The Public Services and Facilities Element is focused on ensuring that the community infrastructure is in place to accommodate the growth and development identified in other elements of this General Plan. This element addresses both hard infrastructure (such as sewer and water) and the public services (such as police and fire).
Conservation and Open Space	January 2012	in process	Define policy for the protection of significant natural resources, providing the setting or context for urban land use development and incorporated City areas.
Noise	January 2012	in process	Identifies the sources and outlines policy to protect land uses against adverse noise levels associated with necessary circulation and related activity.
Air Quality	January 2012	in process	Identifies air quality goals and policies to protect the health and welfare of the community in aspects of development, transportation, and activity affected by the General Plan.
Housing (Separate Document)	July 2019	to be updated in 2024	Identifies and provides an analysis of existing and projected housing needs, an evaluation of housing constraints, a statement of goals, policies, quantifiable objectives and financial resources, and scheduled programs for the preservation, improvement, and development of housing.
Safety (Separate Document)	April 2019	to be updated in 2024	Provides for the protection of lives and property from the adverse effects of natural and manmade hazards.

General Plan Amendments and Updates

Amendments

No General Plan Amendments have been requested in 2023.

Comprehensive Update

The City Council gave previous direction to staff in 2019 to prepare a draft General Plan (General Plan 2045) that would incorporate and meet the State of California 2017 General Plan Guidelines (GPG). At that time, staff initiated a public review process and started reviewing the GPG.

Based on City Council direction to review individual General Plan Elements, staff has scheduled a series of virtual public workshops and Community Development Committee meetings to review the Elements and provide feedback to the City Council. Future City Council meetings will provide additional opportunities for public comment and to update the public and City Council on public comment received at the virtual workshops and Community Development Committee meetings. Environmental review will be ongoing throughout this process.

Housing Element & APR Reporting Requirements

Portola adopted the 6th Cycle Housing Element of the General Plan in July 2019 as required by State Law. The update addressed state mandated goals of fair housing, ensuring sufficient sites and zoning to meet larger RHNA requirements, removing constraints to housing development, maintenance, and improvement. The 7th Cycle Housing Element is due to be updated in 2024.

The City submits an APR to HCD annually, as required by State law. This General Plan APR does not describe Portola's progress toward implementing the Housing Element. This information can be found in the 2023 Housing Element APR, which will be submitted to HCD by April 1, 2024.

Safety Element

Portola adopted the Safety Element of the General Plan in April 2019 as required by State Law. The update addressed the protection of lives and property from the adverse effects of natural and manmade hazards. The Safety Element is due to be updated in 2024.

General Plan Implementation: Summary of Activity

General Plan policies and objectives are implemented via the Portola Municipal Code and Zoning Map, Development Agreements, Design Guidelines, other implementation documents associated with General Plan elements and area plans, and through review and approval of private and public projects by the Planning Commission and City Council.

The objectives and policies reflected in the Municipal Code translate the General Plan's vision into specific rules for private development. Review and approval of private projects must also incorporate assessment of the proposed project against General Plan policies and objectives. This comes in the form of "Findings" that affirm a project's compliance with specific objectives and policies of the General Plan, and consistency with the Municipal Code.

Portola's Municipal Code requires that certain actions be referred to the Portola staff for evaluation of consistency with the General Plan prior to their consideration by the City Council. Projects requiring finding of consistency with the General Plan or using public funding are generally reviewed to be in conformance with the General Plan.

Activity

The policies and programs identified in the General Plan include tools already in place and used on a day-to-day basis in the City. Some of the various tools available to further the City's goals and objectives include the City Council's annual goals and priorities, Budget/Capital Improvement Program, Municipal Code regulations, grant funding, etc.

Planning Commission

Generally, the Planning Commission is designation as the Planning Agency as authorized by Section 65100 of the Government Code. The Planning Commission has the discretionary and advisory responsibilities that are authorized by Chapter 2.36 of the Portola Municipal Code.

During 2023, there were fewer than three planning commissioners seated, so the City Manager, as Hearing Officer, exercised the powers and authorities of the Planning Commission (Section 2.36.140). The Hearing Officer took action on the following application:

- Lot Line Adjustment- 117 E. Plumas Avenue and 340 N. Pine Street

Building Department

The City's Building and Life Safety Division reviews project plans, issues permits, and provides inspection services for compliance with California's building, fire, mechanical, electrical, plumbing, energy, and disabled access codes, as well as City ordinances. In 2023, the Building Division received 122 building permit applications and issued 78 building permits.

Planning Activities Initiated

No planning activities, such as master plans, specific plans, environmental assessments, annexation studies, or similar studies or plans, were initiated in 2023.

Planning staff did continue work towards completing the SB 2 Planning Grant and the Local Early Action Planning Grant project approved by the City. Generally, these projects allowed the City to streamline its plan submittal and review processes and increase transparency in an effort to accelerate housing production. Through the project, Portola was able to develop a GIS program for the public to gather development information, particularly related to general plan, zoning, and infrastructure to assist with project submittals and review. The software has assisted with streamlining entitlement applications and building permits, including records management, and establish and online submittal process.

General Plan Policies and Programs

Prioritized work efforts for the General Plan included the continuation of the comprehensive General Plan Update to comply with the 2017 General Plan Guidelines.

Major Development Applications Processed

No major development applications were submitted to the City.

Compliance with OPR General Plan Guidelines

Portola's General Plan update is intended to ensure conformance with the 2017 OPR Guidelines:

General Plan Update (General Plan 2045)

In 2016, the state adopted an amendment to Government Code §65302 that added to the required elements of the general plan either an environmental justice element, or related goals, policies, and

objectives integrated into other elements. In 2017, OPR released an updated version of the General Plan Guidelines, including detailed information on statutory requirements of the mandated general plan elements and complying with the new environmental justice mandate. Portola's General Plan update (General Plan 2045) is intended to ensure conformance with the 2017 OPR Guidelines.

The General Plan elements outline the City's updated and reorganized general plan elements and policies to the OPRs "Completeness Checklist" of statutory requirements in the 2017 General Plan Guidelines. Each Element has been updated as necessary to meet State mandates, to respond to new state and local planning priorities, or to react to emerging climate change indicators or other physical changes in the City.

Priorities for Land Use Decision Making

Strategy for Monitoring Long-term Growth

The City has not adopted specific priorities, such as the passage of moratoria or emergency ordinances, for land use decision making, apart from the General Plan and Municipal Code. Any projects are reviewed to be in conformance with the City's General Plan, Municipal Code, or any other planning documents as applicable. In this review, staff addresses the public service and infrastructure needs of any project land use impacts.

MEETING DATE: February 14, 2024

FROM: Karen Downs

RE: General Plan 2045- Review the Draft General Plan Document and Provide Direction to Staff on Environmental Review and Scheduling a Public Hearing

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BACKGROUND:

Every city in California is required to have a General Plan; a blueprint for growth and development that lays out specific strategies for land use, mobility, housing, open space, conservation, noise and safety. The General Plan reflects the community's values and directs the city's day-to-day decisions, plans and priorities. About every 20 years the General Plan is revised to become more meaningful and relevant based on the current state of the city, with an eye toward the future.

The State of California has updated the General Plan Guidelines (2017). The GPG sets out each statutory requirement in detail and provides recommended policy language. The GPG is a resource to help the City accomplish its priorities and vision while meeting larger state goals, increasing community collaboration, and potentially improving competitiveness for funding opportunities.

The City Council gave previous direction to staff in 2019 to prepare a draft General Plan (General Plan 2045) that would incorporate and meet the State of California 2017 General Plan Guidelines (GPG). At that time, staff initiated a public review process and started reviewing the GPG.

Based on City Council direction to review individual General Plan Elements, staff scheduled a series of public workshops and Community Development Committee meetings to review the Elements and provide feedback to the City Council.

EXECUTIVE SUMMARY:

This draft General Plan is provided for City Council and public review and will provide an additional opportunity to update the City Council and public on public comment received at the workshops and Community Development Committee meetings.

Generally, the General Plan has been revised to include:

- Updates to reflect changes in State and Federal Law, including the California 2017 General Plan Guidelines.
- Updates to reflect completed projects and current operations and conditions, which have changed since the previous general plan was adopted.

- Elimination of goals and policies that have been accomplished and engineering standards from the General Plan which are maintained by the City or other externally regulating agency, such as Caltrans, in standalone documents.
- Typographical corrections regarding grammar, format, and consistency.
- Updates to reflect the current status of approved projects, such as the Woodbridge at Portola project.
- Editorial changes, consisting of clarifications and cross referencing with internal documents.

A detailed comparison of the changes in each Element is included in the attached handout.

The City Council may discuss review of the General Plan and provide direction to staff. At a minimum, the next steps should include environmental review (see below) of the impacts associated with the General Plan 2045 and scheduling a public hearing to adopt the environmental review document and General Plan.

Attachments:

- Comparison Review; reviews the requirements of the 2017 General Plan Guidelines and compares the changes of each Element
- Draft General Plan 2045

ENVIRONMENTAL REVIEW:

The GPG includes information on CEQA, and how to review the General Plan, and clarifies that a General Plan is considered a project under CEQA. “Because general plans govern the type and location of new development, new or amended general plans may lead to significant changes in the environment. The California Environmental Quality Act, also known as “CEQA,” requires cities and counties to study those potential environmental impacts as part of the adoption or update process (Pub. Resources Code §§ 21000, et seq.; see also CEQA Guidelines § 15378).

The City of Portola General Plan 2045 recommends no changes to existing land uses and presents a lower growth projection than provided in previous iterations of the General Plan. There are minor changes to address State law requirements, slight changes to policy numbering, and minor changes to certain policies, while maintaining existing Goals and the structure of the previous General Plan, as noted in the list of general revisions above.

Staff will complete the Initial Study checklist (as required by CEQA) to analyze the changes since the previous General Plan adoption, and the prepare the associated environmental review document. It is anticipated that an Addendum to the previously-adopted Mitigated Negative Declaration will be prepared.

RECOMMENDATION:

Review the draft General Plan document and provide direction to staff on environmental review and scheduling a public hearing.

ATTACHMENTS:

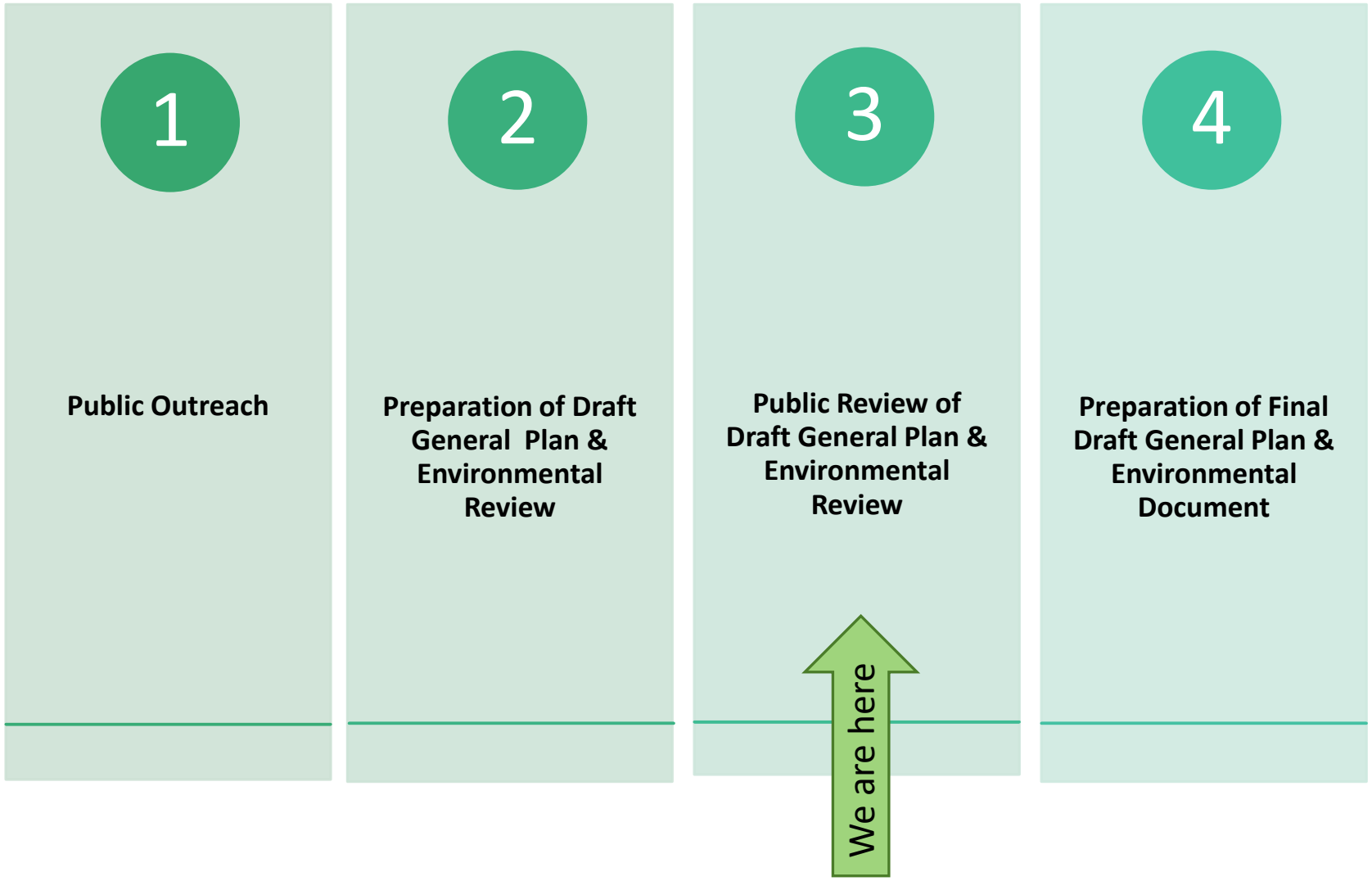
A. CITY COUNCIL - DRAFT GENERAL PLAN COMPARISON
B. DRAFT GENERAL PLAN 2045 FOR REVIEW

General Plan 2045

CITY COUNCIL REVIEW

FEBRUARY 14, 2024

PROJECT SCOPE



General Plan Elements

REQUIRED ELEMENTS

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

CITY OF PORTOLA GENERAL PLAN

- Introduction
- Land Use
- Community Design
- Circulation
- Economic Development
- Public Services and Facilities
- Safety (separate process)
- Conservation and Open Space
- Noise
- Air Quality
- Housing (separate process)

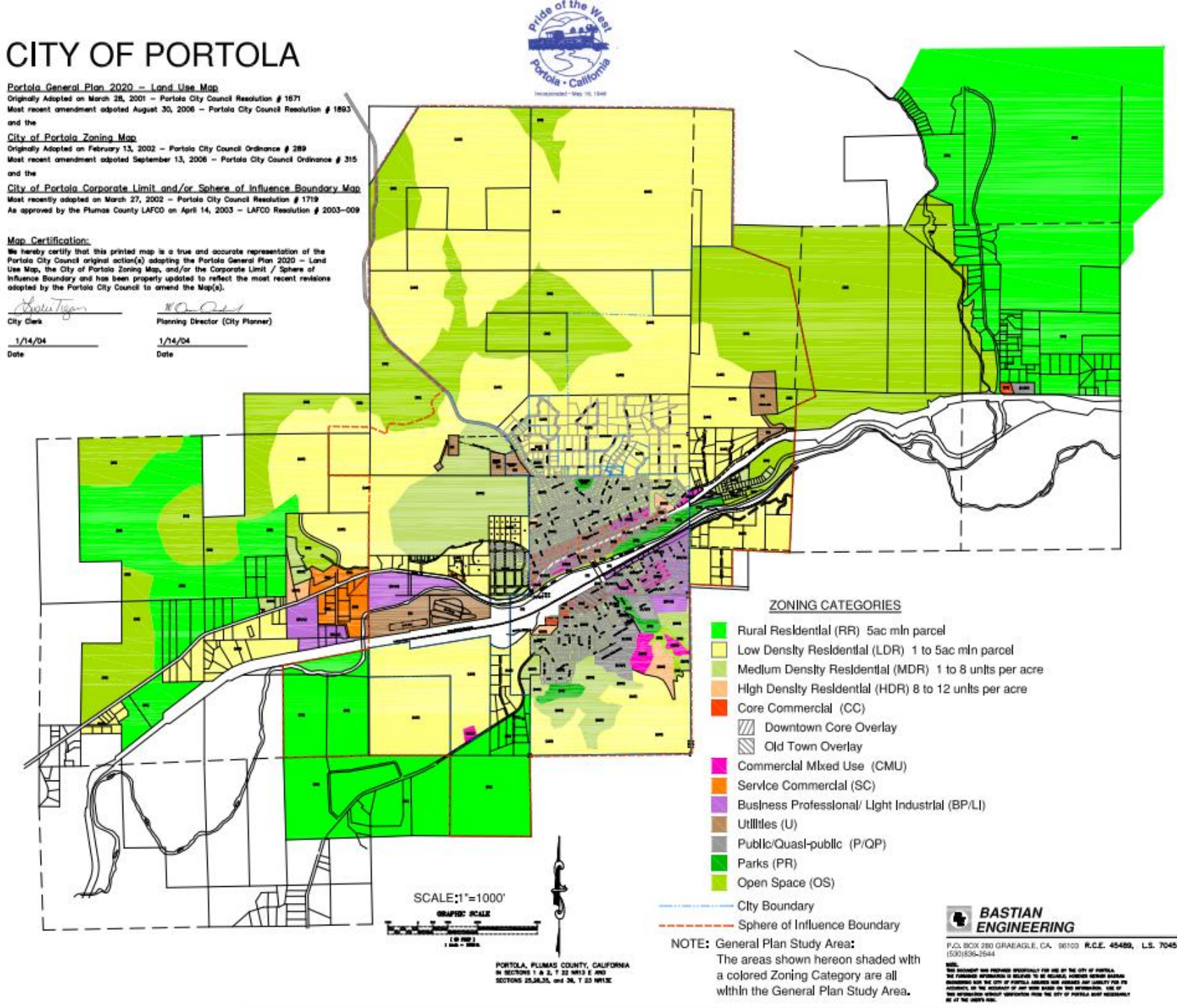
Land Use Element

LAND USE MAP

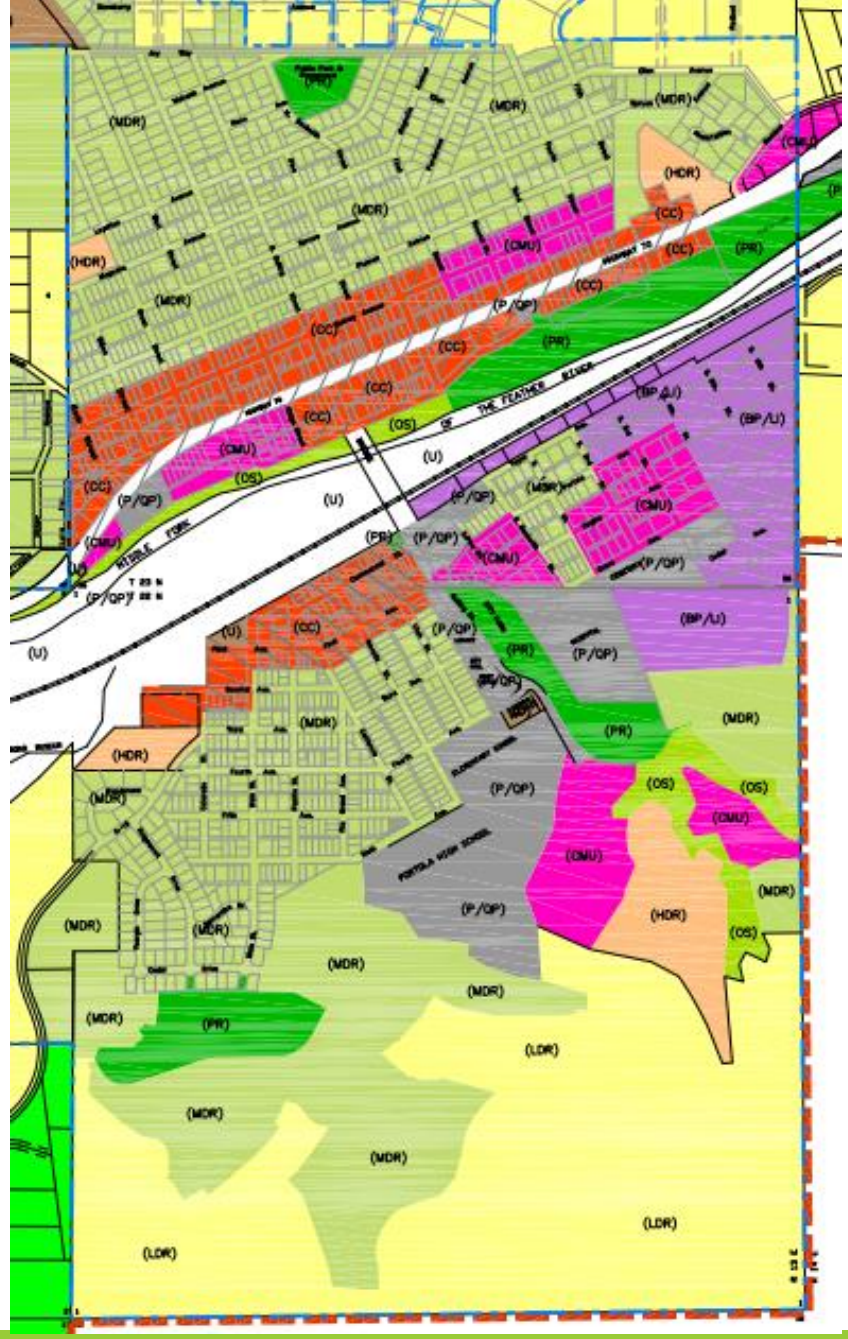
STATE REQUIREMENTS- 2017 GENERAL PLAN GUIDELINES

LAND USE GOALS

Land Use Map


CITY OF PORTOLA
Portola General Plan 2020 – Land Use Map
Originally Adopted on March 28, 2001 – Portola City Council Resolution # 1671
Most recent amendment adpoted August 30, 2006 – Portola City Council Resolution # 1893
and the
City of Portola Zoning Map
Originally Adopted on February 13, 2002 – Portola City Council Ordinance # 289
Most recent amendment adpoted September 13, 2006 – Portola City Council Ordinance # 315
and the
City of Portola Corporate Limit and/or Sphere of Influence Boundary Map
Most recently adopted on March 27, 2002 – Portola City Council Resolution # 1719
As approved by the Plumas County LAFCO on April 14, 2003 – LAFCO Resolution # 2003-009
Map Certification:
We hereby certify that this printed map is a true and accurate representation of the Portola City Council original action(s) adopting the Portola General Plan 2020 – Land Use Map, the City of Portola Zoning Map, and/or the Corporate Limit / Sphere of Influence Boundary and has been properly updated to reflect the most recent revisions adopted by the Portola City Council to amend the Map(s).
City Clerk
Planning Director (City Planner)
1/14/04
Date
1/14/04
Date
ZONING CATEGORIES
Rural Residential (RR) 5ac min parcel
Low Density Residential (LDR) 1 to 5ac min parcel
Medium Density Residential (MDR) 1 to 8 units per acre
High Density Residential (HDR) 8 to 12 units per acre
Core Commercial (CC)
Downtown Core Overlay
Old Town Overlay
Commercial Mixed Use (CMU)
Service Commercial (SC)
Business Professional/ Light Industrial (BP/LI)
Utilities (U)
Public/Quasi-public (P/QP)
Parks (PR)
Open Space (OS)
City Boundary
Sphere of Influence Boundary
NOTE: General Plan Study Area:
The areas shown hereon shaded with a colored Zoning Category are all within the General Plan Study Area.
SCALE:1"=1000'
GRAPHIC SCALE
PORTOLA, PLUMAS COUNTY, CALIFORNIA
BASTIAN ENGINEERING
P.O. BOX 280 GRAEAGLE, CA. 96103 R.C.E. 45489, L.S. 7045
(530)836-2644

Land Use Map



ZONING CATEGORIES

- Rural Residential (RR) 5ac min parcel
- Low Density Residential (LDR) 1 to 5ac min parcel
- Medium Density Residential (MDR) 1 to 8 units per acre
- High Density Residential (HDR) 8 to 12 units per acre
- Core Commercial (CC)
  - Downtown Core Overlay
  - Old Town Overlay
- Commercial Mixed Use (CMU)
- Service Commercial (SC)
- Business Professional/ Light Industrial (BP/LI)
- Utilities (U)
- Public/Quasi-public (P/QP)
- Parks (PR)
- Open Space (OS)

Land Use Element- Comparison Changes

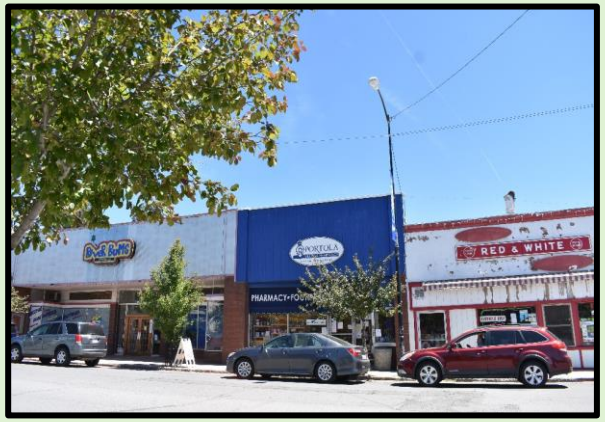
- Inserted Potential Impacts for Flooding Section + FEMA Flood Map + Flood Hazard Areas Map with Zoning to help understand and depict areas of potential flooding (GPG)
- Inserted Section for Education with Educational Facilities Map to incorporate mindful planning in these areas (GPG)
- Inserted Solid and Liquid Waste Disposal Section with a Map to allow the reader to understand the location of these utilities and their impacts (GPG)
- Inserted a Circulation Section with a Map of New Roads in Core Area to highlight the relationship between Land Use Planning and Transportation (GPG)
- Inserted Land Use Map Section- Features Core Area Land Use/Zoning to help guide future planning efforts (GPG)
- Updated Infill Neighborhood Map to highlight where infrastructure is needed for future development to occur (GPG)
- Updated Projected Population Growth Section and Associated Tables from (2%, 3%, and 5%) to (1%, 2%, and 3%) to reflect current population projections

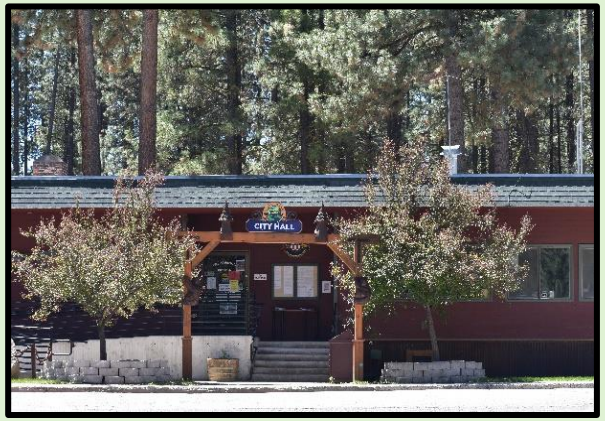
Community Design Element

COMMUNITY DESIGN GOALS & POLICIES

Community Design Element- Policies

- Protection and Enhancement of Natural Amenities
- Building Quality and Durability
- City Landmarks and Gateways
- City-wide Directional Signs
- Neighborhood Conservation and Development
- Civic Core and Public Spaces
- Commercial Areas
- Business Professional and Industrial Areas





Community Design Comparison Changes

- Updated pictures throughout to show current conditions (i.e. signage, neighborhoods).
- Updated Protection of Open Space and Natural Resources to ensure Firewise (NFPA) Standards are implemented.
- Updated City Landmarks and Gateways Figure 3-3 to provide a contemporary view of Major Gateway Entries, and amended the implementation section to maintain regional coordination for design standards.
- Added code enforcement strategies aimed at reducing blight and increasing safe living conditions.
- Updated Civic Core and Public Spaces- consolidated design standards for the Public Events Master Plan.
- Updated Sierra Street and Riverfront Commercial Area- consolidated design standards for recreation and business opportunities along the river

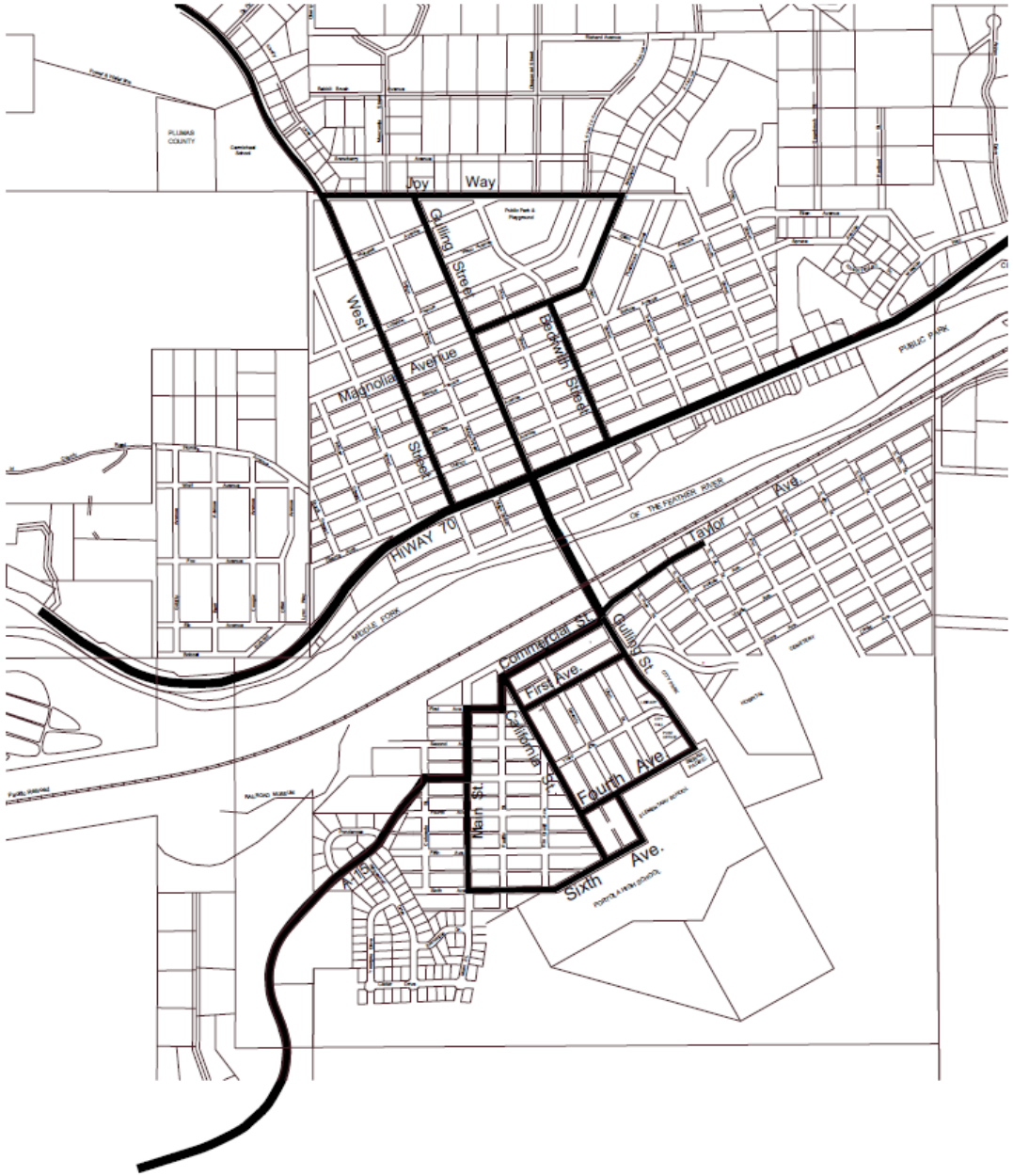
Circulation Element

CIRCULATION MAP

STATE REQUIREMENTS- 2017 GENERAL PLAN GUIDELINES

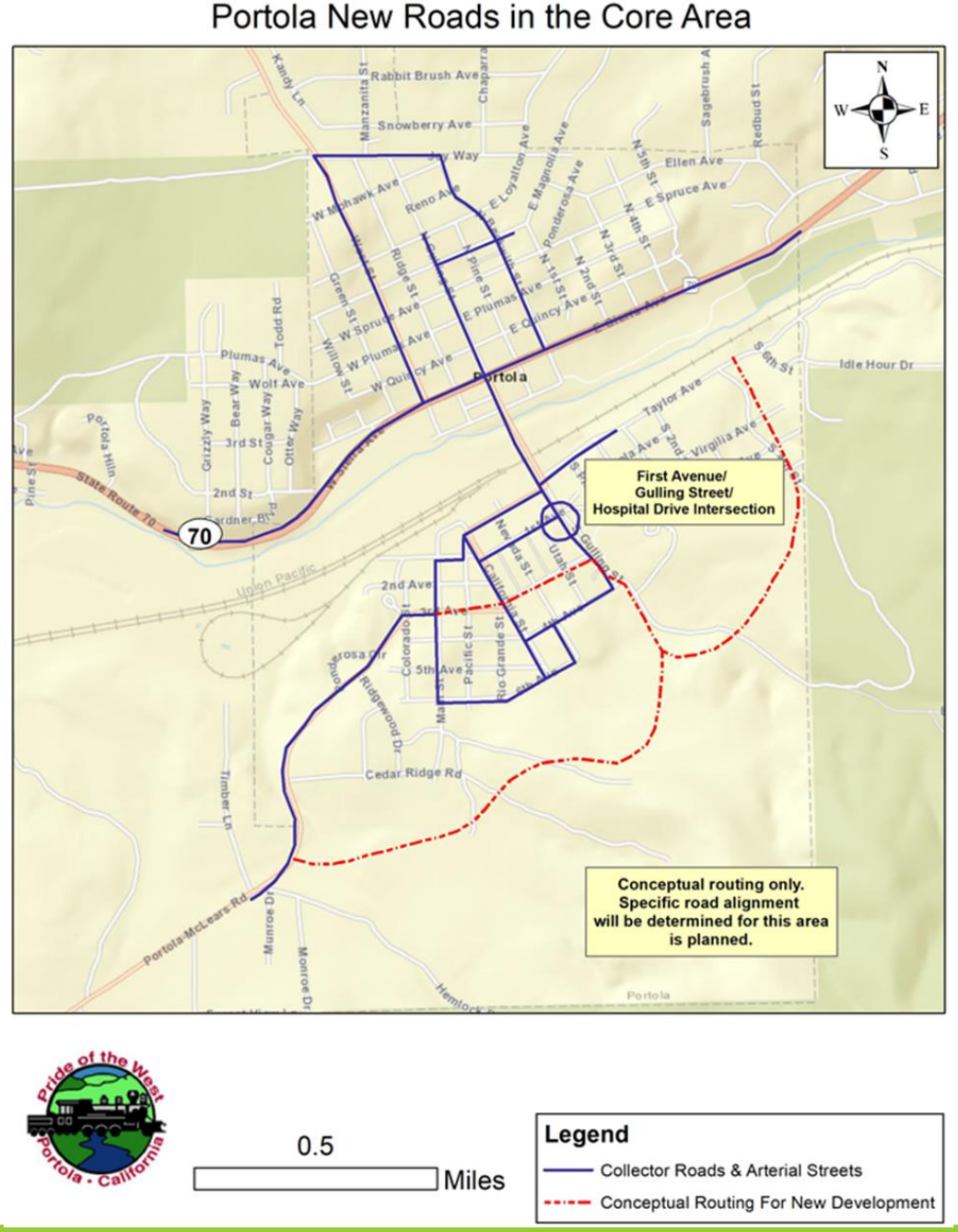
CIRCULATION GOALS

Existing Major Streets



New Roads in Core Area

- Update A-15 language; realignment not feasible
- Update map to be consistent with previous General Plan Amendments



Circulation Element- General Plan Guidelines

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
	General location and extent of existing and proposed:	
65302(b)(1)	Major thoroughfares	√
65302(b)(1)	Transportation routes	√
65302(b)(2)	Public Transportation	√
65302(b)(2)	Bicycle	√
65302(b)(2)	Pedestrian	√
65302(b)(2)	Automobile	√
65302(b)(2)	Commercial goods	√
65302(b)(1)	Existing and proposed terminals (i.e. airport, train station, bus station)	N/A
65302(b)(1)	Military airports and ports	N/A
65302(b)(1)	Other local public utilities and facilities (i.e. water, sewer, stormwater systems, telecommunications and broadband, electric vehicle charging stations, electricity, and natural gas lines)	√
65302(b)(2)	Needs of children, persons with disabilities, and seniors	√
65302(b)(1)	Identified funding for infrastructure	√
65302(b)(1)	Correlated with Land Use Element	√

Circulation Element- Comparison Changes

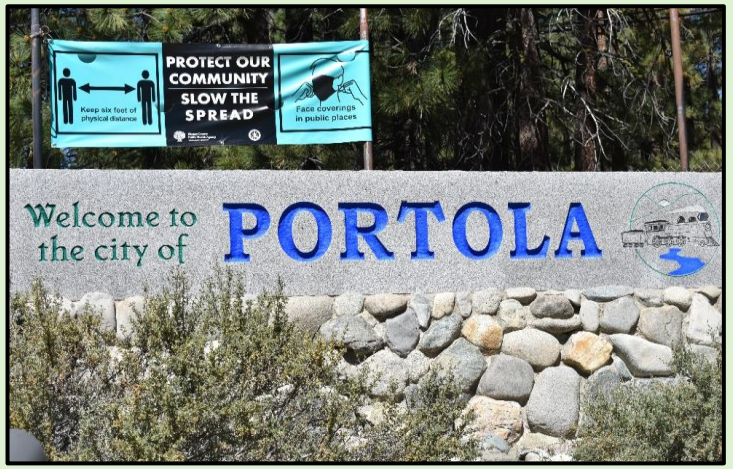
- Inserted Land Use Section to show consistency between the two elements (GPG)
- Inserted New Technologies paragraph within Key Issues section to show the importance of adaptability to new modes of transportation created through technological advancements (GPG)
- Updated Existing Major Streets and Streets in Need of Repair Maps to show where improvements can be made
- Update A-15 language; realignment not feasible
- Updated New Roads in the Core Area Map to show collector roads and arterial streets and conceptual routing for new development (GPG); updated to be consistent with previous General Plan Amendments
- Inserted Local Public Utilities and Facilities Section to account for Alternative Fuel Infrastructure and added Alternative Fuel Vehicle Infrastructure Map (GPG)
- Inserted Funding Sources Section to describe where funding for road improvements and maintenance comes from (GPG)

Economic Development Element

ECONOMIC DEVELOPMENT GOALS & POLICIES

Economic Element-Policies

- Business Innovation and Development
- Emphasis on Protecting Natural Amenities
- Local Self-Reliance
- City-wide Directional Signs
- Affordable Housing, Education, and Training
- Infrastructure for Economic Development
- Community Image and Quality of Life
- Regional Cooperation
- Timely Development Review Procedures
- Expand Tourism and Visitor Opportunities



Economic Development Comparison Changes

- Consolidated Business Innovation and Development implementation measures, specifically regarding annual reviews and reports.
- Consolidated Local Self Reliance (encouraging new business) implementation measures, specifically regarding annual reviews and reports.
- Consolidated Affordable Housing, Education, and Training implementation measures, specifically regarding annual reviews and reports.
- Consolidated Infrastructure for Economic Development implementation measures, specifically regarding annual reviews and reports.
- Updated Community Image and Quality of Life to focus on maintaining and enhancing an attractive community environment and not including specific policies and implementation measures for development of a local art community.
- Updated Expand Tourism and Visitor Opportunities implementation measures, specifically relating to guidelines for project review and approval.

Public Services and Facilities Element

PUBLIC SERVICES AND FACILITIES GOALS & POLICIES

Public Services and Facilities Policies

- Core Area Infill Development
- Water Supply and Distribution
- Wastewater Collection and Treatment
- Storm Water
- Communications
- Electricity
- Solid Waste (update)
- Education
- Libraries
- Recreation and Parks
- Police Services
- Fire Protection (update)

Public Services and Facilities Comparison Changes

- Updated Projected Growth Relative to Public Services and Facilities Sections.
- Updated Domestic Water Supply Section to include current sources and estimated source requirements to account for population growth.
- Updated Communications Section to account for fiber optics and wireless internet.
- Updated Existing Primary and Secondary Education Resources Section to account for current facilities and current trends.
- Separated the policies section of Libraries into policies and implementation measures, as needed.
- Updated Recreation and Parks section to consolidate neighborhood park standards and encourage development of standards for size and amenities
- Updated Police Services for current practices.
- Fire Protection – background to be updated for current practices.

Conservation and Open Space Element

STATE REQUIREMENTS- 2017 GENERAL PLAN GUIDELINES

CONSERVATION AND OPEN SPACE GOALS & POLICIES

Conservation General Plan Guidelines

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
65302(d)(1)	Water and its hydraulic force (water conservation, water supply, and demand)	√
65302(d)(1)	Floodwater accommodation	√
65302(d)(1)	Forest (conservation, risk of wildfire)	√
65302(d)(1)	Soils (management and conservation, ag production)	√
65302(d)(1)	Rivers and other waters (water quality)	√
65302(d)(1)	Harbors	N/A
65302(d)(1)	Fisheries (management)	N/A
65302(d)(1)	Wildlife (conservation, habitat)	√
65302(d)(1)	Minerals (inventory, protection)	√
65302(d)(1)	Other natural resources	√

Open Space General Plan Guidelines

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
65563	Long range and comprehensive	√
65563	Plan for preservation and conservation of open space lands, including the following:	√
65560(h)(1)	Open space for the preservation of natural resources, including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays, and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.	√
65560(h)(2)	Open space used for the managed production of resources, including, but not limited to, forest lands, rangeland, agricultural lands, and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers, and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.	√
65560(h)(3)	Open space for outdoor recreation, including, but not limited to, areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.	√

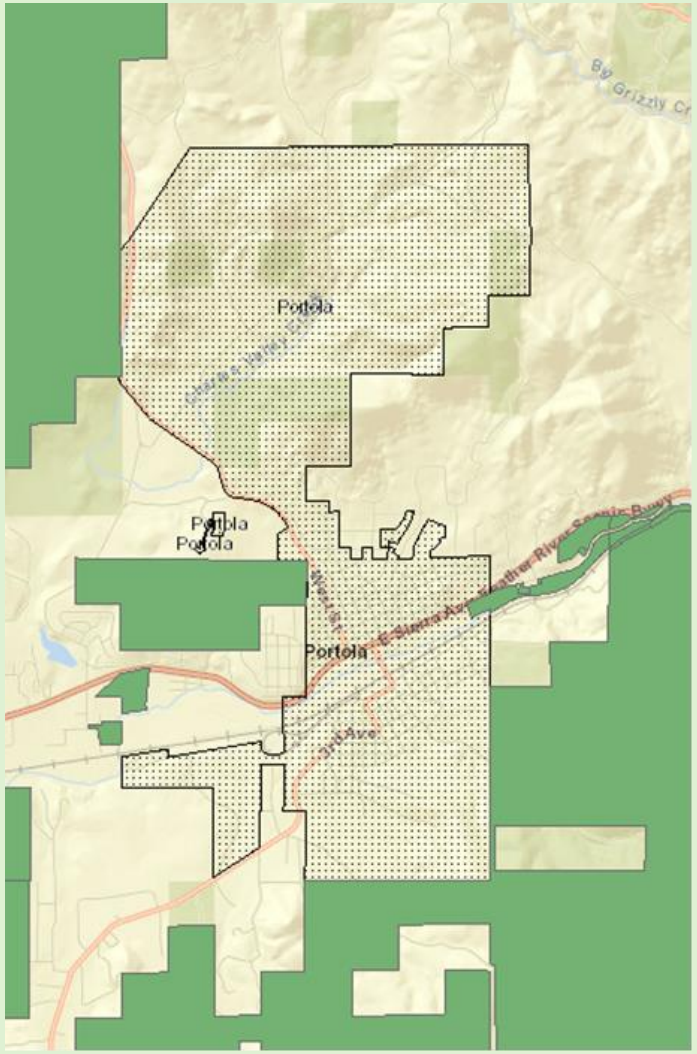
Open Space General Plan Guidelines

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
65560(h)(4)	Open space for public health and safety, including, but not limited to, areas that require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality.	√
65560(h)(5)	Open space in support of the mission of military installations that comprises areas adjacent to military installations, military training routes, and underlying restricted airspace that can provide additional buffer zones to military activities and complement the resource values of the military lands.	N/A
65560(h)(6)	Open space for tribal resources, including public land containing any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine; Native American historic, cultural, or sacred sites, that are listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1. tribal consultation is required to determine the level of confidentiality needed (Government Code section 65562.5)	√
65560(b)	Inventory of the above lands to include any parcel that is essentially unimproved (i.e. need not be completely vacant).	√
65562(a)	Policies provide that open space “must be conserved wherever possible”.	√
65562(b)	Coordinated with state and regional plans	√

Open Space General Plan Guidelines

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
65564 65566 65567 65910	Action Plan: • Acquisition and disposal of open space must be consistent with the open space plan • Building permits, subdivision maps, and zoning must be consistent with the plan • Open space zoning pursuant to Government Code Section 65910 (e.g. exclusive agriculture zones, large-lot zones, overlay zones for hazards areas, etc.) must be consistent with the plan.	√

Conservation and Open Space Element- Policies



Water Conservation

Energy Conservation

Soil Erosion Control and Safety

Water Quality

Open Space

Feather River

Biological Resources

Archaeological, Historic, and Cultural Resources

Conservation and Open Space Comparison Changes

- Inserted Water and its Hydraulic Force Section with Figures for Water Shed Hydrologic Units to show watershed management and restoration efforts (GPG).
- Inserted Protected Areas Figure to clarify which parcels are protected (GPG).
- Inserted Figure 8-3 Soil Survey to help understand where to preserve and maintain Portola's soil (GPG).
- Inserted Figure 8-4 Wetlands to show jurisdictional wetlands within the GP study area (GPG).
- Inserted Figure 8-5 Plumas National Forests to show locations of protected National Forest land (GPG).
- Removed Mineral Resources Section as there are no known mineral resources within the study area (GPG).
- Inserted Public Health and Safety Section to account for topics of discussion including seismic hazards, flood hazards, wildfires, and air quality in relation to this element (GPG).
- Focus on public education.
- Coordinated with Safety Element and Local Hazard Mitigation Plan (LHMP).

Noise Element

STATE REQUIREMENTS- 2017 GENERAL PLAN GUIDELINES

NOISE GOALS & POLICIES

Noise General Plan Guidelines

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
	Identify and appraise noise problems in the community and quantify current and projected noise levels for all of the following sources:	
65302(f)(1)(A)	Highways and freeways	√
65302(f)(1)(B)	Primary arterials and major local streets	√
65302(f)(1)(C)	Passenger and freight online railroad operations and ground rapid transit systems	√
65302(f)(1)(D)	Commercial, general aviation, and heliport ground facilities and maintenance functions related to airport operations	√
65302(f)(1)(E)	Local industrial plants (railroad stations)	√
65302(f)(1)(F)	Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.	N/A
65302(f)(2)	Noise contour maps	√
65302(f)(3)	Noise contours as a guide for establishing a patter of land uses that minimizes the exposure of community residents to excessive noise.	√
65302(f)(4)	Implementation measures and possible solutions	√

Noise Element-Goals

Goal N-1. Protect City residents from the harmful and annoying effects of exposure to excessive noise.

Goal N-2. Protect the quality of life in the community and the tourism economy from noise generated by incompatible land uses.

Goal N-3. Accommodate additional tourism and visitors without creating new noise sources.

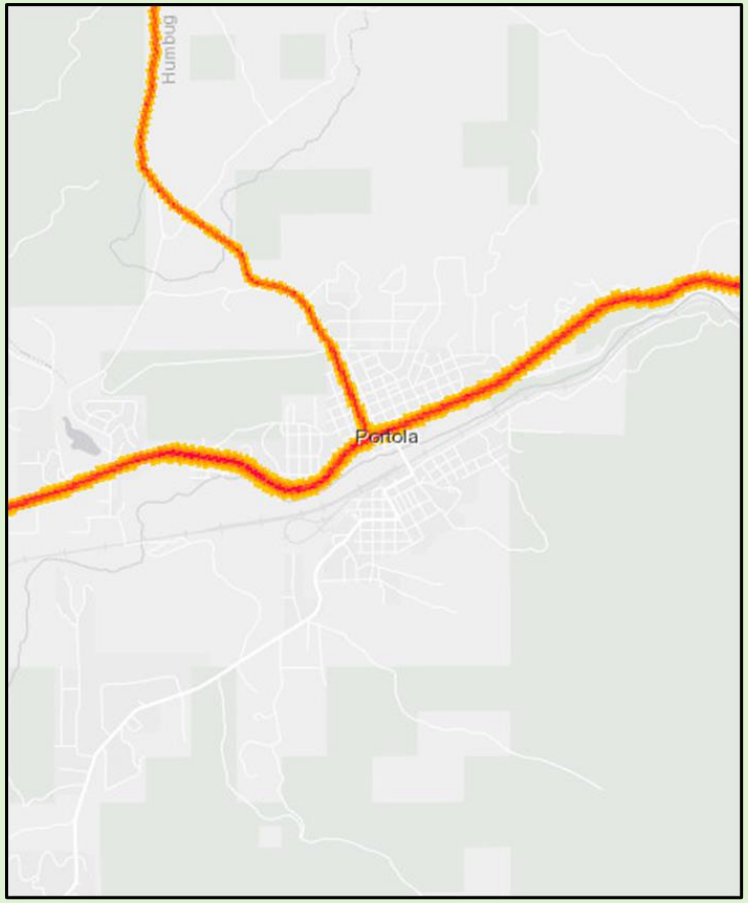
Goal N-4. Ensure that places of quiet remain near the urban areas of the City.

Goal N-5. Protect public health and welfare by eliminating existing noise problems where feasible, by establishing standards for acceptable indoor and outdoor noise, and by preventing significant increases in noise levels.

Goal N-6. Incorporate noise considerations into land use planning decisions, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.

Noise Element- Policies

- Mobile Noise Sources
- Stationary Noise Sources



Noise Comparison Changes

- Inserted the statute requirements from California Government Code 65302(f) (GPG).
- Inserted Completeness Checklist & Required Documents (GPG).
- Inserted Noise Discussion and Figure 9-1: Noise Map to give a general overview of noise origin (GPG).
- Inserted Table 9-1 Common Comparable Sounds, to help give an understanding to how loud Aviation and Road Use is (GPG).
- Inserted Table 9-2 Maximum Allowable Noise Exposure; Transportation Noise Sources, to help understand the allowable noise levels for different land uses. (GPG).
- Inserted Table 9-3 Performance Standards for Non-Transportation Noise Sources or Projects Affected by Non-Transportation Noise Sources to guide allowable noise levels during the AM and PM (GPG).
- Update pictures to current conditions.

Air Quality Element

STATE REQUIREMENTS- 2017 GENERAL PLAN GUIDELINES

AIR QUALITY GOALS & POLICIES

Air Quality Element- Goals

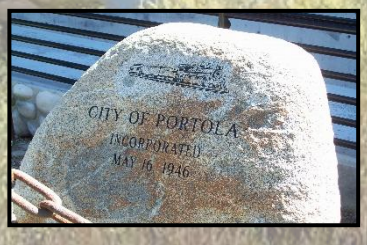
Goal AQ-1.	Improve Portola's air quality by: Achieving and maintaining ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board; Minimizing public exposure to toxic or hazardous air pollutants; and Minimizing public exposure to pollutants that create a public nuisance, such as unpleasant odors.
Goal AQ-2.	Integrate air quality planning with land use and transportation planning processes.
Goal AQ-3.	Although the automobile is the primary form of transportation, the City of Portola should make a commitment to other modes of transportation.
Goal AQ-4.	Reduce air emissions through energy conservation.

Air Quality Comparison Changes

- Reviewed with NSAQMD
- Updated Tables 10-1 and 10-2 to conform with current State and Federal standards for Air Quality and Particulate Matter (State Law).
- Updated the Existing Conditions in Portola Section to reflect the current amount of pollution monitors and needed compliance with federal health-based standards (GPG).
- Condensed Consistency with Other Elements Section instead of listing out all the goals from other elements that are relevant (GPG).
- Updated Implementation Section to better align with new federal standards and technologies for achieving optimum air quality (GPG).

City of Portola
General Plan
2045

Adopted by the City of Portola City Council
XX XX, 2024
Resolution No. XXXX



City of Portola
General Plan 2045

Adopted XX XX, 2024

Resolution No. XXXX

Portola City Council

Mayor Pat Morton
Mayor Pro Tem Jim Murphy
Councilmember Bill Powers
Councilmember Stan Peiler
Councilmember Leah Turner

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** Page Numbers to be updated with Final Draft**

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1. Introduction DRAFT

General Plan 2045

The City of Portola General Plan 2045 recommends review at regular intervals to ensure that the document is true to the original vision and principles of the City. Periodic adjustments to the General Plan may occur from time to time, as development opportunities emerge.

The City began its review of the General Plan on April 10, 2019 during a public Community Meeting. After a discussion of housing, safety, and general growth in the City, it was agreed that the themes of the General Plan (technology, recreation, and tourism) remain critical issues in Portola. The importance of community activities, façade improvement, improved alleyways, emphasis on the Railroad Museum and downtown activities, improved signage to downtown attractions, increased tourism, and improved businesses will all be the focus of this General Plan Update.

SUMMARY OF REPORT FINDINGS

The General Plan 2045 focuses on the newly released OPR General Plan Guidelines (2017) and reviews how the City's current policies include resiliency efforts. OPR's Completeness Checklist and Required Contents and Statutory Requirements for general plan elements is included for each Element.

BACKGROUND

Cities and counties in California are required to have a general plan to address physical development and containing, at a minimum, the required components of the mandated elements. To assist local governments in preparing general plans, the Governor's Office of Planning and Research (OPR) provides and periodically revises guidelines for the preparation and content of local general plans.

The City of Portola updated its General Plan in 2000, with a comprehensive policy review/update in 2012. As required by State law, the Housing Element and Safety Element has been updated separately.

The currently approved General Plan includes the following Elements:

- Chapter 2- Land Use
- Chapter 3- Community Design
- Chapter 4- Circulation

- Chapter 5- Economic Development
- Chapter 6- Public Services and Facilities
- Chapter 7- Safety
- Chapter 8- Conservation and Open Space
- Chapter 9- Noise
- Chapter 10- Air Quality
- Separate Document- Housing

In 2016, the state adopted an amendment to Government Code §65302 that added to the required elements of the general plan either an environmental justice element, or related goals, policies, and objectives integrated into other elements, if the jurisdiction has a disadvantaged community (the definition of disadvantaged communities and other related funding provisions for disadvantaged communities and low-income communities are described on pages 26 - 28). In 2017, OPR released an updated version of the General Plan Guidelines, including detailed information on statutory requirements of the mandated general plan elements and complying with the new environmental justice mandate.

This Chapter of the General Plan outlines the City's updated and reorganized general plan elements and policies to the OPRs "Completeness Checklist" of statutory requirements in the 2017 General Plan Guidelines. Each Element has been updated as necessary to meet State mandates, to respond to new state and local planning priorities, or to react to emerging climate change indicators or other physical changes in the City.

What is a General Plan?

The general plan links community values, visions, and objectives with decisions that affect the physical development of the community, such as subdivisions and public works projects. It is a comprehensive policy document that defines the type, amount, and location of future growth and development within the city and forms the base for the city's planning activities and its decisions regarding development proposals. Each city and county in California must prepare a comprehensive, long-term general plan to guide its future (California Office of Planning and Research, 2003 General Plan Guidelines).

State law requires that subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with the adopted general plan. Zoning and specific plans are also required to conform to the general plan.

The process of preparing, adopting, implementing, and maintaining the general plan serves to:

- Identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development.
- Provide a basis for local government decision-making, including decisions on development approvals and exactions.

- Provide citizens with opportunities to participate in the planning and decision-making processes of their communities.
- Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development within a particular community.

A General Plan is required to:

- **BE COMPREHENSIVE** It should incorporate the City's entire planning area, look at the region as a whole, and encompass a broad range of issues.
- **BE INTERNALLY CONSISTENT** All of the elements have equal status. Consistency is required between and within elements, among text and diagrams, and among any area plans.
- **HAVE A LONG-TERM PERSPECTIVE** Look at the projected plan for the City's growth and development.

Public Participation in the General Plan Update Process

The City Council directed staff to begin the public participation process for the General Plan 2045 in April 2019. Since then, General Plan topics related to growth and development have been discussed at Community Meetings and during regularly scheduled City Council meetings throughout 2019 and 2020. The draft General Plan 2045 was available for public review beginning July 2020 and was available for review at the public information counter and on the City's website. At the direction of the City Council, "Brown Bag Workshops" were held on February 10, February 24, March 10, and March 31, 2021, with Community Development Committee meetings following the workshop to review public comment and provide direction for each Element. The intent of the Brown Bag Workshops was to garner both public input and review of each element in a way that was more digestible, with guidance from the Community Development Committee. The City Council will then hear additional public comment and review the recommendation of the Community Development Committee.

The City Council reviewed a draft on xx, 2024 and directed staff to prepare a final draft with the appropriate environmental review document. A Public Hearing was scheduled before the City Council on XX, 2024. Updates were made as directed by the City Council based on community and City Council input.

Authority and Statutory Purposes

All cities and counties in California are required to prepare a general plan. California Government Code Section 65300 requires that the General Plan be a comprehensive, long-term document for the physical development of the City. The General Plan must weave together the many threads of individual and civic life that make up a community.

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The fundamental goal is to describe how a complex set of circumstances will function collectively to achieve a workable plan for the future. The General Plan provides direction for development.

Consistency with the General Plan

The General Plan links community values, visions and objectives with decisions that affect the physical development of the community, such as subdivisions and public works projects. State law requires that subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with the adopted general plan.

Time Horizon for the General Plan

This General Plan looks forward to the year 2045. In the upcoming years, Portola looks forward to positive changes in the economy related to tourism and housing development. However, since 2000, the City's population has declined from 2,227 (2000 Census) to 2,104 (2010 Census) to 1,920 (2020 American Community Survey). However, because of the increased cost of housing in nearby cities, an increase in tourism, and an availability of housing development opportunities, population growth is expected to increase gradually, and the fundamental economy will shift from basic industries to tourism and new businesses that rely on telecommunications. The +/- twenty-year horizon is necessary to provide a context for planning major new road and infrastructure elements (such as water and sewer systems) that require a long time frame for planning, funding, and development.

The Vision of the Future

This General Plan will guide the City of Portola through an era of substantial change. Although Portola is a relatively small community and isolated from the large population centers of California, the City will be affected by economic and technologic changes far beyond its borders. These changes include an increase in the retired population, more leisure time and affluence to enjoy attractive communities, and technologic advances that enable certain types of employment to locate in relatively isolated locations.

An increase in retired population brings a higher demand for second homes and recreation-oriented retirement communities. Increased leisure time and affluence enables more people to visit communities such as Portola. This will enhance the local economy and lead to more diverse employment opportunities. More employment opportunities lead to population growth and housing demand.

New technologies and demographic trends will change the way people work, communicate, travel, and shop. These changes will provide many new choices for individuals and provide new opportunities that will affect where people choose to live. Company decision makers will select the location for company expansions and

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relocations largely on the quality of life available to themselves and their employees. Small communities with a high level of natural amenities and near to larger supporting metropolitan areas will attract new businesses and enjoy sustained economic development. The challenge will be to accommodate and derive the benefits of economic development without diminishing the natural amenities and small-town environment that the current residents treasure.

This General Plan envisions Portola as the economic hub of the east Plumas County region. The industries that sustained the community for more than a century: timber, mining, ranching and the railroad, have endured a steady decline due to changes in the national economy. However, a promising future lies in embracing and managing the population growth and economic development that will be attracted by the high level of amenity.

Quality of life and the preservation of the existing environment are essential to realize this vision. The type of new economic growth anticipated in this plan is totally dependent on retaining and enhancing the environmental quality found in the community today. The new residents and businesses that will be attracted to this community have choices to locate virtually anywhere they please. Retirees, small business entrepreneurs and those who choose the mountain setting, small community lifestyle and recreation opportunities have the choice of many communities. Portola will grow and prosper in the future only to the extent that it:

1. protects and sustains the natural amenities it currently offers,
2. manages the effects of growth, affordably maintains public services and infrastructure, and
3. provides opportunities for quality economic development.

Features of the General Plan Vision

The General Plan vision of the future of Portola includes the following characteristics and features. All of these elements contribute to the overall success of the community, the quality of life for residents, and the quality of the experience for visitors to the community.

Environmental Protection

Portola enjoys a high-quality, natural environment. The General Plan will contribute to protecting this environment by limiting the intensity of development within, and directing inappropriate development away from, environmentally sensitive areas.

Employment Growth

Employment opportunities will come with growth in tourism, local services and new businesses, and growth in the residential community. The Land Use Element will facilitate

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job growth by providing suitable land area for new employers that is well located with adequate services and access.

Enhanced Retail Opportunities and Services for Residents

New retail and services for area residents will come with new population growth in the eastern Plumas County region. This will enhance the convenience and quality of life for residents and will reduce the need to travel outside the region for shopping and service needs. As the commercial hub for east Plumas County, Portola will be the center for new businesses and services. This will occur if there are suitable sites for the new businesses in an attractive setting.

Clear Sense of Community and Place

The City will retain the distinct sense of place distinguished by the compact form centered on the Feather River. Creating a "sense of place" is less tangible than most characteristics, but it is important to the social and aesthetic quality of the City. Sense of place is a resident's perception that the City is a unique place, with well-defined boundaries, a logical order in land uses, and a distinct commercial and social center. This enhances the overall aesthetics and quality of life in the City. Moreover, such attributes help visitors to quickly understand the organization of streets and land use in a community.

Efficient, Affordable Public Services and Utilities

The City will provide public services suited to and affordable to the residents. The location of land uses directly affects the cost of public utilities and services. For example, extensive backbone sewer and water pipe systems significantly increase both initial capital cost and on-going maintenance. Similarly, scattered, low-density residential use can increase the cost and diminish the effectiveness of police, fire, and recreation services. A compact city, with clustered housing in the rural areas, can help make public services and utilities more affordable and efficient.

Quality, Affordable Housing

The City will include a supply of quality housing affordable to the residents who work in the region. This is necessary for the economic development of the City. The Land Use Element will contribute by designating an adequate area for new housing and by excluding incompatible detrimental land uses from residential neighborhoods.

Safety

Safety from flooding, earthquakes, and wildfires will be achieved in part by not locating intensive land uses in harm's way and, in part, by land use design that minimizes exposure and maximizes the ability to evacuate people in emergencies.

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Alternative Transportation Methods

The use of private vehicles will remain the primary mode of transport in this region. However, the Land Use Element will contribute to minimizing the effects of automobile traffic by creating a compact community. By locating the more intense land uses along roads that can accommodate the higher traffic levels, it will be feasible to walk or bicycle for some daily trips. Public transit can serve the more intense land uses clustered along transit routes.

Economic Setting

The City of Portola in 2020 is shaped by the industries that created and sustained it through the late 19th and 20th centuries. Portola developed around the railroad and highway. The railroad established the primary form of the City when it was platted in 1909; but timber, mining, and ranching have all contributed to the historic development and evolution of the town. As these industries expanded, the town prospered and grew. As these same industries declined, Portola experienced a long period of economic stagnation. Although timber, mining, ranching, and the railroad continue to play a role in the economy of this region, the future will depend on new types of businesses.

In the historic economy there was little need for commercial or industrial land use other than the commercial development along Sierra Street and Commercial Street. Consequently, Portola has little area available to provide economic development opportunities for small businesses that may seek space in the City.

The preparation of this General Plan coincides with new circumstances that promise a bright future for the City of Portola. The City is truly at a crossroads created by circumstances beyond its borders. If properly prepared, the City can ensure sustained economic growth, and maintain the existing quality of life for current and future residents. This General Plan defines a future based on these new circumstances.

The new circumstances that will drive economic development in Portola reflect broad changes in technology and demographic trends far beyond this community. Technology will change the way in which people will work, shop, communicate with others socially and in business, and engage in leisure activities. These changes will make it more likely that individuals will choose a place to live based on quality-of-life issues, rather than traditional economic considerations.

With telecommunications technologies and inexpensive, prompt delivery services, it is now possible to locate many types of businesses virtually anywhere. Office work, mail order sales, small manufacturing, and a wide range of other activities that historically had to locate in a major population center can now be located where the business decision makers choose. Portola is in a position to nurture this type of business as a cornerstone of

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economic growth. In order to attract new businesses, the City will need to offer a variety of office, light industrial, and commercial space.

The amount of land area allocated to business development cannot be precisely established in the General Plan. However, it is essential that the City designate areas for commercial and business parks to accommodate economic development opportunities.

Demographic forces will also affect the growth and development of many communities. An aging, relatively affluent population will also make retirement and recreation choices based on quality-of-life issues. As the "baby-boomer" generation reaches retirement age in the next two decades, a large population of relatively affluent households will be seeking to locate in communities that offer a high level of quality of life. The most attractive retirement areas will be smaller communities within a few hours' drive of the metropolitan areas where these people spent much of their lives. The demand for retirement housing will be met in existing small towns, such as Portola, as well as large, master planned communities.

Tourism and recreation will also be a cornerstone of economic development in Portola. Tourism will create new service jobs and will also introduce the area to visitors and will thereby invite further population growth. Finally, job growth in the Reno area and in east Plumas County will create a demand for affordable housing and secondary jobs in Portola. Tourism will also be a growing factor in the future economy. The Railroad Museum, the River Park (described in the Land Use Element, Section 2.7.2), the Feather River itself, and Old Town Commercial area are existing or potential attractions for tourists. The City will provide a number of venues or activity centers to host large- scale events. The impact of the tourist visits and the growth of recreation activities in the east Plumas County region will be felt in retail, lodging, and service business growth.

Quality of life is fundamental to capturing a "fair share" of the growth that will result from these new circumstances. The key is to balance the need for new growth, including jobs, services, retail, and housing with protecting the natural resources and amenities in community. Indeed, without those natural resources and amenities, the fundamental attraction of the community will be lost, and the economic growth needed to survive and prosper will be diminished.

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Physical Setting and Resources

The challenge to blend new growth with environmental protection is great, but Portola attributes offer significant advantages, including some that are virtually unique. The conditions in the existing community and the surrounding region, both manmade development and the natural environment, are fundamental to determining the potential for future land use.

Regional Location

Portola is located just 45 minutes from Reno on an all-weather highway, as shown in Figure 1-1. Highway 70 is a significant trans-Sierra route that brings commerce to the City. For businesses in Portola, Reno offers a larger market for services and supplies, a potential labor pool, and transportation connections. With the Reno/Tahoe International Airport so near, Portola can ship and receive materials as readily as any major metropolitan area. The Reno/Tahoe International Airport is also a portal for tourists attracted to Portola and the east Plumas County region.

This proximity to a major employment market enables residents to hold relatively high paying jobs and support a household in Portola. Out-commuting to jobs is not a desirable long-term strategy for Portola, but the Reno area employment is a stable source of income that can help Portola grow its own economy and employment base.

Portola is the major urban center for several historic and emerging recreation/residential communities. These existing and developing communities: Graeagle, Blairsden, Whitehawk Ranch, Grizzly Ranch, and Gold Mountain, among others, will attract both seasonal and permanent population that will require services and shopping. As these communities mature, the population will become more permanent and will require year-round services.

Mountain Setting

The City sits at the east end of the narrow Humbug Valley flanked on the south by Beckwourth Peak (7252 feet) and on the north by peaks reaching to 6200 feet. The mountains offer distant vistas when viewed from the town.

The City extends away from the river and into the forest on both sides of the valley. Distinct drainages to the river provide open space corridors and divide the City in small

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neighborhoods. On the south side of the river the drainage way has been preserved in a City park corridor. On the north side of the river, a drainage way interrupts the neighborhood street pattern.

The City and surrounding area is gently sloping. The maximum slope is typically less than ten percent. Steeper slopes, up to twenty percent, are found along the major tributary drainages and the mountain sides to the north and south. Generally, the steeper slopes are not a major factor in land use decisions because the steep slope areas are located away from the planned urban areas. Locally, steep areas limit the development potential and interrupt the neighborhood street pattern.

Feather River

The Middle Fork of the Feather River is a Federal Wild and Scenic River and is the dominant visual element in the City. The river channel is only about 100 feet wide, but the river plain varies between 500 feet and 800 feet wide. The river plain is an attractive area that includes both riparian habitat and mature ponderosa pines.

Distinct Boundaries

A low pass establishes a distinct entry to the City as one travels west on Highway 70 from Sierra Valley. The City entry is equally well defined at the west portal. The south side of the City and the rail museum buildings come into view as one driving east from Delleker rounds a curve in the highway adjacent to the river.

Compact Form

Portola is a compact City with boundaries and physical character defined by natural features. The City of Portola currently covers an area of 1268 acres, about two square miles. The Middle Fork Feather River, the Union Pacific Railroad and Highway 70 run parallel through the valley and divide the City in distinctly separate north and south sectors. Existing land uses are located in a clear, functional pattern. The primary institutional uses are clustered in a core along Gulling Street. These include the hospital, City Hall, the library, a City park, a County Sheriff substation, the Post Office, and the schools.

Distinct Commercial Core Areas

The primary regional services and highway commercial uses are located along Highway 70. Businesses serve both the local population and the regional traffic drawn by recreation opportunities. The commercial strip includes regional services such as banking, restaurants and automobile services. South of the river, the Old Town commercial area along Commercial Street provides small scale, local services and retail, and has the potential to become a tourism and recreation center for the region.

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Railroad Museum

The railroad museum is a unique facility that attracts rail enthusiasts, as well as casual visitors. It provides a focal point for tourism and an anchor for economic development in the Old Town area. The City of Portola recognizes the importance of the museum to the character of the City and as an attraction to visitors in the community. The City Council endorses enhancements to the museum.

Recreation Resources

Portola residents enjoy a high level of recreation amenities in the surrounding forest, and in the City's parks and community facilities. Recreation-oriented tourism, such as fishing at Lake Davis, has been a fundamental component of the local economy. There are substantial opportunities for expanding recreation including mountain biking, bicycle touring, fishing, golf, camping and a wide range of other activities.

Historic and Cultural Resources

The local area is rich in historic resources that can attract visitors to Portola. In addition, the natural setting provides opportunities to host cultural events and permanent facilities, such as museums that offer additional visitor attractions. Historic features within Portola include the Railroad Museum and the Williams Cabin. Nearby features include the Beckwourth Cabin and Johnsville historic mining museum within the Plumas-Eureka State Park.

Public Services

The City is unique in the east Plumas County region in the ability to provide public services required by urban development. The City can use basic infrastructure, including sewer and water systems, to direct and moderate urban growth.

Hospital and Medical Services

The Eastern Plumas Hospital located in Portola serves the residents of eastern Plumas County. Access to a quality hospital, ancillary health and emergency medical services are an important consideration for households, notably senior citizens, seeking a new home. The hospital is an important asset in Portola's economic growth potential.

Education and Training Resources

Portola is the location of the elementary, middle and high school serving the local region. In addition, the Feather River Community College has a main campus in nearby Quincy, offering residents additional education opportunities. The nearby University of Nevada, Reno offers a broad spectrum of courses.

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Geographic Area of General Plan Study

This General Plan examines three geographic areas: the current City boundary, the current Sphere of Influence boundary and a General Plan Study Area boundary. The General Plan Study Area is approximately 17 square miles. The City of Portola currently occupies about two square miles. The purpose in establishing the Study Area boundary significantly larger than the existing City is to identify and evaluate the areas surrounding the City that may affect the future economic viability, traffic, services, and aesthetic quality of the City. In addition, since many issues such as air quality, traffic and economic development, extend beyond political boundaries, the law provides for planning outside of the jurisdiction's territory.

The General Plan must cover all territory within its boundaries as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning," (Government Code Section 65300). A local government can formally communicate its concerns for the future of lands under its neighbors' jurisdictions by this means. "Cooperative 'extraterritorial' planning can be used to guide the orderly and efficient extension of services and utilities, ensure the preservation of open space, agricultural, and resource conservation lands, and establish consistent standards for development in the plans of adjoining jurisdictions" (State of California General Plan Guidelines). It is for these purposes that the City of Portola General Plan Study Area boundary extends beyond the existing Sphere of Influence. However, the City of Portola will not necessarily seek to initiate annexation of land that is either in the Sphere of Influence or the General Plan Study Area.

The area included in the General Plan Study Area considers proximity to the City, access to Highway 70, the terrain, and the potential for further urbanization as defined by land uses in the Plumas County General Plan.

Amendments to the General Plan

To ensure that the General Plan is true to the original vision and principles it should be reviewed at regular intervals of approximately five years, and as required by State law. Periodic adjustments to the General Plan may occur from time to time, as development opportunities emerge.

Elements Addressed in the General Plan

The California Government Code identifies seven mandatory elements of the General Plan. In addition to the mandated elements, the Government Code authorizes other General Plan elements which, in the judgment of the local legislative body, relate to the physical development of the community. Once adopted, these optional elements become an integral part of the General Plan with the same force and effect as the mandatory elements. The Portola General Plan is intended to guide the City in expanding

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economic growth and opportunities, while emphasizing quality of life issues, notably environmental conditions. Consequently, the General Plan includes the optional Community Design Element, Public Services and Facilities Element, and Economic Development Element. These elements are intended to focus the plan on community quality, economic development, and environmental protection.

The Government Code permits a city to combine elements and issues in the General Plan as appropriate to the local conditions. The Portola General Plan takes advantage of this provision in combining the mandatory Open Space Element with the mandatory Conservation Element.

The City of Portola General Plan 2045 includes the following elements:

- Land Use (mandatory)
- Community Design (optional)
- Circulation (mandatory)
- Economic Development (optional)
- Public Services and Facilities (optional)
- Safety (mandatory)
- Open Space and Conservation (combined mandatory elements)
- Noise (mandatory)
- Air Quality (optional)
- Housing (mandatory)

Organization of the Elements

Each element provides goals, policies, and implementation measures. The policies and implementation measures are grouped by sub-topic. The policy statements are followed by implementation measures that relate to those policies. For certain topics the implementation measures may relate to more than one policy, just as the policies may relate to more than one goal. Where the policies and implementation may relate to a topic in another element, the policy is cross referenced to the other element(s).

An example of the format for the goals, policies, and implementation measures follows:

Goal LU-1. Enhance the quality of life and physical environment in the City.

CD-P-20. Establish a special pedestrian area in Old Town to accommodate tourism and shopping and services for local residents.

CD-I-37. Adopt guidelines for commercial buildings that reflect the history of the region, and compatible with the climate.

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Each goal, policy, and implementation measure include an identifying number. The letter code identifies the element in this General Plan. The letter following the element identification indicates "P" for policy, or "I" for implementation. The policies and implementation measures are grouped under an appropriate heading for quick identification. The number following the identifier code is the number of the policy or implementation measure. The numbers are sequential and continuous through each element.

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2. Land Use Element DRAFT

This Land Use Element establishes the physical framework for development in Portola. It defines the location, use characteristics, and intensity of land uses throughout the City.

Authority

The Land Use Element is mandated by the California Government Code. The statute requires:

> *"a Land Use Element which designates the proposed general distribution, location, and extent of the uses of the land for housing; business; industry; open space, including agriculture, natural resources, recreation and enjoyment of scenic beauty; education; public buildings and grounds; solid and liquid waste-disposal facilities; and other categories of public and private uses of land"*

Relationship to Other Elements

The Land Use Element is a cornerstone of the General Plan. All other aspects of the General Plan relate to the land use and the physical form of the City. The City form is established in the land use policies and the General Plan Diagram. The type, intensity and location of land use described in the Plan directly influences, and is influenced by, economic development potential, housing, traffic generation and circulation patterns, requirements for public services and utilities, safety from hazards, and environmental protection. All of these factors interact for the enhancement of the overall community.

The other General Plan elements are linked through the Land Use Element. In turn, the Land Use Element is influenced, and constrained in some instances, by the goals and policies established in other elements. Existing and potential land use in the City and surrounding area is affected by environmental factors. These factors establish design requirements that will influence the character and density of development and, in some instances, limit the potential for new development.

The Land Use Element and the Open Space and Conservation Element are closely related in that they both deal with the use of land. The Open Space and Conservation Element addresses the management of land and resources in the areas where urban development is excluded or minimized. Similarly, the Safety Element is linked to land use by defining potential hazard areas and limiting the extent and character of development that will be permitted in such areas.

Land use drives the need for circulation and public infrastructure, and thus the Land Use Element is linked to the Circulation Element and the Public Facilities Element. Land use is also linked to the Housing Element by defining the land area and conditions for housing opportunities, and by establishing the employment-generating land uses that will create

additional housing demand. Finally, the Land Use Element defines the land uses that influence the economic opportunities and fiscal stability of the community, and thus is linked to the Economic Development Element.

The Land Use Element is perhaps most closely linked to the Community Design Element. The two elements address the fundamental issues dealing with the use of land and development of urban uses. The Land Use Element focuses on the definition of land use categories and the location of land uses. The Community Design Element addresses the details of community form, and the quality of the built environment. The two elements are organized in parallel fashion to facilitate cross-referencing.

The land use element must reflect the specific contents from other elements. For example, the land use element must account for "rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management," as identified in the conservation element (Gov. Code § 65302(d)(3)). The law also requires the land use element to correlate with the circulation element (Gov. Code § 65302(b)); and to use the noise element (Gov. Code § 65302(f)) as a guide for establishing a pattern of land use that minimizes the exposure of community residents to excessive noise.

Background

The most fundamental decisions in planning begin with land use. The City's Land Use Element contains goals, policies, and implementation actions related to the four topics of Land Use, Growth Management, Community Design, and Neighborhoods. Per Government Code §65302 (a), a land use element designates the proposed general distribution and general location and extent of the uses of land for housing, business, industry, open space, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, greenways (as defined in Section 816.52 of the Civil Code), and other categories of public and private uses of land. The 2017 General Plan Guidelines includes a Completeness Checklist to help ensure that the land use element addresses all required issues. The table below details the requirement and how it is addressed in this General Plan.

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Completeness Checklist & Required Contents

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
	General distribution, location, and extent of:	
65302(a)	Housing: Density and intensity, Potential for flood?	√
65302(a)	Business: Density and intensity, Potential for flood?	√
65302(a)	Industry: Density and intensity, Potential for flood?	√
65302(a)	Open space: Density and intensity, Potential for flood?	√
65302(a)	Education: Density and intensity, Potential for flood?	√
65302(a)	Public Facilities: Density and intensity, Potential for flood?	√
65302(a)	Solid and liquid waste disposal: Density and intensity, Potential for flood?	√
65302(a)(1)	Timberland production: Density and intensity, Potential for flood?	√
65302(a)	Other: Density and intensity, Potential for flood?	√
65302(a)	Greenways, as defined in Civil Code Section 816.52	√
65302(a)	Identify areas subject to flood plain mapping, and annual review	√
65302(a)(2)	Impact on military land use compatibility and readiness	√
65302(b)(1)	Correlation with the Circulation Element	√
	Includes a diagram or diagrams	√

Government Code section 65302(a) describes the required content of a land use element. Specifically, the land use element must designate the proposed general distribution, general location, and extent of land uses for:

- Housing, business, and industry
- Open space, including agricultural land, watersheds, natural resources, and recreation
- Recreation facilities and opportunities

- Educational facilities
- Public buildings and grounds
- Future solid and liquid waste facilities
- Greenways
- Timberland Preserve Zone lands
- Areas subject to flooding, identified by either flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources or mapped flood areas adopted by the local community on Flood Insurance Rate Maps
- Military land use compatibility and impacts to military readiness
- Other categories of public and private uses of land, such as marine protected areas

Potential Impacts for Flooding

In 2007, Assembly Bill 162 amended sections of the Government Code related to local planning, which created overlapping requirements for flooding issues in the land use, conservation, and safety elements as follows:

- Require the Land Use Element to identify and annually review those areas covered by the general plan that are subject to flooding as identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources (DWR);
- Require, upon the next revision of the Housing Element, on or after January 1, 2009, the Conservation Element to identify rivers, creeks, streams, flood corridors, riparian habitat, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management; and
- Require, upon the next revision of the Housing Element, on or after January 1, 2009, the Safety Element to identify, among other things, information regarding flood hazards and to establish a set of comprehensive goals, policies, and objectives, based on specified information for the protection of the community from, among other things, the unreasonable risks of flooding.

In the City's General Plan, flooding issues are mainly discussed in the Safety Element. The following OPR-recommended data is included in the Land Use Element:

- Identification of waterways used in flood management; and
- Identification of potential for flooding impacts per land use designation.

The City's various general plan elements include text, maps, goals, policies, and implementation actions regarding flooding. The relationship between this information and land use is presented to meet the intent of the statutory requirements. The City will perform an annual review of the Land Use Element for those areas covered by the plan that are subject to flooding identified by FEMA or the Department of Water Resources. For further discussion on this topic, see the Safety Element.

A FEMA Flood Map that depicts areas of potential flooding within the incorporated City limits is included below. Individual projects are required to be reviewed when an application is submitted to the City, and individual parcels can be reviewed at any time at the FEMA Flood Map Service Center at https://msc.fema.gov/portal/home.

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Figure 2-1
FEMA Flood Map

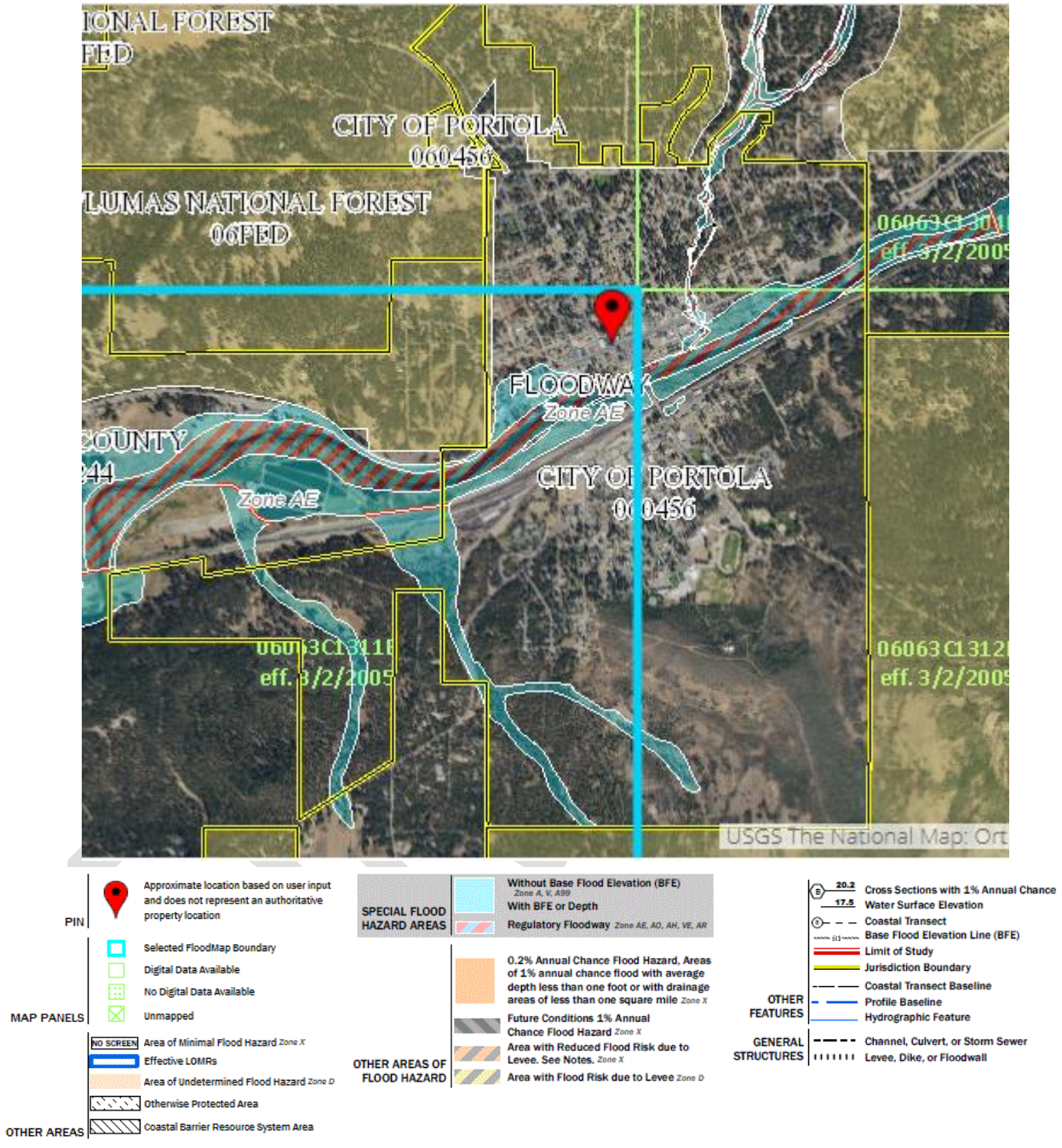


Figure 2-2
Flood Hazard Areas

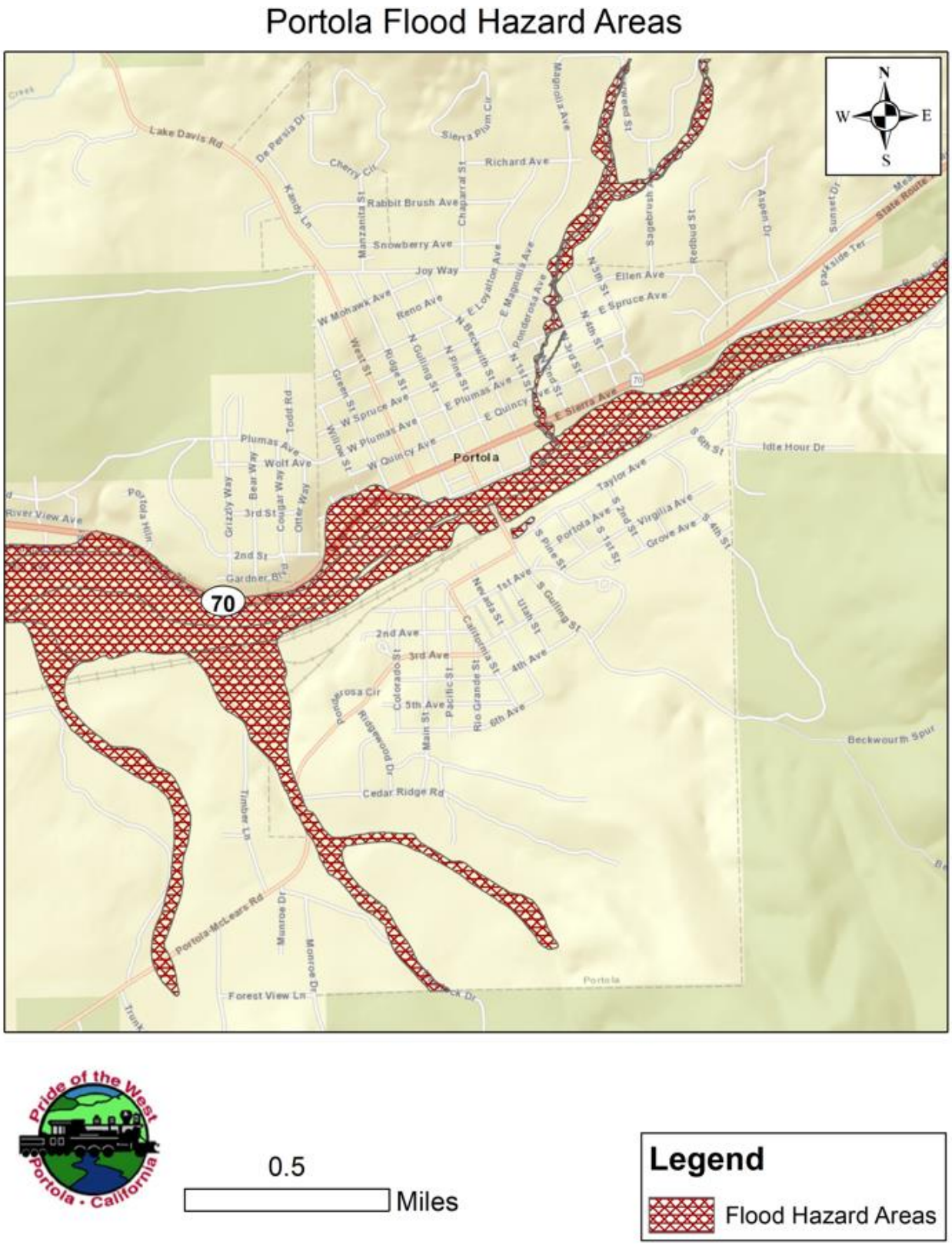
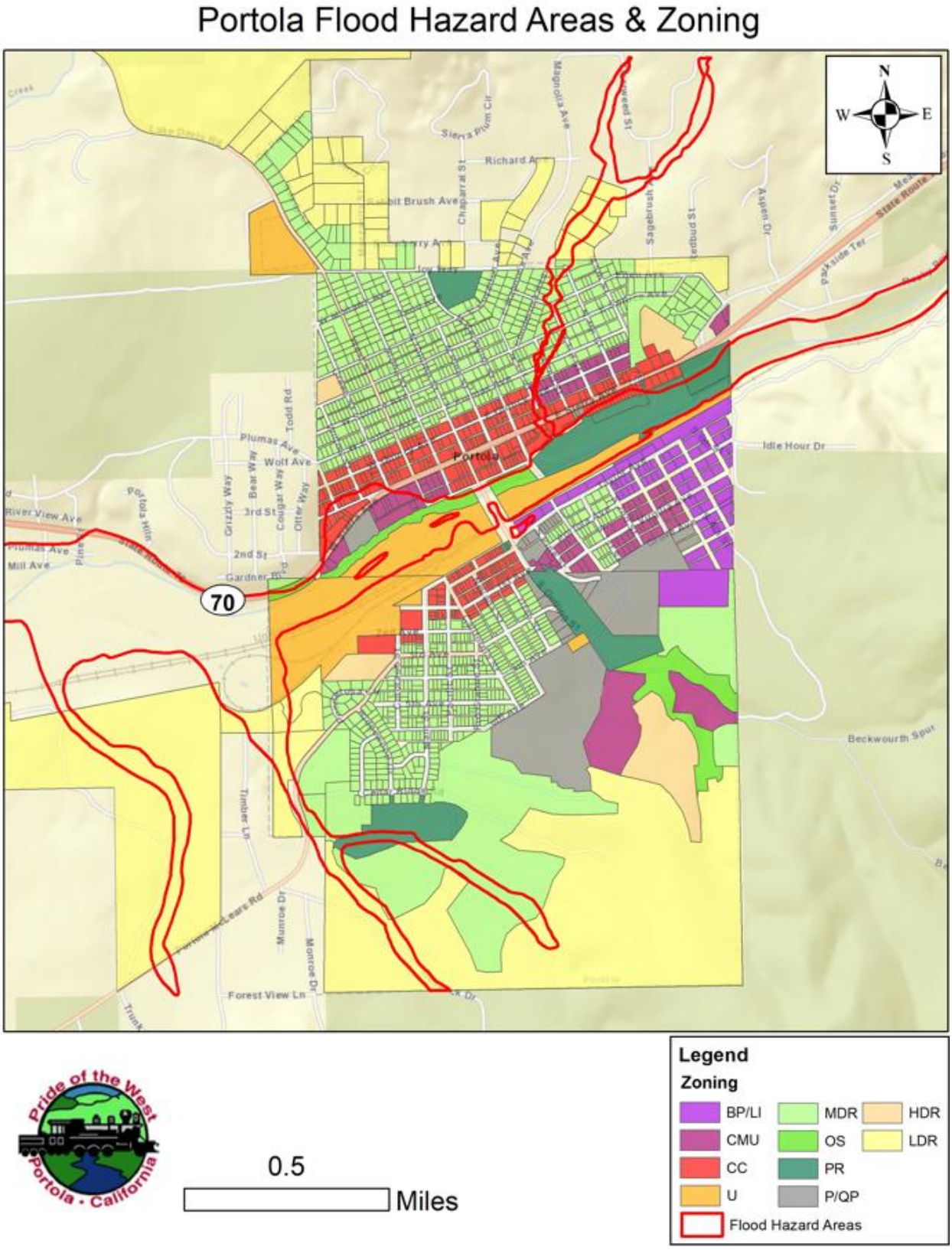


Figure 2-3
Flood Hazard Areas with Zoning



Education

The City's Land Use Element includes public schools, which are designated as Public/Quasi-Public land use, private schools, and preschools described by name and site size in text and located on the General Plan Map. In addition, the Circulation Element includes policies for school locations and transportation safety. There are no career colleges or adult education centers located in the City.

The schools in Portola, as shown in Figure 2-2 serve students that live in the City and surrounding communities, and have a current population of:

- C. Roy Carmichael Elementary School: +/- 350 students
- Portola Jr. / Sr. High School: +/- 280 students
- Long Valley Charter School- Portola Resource Center (grades K-12): +/- 100 students

Policies are included in the General Plan to ensure that development in Portola will be reviewed by the School District for future educational facility needs.

School facilities also provide for other community needs including recreation and community meeting facilities. The City has joint use agreement with the County and School District for use of the school facilities. The City also participates in outdoor education opportunities with the School District (i.e. park facilities).

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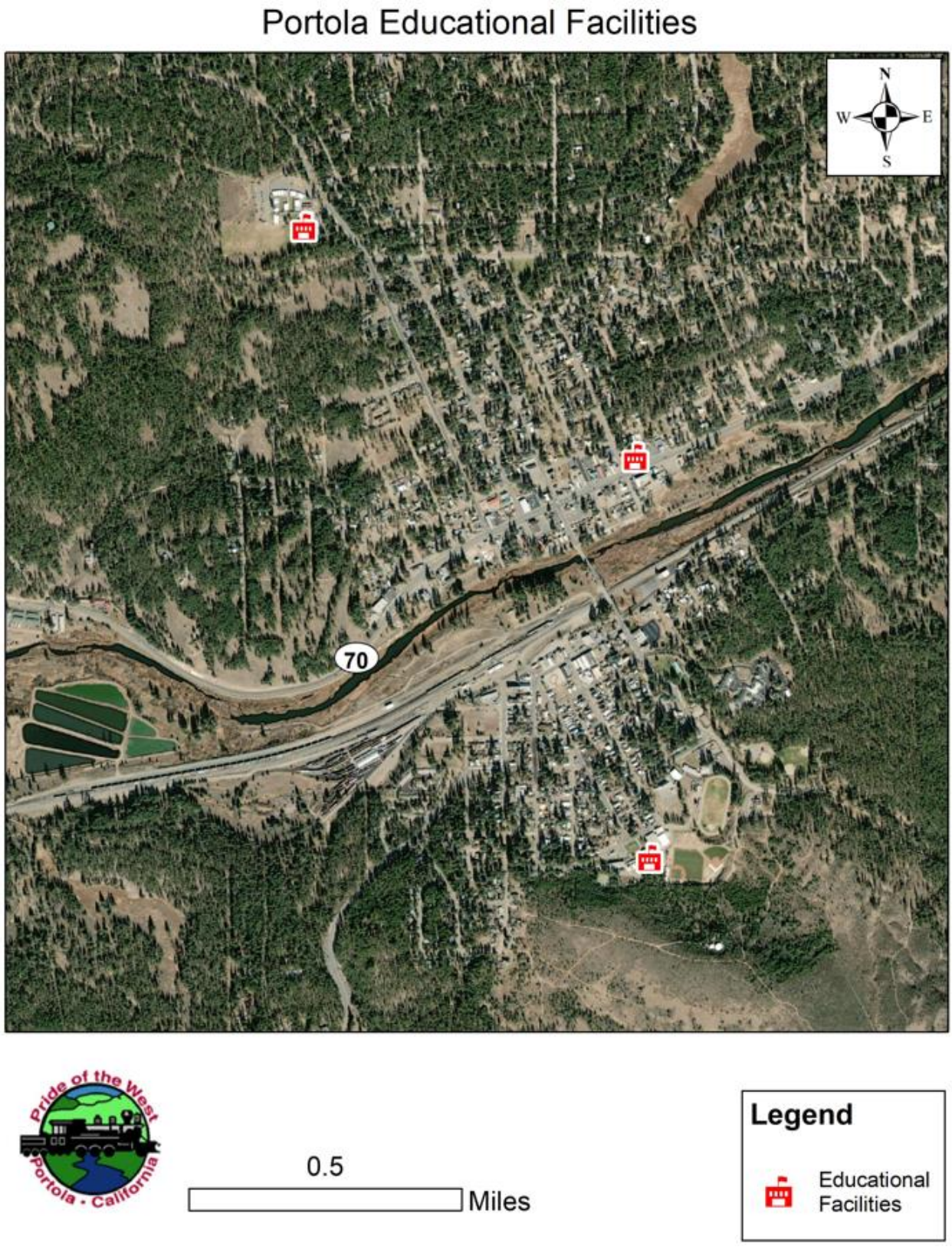
Figure 2-4
Educational Facilities Map



Solid and Liquid Waste Disposal

The City's Wastewater Treatment Plant and Landfill are identified with a Utilities Land Use designation on the General Plan Land Use Map and shown below in Figure 2-3. Additional information regarding solid and liquid waste disposal is included in the Public Services and Facilities Element.

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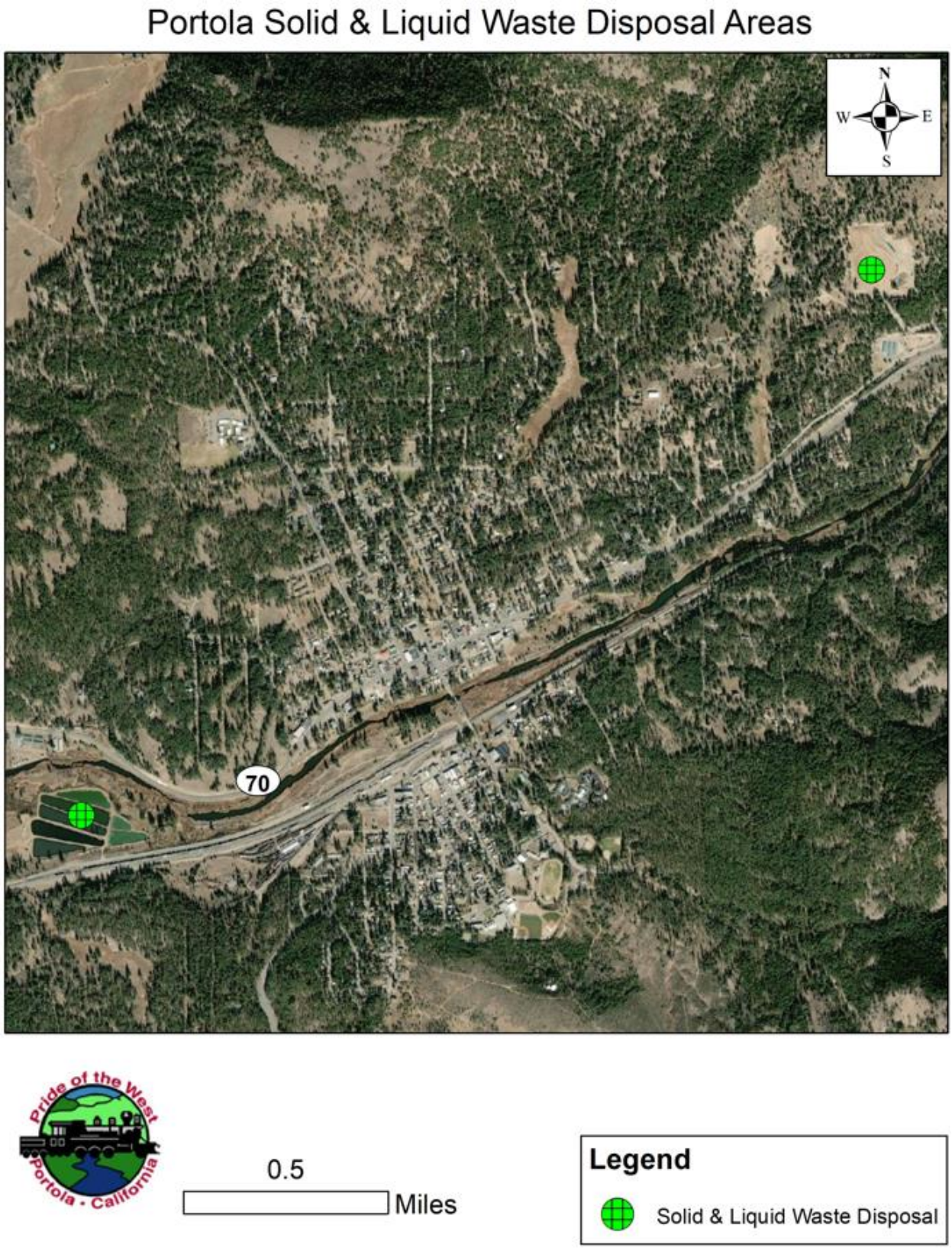
Figure 2-5
Solid and Liquid Waste Disposal Map



Circulation

The Circulation Element deals with the physical infrastructure of transportation including the streets, bikeway, and pedestrian networks. It also deals with the programming and operation of the circulation system such as rideshare programs and the operation of transportation system. It is crucial that the Circulation Element and the Land Use Element are consistent and that the Land Use Element allows for the implementation of the Circulation Element. The General Plan Land Use Map includes land use designations that allow for the new roads in the Core Area as designated ion the Circulation Element. Conversely, the Circulation Element includes goals, policies, and implementation measures that implement the Land Use Element. See Figure 4-7, New Roads in the Core Area from the Circulation Element.

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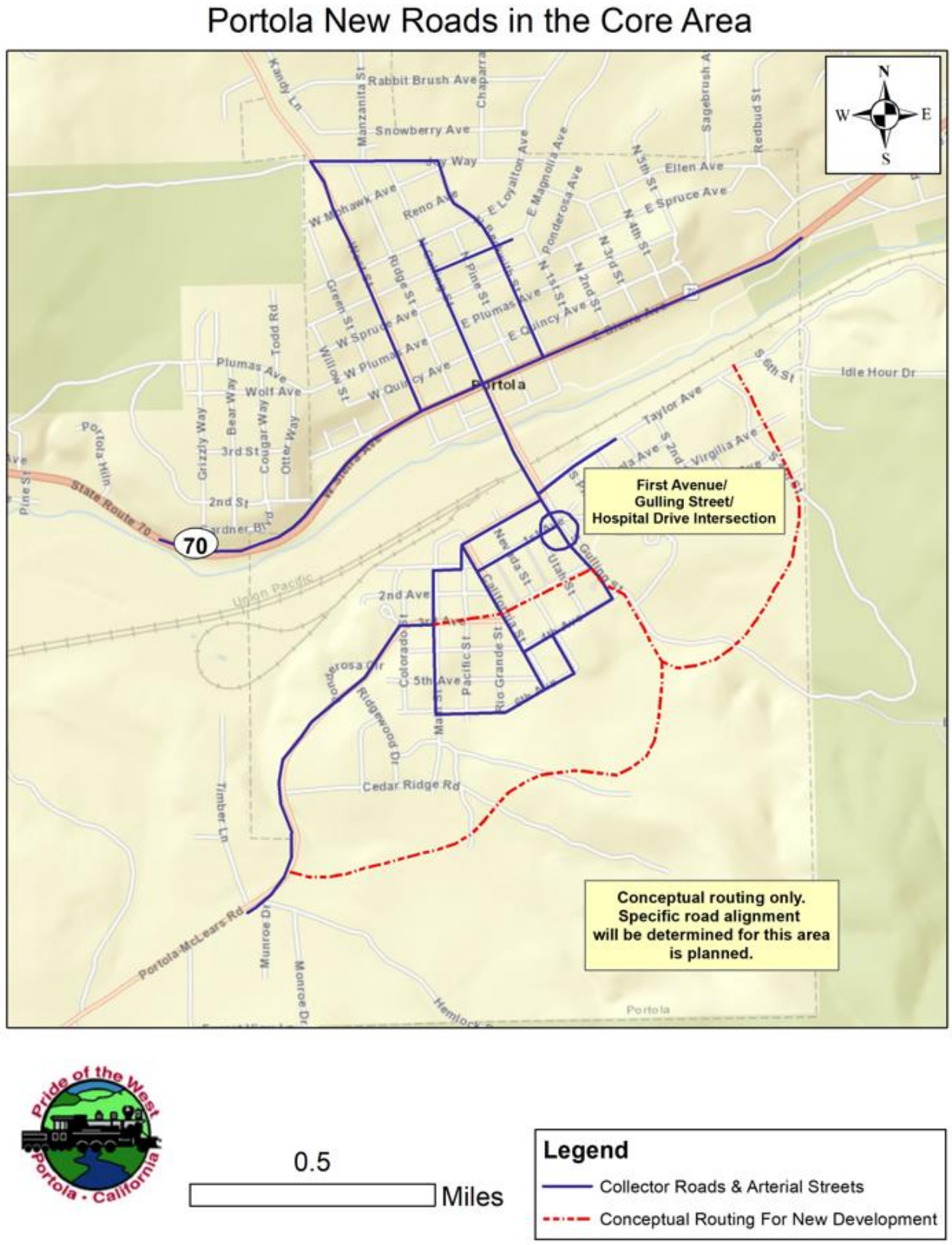
Figure 4-7(From Circulation Element)
New Roads in the Core Area



Overall Land Use Goals

The land use goals will guide the overall development of the City. Guiding policies and implementation policies based on these goals will direct infill development, expansion of new land use areas, and improvement of existing land uses.

Goal LU-1.	Provide for land uses that expand employment, education, recreation, and cultural opportunities for residents. Reinforce Portola as the commercial and service center for eastern Plumas County.
Goal LU-2.	Protect and preserve natural environmental features and amenities.
Goal LU-3.	Reinforce strong urban design, quality development, and a compact City form.
Goal LU-4.	Encourage mixed land uses but provide physical separation or design buffers between incompatible land uses.
Goal LU-5.	Retain the existing commercial and civic core as the cultural and functional center of the City.
Goal LU-6.	Reinforce land use and development patterns that encourage walking and the use of local public transit within the community.
Goal LU-7.	Complete infill development of the unimproved portions of the City.
Goal LU-8.	Maintain access to open space within the urban portions of the City, particularly the Middle Fork Feather River.
Goal LU-9.	Provide multiple locations for recreation and cultural activities within the existing City core area.
Goal LU-10.	Ensure that the mix of land uses results in a balance between public revenues and public service demands.
Goal LU-11.	Establish orderly growth in new development areas to ensure logical public service areas.

Key Land Use Issues

Jobs/Housing Balance (Housing, Business, and Industry)

"Jobs/housing balance" is the relationship between the number of jobs (business and industry) and the number of housing units available within the community. In a balanced community, workers can find decent housing adequate to their household needs and affordable to their household income. Job growth and economic development depends on a supply of quality, affordable housing. A jobs/housing imbalance is detrimental to the economic stability of a community.

It is assumed that most households have between 1 and 1.3 workers. Therefore, the ideal condition for a small city is that number of local jobs is about equal to or slightly higher than the number of households. Where the number of jobs is in balance with the number of housing units there is less need for workers to commute outside the community to find work. Such is not the case in most contemporary American cities. Long commutes indicate that jobs and housing are not balanced. The future will find Portola residents working in a variety of settings: at home, at small businesses in town, at one of the nearby recreation communities, and commuting out to Reno and elsewhere. The General Plan is a tool for guiding land use so that jobs and housing grow together.

Public Service Land Area Requirements

Although the City has not seen population growth in recent years, it is imperative that the City plans for possible growth because there are approved housing developments. New population will generate the need for additional space for schools, parks, and institutional uses. The civic and commercial core should be augmented by multiple activity centers such as parks, public squares, and public buildings. The intent is to provide several locations that can accommodate special events and places of interest to attract tourists. Multiple activity centers will also provide spaces that can be coordinated to host large, multi-venue special events, or to host multiple small events concurrently.

Balance Community Growth with Revenues Required for Public Services

Growth in land use will provide additional revenues but will also place additional service burdens on the City of Portola. The challenge to cities is to balance growth with funds for required new services. All components, residential as well as commercial and industrial, are necessary to the overall stability of a city. The intent is to ensure that the City can provide needed public services and that the land uses generate sufficient revenues to fund services adequate to meet public needs.

Types of Land Use

Once the overall form of the City and the general location of land use is established, the type of land uses, or "land use categories" applied in the Land Use Element are described

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in the General Plan Diagram Section of this element. The Land Use Element establishes land use categories tailored to meet the specific needs of the City. Economic development opportunities, housing needs and environmental characteristics are among the factors that determine the appropriate land use categories.

The land use categories established in this General Plan will be implemented through the City Municipal Code, Zoning Ordinance.

Community Form, Scale, and Character

The developed portion of the City should retain its distinct, compact form with clear, well-defined edges. The existing civic and commercial core area should be retained and reinforced as the functional and social center of the City for residents. The scale of the City should permit walking and bicycling (during the appropriate seasons) to major activity centers such as shopping, recreation facilities, and schools. Commercial, employment, recreational and institutional land uses should be conveniently located to the residential neighborhoods. High activity areas should be located to facilitate the use of public transit.

The general form, scale and character of land use in the community, and the connection to open space and the location and character of public space are addressed in the Community Design Element.

Open Space and Natural Features

The land uses must ensure that scenic corridors and natural features are protected from incompatible development. Urban development should be located and designed so that natural features, such as creeks, the Feather River, the surrounding forest, and mountain vistas, are preserved as the defining visual characteristics of the City. The intent is to enhance the relationship of the creeks, forests, and river to the adjacent land uses by improving access for recreation, and by enhancing the view from the adjacent land uses.

Land Use Location

The Land Use Element defines the location of all planned land use in the City, the Sphere of Influence and the General Plan study area. The distribution and intensity of land use is influenced by the physical characteristics of the City, the compatibility of land uses and proximity to major circulation routes, among many other factors. Preservation of open space and natural features integral to the character of the community are primary considerations in determining the appropriate location of land uses.

General Plan Diagram (Land Use Map)

The Land Use Element illustrates the location of each land use category in a General Plan Diagram, or land use map shown in this Element as Figure 2-6. The location of each land use is affected by environmental constraints, compatibility with other land uses, the overall

concept for development of the City, and the capacity of the circulation systems and public infrastructure systems to accommodate development. The text and policies of the Land Use Element and the General Plan Diagram establish a framework for the physical development of the City. As required by state law, land use classifications, shown as letter designations, labels or graphic patterns on the Diagram, specify a range for population density and building intensity for each type of designated land use.

The location of land uses in this General Plan considers environmental conditions, the compatibility of land uses, the capacity of the circulation system and the basic sewer and water systems to accommodate growth in subareas of the City. The General Plan Land Use Diagram also takes into consideration the urban form of the City and the distribution of activity centers that support community life and tourism.

The Land Use Map also identifies areas subject to flooding as identified by flood plain mapping prepared by FEMA or DWR, education facilities, and solid and liquid waste disposal facilities.

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Figure 2-6
General Plan Diagram – Land Use Map (Full-Size Map available at http://www.chamberorganizer.com/cityofportola/docs/ZONING-MAP-806.pdf)

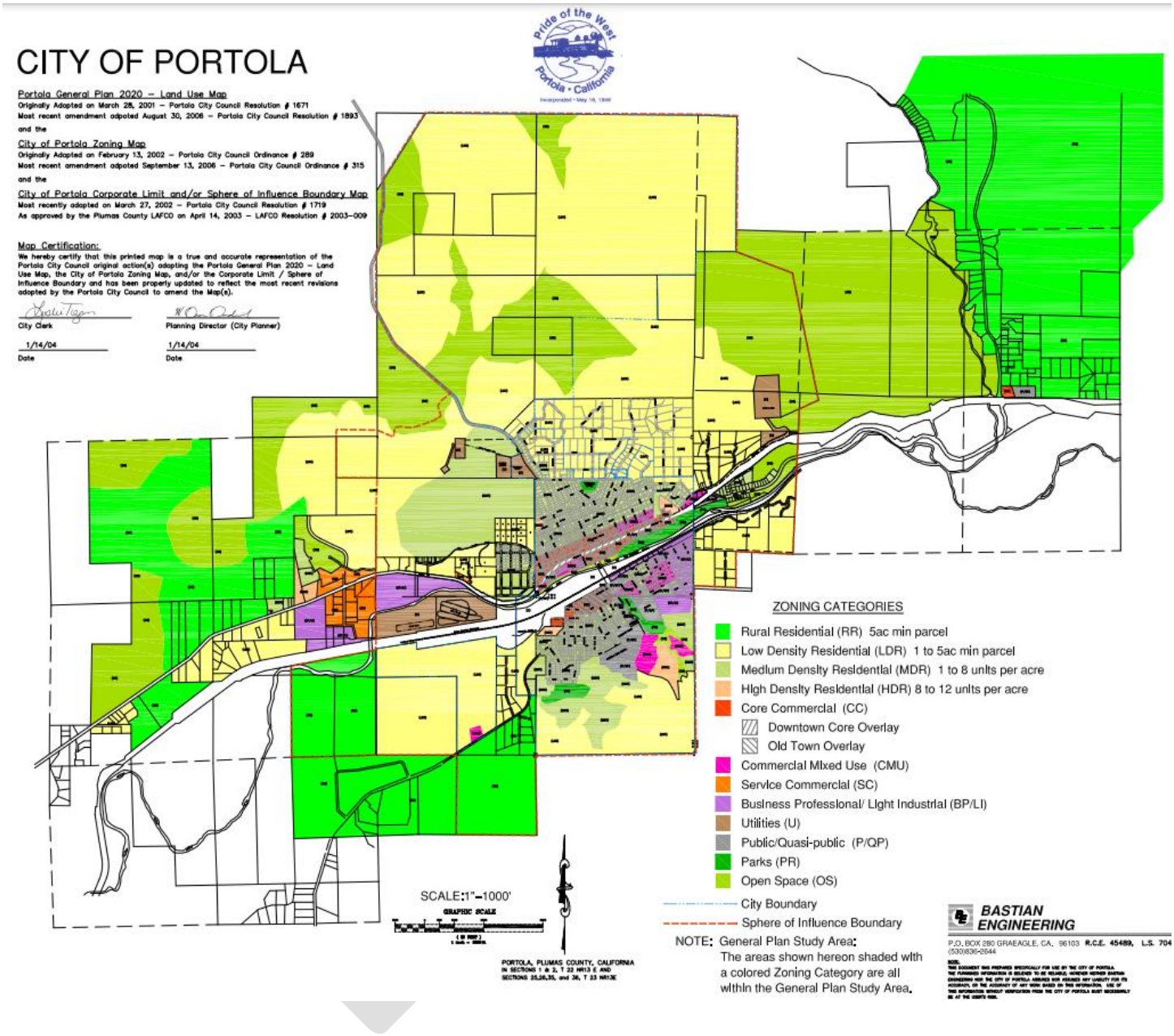
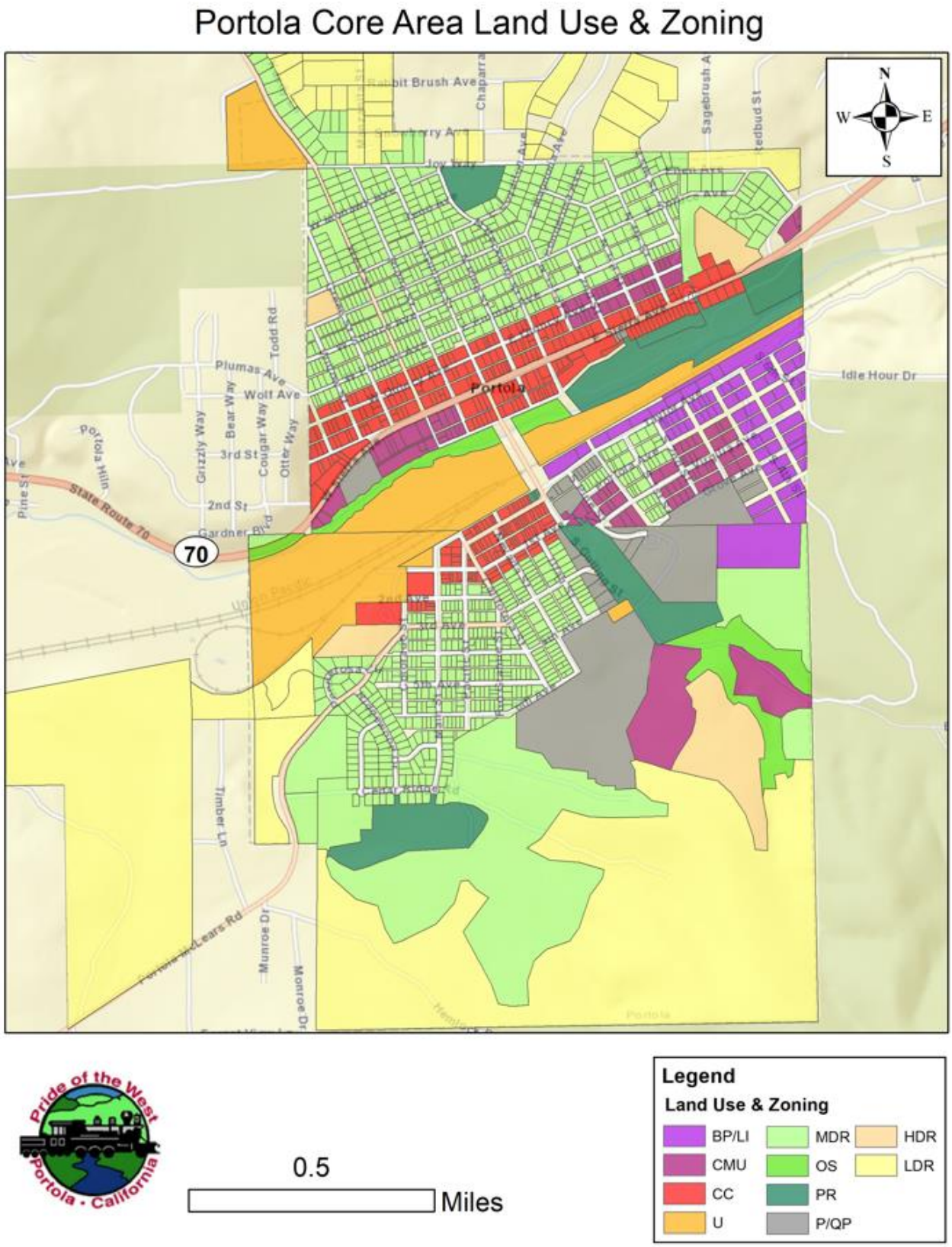


Figure 2-7
General Plan Diagram – Core Area Land Use & Zoning



General Plan Neighborhoods

The General Plan Study Area, including the land within the existing City and the surrounding land outside the City, is divided into neighborhoods that are useful in describing the General Plan land use concepts and intentions. Each neighborhood may contain more than one Land Use designation.

North Neighborhood

This area contains the existing neighborhood north of Highway 70 extending up to Joy Way. The primary role of this neighborhood is to retain the existing stock of housing and to encourage infill in the existing lots. Further development is constrained by the lack of sewer, water and finished streets to serve the existing lots.

Rural North

North of Joy Way is an area of rural large lot development. This area will most likely build out in the existing pattern of one-acre to five-acre home sites but may also include clusters of smaller residential lots. They effect a transition between the small lots within the City and the forest and meadows further to the north and west along Lake Davis Road. There is additional potential in this area for large lot development and visitor commercial or recreation use, such as a guest ranch, conference center, or retreat.

South Neighborhood

This area contains the existing neighborhood south of Commercial Street and west of Gulling Street, including Ridgewood. As with the North Neighborhood, the primary land use purpose here is to retain and improve the existing stock of housing and to encourage infill in the existing lots. This area also includes undeveloped land east of Third Street that requires additional sewer, water, and road improvement to make existing lots available for use.

Sierra Street Commercial Core

The Sierra Street (Highway 70) Commercial Core will be the regional business center and a tourism and recreation center. Land uses will include conventional retail and service businesses oriented to the regional needs, restaurants, tourist-oriented lodging, retail and service shops, space for public events and recreation. The core extends from one end of the City to the other along Highway 70. The east end is oriented more to offices, small shops, and local-serving businesses on the north side of the highway. The west end is envisioned as oriented to regional as well as local businesses. A site suitable for redevelopment as a shopping center with a market and other shops and services is designated.

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River Park (River Walk)

The river front along the north side of the river provides a unique setting for commercial and service land uses. Businesses, shops and restaurants, lodging and public spaces are envisioned along the south side of Sierra Street to the river. Existing buildings overlooking the river can be converted to resident services and tourist business use.

Old Town

This includes the area along Commercial Street and extends to Colorado Street and the old railroad hospital site on the west. The intent is to establish a special commercial and tourist core area with shops, restaurants, public space for recreation and leisure activities. The Portola Railroad Museum is a key element in this area that will attract visitors to the City.

Southeast Quadrant

This area includes the mix of residential, light industrial, and institutional uses (park, churches, hospital, and cemetery) east of South Gulling Street. Although platted as individual lots in the original City subdivision map, this area includes substantial vacant land and has limited sewer, water, and roads. It can be redeveloped in any pattern suitable for more modern development. This area is planned to become an expanded residential neighborhood and a new business/light industrial center. It may also include additional public or private institutional uses such as a conference center, a health center, recreation facilities, and other special purpose facilities.

Portola Highlands

This area south of the high school has long been designated as a residential neighborhood. Uses as approved in the Tentative Map include commercial, business professional/light industrial, various types of housing clustered in the relatively flatter areas and low-density housing in the steeper areas, and an extensive open space and trail system.

Southwest Quadrant

The southwest quadrant is located along the south side of the river, west of the existing City boundary. This area is suitable for providing additional housing. Development of this area will provide the local circulation routes that could ultimately be required for connection to a second crossing of the river near Delleker.

Portola Heights

Portola Heights is an existing underdeveloped neighborhood immediately west of the City and north of Highway 70 (not in the City limits, but some lots are served by City sewer and water). The area is designed and designated for small-lot residential development. The developed portions have public sewer and water provided by the City. It is anticipated

that this area will develop in the existing pattern with minor changes for more efficient development.

West Neighborhood

To the west of Lake Davis Road and north of Portola Heights is an area suitable for a new residential neighborhood. The area includes a 160-acre parcel owned by the US Forest Service that would have to be acquired or exchanged, and annexed to the City, to allow new development. The location could easily be served by the City sewer and water system and is relatively flat. It would accommodate residential uses in clusters and additional park/recreation land to serve the City residents. Development of this area would include a through street that connects the Lake Davis Road to Highway 70 west of Delleker and thereby provides a northern route paralleling the highway.

Highway 70 Corridor

The Highway 70 Corridor extends from the existing City boundary to Mabie on the west. The corridor includes the existing Delleker area, and the commercial, quasi-industrial and residential uses permitted by the County along the highway. With relatively flat land and good highway access this area will continue to attract development. The General Plan anticipates additional commercial, light industrial, institutional, and residential uses in this area. The Community Design Element establishes design concepts and standards that will enhance this area such that it will provide an attractive entry to the City.

West Meadows

Between the Highway Corridor and the steep slopes to the north is an area that may develop in cluster residential use. The residences will be in predominantly low-density designations, but medium density residential development may occur where the housing is clustered for aesthetic reasons and to avoid environmentally sensitive areas.

Northeast Quadrant

The area east of the existing City boundary and Sphere of Influence is primarily designated for residential and recreation use. The area extends to east of Grizzly Road in the County and includes the Cedars project area. The General Plan does not propose changes to the uses in this area.

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Land Use Designations

The Land Use Element is required to include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the General Plan. This section describes the types of land use the City will need to meet environmental protection, economic development, jobs/housing balance and public service goals. The land use categories established in this General Plan define the range of activities that are permitted in Portola.

The categories define specific classes of land use, but they are intended to provide flexibility in implementing the General Plan policies. Under state law, the Land Use Element of the General Plan must establish standards of population density and building intensity for each land use category.

The density/intensity standards do not indicate that development projects will be approved at the maximum density or intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges. The City's Zoning Ordinance contains more detailed provisions and standards for regulating the use and intensity of permitted development.

More than one zoning district may be consistent with a General Plan land use category.

Residential Land Use Categories

Four residential land use categories are established to provide for development of a full range of housing types appropriate in the City. Housing densities are stated as the number of housing units per gross acre of developable land, excluding areas subject to physical, environmental, or geologic constraints and areas dedicated for green ways or natural resource protection. At least one housing unit may be built on each existing legal lot designated for residential use. Dwelling units may be clustered within a General Plan land use category according to standards established in the City's Zoning Ordinance and in the Community Design Element of this General Plan.

Residential units in addition to the number of dwellings permitted in the conventional zoning districts may occur as:

- second dwelling units on single family lots permitted by the City's Zoning Ordinance;
- state-mandated density bonuses for provision of affordable housing; and
- residential units included in the various commercial land use categories.

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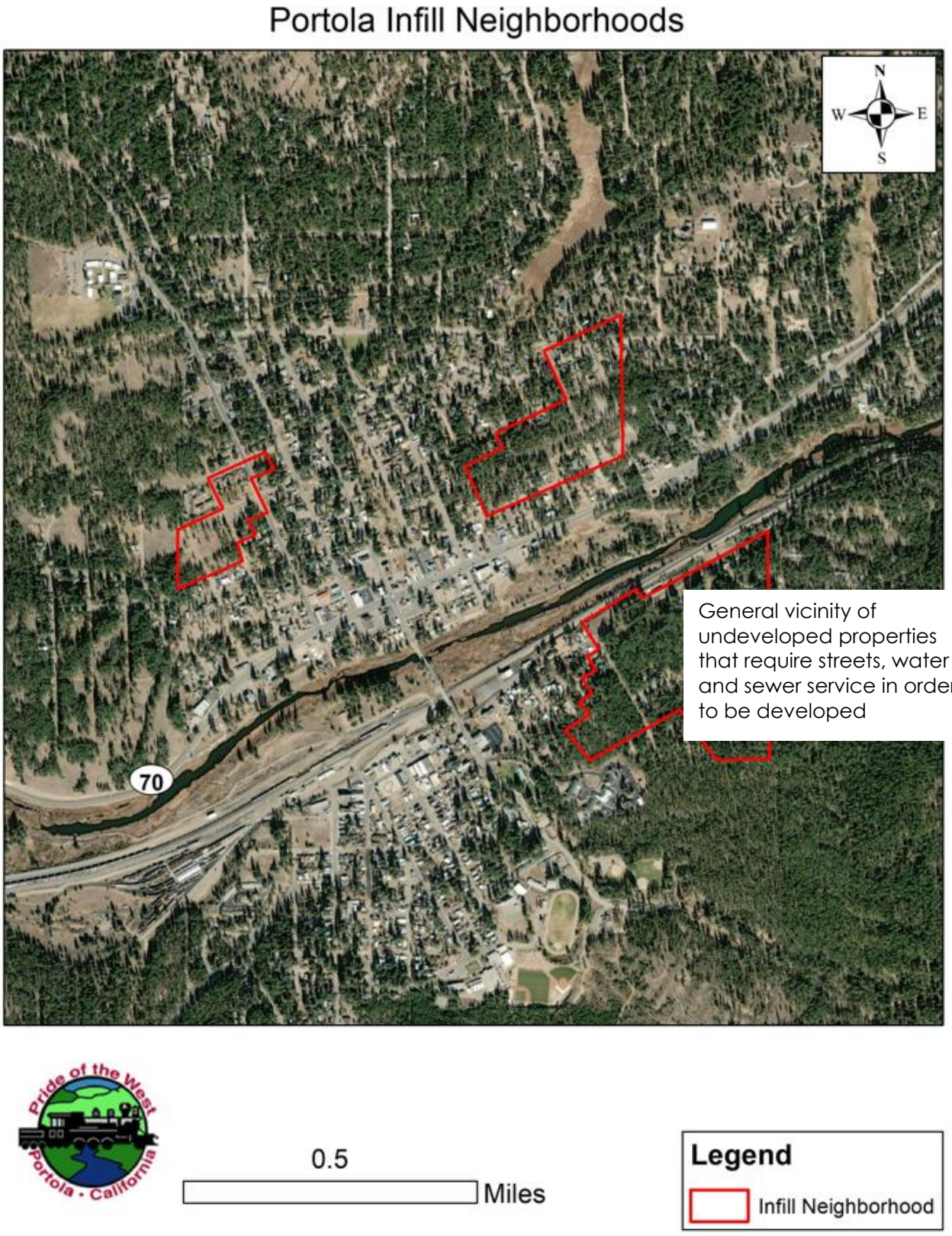
Figure 2-8
Infill Neighborhoods



Rural Residential (RR): Up to 0.2 units per gross acre (5-acre minimum parcel size)

The Rural Residential (RR) category is intended to accommodate large estate residential properties at the periphery of Portola. This designation will allow private equestrian facilities and tourist or recreation commercial uses such as a guest ranch, equestrian center, a golf course and golf training center, cross-country ski area, or conference center. Special use structures such as lodges and recreation activity structures may also occur. Such uses allow non-resident over-night guests or participants that are not included in the population for this residential category.

Development will typically be single family residences and accessory structures. In order to protect environmental resources, such as meadows and creeks, the residential lots may be clustered in densities that are higher than the nominal density permitted in this designation. Where appropriate to the environmental setting and the type of development, attached dwellings will be considered in the Zoning Ordinance under conditional use permit provisions. Dwelling units may be clustered on smaller lots provided that:

- Plumas County standards for septic systems are met, except that any lot less than 2.5 acres in size shall have public sewer and water.
- A minimum of 25 percent of the project is allocated to permanent open space.
- The average density in the cluster area does not exceed 0.4 units per gross acre.
- The minimum lot size in the cluster development shall be 1/3 acre with a minimum frontage of 100 feet.

Examples of an appropriate cluster or attached type of development include a guest ranch or conference center. The design of such structures and the associated improvements shall be consistent with the environmental setting. This will typically mean buildings in proportion to the surroundings, use of traditional, durable materials and minimal site grading.

The local roads in the Rural Residential designated areas may be constructed to a rural standard where the average lot is one half acre or larger in size.

The Rural Residential uses are located in areas constrained by slopes, meadows and environmentally sensitive areas. The land use restrictions defined in the Open Space and Conservation Element and the Community Design Element will affect the potential density and location of residential development in this category. The category will typically be in proximity to low density residential use and open space but may be near compatible commercial uses and higher density special purpose residential uses.

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The average density assumed for General Plan buildout calculations is 0.2 units per gross acre.

Low-Density Residential (LDR): From 0.2 to 1 unit per gross acre (1 acre to 5 acre parcels)

The Low-Density Residential designation is intended to provide single family lots and related uses similar to those currently found on the periphery of the City. The category will typically provide a transition to medium density residential use from rural residential land use, but may be near compatible institutional and commercial uses and higher density special purpose residential uses.

Development within this land use category will typically be single family residences and accessory structures. Accessory structures are limited to garages, storage structures, planting sheds and green houses, and similar structures ancillary to the primary residence. This designation will also allow tourist or recreation commercial uses such as a guest ranch, equestrian center, a golf course and golf training center, cross-country ski area or conference center. Such uses allow non-resident over-night guests or participants that are not included in the population for this residential category.

Roads and other public improvements may be developed to rural standards, as described in the Circulation Element and the Community Design Element of this General Plan, provided that the roads can meet the standards for maintenance, and on-street parking, where permitted.

Clustering is encouraged to avoid areas of environmental sensitivity and to minimize the length of roads and public utilities. The maximum density in this designation may be increased to 2 units per gross acre for clustered development with smaller lots if a minimum of 25 percent of the project is allocated to permanent open space, and the average density does not exceed 1 unit per gross acre. The minimum lot size in the clustered development shall be 1/4 acre with a minimum frontage of 80 feet. Any lot less than 2.5 acres in size shall have public sewer and water.

The average density assumed for General Plan buildout calculations is 1 unit per gross acre.

Medium-Density Residential (MDR): From 1 to 8 units per gross acre (1 acre to 4,000 square foot parcels)

The Medium-Density Residential designation is intended primarily for single family detached dwellings on individual lots, although this density range will also accommodate duplex and attached dwellings, including apartments and condominiums. Typical lots would range from 6,000 to 20,000 square feet, however, lots as small as 4,000 square feet may be permitted in cluster configurations to avoid environmentally sensitive areas.

This category includes the existing urban style residential neighborhoods in the City. Neighborhoods in the medium density land use category will include the standard

residential street with curb and gutter as described in the Circulation Element and the Community Design Element.

The average density assumed for General Plan buildout calculations is 4 units per gross acre.

High-Density Residential (HDR): From 8 to 15 units per gross acre) (4,000 square foot to 2,250 square foot parcels)

The High-Density Residential category provides for attached or multi-family dwelling units. Such units are to be located in close proximity to public services and commercial uses but may also be included as a component in recreation-oriented developments in the peripheral areas of the City. The minimum building area allocated for each dwelling unit in a multi-unit project shall be 2,250 square feet of net area (i.e. exclusive of streets, open space and other public rights-of-way). Lot sizes will include a minimum of two residential units and will typically be a minimum of 5,000 square feet.

Dwelling types may include attached or detached single-family housing, duplexes, triplexes, townhouses and apartments.

The average density assumed for General Plan buildup calculations is 10 units per gross acre.

Home Occupancy

All residential uses will allow home occupancy businesses subject to the standards established in the City's Zoning Ordinance. It is anticipated that the percentage of individuals working at home will increase during the twenty-year span of this General Plan. At home workers may include telecommuters, professional service sole practitioners, small service businesses, mail order businesses, and other entrepreneurial endeavors. It is the intent of this General Plan to support such activities as a means of furthering local economic development. The residential design standards are intended to provide the flexibility to include most types of small business within the premises.

Commercial Land Use Categories

Although Portola is a relatively small community the commercial land uses, both existing and potential, are varied. Therefore, the General Plan Diagram identifies two distinct commercial land use categories.

For nonresidential uses the land use intensity is addressed as the maximum percent of a lot that can be covered by a building. The Zoning Ordinance shall provide specific exceptions to the building coverage limitations for uses with low employee densities, such as wholesaling and distribution, or low peak-hour traffic generation, such as a hospital.

Core Commercial (CC)

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The Core Commercial category is intended to accommodate the businesses, institutions, and services for the residents of Portola and eastern Plumas County. It includes retail and service businesses oriented to tourists and travelers, eating and drinking establishments, commercial recreation, service stations, financial, business and personal services, motels, public recreation and social services. Open air cafes and retail sales are permitted in this land use designation provided that the outdoor sales and restaurant areas are separated from the pedestrian walkway and street by a low, open type fence. Umbrellas, canopies and other temporary coverings, pedestrian scale lighting and signs will be permitted in these areas as regulated by the City Zoning Ordinance.

The Core Commercial designation will include live/work/sales environments to support the local production of arts such as sculpture, murals, paintings, furniture, and similar artists products. The product of such activities may be sold, and the artist may maintain living quarters on the premises. The intent is to encourage the development of artist and craftsman workshops as a component of local economic development and the character of the community.

The Core Commercial designation is generally applied to properties on Commercial Street and the Sierra Street (Highway 70) corridor.

The maximum allowable building coverage is 50 percent. Limitations on the size and location of parking and the orientation of the buildings and design standards may restrict the building coverage to less than 50 percent. The parking requirements in this category are described in the City's Zoning Ordinance. Each use shall have sufficient parking to meet the requirements set forth in these standards either in a parking lot on-site, or in a common parking area within 800 feet of the site.

Commercial Mixed Use (CMU)

The purpose of the Commercial Mixed-Use designation is to establish locations that include residential use in addition to employment centers, retail commercial, professional office, tourist commercial, visitor-oriented commercial activities, including hotels and motels, private commercial and public recreation facilities, convention and meeting facilities, recreational vehicle parks, campgrounds, retail shops, restaurants, and related services. Properties fronting on the river are suitable for small retail, lodging, restaurants, services, and office space. The uses are to be oriented to the river view and the recreation amenities planned along the north side of the river. Other than pre-existing uses, residential uses cannot be the primary land use and must be a minimum of four dwelling units per acre. The Commercial Mixed-Use category may also be used as a transition between the commercial uses and adjacent residential neighborhoods. The maximum building coverage ratio (exclusive of residential uses) is 50 percent.

Service Commercial (SC)

Service Commercial is intended for commercial uses that have heavy truck traffic, are engaged in the sale of bulk products, such as sand and gravel, or automobile repair and

tire sales. Service commercial uses typically require large retail space, large storage areas, and large parking areas. The Service Commercial areas are located along Sierra Street, primarily in Delleker. The maximum building coverage ratio is 50 percent.

Business Professional/Light Industrial (BP/LI)

The Business Professional/Light Industrial designation is intended to accommodate light industrial, light assembly regional services, public and private commercial recreation, small warehouse and distribution, communications and information services, mail order services, and research and development businesses appropriate to the City's setting.

The designation is intended to accommodate relatively small buildings in wooded settings. Buildings will be integrated with the site and the maximum building coverage will be 50 percent. Design standards specified in the Community Design Element will guide the development and use of this designation such that business uses in this will be compatible with and may be integrated with other uses in the City.

Public/Quasi-Public (P/QP)

This designation includes civic and institutional uses such as the City Hall, the library, the hospital, the post office, parks, and schools. Private institutional uses include meeting halls, private schools, and churches.

Utilities (U)

The Utilities designation includes the "infrastructure" in the community, such as the landfill, wastewater treatment plant and ponds, and the railroad. Development within these areas is generally restricted to the facilities associated with the primary utility.

Open Space/Conservation (OSC)

The Open Space and Conservation designation covers those areas of the City in which development is constrained by an historic, cultural, aesthetic, or natural environmental condition. These areas include drainages and the river front area.

Open space areas may permit rural residential uses, recreation uses, visitor commercial or interim uses, such as special events under conditions prescribed in the City Zoning Ordinance, the Community Design Element and the Open Space and Conservation Element.

Overlay Designations

Wild and Scenic River (WSR)

The Middle Fork Feather River is Federally designated as a Wild and Scenic River. The Wild and Scenic River Act (Public Law 90-542, October 2, 1968) declares that ". . .certain

selected rivers of the Nation which, with their immediate environments, possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values shall be preserved in free-flowing condition, and that they and their immediate environments shall be protected for the benefit and enjoyment of present and future generations". The Act prohibits new commercial or industrial uses which do not preserve the free-flowing condition of the river, and which do not protect the river's immediate environment. The Act also requires protection of the bank lands by means of acreage, frontage, and setback requirements on development.

The General Plan Land Use Diagram does not include a separate category for the Feather River corridor other than the Federal Wild and Scenic River designation. However, the General Plan includes specific development and open space standards and guidelines intended to guide use of this special resource. The Community Design Element includes specific design standards for the buildings along the river and community access to the river (Section 3.7). The Public Services and Facilities Element includes recommended recreation facilities to be included in the river corridor, and the Circulation Element describes the bikeway connections that will use the open space adjacent to the river. The Conservation and Open Space Element includes specific policies for the use of the land within the Wild and Scenic River designation.

Floodplain (FP)

The area immediately adjacent to the Middle Fork Feather River falls within a designated Federal Emergency Management Agency (FEMA) floodplain. This floodplain is a special flood hazard area that is inundated by a 100-year flood. The use of the land within the 100-year flood plain is regulated by standards that require all occupiable development to be above the predicted flood elevation.

Projected Population Growth

The land area required to accommodate future development is determined by population increases and economic development. The land plan seeks to maintain a balance between population and economic growth, and the effects of growth.

The Portola population grew steadily from 1910 to 1950 but declined from 1950 through 1970. From 1970 through the early 1990's population gained slowly but did not recover to the same level of population found in 1950. Population growth was modest through the 1990's, then slowly declined from 2000 to 2020.

This General Plan accommodates new population growth in Portola is likely to come from three primary sources:

1. Population growth in California and northern Nevada will generate a spillover effect as people seek to relocate to small communities from increasing development in more urban areas.

2. An aging population will generate an increase in retirees seeking small communities for second homes or a permanent retirement home.

3. Economic development will generate new job growth in service and tourism industries, and growth in small businesses whose leaders can choose a location based primarily on quality-of-life considerations.

The cumulative effect of these factors is difficult to project because the current population in the City is very small. The overall growth rate in California will increase the pressure for population growth throughout the state, but the rate of increase will not be matched in all areas. Individual communities will grow faster or slower than the overall state projection. Moreover, in a small community like Portola the annual percent of growth is not as significant as the actual number of new residents. Because the community is relatively small, population projections based on an annual average percentage increase are not meaningful. With a population base just under 2,000 residents, a relatively small increase in absolute population could translate to a high growth rate, yet there would be little noticeable effect on the community from year to year.

Nonetheless, the cumulative effect over time will be noticeable, and significant in a small community such as Portola. Table 2-1 summarizes a projection of population growth in the City through 2045, a twenty-five-year time horizon. The table applies three growth rate assumptions: 1 percent, 2 percent and 3 percent.

At a compound growth rate of 3 percent annually the population in the City will reach a total of 4,020 persons in 2045, a net increase of 2,100 persons.

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Table 2-1
Population Growth Projection

Annual Population Change			
Year	1%	2%	3%
2020	1,920	1,920	1,920
2021	1,939	1,958	1,978
2022	1,959	1,998	2,037
2023	1,978	2,038	2,098
2024	1,998	2,078	2,161
2025	2,018	2,120	2,226
2026	2,038	2,162	2,293
2027	2,058	2,205	2,361
2028	2,079	2,250	2,432
2029	2,100	2,295	2,505
2030	2,121	2,340	2,580
2031	2,142	2,387	2,658
2032	2,164	2,435	2,737
2033	2,185	2,484	2,820
2034	2,207	2,533	2,904
2035	2,229	2,584	2,991
2036	2,251	2,636	3,081
2037	2,274	2,688	3,173
2038	2,297	2,742	3,269
2039	2,320	2,797	3,367
2040	2,343	2,853	3,468
2041	2,366	2,910	3,572
2042	2,390	2,968	3,679
2043	2,414	3,028	3,789
2044	2,438	3,088	3,903
2045	2,462	3,150	4,020

Projection of Land Area to Accommodate Future Growth

Full development of all land use in the General Plan Study Area would accommodate a population substantially larger than 4,020. However, the population growth anticipated in this Land Use Element can be accommodated within the existing City boundary if adequate land area is allocated in appropriate locations, and the necessary supporting land uses and infrastructure is available when needed. If additional land is annexed to

the City, the potential population will increase in proportion to the development potential of the new land area.

The estimate of the required land area is determined by the projected population in twenty years, the average number of persons in a dwelling, and the average density (dwelling units per acre). Land area for commercial uses, schools and parks are added to support the projected population. This estimate provides a general guideline, not an absolute benchmark for future land use allocations. Within broad ranges of land use mix the City can assign specific land use and adjust to accommodate changes in demand over the period of this General Plan.

Average Household Size

The average household size during the General Plan time horizon is assumed to be 2.34 persons per household (2010 Census). The household size may fluctuate over a period of decades. For example, if Portola attracts a significant number of retired persons the average household size may actually decline over time.

Average Dwelling Density

For the purposes of estimating future land area required, it is assumed that the average density of all dwelling units constructed in the next twenty years will be three units per acre. This allows for a mix of higher density infill development on existing urban lots at approximately seven units per acre, and development of new residential neighborhoods including small lots and multi-family residences, manufactured housing, and larger single family and estate lots. The dwelling density is the average number of dwelling units on a developed acre in the City. Dwelling density depends on many other factors, such as the type of employment available, the amount of infill development that occurs, the percentage of retirees that locate in the City.

The land area allocated for residential use in the Land Use Element will accommodate the highest level of growth anticipated, five percent. This will be considered the "build-out" population for this General Plan. However, the General Plan will also be effective if a lower rate of growth occurs. At an average of 2.8 persons per household the number of dwelling units required to house the projected population is shown in Table 2-2.

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Table 2-2
Projection of Residential Units and Acres

Year	1%		2%		3%	
	Dwellings	Acres	Dwellings	Acres	Dwellings	Acres
2020	764	255	764	255	764	255
2021	772	258	779	260	787	263
2022	779	260	795	265	811	271
2023	787	263	811	271	835	279
2024	795	265	827	276	860	287
2025	803	268	844	282	886	296
2026	811	271	860	287	912	304
2027	819	273	878	293	940	314
2028	827	276	895	299	968	323
2029	836	279	913	305	997	333
2030	844	282	931	311	1,027	343
2031	852	284	950	317	1,058	353
2032	861	287	969	323	1,089	364
2033	870	290	988	330	1,122	374
2034	878	293	1,008	336	1,156	386
2035	887	296	1,028	343	1,190	397
2036	896	299	1,049	350	1,226	409
2037	905	302	1,070	357	1,263	421
2038	914	305	1,091	364	1,301	434
2039	923	308	1,113	371	1,340	447
2040	932	311	1,135	379	1,380	461
2041	942	314	1,158	386	1,421	474
2042	951	317	1,181	394	1,464	489
2043	960	321	1,205	402	1,508	503
2044	970	324	1,229	410	1,553	518
2045	980	327	1,253	418	1,600	534

Land Area Required for Jobs/Housing Balance

The land area requirements for development of the City also include the non-residential land uses, public facilities and open space. Retail and service commercial, business-professional and industrial land use will increase as the population of the City and east Plumas County increases. Tourism and other economic development may increase the demand of service and retail commercial land above that created solely by population growth.

The precise amount of commercial land area cannot be projected, but an approximation of the land area required can be estimated on the basis of an average jobs/housing ratio. The jobs/housing ratio depends on:

- the number of resident workers,
- the number of households,
- the average commercial or industrial space required per employee, and
- the average density of housing supply.

An estimate of the ratio of land required for a balance of jobs and housing in the City is based on the following assumptions. On average, there will be 1.3 workers per household, that is, each dwelling unit will have 1.3 workers. However, this average could be less if the population includes a large percentage of retired persons. The percentage of retired persons cannot be estimated in this General Plan.

Land Area Required to Accommodate Employed Residents

The land area required to accommodate each worker varies greatly from industry to industry. For the purposes of establishing a balance of land use in the General Plan it is assumed that on average each worker will require approximately 500 square feet of workspace. The average commercial space in Portola covers approximately thirty percent of the land. Each acre of non-residential land use can accommodate about 25 employees. At a ratio of 1.3 workers per dwelling unit and an average of three dwelling units per acre, there are approximately four resident workers for each acre of residential land use. On this assumption, one acre of commercial, business/professional, or industrial land is required to balance six acres of residential use.

Land Area Required for Institutional Uses and Public Services

Public facilities, including schools, parks, hospitals, civic centers, and fire stations require additional land area on the ratio of approximately 1 acre for each 10 acres of residential use. Open space and natural resource areas occupy approximately 30 percent of the total land area in the community.

Land Area Required for Fiscal Balance

The revenues required to support City services come from many sources, but two of the most important continue to be sales tax and property tax. In the foreseeable local government financing environment cities must consider the balance between the demand for services and the potential for new development to generate revenue. The overall health of the community depends on a balance of land uses. Non-residential uses may generate high revenues relative to service demands, but the residential uses are necessary to support the non-residential uses. The intent in this Land Use Element is to ensure that the overall balance of land use is sustained over time.

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Infill Neighborhoods

The City includes three neighborhoods that were bypassed and not developed in the early years of the City growth. Despite being located near the center of the City, see Figure 2-2, these neighborhoods were passed over because the terrain made the area uneconomical to develop. Nonetheless, the lots were subdivided, and exist today as legal lots. Development of these areas remains impractical for individual landowners due to the high cost of extending roads, sewer, water and other utilities to single family residential lots. Yet, the neighborhoods are ideally located relative to existing and planned services and retail areas. These infill areas will provide additional land area needed for population growth and economic development. Due to the high cost of development for individual owners it is likely that the City of Portola, or other public or private entity in cooperation with the City, will take the lead in organizing the property owners to plan and develop these areas. Organizing and developing these lots may require reconfiguring them to provide larger lots and/or new lot shapes and street alignments to conform to the terrain.

In 2002, 2007, and 2009 the Planning Commission and City Council sent letters, made direct contact with property owners, and conducted a survey with information regarding the formation of an assessment district (for road improvements) and Specific Plan areas (for the potential of reconfiguring neighborhoods). Generally, property owners were not interested in forming an assessment district or Specific Plan. Further analysis should continue as directed by the Planning Commission and City Council.

Growth Monitoring: Balancing Land Use and Public Needs

The mix of land use in the City should be monitored periodically to inform future decisions on land use, public service levels, and capital investments. The process for monitoring growth should occur in the annual budgeting process. The annual budget statement should include a summation of the overall mix of land use.

The mix of land uses in the City will vary from time-to-time. The changes in land use will be particularly noticeable because Portola is a small community. Any single new industrial use or a single new residential subdivision will affect the balance of land uses. There is a range of land uses that will provide a balance of jobs and housing, adequate space for public uses, fiscal stability, and quality of life.

This range provides a general guideline for the mix of all land use in the City. It is not intended to be a specific measure of community health and stability and should be expected to shift and change over five to ten years. The mix of land uses in the City is a mosaic that will change and evolve as the community continues to diversify and mature. The range established in this Land Use Element is intended to gauge the course of future development. The range in Table 2-3 should be considered a picture of the unfolding future. Individual development proposals should be evaluated as to how well they contribute to completion of the picture. If the picture is incomplete, such as a shortage of

adequate space for new jobs, or parks or new housing, the City should seek to maintain the balance and complete the picture. This can be done by amending the General Plan to change the available supply of land and implementing strategies to accelerate economic development.

Table 2-3
Target Range of Land Use Mix

Land Use Type	Percent of Total Land Area
Residential Low/Medium Density	55% to 65%
Residential High Density	3% to 6%
Commercial and Other Non-Residential	9% to 12%
Public Land Use (including roads)	15% to 20%
Urban Open Space	20% to 30%

Urban open space in Table 2-3 primarily includes the undeveloped land along stream corridors and other open space set aside for safety, habitat protection, or aesthetic purposes. The Feather River is a substantial area that significantly increases the percentage of open space within Portola, compared to what may typically be found in other communities. Open space is an important characteristic of the City of Portola. A discussion of open space policies is found in the Conservation and Open Space Element (Section 8.5) in this General Plan.

Land Use Policies and Implementation

Policies: Land Use

LU-P-1. The City shall manage and plan for growth in population and economic development.

LU-P-2. The City shall encourage a pattern of development that promotes the efficient and timely development of urban infrastructure and preserves valuable natural and environmental resources.

LU-P-3. Growth shall mitigate its own impacts and shall provide a positive benefit to the community.

LU-P-4. The City shall consider the regional context for growth when evaluating a development proposal or opportunity within the City boundary.

LU-P-5. Growth must provide a strong diversified economic base and a reasonable balance between employment and affordable housing.

LU-P-6. Growth should occur on the basis that projected revenue of all land uses in the City will be sufficient to support public service costs.

LU-P-7. The City shall encourage a development pattern that is contiguous with the boundary of the City.

LU-P-8. Development shall be managed to ensure that adequate public facilities and services, as defined in the Public Services Element, are planned and provided and the public health, safety, and welfare is protected.

LU-P-9. The City of Portola will accommodate projected population and employment growth in areas where the appropriate level of public infrastructure and services are planned or will be made available concurrent with development.

LU-P-10. The City will assert its authority in reviewing proposals for residential, commercial, or industrial development in unincorporated areas within the General Plan Study Area. Urban development should occur within the City boundary.

LU-P-11. The City may initiate studies to investigate the potential of annexing areas within its Sphere of Influence or expanding the Sphere of Influence boundary. The studies should be focused on those areas that would be logically served and planned by the City in a manner consistent with the City General Plan goals and policies and the City's Annexation Policy.

LU-P-12. The City will consider applications for annexations that are consistent with the City's Annexation Policy and:

a. Are contiguous with City boundaries and provide for a logical expansion of the City;
b. Create clear and reasonable boundaries;
c. Ensure the provision of adequate municipal services;
d. Are a fiscal benefit to the City and its residents;
e. Are consistent with State law and Plumas County Local Agency Formation Commission standards;

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f. Are consistent with the General Plan.

LU-P-13. The City may consider expanding its sphere of influence to incorporate areas that logically should be planned and serviced by Portola. Pursuant to LU-P-11, the City shall consider the following factors when making determinations involving sphere of influence boundaries:

a. Present and planned land uses in the area;
b. Present and probable need for public facilities and services in the area;
c. Present capacity of public facilities and adequacy of public services;
d. Existence of any social or economic communities of interest in the area; and
e. Open space and forest lands.

LU-P-14. The City shall seek to encourage development of the infill areas and may participate in public-private development arrangements to implement this policy.

LU-P-15. The City shall encourage and support the exchange of US Forest Service land for urban land use and open space within the City sphere of influence.

LU-P-16. The City shall manage growth in such a way to ensure that significant open space areas will be preserved.

LU-P-17. The City shall review the General Plan's residential and commercial capacities every five years and modify, as necessary, to reflect development that has occurred, its impacts, evolving market and economic conditions, and consistency with community values.

Implementation: Land Use

LU-I-1. The City will continue to pursue a regional approach to planning and growth in the eastern Plumas County area. The City will seek public comment and early consultation with applicable agencies for major projects proposed either within or outside Portola. The intent of this consultation will be to provide public input to the process and to coordinate planning efforts between jurisdictions and minimize the impacts of growth to Portola and the surrounding region.

LU-I-2. The City Manager will coordinate preparation of a five-year public services report to the City Council in concert with that year's budget

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report. This report should document growth trends the capacity and level of service for public services and facility planning efforts.

LU-I-3. The City Manager will coordinate preparation of a five-year land use summary report to the City Council in concert with the that year's budget report. This report will document the growth in residential and commercial development and estimate the increase in employment in the City over the previous five year period.

LU-I-4. The land use summary shall include a reference to the range of land use mix in Table 2-3 in this Land Use Element and determine the then current and five-year projection of land use in the City.

LU-I-5. With input from the public and the affected property owners, the City shall initiate a study to determine an appropriate and feasible land plan for the infill areas. The City shall coordinate the preparation of a specific plan that may result in reconfiguration of existing lots to achieve a more efficient and feasible land use and street plan.

LU-I-6. With input from the public and the affected property owners, the City shall initiate a plan for providing infrastructure to the infill areas. The plan will include a finance plan to enable the development of infrastructure funded by the properties that benefit from the improvements.

LU-I-7. The City will forward development applications that affect student population to the school district for review of future educational facility needs.

LU-I-8. The City will amend its Zoning Ordinance to include that development projects are reviewed for compliance with Firewise standards.

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3. Community Design Element DRAFT

Surrounded by mountains and forests, and located around creeks and meadows, the Feather River and Humbug Valley, Portola is inherently an attractive community. One challenge to living in this setting is to develop a built environment that is compatible with the natural amenity. Poor quality design and construction, and poor maintenance of existing buildings, has the ability to seriously detract from the surrounding beauty and diminish the very features and character that attract people to live here. This is not to imply that human occupation of the forest and mountains is inherently incompatible with the natural surroundings. Indeed, attractive buildings designed to be compatible with the natural surroundings have the ability to inspire, and to be an attractive complement to the natural setting. The community can be designed to sustain and be in harmony with the environment.

The first priority is to not destroy the natural amenities that make the area so attractive. The guidelines are simple. Do not remove more trees than necessary to construct a building or maintain Firewise standards and do not unnecessarily modify the natural landform or the natural flow of water through grading. Compliance with these fundamentals will inherently protect the natural character of the community. The companion priority is to develop the community in a manner that is compatible with and protective of the surroundings. The Community Design Element defines specific details for development of the City. These details address building characteristics and common area features such as landscaping, signs, neighborhood design, and community form.

Authority

The Community Design Element is an optional element of the General Plan under Section 65303 of the Government Code.

"The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city."

Relationship to Other Elements

The Community Design Element establishes intent and guidance for community development and is closely related to the Land Use Element. The Land Use Element defines the location and use of land. The Community Design Element defines the characteristics of the land use and provides guidelines and standards for development. This is the basis for new development standards that will be applied in the subsequent amendments to the Zoning Ordinance, the Improvement Standards, and Subdivision Ordinance in the Municipal Code.

The Community Design Element includes guidelines for developed area relationship to open space and forested areas, and guidelines for development in sloping or highly erodible areas. These fundamentals are also addressed in Open Space and Conservation Element and the Safety Element. The Community Design Element is also related to the Circulation Element in the recommendations for street, parking, public transit, and pedestrian and bike system features.

Community Design Goals

The fundamental goal for the Community Design Element is to encourage development that:

- is economically and environmentally sustainable; relates well to the natural setting;
- is sustainable because it is well constructed of durable, quality materials appropriate to the setting; and
- offers memorable buildings and spaces.

The underlying principle in this Community Design Element, indeed throughout the General Plan, is that natural amenities and the man-made environment are not mutually exclusive. Portola residents and visitors will be able to enjoy the built environment integrated into the natural beauty of the region.

Goal CD-1.	Guide development of the community in a manner that will sustain the natural resources and amenities and will be economically sustainable over time.
Goal CD-2.	Foster creativity and design excellence consistent with community objectives, the environmental characteristics of the area and the economic conditions inherent in a small, rural community.
Goal CD-3.	Ensure that development will be compatible with the natural features that define the existing City and surrounding area.
Goal CD-4.	Establish high standards so that the future development will be attractive, distinctive, and functional.
Goal CD-5.	Protect natural environmental features and integrate the built environment with the natural environment.
Goal CD-6.	Establish quality development appropriate to the local history, culture, and natural environment.
Goal CD-7.	Build for long term durability and economic life cycles.

Goal CD-8.	Establish well designed, distinctive gateways, lighting, and signage that will distinguish Portola as an attractive community.
Goal CD-9.	Retain and enhance the existing, well-defined form of the City.
Goal CD-10.	Provide public spaces to accommodate visitors with minimal impact on City residents.
Goal CD-11.	Establish attractive, well-designed, and distinctive districts such as Commercial Street and a business park to enhance employment and economic development opportunities.
Goal CD-12.	Enhance and preserve the existing neighborhoods and restore or replace existing housing stock in the older neighborhoods.

Protection and Enhancement of Natural Amenities

Policies: Protection of Open Space and Natural Resources

CD-P- 1. Where contiguous to open space, development will be designed to provide views to meadows, creeks, rock outcroppings and other natural features.

CD-P- 2. Meadows and riparian corridors along drainage ways and the river are to be maintained in the natural condition. No structures will be permitted in meadows or riparian corridors other than small structures incidental to recreation, agriculture, forest management, environmental management, or education activities. Such structures may include open pavilions, seating areas, small informal amphitheaters, kiosks, open shelters for recreation, small structures for storage required for maintenance, and similar basic structures. Major structures such as lodges, residences, restaurants, resorts and other similar buildings will not be permitted in a meadow or riparian corridor.

CD-P- 3. The edge of the City adjacent to forests and meadows will provide a transition from urban to open space by reducing the intensity of land development.

CD-P- 4. The urban portion of the City will be clearly distinct from the unincorporated area along the major roads entering the City.

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CD-P-5. The City will ensure that Firewise (NFPA) Standards are implemented throughout the City.

Implementation: Protection of Open Space and Natural Resources

CD-I-1. All applications for tentative maps, conditional use permits, and planned unit developments pursuant to the Municipal Code will be required to show:

- the location and character of any natural features, such as a spring, meadow, rock outcropping, or defined drainage way;
- the location of trees to be removed in the development;
- a grading plan that indicates cut and fill banks.

CD-I-2. The Zoning Ordinance shall be amended to ensure that all new development complies with Firewise (NFPA) Standards.

CD-I-3. The review of all such applications will consider the effect of the proposed development on major natural amenities, such as a large rock outcrop or view to a major peak.

CD-I-4. Adopt design guidelines for development adjacent to creeks that include consideration of the following:

- streets abutting the bank;
- discourage rear lot lines along creeks;
- provide public access and visual easements to creeks;

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- linkages to other open spaces and open space systems;
- trails for pedestrians and bicyclists;
- planting for erosion control and riparian enhancement with native shrubs, groundcover, and riparian trees.

CD-I-5. Work with Plumas County to support implementation of the Scenic Highways policies in the County General Plan.

CD-I-6. Work with the United States Forest Service (USFS) to implement the Wild and Scenic Rivers standards in the Plumas Forest Master Plan.

CD-I-7. Maintain view corridors to the river along the existing streets leading from Highway 70. New development or redevelopment of existing properties abutting or within these corridors must be designed to maintain the view to the river.

CD-I-8. Through Code Enforcement activities and public education, the City shall encourage existing properties to maintain Firewise (NFPA) standards.

Building Quality and Durability

Policies: Building Quality

CD-P-6. New construction, and redevelopment of existing buildings, should use durable materials that will age well and will require minimal maintenance.

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CD-P-7. Use of native materials and design features associated with the history of the area is encouraged.

Implementation: Building Quality

CD-I-9. The Building Inspector will provide information to building permit applicants on suitable building materials and forms for the Portola area.

CD-I-10. The City will take the opportunity with City buildings and public improvement projects to demonstrate cost effective use of suitable materials.

CD-I-11. The City Planning Commission and/or City Council will consider the durability of materials and the appropriate use of materials in conjunction with other considerations in review of development applications.

City Landmarks and Gateways

The existing City boundaries are well-defined by natural landforms. Traveling west on Highway 70, one enters the east end of the City over a low pass that establishes a distinct entry to the City (refer to location "A" in Figure 3-3). Driving east from Delleker, one enters the City around a curve in the highway adjacent to the river, and the south side of the City where the rail museum buildings come into view (refer to location "B" in Figure 3-3). This approach provides a natural gateway and an attractive view up the river toward the Gulling Street Bridge.

Policies: City Landmarks and Gateways

CD-P-8. Enhance the visual impact of the natural features that mark the major entries to the City.

CD-P-9. Establish visual landmarks throughout the city that will guide visitors to major activity areas.

CD-P-10. Retain views and public access to the river from Highway 70.

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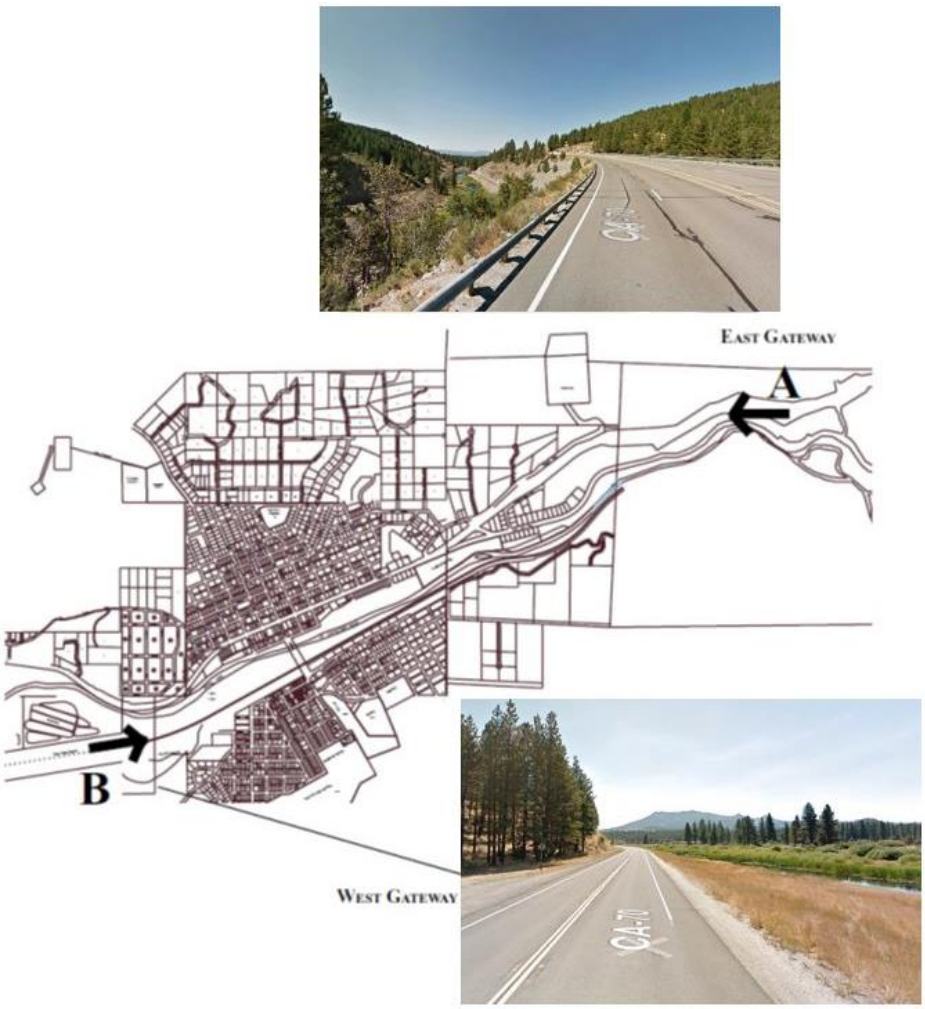
Figure 3-3
Major Gateway Entries



Implementation: City Landmarks and Gateways

CD-I-12. Continue to work with Plumas County to establish design standards and land use controls on the unincorporated area in a corridor extending along Highway 70 and along the Lake Davis Road and County Road A-15 within 2 miles of corporate limits of the City.

CD-I-13. Continue to maintain land at the east and west entries to the City along Highway 70, including gateway features which includes major signs, a small visitors parking area, an information kiosk with information and directional signs, interpretive signs and a small picnic area, as applicable.

CD-I-14. Encourage design standards for gateway features that reflect the historic character of the town. This may include elements of railroad, mining, ranching, timber, or recreation, but is not intended that any gateway feature incorporate all these elements.

CD-I-15. Continue to implement a landmark and sign feature to direct people to the Old Town commercial area, the railroad museum and the Civic Center in highly visible locations throughout the City, including, but not limited to, the southwest corner of the intersection of Gulling Street and Highway 70.

CD-I-16. Establish requirements for providing landmark features in new development. Landmark features may include gateway elements and landscaping, special lighting and paving, and sculptural elements.

CD-I-17. Continue implementation of the City Improvement Matrix as amended as a design standard for major streets that differentiates them from small collector and residential streets through landscaping, signs, and lighting. Refer to the landscape guidelines for the City streets in this element and the street standards in the Circulation Element.

Policies: City-Wide Directional Signs

CD-P-11. Continue the City-wide sign program to encourage a common design element and provide directional features to guide people in the city.

Implementation: City-Wide Directional Signs

CD-I-18. Continue to implement the public directional sign program that includes three dimensional elements as well as signs. The intent is to establish a common design theme throughout the City. At a minimum, the public directional sign program will include directions to City Hall, the library and parks, the sheriff's substation, the Railroad Museum, Old Town and the hospital. The sign program will include a standard lettering style and color, and background color and base materials so as to provide a uniform image that is easily recognizable as part of the City program.

Neighborhood Conservation and Development

The City contains many old neighborhoods that predate the common use of automobiles. The character of these neighborhoods is small, individualized homes that reflect the

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distinctive tastes of many occupants over several decades. The General Plan goal (CD-12) is to enhance the existing neighborhoods and restore or replace the existing housing stock. The underlying purpose of this goal is to create more attractive neighborhoods that will retain property values and encourage private investment in individual properties.

Policies: Residential Neighborhoods

CD-P-12. Improve the overall streetscape in residential neighborhoods by providing improvements such as a public sidewalk, street lighting, and directional signs, in accordance with the City Improvement Matrix as amended.

CD-P-13. Actively enforce the Municipal Ordinance sections regarding trash collection and disposal in residential yards, and the replacement or renovation of dilapidated or unsafe buildings.

Implementation: Residential Neighborhoods

CD-I-19. Assist in the organization of neighborhood associations for the purpose of identifying and implementing local improvement projects. Assistance may include the provision of mailings, meeting facilities, and research.

CD-I-20. Maintain a category in the annual municipal budget for local improvements such as street tree planting, annual clean-up days, sidewalk installation and repair, and similar local activities to enhance the visual quality of the City.

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CD-I-21. Establish an inventory of dilapidated properties as candidates for restoration or removal.

CD-I-22. Identify sources of funding and community support for restoration of residential properties for low-income households.

CD-I-23. Continue implementing code enforcement strategies aimed at reducing blight and increasing safe living conditions.

Civic Core and Public Spaces

It is anticipated that Portola will grow as the economic center and an attraction to visitors to Eastern Plumas County. The City needs an attractive core area that can accommodate large numbers of visitors without detracting from the quality of the natural environment and the quality of life for residents. This will be done by maintaining the compact form of the major institutional and commercial uses, by designating the core area as an extended "visitor's center", and by establishing high quality building design and amenities throughout the core area. The general boundaries of the core area are shown in Figure 3-5.

Policies: Civic Core and Public Spaces

CD-P-14. The existing civic core area, including City Hall, the post office, library, sheriff substation, Courthouse, and City Park shall remain the institutional center of the City. The City will seek to expand the City offices as necessary to keep pace with the service demands of increased population.

CD-P-15. The commercial core area of the City, including Highway 70, Commercial Street, the Railroad Museum area, and the civic center core will provide multiple locations to accommodate visitor activities. The intent is to enable the City to host large single events in multiple centers of activity, such as a craft or music festival, or to host different small but concurrent events.

CD-P-16. The multiple venue locations will be linked by a vehicle and pedestrian system and accessible by public transit and parking.

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Implementation: Civic Core and Public Spaces

CD-I-24. Invest in expansion of public services and other civic uses into the core area.

CD-I-25. Provide support uses, such as parking, pedestrian spaces and sidewalks, and public transit access to ensure that the civic core area remains viable.

CD-I-26. Adopt a Public Events Master Plan to identify multiple event centers and define their potential function. The Public Events Master Plan will include an operations component for coordinating multiple venue events and a facilities component that describes the venues and their supporting services and infrastructures.

CD-I-27. Identify the network of parking areas, pedestrian connections, public transit stops, and public activity spaces in the Public Events Master Plan.

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Figure 3-5
Civic Core Area

Commercial Areas

Policies for the commercial areas are closely linked with the standards for the civic core and public spaces. In part, the intent is to provide public spaces within the commercial core area that encourage public activity and patronage of the retail and service businesses.

There are two distinct commercial areas, Old Town and Sierra Street. Old Town is envisioned as a small-scale retail and service area with restaurants, small shops, and service for tourists as well as local residents. The proximity of the Railroad Museum offers

special opportunities for visitor-oriented services and retail. A high level of pedestrian amenities (including broad sidewalks, shade, seating, fountains, low level lighting) will establish a unique character for this commercial area.

Sierra Street and the adjacent side streets will provide the more conventional business center for the City and the region. Auto-oriented businesses catering to local residents, as well as travelers along Highway 70, will be the primary uses in this area. Although it is a primary traffic route of regional significance, the Sierra Street corridor should incorporate pedestrian amenities as well. Continuous sidewalks setback from the street edge, shade structures, seating areas, and pedestrian scale lighting and signs will provide a more pedestrian friendly corridor.

Policies: General Commercial

CD-P-17. Establish design standards to retain and enhance the Old Town core area and Sierra Street corridor as the primary commercial and tourism centers in the east Plumas region.

CD-P-18. Establish quality design of buildings on Commercial Street and the Sierra Street corridor to identify them as the center of primary commercial activity.

CD-P-19. Signs and lighting for commercial and office uses will contribute to a common theme element that becomes a visual symbol for the City.

CD-P-20. Encourage preservation and enhancement of commercial buildings with architectural character or historic significance.

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Implementation: General Commercial

CD-I-28. All applications for commercial use pursuant to the Municipal Code will be required to show the location and features of any exterior space intended for public use.

CD-I-29. All applications for commercial use pursuant to the Municipal Code will be required to show access to parking and the pedestrian route to the parking area.

CD-I-30. Adopt guidelines for commercial buildings that reflect the history of the region, and compatible with the climate.

Policies: Old Town Commercial Area

CD-P-21. Establish a special pedestrian area in Old Town to accommodate tourism and shopping and services for local residents.

CD-P-22. Provide a direct, clear, and convenient pedestrian connection between Commercial Street and the Railroad Museum.

CD-P-23. Provide additional parking on the perimeter of the Old Town areas along First Avenue, and in other convenient locations.

CD-P-24. Provide convenient pedestrian connections between parking areas and the Commercial Street businesses.

Implementation: Old Town Commercial Area

CD-I-31. Adopt a Street Lighting and Sign Program for placement of a unique sign and lighting standard in all commercial areas along Sierra Street. The program will adopt a lighting and sign structure standard that will be a form and constructed of materials that evoke the history of the City and surrounding area. The form will include one or two standard locations for placement for individual business signage, and a lighting fixture that casts light downward on the sidewalk and the adjacent street. Business signs will be front lighted and must be within size parameters and proportions established by the City program.

CD-I-32. Adopt standards and an improvement plan for Commercial Street that includes at a minimum:

- pedestrian level street lighting;
- special sidewalk pavement or a boardwalk along the store fronts;

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- crosswalk signs, striping and special paving;
- street furniture including benches, trash collection containers, directional and interpretive signs;
- designated areas for street vendors, performing arts, and train watching;
- guidelines for building facades, window and door treatments;
- canopies over the storefront sidewalks;
- street trees;
- on-street parking.

CD-I-33. The City will work with the merchants and landowners in the Old Town area to install a street lighting program consistent with the pedestrian use of the street and the "Old Town" theme.

CD-I-34. The City will work with the Railroad Museum Association to improve the visibility and attractiveness of the main museum buildings when viewed from Highway 70.

CD-I-35. Encourage the Railroad Museum Association to include a landmark architectural element, such as a clock tower, in the museum facilities.

CD-I-36. Develop a reuse plan for the former railroad hospital site for commercial or public access uses that will include attractive new structures and landmark elements.

CD-I-37. As additional commercial uses develop, adopt standards and an improvement plan for a landscaped corridor along First Street, Second Street, Pacific Street, California Street and Main Street to provide a pedestrian corridor from the west end of Commercial Street to the museum.

Sierra Street and Riverfront Commercial

The commercial uses along the south side of Sierra Street are a special condition because of the interface with the river. The Sierra Street corridor has the unique advantage of being contiguous to the Feather River along a substantial portion of the reach through the City. This provides very attractive views and opportunities for access to the river corridor. The River Park extends for one half mile from Beckwith Street to the US Forest Service Park. The Feather River is a special resource because it retains the character of a relatively

unimproved water course. As a federally designated Wild and Scenic River, the Feather River has a natural, scenic quality. Unlike many communities that developed with buildings facing away from a natural amenity, such as the river, Portola retains undeveloped edges along the north bank of the river. This provides opportunities that are unique to Portola for recreation, public open space, and a strong identity.

The purpose of these policies is to ensure that the future development of commercial use along the south side of Sierra Street will take advantage of this unique opportunity by providing access and an attractive interface with the open space corridor. The intent is to provide a distinctive character for Sierra Street that relates to the river, and to the role as "main street" for the eastern Plumas Region.

Policies: Sierra Street and Riverfront Commercial

CD-P-25. Pedestrian and bikeway connections will be provided by businesses between Sierra Street and the River Park corridor from the west gateway to the USFS park.

CD-P-26. Businesses will provide a view toward the river from the main sales or dining area where feasible. Decks and terraces oriented to the river are encouraged.

CD-P-27. Refuse, storage and service areas will be screened and/or located to have minimum visual impact from the river.

CD-P-28. Small-scale signs oriented to the river that identify the business will be allowed pursuant to approval of an Administrative Permit.

CD-P-29. The City shall continue to seek to acquire land for recreation and public purposes.

Implementation: Sierra Street and Riverfront Commercial

CD-I-38. The City will implement a program to support installation of a sign and lighting structure along Sierra Street. The location of the structure will be coordinated with adjacent landowners but will be placed to facilitate spacing the structure at approximately regular intervals along the street.

CD-I-39. City review of any building permit for new construction or renovation, conditional use permit, rezone, or other entitlements for commercial use along the south side of Sierra Street shall consider:

- siting with respect to the views toward the river;
- orientation of sales areas, dining areas, terraces and decks overlooking the river;

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- pedestrian access corridors between Sierra Street and the river corridor within blocks;
- pedestrian walks between the businesses and the River Walk pathway;
- provision of small signs oriented to the river to identify the businesses;
- provision of amphitheater seating or other seating areas overlooking the river.

Business Professional and Industrial Areas

Historically, industrial uses within the City were few, and primarily related to railroad operations. Office uses are typically located in small buildings in the commercial areas. The General Plan is based on the premise that the quality of life in the City will attract new businesses not previously associated with the community. Such businesses will include office uses, light manufacturing, and assembly. The City currently offers very little land area, and few improved buildings suitable for such businesses. They will require relatively small, affordable space to become established and grow. Perhaps more important, the space will need to be of high quality and amenity to attract and retain quality businesses.

The Land Use Element identifies new land use categories for businesses, including Commercial Mixed Use (CMU) and Business Professional-Light Industrial (BP/LI). The Land Use Diagram (Figure 2-2) designates specific locations within the City to accommodate these uses.

These policies are intended to ensure that the business professional offices and light industrial uses are compatible with the natural setting, functional in the emerging telecommunication technologies, and distinguished by a high level of amenities.

Policies: Business Professional and Industrial

CD-P-30. Encourage the development of high-quality business professional and industrial parks that accommodate a range of small business activities.

CD-P-31. Business and industrial parks will provide an attractive landscape and sign program including directional signs and major entry features.

CD-P-32. Truck access and storage areas will be screened from view from the primary street frontage and any adjacent residential use.

CD-P-33. Business and industrial parks will provide pedestrian and bicycle access and bicycle parking.

CD-P-34. Business and industrial parks will be designed to be integrated with the natural setting to provide an attractive workplace and minimize the impact on the environment.

Implementation: Business Professional and Industrial

CD-I-40. City review of any building permit for new construction or renovation, conditional use permit, rezone or other entitlements for business professional and industrial use shall consider:

- siting with respect to natural features such as creeks, meadows, rock outcroppings and significant trees in the adjacent forest;
- the scale of the proposed buildings relative to adjacent land uses;
- location of truck access and storage areas;
- pedestrian access, and bicycle access and parking areas;
- location of and character of major signs and landscape features, and directional signs.

CD-I-41. The City will designate the location of major sign and gateway features for business and industrial park locations.

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4. Circulation Element DRAFT

The Circulation Element deals with the physical infrastructure of transportation, including the streets, bikeway, and pedestrian networks. It also deals with the programming and operation of the circulation system, such as rideshare programs and the operation of transportation systems.

Authority

The Circulation Element is authorized in Government Code Section 65302(b) that states that the General Plan is required to include:

> *"A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the plan."*

The statute specifically identifies public utilities and facilities as components of the Circulation Element but permits jurisdictions to organize elements in a manner appropriate to the community. The Portola General Plan addresses the public infrastructure, including sewer, water, energy, and utilities, in the Public Facilities and Infrastructure Element.

Relationship to Other General Plan Elements

Circulation and land use are closely linked elements that provide the framework for much of the General Plan. The location and intensity of land uses determines the need for circulation system components, and in turn, the capacity of the circulation system often determines the location and feasibility of land use. In combination with land use, the circulation system may affect air quality, plant and animal habitats, environmental noise, energy use, community appearance and other environmental considerations.

Coordination between the Land Use Element and the Circulation Element:

- encourages walking and bicycle trips by promoting a compact urban form with neighborhood destinations close to residents;
- makes public transit feasible through coordination of the intensity and location of land uses; and
- reduces the length and number of vehicle trips outside of the community by promoting mixed-use development and by providing employment centers, shopping and services within the City.

Relationship to Regional Transportation Programs

The circulation system in the City is linked to the circulation network in Plumas County and beyond. Planning for future circulation improvements must address the existing and planned roads, bikeways, and transportation services that extend beyond the City. This Circulation Element is intended to be compatible with the Regional Transportation Plan for Plumas County, 2020, and as periodically updated.

Background

The comprehensive goal and vision of the City's Circulation Element is to ensure Portola is a city in which alternative forms of transportation and mobility are so available and attractive, that use of an automobile is a choice rather than a necessity. The City's Circulation Element was adopted in 1997, with a number of new goals, policies, and implementation actions added in 2011 as part of the General Plan update process, including several 2011 General Plan Certified FPEIR mitigation measures. Per Government Code §65302(b), the Circulation Element consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other local public utilities and facilities, all correlated with the Land Use Element. The 2011 goals, policies, and implementation actions are not considered a substantial update to the Circulation Element, but, together with the 1997 goals, policies, and implementation actions, they do comply with the California Complete Streets Act of 2008. Table 3 shows the result of comparing the City's 2011/1997 Circulation Element to the 2017 Completeness Checklist.

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Completeness Checklist & Required Contents

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
	General location and extent of existing and proposed:	
65302(b)(1)	Major thoroughfares	√
65302(b)(1)	Transportation routes	√
65302(b)(2)	Public Transportation	√
65302(b)(2)	Bicycle	√
65302(b)(2)	Pedestrian	√
65302(b)(2)	Automobile	√
65302(b)(2)	Commercial goods	√
65302(b)(1)	Existing and proposed terminals (i.e. airport, train station, bus station)	N/A
65302(b)(1)	Military airports and ports	N/A
65302(b)(1)	Other local public utilities and facilities (i.e. water, sewer, stormwater systems, telecommunications and broadband, electric vehicle charging stations, electricity, and natural gas lines)	√
65302(b)(2)	Needs of children, persons with disabilities, and seniors	√
65302(b)(1)	Identified funding for infrastructure	√
65302(b)(1)	Correlated with Land Use Element	√

Land Use

The Land Use Element establishes the physical framework for development in Portola. It defines the location, use characteristics, and intensity of land uses throughout the city. It is crucial that the Circulation Element and the Land Use Element are consistent and that the Circulation Element allows for the implementation of the Land Use Element. The General Plan Land Use Map includes land use designations that allow for the new roads in the Core Area as designated ion the Circulation Element. Conversely, the Circulation Element includes goals, policies, and implementation measures that implement the Land Use Element. See Figure 4-7, New Roads in the Core Area from the Circulation Element.

Key Circulation Issues

Individual Independence

Flexibility and personal independence are characteristics of the existing circulation system. People are accustomed to using personal automobiles to travel at will. The circulation system must retain this level of independence, but also seek to include alternatives that will reduce reliance on automobiles as the primary mode of transportation.

Economic Development

The circulation system will play a significant role in fulfilling the tourism and economic development goals established in this General Plan. The system must provide clear and convenient access for tourists, visitors, and travelers along Highway 70. Elements of the circulation system, such as the improved bike paths, the mountain bike trails, a local shuttle system and the railroad, not only serve a transportation need, but may also be an attraction to visitors.

Tourism and regional service businesses will be a growing component of the local economy. The circulation system must provide convenient access for business patrons in the form of parking and direct access routes. For the tourists, the circulation system must not only provide access, but should also become an attraction by providing special travel modes and experiences. In order to successfully serve tourists, the circulation system must be easy to navigate to points of interest and must provide short-term parking and local transportation.

The circulation system can enhance the potential for economic development in the City by providing transport for goods and services and by providing convenient travel for workers to jobs. Within the City and the neighboring areas, the emphasis is on making the trip to work convenient and safe, and facilitating alternatives to the single occupant automobile.

Local economic growth can also occur through local residents working outside the community. Commuter bus services, ride sharing and other measures that enhance the opportunity to work outside the community can indirectly enhance the local economy in the short term by raising the income of residents. However, in the long term, a large percentage of out commuting workers will diminish the potential growth of the local economy. The ultimate objective is to establish a strong local economy that relies on a resident work force employed in the City and neighboring area. Refer to Section 2.6 in the Land Use Element for additional discussion of the jobs and housing balance in the City.

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Time Horizon

Perhaps more than other elements in the General Plan, the Circulation Element must take a very long-term view. Physical infrastructure, such as the road system, establishes a framework that is very difficult to alter. Land uses may change, and buildings be torn down and reconstructed, but the route of the public streets and utility corridors are typically fixed in place over time. Therefore, the circulation system components must be carefully considered for their long-term impacts on land use and community form. Moreover, many major infrastructure components, such as a bridge crossing or major new road, are relatively expensive and must be planned long in advance in order to accrue sufficient funding. For these reasons, the Circulation Element, particularly that portion addressing major infrastructure improvements, must look beyond the twenty-year horizon typical of other elements in the General Plan.

Safety

Safety is a fundamental goal for all components of the circulation system. Conventional design standards typically address the safety requirements for streets, bicycle paths, and pedestrian networks. However, Portola has specific needs that require special attention to safety concerns. These include the need to design safe routes for evacuation in emergencies, and the special design considerations for streets and bike and pedestrian paths in mountainous, winter conditions. The special conditions in Portola also relate to the intent to accommodate a mix of bicycles, pedestrians, and vehicles of various types. Special conditions also will occur when the City is the site of special events that accommodate large numbers of visitors.

Multi-modal System

The circulation system will be more efficient and will provide better flexibility and conveniences if all modes of transportation are coordinated. This means that different modes connect at central locations where people can easily transfer from one mode to another. An example would be to establish a transit center where a regional bus, a park-and-ride lot, a local shuttle, a jitney or cab service, a primary pedestrian path, and a primary bicycle path can all connect. The different modes must also be coordinated in time so that the connections are convenient.

Cost Effective

Travel and movement of goods and utilities requires expenditures of money, energy, and time. An efficient circulation system serves to minimize these expenditures by reducing the need for travel, and by reducing the time and distance of necessary travel. Reduction of travel can be accomplished by clustering travel destinations (retail, services, schools, and so on) close to the residents' home so that walking or public transportation is feasible. The Land Use Element where the land uses that attract traffic

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are clustered in a compact urban form that will facilitate the use of public transportation and walking.

An efficient circulation system will also help to reduce the expenditure of public funds for new construction through design that reduces the length and width of roads to the minimum actual requirement. The General Plan Land Use Element will help minimize the need for new infrastructure expenditures by maximizing the use of, and by directing new development to the existing roads.

Energy Efficiency

Fuel required for transportation is a significant energy demand in any community. Relatively low fuel costs have enabled expansion of substantial development throughout California. However, small, relatively remote communities such as Portola are particularly vulnerable to increases in fuel costs. Fuel costs typically tend to be higher in such communities, and if fuel prices increase, as is likely over the next two decades, the effect can seriously hinder economic stability and development. Higher energy (fuel) costs will demand more of individual household incomes for typical daily travel and may make it uneconomic to travel to jobs outside the area, therefore, residents may be forced to relocate. The use of ride sharing, and other trip reduction methods will reduce dependence on increasingly expensive fuels. The policies in this Circulation Element encourage trip reduction methods as a means to reduce dependence on expensive fuels before they become prohibitively expensive and diminish the economic potential and quality of daily life in Portola.

Higher fuel costs may also diminish the level of services as businesses and suppliers find it uneconomical to deliver goods and services to the area. Finally, and perhaps most serious, is the potential loss in tourism as people reduce their travel due to the high cost of fuel. Fuel prices will be determined far beyond the influence of this City, but the General Plan must seek to minimize the vulnerability to energy costs by developing alternative modes of travel within the City and facilitating alternative means for tourists to travel to the area.

New Technologies

The General Plan is a long-range planning document and must be flexible enough to consider new technologies. For example, the use of electric vehicles and other alternative fuels have skyrocketed in recent years. The City of Portola has been reviewing ways to better accommodate the use of electric vehicles and alternative fuel sources. As the planning horizon for this General Plan is another 20+ years, new technologies will emerge and the City is ready to include new technology into the circulation plan.

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Impact on Natural Features

The circulation system must include design standards that minimize the physical effect of circulation improvements on the natural environment, and the need to design systems that are safe and functional in the winter.

Air Quality

Unlike many urban places, vehicle traffic has not been the primary source of air pollution in Portola. However, the climate conditions that create the winter air pollution problem indicate the potential for increased pollution within and near the City. Measures designed to minimize reliance on vehicles are necessary to reduce the potential for air pollution increases in the community.

Circulation Goals

The goals for the circulation system reflect the broader the goals of this General Plan. These include improvement of the existing community, economic development, expanded tourism, aesthetic quality in the built environment, public and personal safety, and environmental protection.

Goal C-1.	Upgrade all existing streets to current improvement standards.
Goal C-2.	Extend the circulation network, including streets, bike and pedestrian paths, and transit routes to in-fill areas and new growth areas in a manner that is energy and cost efficient, safe, and minimizes impact on the natural environment.
Goal C-3.	Improve the circulation network, including streets and parking, rail, transit, and pedestrian paths to enhance economic development and tourism.
Goal C-4.	Expand transportation alternatives within the City, including public transit, walking and bicycling.
Goal C-5.	Expand the circulation system to accommodate and attract new businesses and visitors (tourists).

Level of Service Standards

The effectiveness of the streets to carry traffic is measured by a standard evaluation criterion, the Level of Service (LOS). Traffic engineers use LOS as a quantitative measure to describe traffic conditions, and as a means of evaluating future traffic conditions.

Level of Service is a measure of the existing or projected traffic compared to the theoretical capacity of the street or intersection to safely accommodate traffic. Factors taken into consideration include volume of traffic, street and intersection design, signal timing, and other variables. Each LOS is assigned a letter, ranging from "A" (less than a 5 second wait at intersections and no restrictions on speed along arterials) to "F" (delays of more than one green cycle at intersections and "stop and go" movement along the street). LOS is normally used to describe the morning or afternoon peak-hour conditions when traffic is the heaviest. Table 4-1 describes the Level of Service categories.

The LOS criteria are useful aids in identifying potential problems with street capacity, and the land uses that generate traffic. However, LOS is a generalized evaluation tool and must be tempered by interpretation of local conditions. For instance, minor adjustments in the timing of a traffic signal, adding turning lanes, limiting the points of access from adjacent properties and other modifications can improve the actual operation of a given street or intersection.

The current traffic conditions in Portola do not normally approach the levels experienced in more urban areas. Most existing streets and intersections in Portola operate well within the range of LOS C or better, although the Plumas County Regional Transportation Plan (2000) identifies SR 70 (Sierra Street) within the City operating at LOS D during peak traffic conditions. The Caltrans "Guide for the Preparation of Traffic Impact Studies" (Guide) states that Caltrans endeavors to maintain a target LOS C on State Highway facilities. The Guide is consulted when State Highways are affects.

Street Network and Classification

The street system in Portola consists of three general classes of street:

- local, small-scale streets that serve the residential neighborhoods;
- local, rural roads that serve the low-density residential areas; and
- larger collector and arterial streets.

Much of the existing street system was built before private automobiles came into common use. The streets follow a grid pattern established when the City was originally platted in 1909. The grid does not relate to the topography and many streets stop at a ravine or steep slope. This results in discontinuous streets in portions of the older City. These areas were subdivided into individual lots but have no streets or other public improvements to serve those lots. The street pattern developed outside the original grid pattern is typically circuitous and follows the natural terrain. At the perimeter of the City the grid pattern transitions to an informal pattern of rural streets flanked by larger lots.

The street system was not designed to accommodate modern traffic, or to park cars on residential lots. The narrow, residential lots found on older streets typically do not have sufficient width for a driveway, and on-street parking and snow removal are not

convenient. The streets are laid out in short blocks only 350 feet long by 300 feet wide. This enables people to walk in relatively direct routes within the City, but it requires a substantial amount of land to be paved, and is not practical in steep terrain.

The majority of the 14 miles in the Portola road system existed at the time the City incorporated in 1946. This includes .55 miles of paved major collector street, 4.43 miles of paved minor collector street and 15.92 miles of paved local streets, as shown in Figure 4-1. Minor arterial streets are important routes for intra-county regional circulation. In Plumas County, the minor arterial circulation system consists of all State Routes including: SR 70, 89, 36, 147, 49, and 284. Only SR 70 (Sierra Street) directly affects Portola.

SR 70 (Sierra Street) is the primary street through the City. The highway has a 100 foot right of way through the center of the City, but flares to 120-foot-wide right-of-way at the east of the City and 160-foot-wide right of way to the west. The highway was widened to four lanes in 1997 with full curb, gutter and sidewalk along portions of the street. Curb, gutter, and sidewalk improvements were not installed where the highway abuts a driveway or parking apron. The back of the sidewalk abuts the property boundary and fronts individual buildings in some locations. On-street parking occurs where there is a curb, and in those locations, there is no room for additional parking in front of buildings.

Major collector streets provide greater access to more localized destinations for regional circulation. These streets typically are designed to provide access for regional traffic between the State Routes. In Portola, only West Street (Lake Davis Road) is designated by the County Regional Transportation Plan as a major collector.

Minor collector streets provide additional access to local attractions for regional traffic and serve as local collectors for the residential street system. The County Regional Transportation Plan identifies Beckwourth Street, Gulling Street, Commercial Street, First Avenue, Fourth Avenue, Sixth Avenue, Pacific Street, Main Street, and County Road A-15 as the primary collector streets in the existing street system. Traffic within and outside the City cause these streets to function as collectors although they have the standard 60-foot wide right-of-way found on all City streets.

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Table 4-1
Traffic Level of Service Conditions

Level of Service	Traffic Flow Conditions	Maximum Volume to Capacity Ratio
A	Conditions of free flow, speed is controlled by driver's desires, stipulated road speed limits, or physical roadway conditions.	60%
B	Conditions of stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles.	70%
C	Conditions of stable flow; speeds and maneuverability more closely restricted; occasional backups behind left turning vehicles at intersections.	80%
D	Conditions approach unstable flow; tolerable speeds can be maintained but temporary restrictions may cause extensive delays; little freedom to maneuver; comfort and convenience low.	90%
E	Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited.	100%
F	Forced flow conditions; stoppages for long periods; low operating speeds. Delays at intersections average 60 seconds or more.	more than 100%

Street Conditions

A study of existing street conditions (Bastian Engineering, November 19, 1998) indicates that several older streets are in need of repair due to deteriorating subbase, deteriorating pavement, and other serious conditions. These streets will require upgrading in order to maintain a minimum standard of maintenance. In addition, many street sections were never constructed and remain unimproved. Many other streets exceed 6% grade and are difficult to travel during snow and ice conditions. The streets in need of repair are shown in Figure 4-2.

Repair or reconstruction of these streets is essential to maintain the current level of service and to avoid significant on-going maintenance costs. A fundamental objective of the Circulation Element is to upgrade the existing streets to current standards and to extend the unimproved streets in the in-fill areas described in the Land Use Element, notably Section 2-6.

Street Standards

Extension of local streets to serve new development in the areas at the perimeter of the City requires design standards and street patterns that are more responsive to the terrain and environmental conditions. These street standards may be different from the existing streets in the older parts of the City. The new streets will typically extend into forested areas that are somewhat steeper than the developed portion of the City. Therefore, the street system needs to be more flexible, both in alignment and street width than the historic street standards.

Each classification of City street is designed to standards appropriate to the conditions and intended use. In general, the standards use the minimum level of street cross-section needed for traffic safety and emergency access and evacuation. The intent is to minimize grading and the amount of land paved for streets. In addition to requiring less grading and paving, narrower streets will tend to slow traffic, and may indirectly discourage vehicle use. Where combined with a convenient and safe pedestrian route, narrow streets will encourage residents to walk rather than drive. Beyond fundamental traffic safety concerns, street design should emphasize ease of maintenance, ease of snow removal, simplicity of construction, visual character, and pedestrian access. Ease of maintenance suggests a relatively narrow paved section and simple rolled curb and gutter, or no gutter in rural settings, rather than the more formal standing curb.

Street standards for various conditions existing or expected to occur in Portola are summarized in Table 4-2.

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Figure 4-1
Existing Major Streets

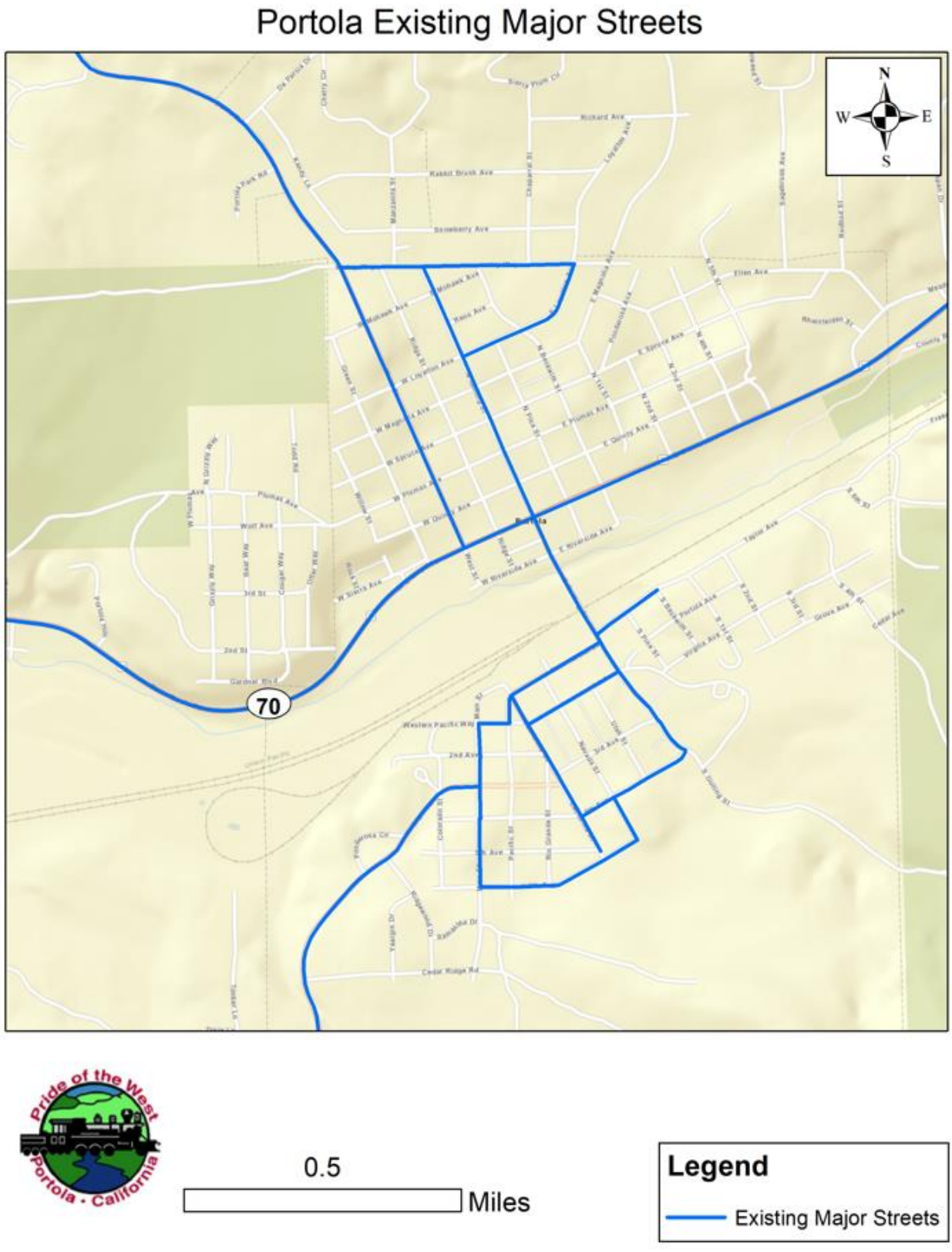
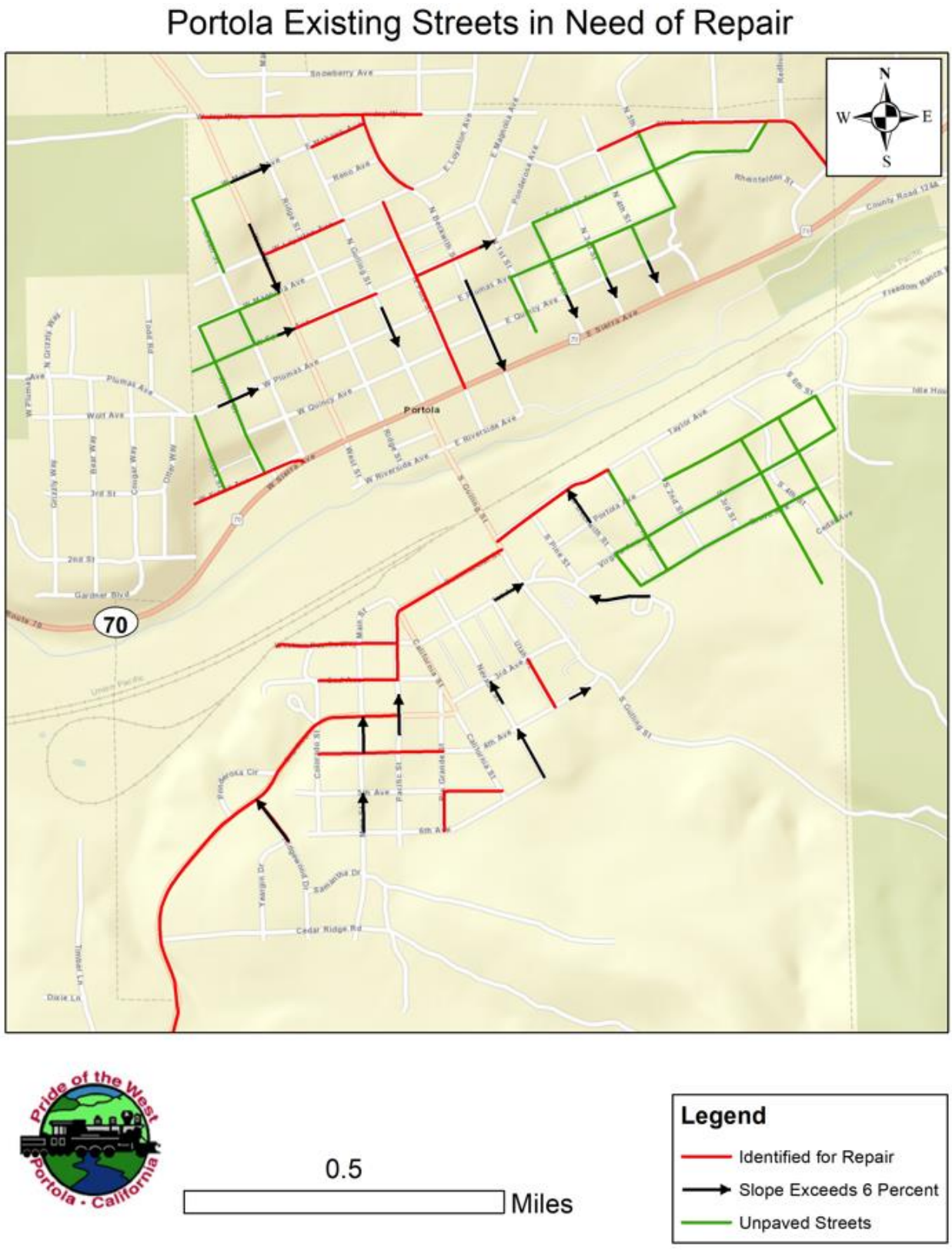


Figure 4-2
Existing Streets in Need of Repair or New Construction



Minor Arterial and Collector Streets

The level of new residential and employment growth anticipated in the General Plan Land Use Element will not lead to urban type development experienced in many other communities. Consequently, the volume of traffic associated with major arterial streets in urban areas is not anticipated. There will be a need for streets capable of carrying traffic at volumes and speeds greater than acceptable in typical residential areas. Therefore, arterial and collector street standards are planned to accommodate these higher demand levels should they occur as the community grows. Cross-section diagrams of the minor arterial street and the collector street classification are shown in Figures 4-3 and 4-4 respectively.

Urban Residential Streets

The typical street in residential neighborhoods must be sufficiently wide to carry local traffic at relatively slow speeds (25 m.p.h. or less). The street should allow for on street parking and a public sidewalk. The streets should be designed to facilitate snow removal and storage. A cross-section diagram of the urban residential street is shown in Figure 4-5.

Low Density Residential Streets

Extensions of local streets to serve new development areas require design standards and street patterns that respond to the terrain and environmental conditions. The new streets will typically extend into forested areas that are somewhat steeper than the developed portions of Portola. Therefore, the street system needs to more flexible than the existing street standards, both in alignment and street width. A cross-section diagram of the low-density residential street is shown in Figure 4-6.

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Table 4-2
Summary of City Street Classification

	Low Density Residential Lane	Urban Residential Street	Collector Street	Minor Arterial Street
Purpose	Rural street serving less than 150 dwelling units.	Urban street serving less than 500 dwelling units.	Collector street serving more than 500 dwelling units, and commercial uses.	Arterial providing a major through route.
Design capacity	Less than 1500 ADT	Less than 5000 ADT.	Less than 5000 ADT	5000 to 7500 ADT
Right-of-way	44 ft.	52 ft.	60 ft.	60 ft.
Travel lanes	2	2	2	2
Center Turn lane	none	none	none	yes
Travel Way pavement Width	20 ft.	24 ft.	24 ft.	varies (24 ft. to 36 ft.)
Pavement Width Including Parking or Bike Lane	20 ft.	34 ft.	32 ft.	40 ft.
Total Shoulder Width (each side)	4 ft.	9 ft.	14 ft.	4 ft.
Bikeway	none	Class 3	Class 3	Class 2
Curb and Gutter	none	yes	yes	yes
Sidewalk	none	yes	yes	yes
Parking Permitted	no	yes	yes	yes

ADT = Average Daily Traffic

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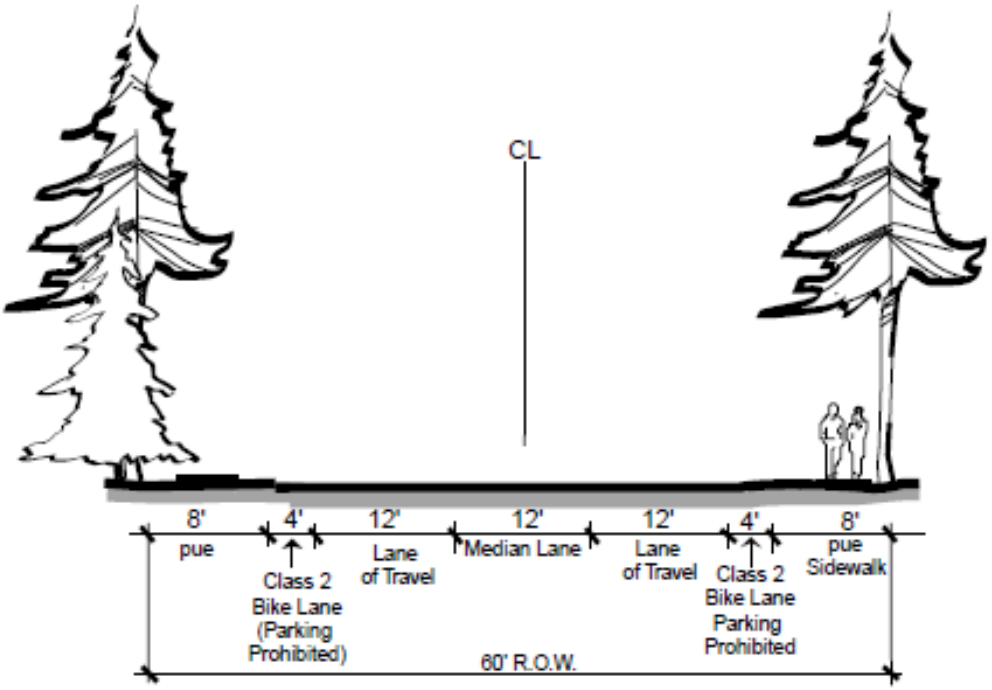
Figure 4-3
Minor Arterial Street



*pue is a Public Utility Easement

Figure 4-4
Collector Street

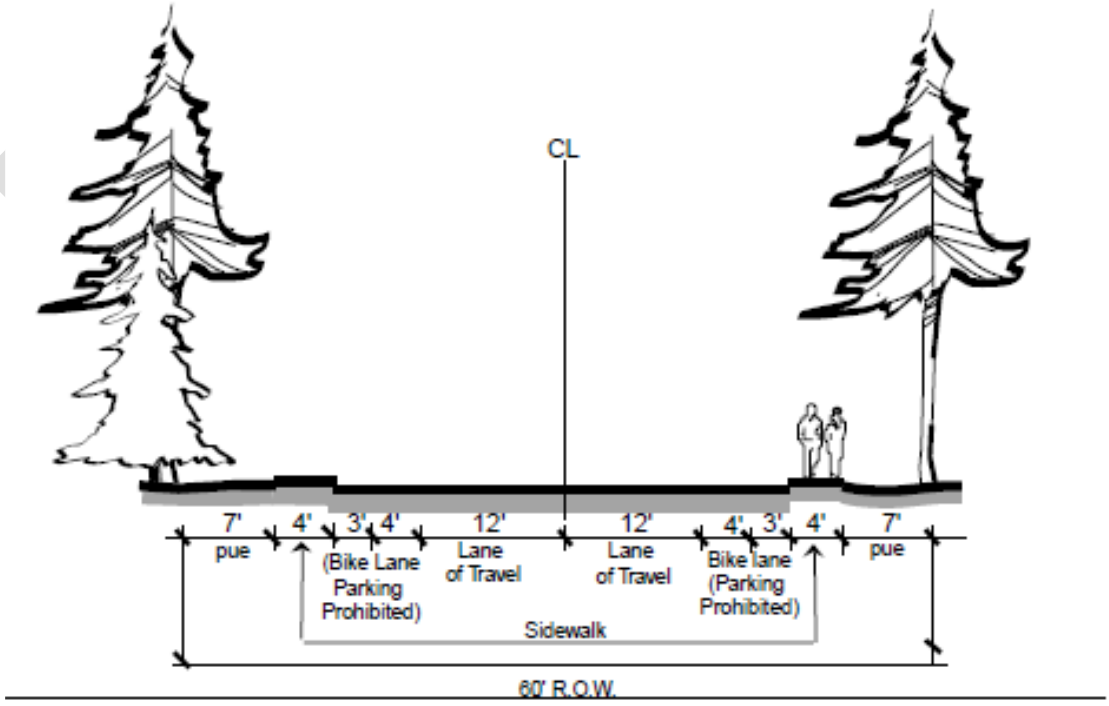


Figure 4-5
Urban Residential Street

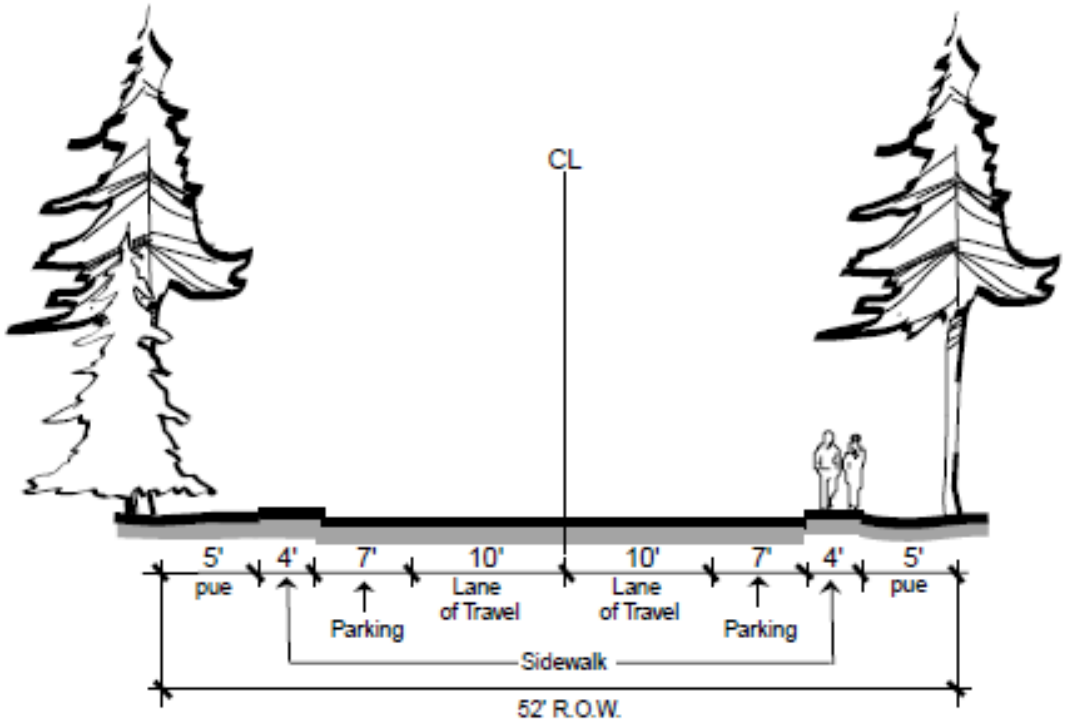
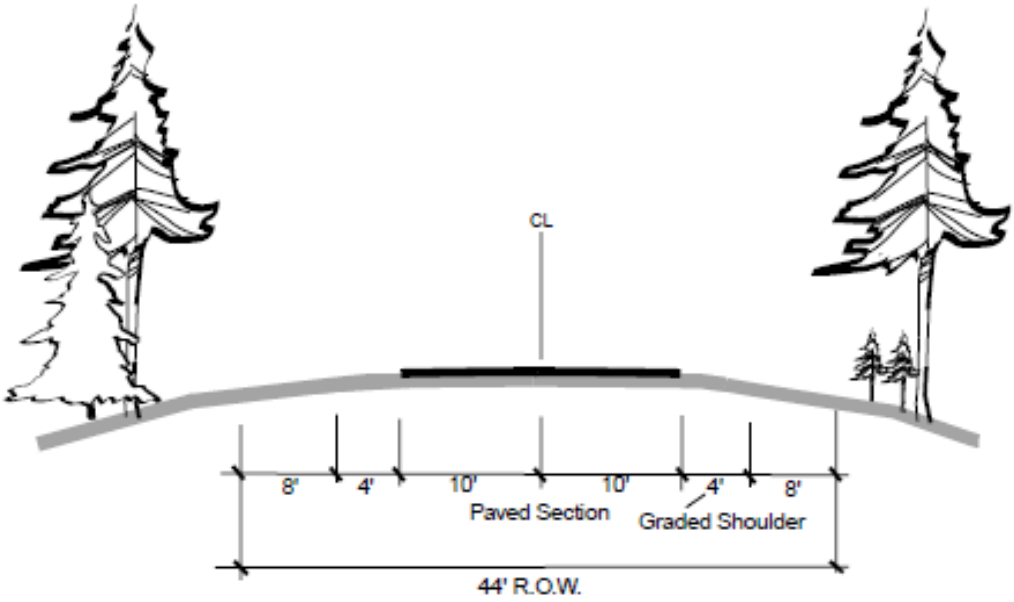


Figure 4-6
Low Density Residential Street



Traffic Calming

Traffic speed is a concern where local and collector streets are relatively straight and there are few intersections. Within the developed portions of the City, in residential and school areas, and where there are pedestrian crossings or sidewalks along the street, it is desirable to slow traffic to safe speeds. This is accomplished through "traffic calming" measures. These may include signalized or signed intersections, round-abouts and traffic circles, and other physical improvements that cause drivers to slow and be more aware of other vehicles and pedestrian or bicycle traffic.

Major Streets Master Plan

The Major Street Master Plan defines the framework of major streets. It is intended that the City retain the existing compact form. In-fill development is encouraged in the Land Use Element as a significant means of accommodating new growth. Consequently, selected existing streets will continue to function as the major streets. Nonetheless, there are potential growth areas within and adjacent to the existing City boundary that will require major new roads where development is permitted.

New Arterial Streets and Collector Streets

Development in the areas north and south of the existing urban area, as well as in-fill development, will generate the need for additional routes parallel and connecting to Highway 70. The conceptual routes are described here and are shown on Figure 4-7. The intent is to provide collector streets through the potential major new development areas identified in the General Plan Diagram.

County Road A-15/Colorado Street/First Avenue Realignment is intended to route traffic from County Road A-15 to Gulling Street. A-15 may be realigned north along a newly constructed Colorado Street and will curve onto a new alignment of First Avenue through the vacant parcel. The realignment will provide a new route to the Railroad Museum and access to parking along the north side of First Avenue to serve the commercial uses on Commercial Street. Commercial Street will continue to be a public street for traffic but may be designed to accommodate wider pedestrian sidewalks and slower, lower volume vehicle traffic. This is consistent with the intent to make Commercial Street a pedestrian oriented service and shopping street, as described in the Land Use Element Section 2.6.1 and the Community Design Element Section 3.1. This proposed realignment is not meant to discourage any repaving/reconstruction of the road.

First Avenue/Gulling Street/Hospital Drive Intersection will be reconstructed to raise the intersection and lower the grade along First Avenue. The existing right-of-way for Portola Avenue between south Pine Street and Gulling Street will be declared surplus and made available to the adjacent property owners. This reconstruction will facilitate the use of First Avenue as the primary route to Road A-15.

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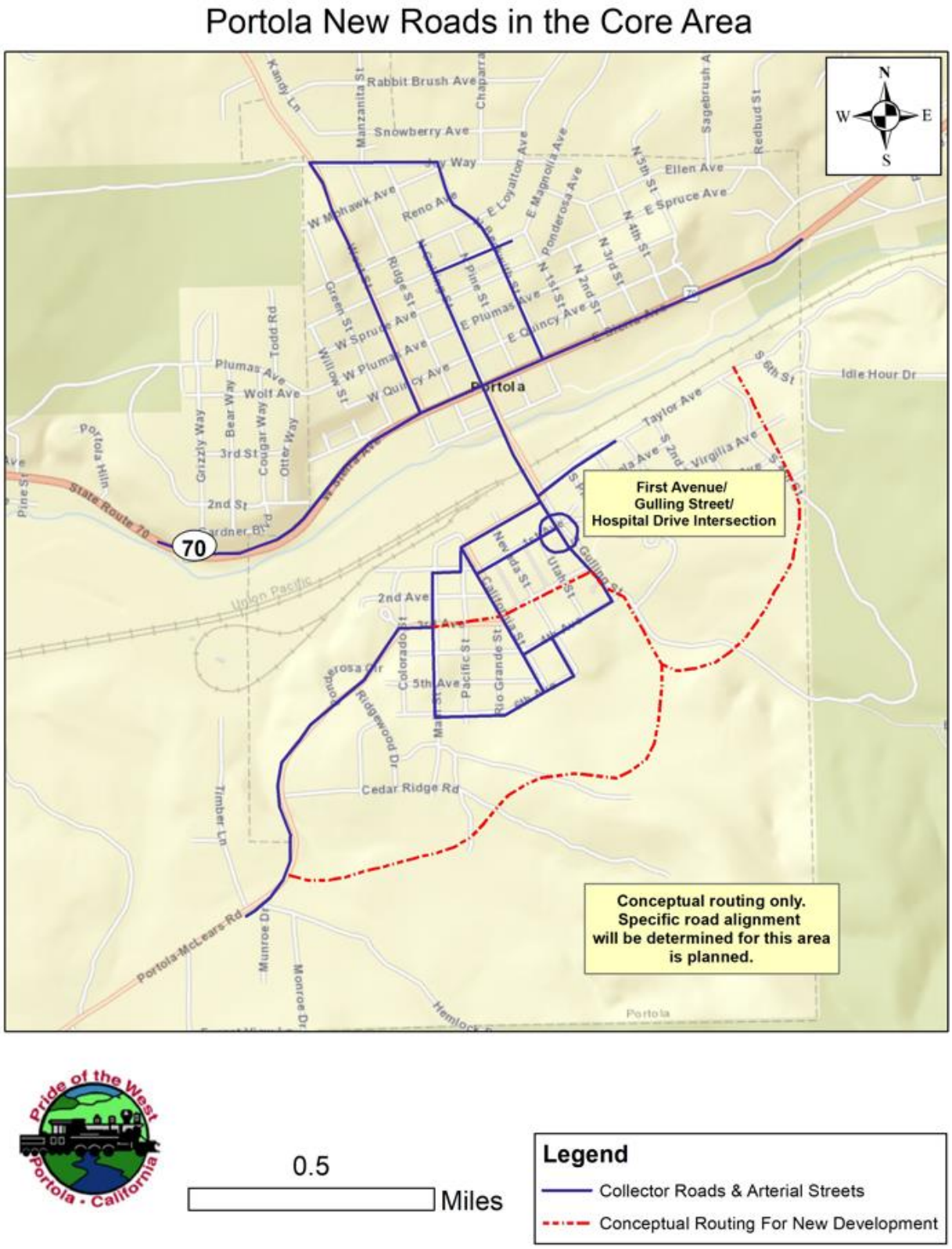
Figure 4-7
New Roads in the Core Area



South Gulling Street will extend south into Area B and provide a connection to the proposed business park and residential area, and the new collector street connecting South Fifth Street to County Road A-15.

South Fifth Street will be extended south and west around the hospital to connect Taylor Street to the proposed Gulling Street extension.

Area B Collector will be a new street that extends west from the Gulling Street extension around the south side of the high school and connects to County Road A-15. This will provide a connection from County Road A-15 to the Gulling Street extension and ultimately to the South Fifth Street extension.

Major Streets in Future Growth Areas

Annexation of new growth areas will require new routes to provide local circulation both parallel and connecting to Highway 70. The primary movements will be north and west of Highway 70.

West Street/ Delleker Collector will connect from West Street in the vicinity of Carmichael School west to an extension of Delleker Drive north from Highway 70.

Delleker Drive will extend north to connect to the West Street/Delleker Drive Collector.

West Meadow Loop will extend west from Delleker Drive and connect to Highway 70 in the vicinity of Mabie.

Future development of the area to the north of the existing City boundary, notably the Teanna Ranch and Grizzly Creek Road area will require additional roads. Generally, these roads will serve relatively low-density development and will be reviewed and approved with future development.

Local Public Utilities and Facilities

The City provides public utilities includes water, sewer, and stormwater systems. These utilities are further addressed with mapping in the Public Services and Facilities Element. Other utilities include electricity (Liberty Utilities) and the possibility of electric vehicle charging stations, and telecommunications and broadband facilities (Plumas-Sierra Telecommunications).

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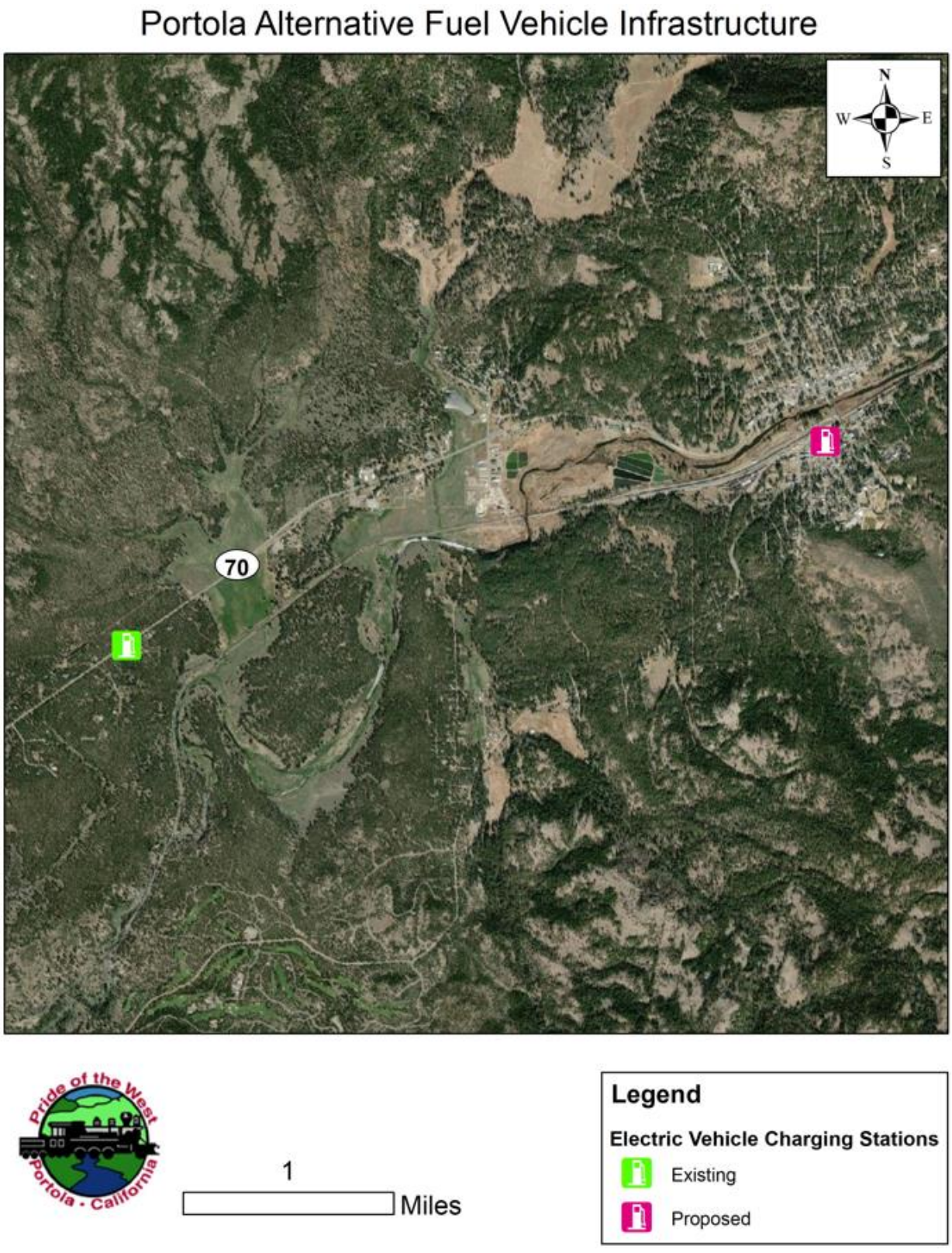
Figure 4-8
Alternative Fuel Vehicle Infrastructure



Traffic Signals

With the relatively low traffic volumes on most local streets throughout Portola traffic signals have not been needed. However, the volume of traffic on Highway 70 (Sierra Street) does require signalization at the Gulling Street intersection. Additional signalization may be required in the future as traffic volumes increase.

Truck Routes

Highway 70 will remain the primary route for commercial traffic through the City and is intended to accommodate adequate movement of goods by trucking. Truck traffic on all other collector streets will be limited to local deliveries.

Major Destinations

Portola is a small, rural City, but has destinations that people come to enjoy, especially from the local region. These locations are identified below.

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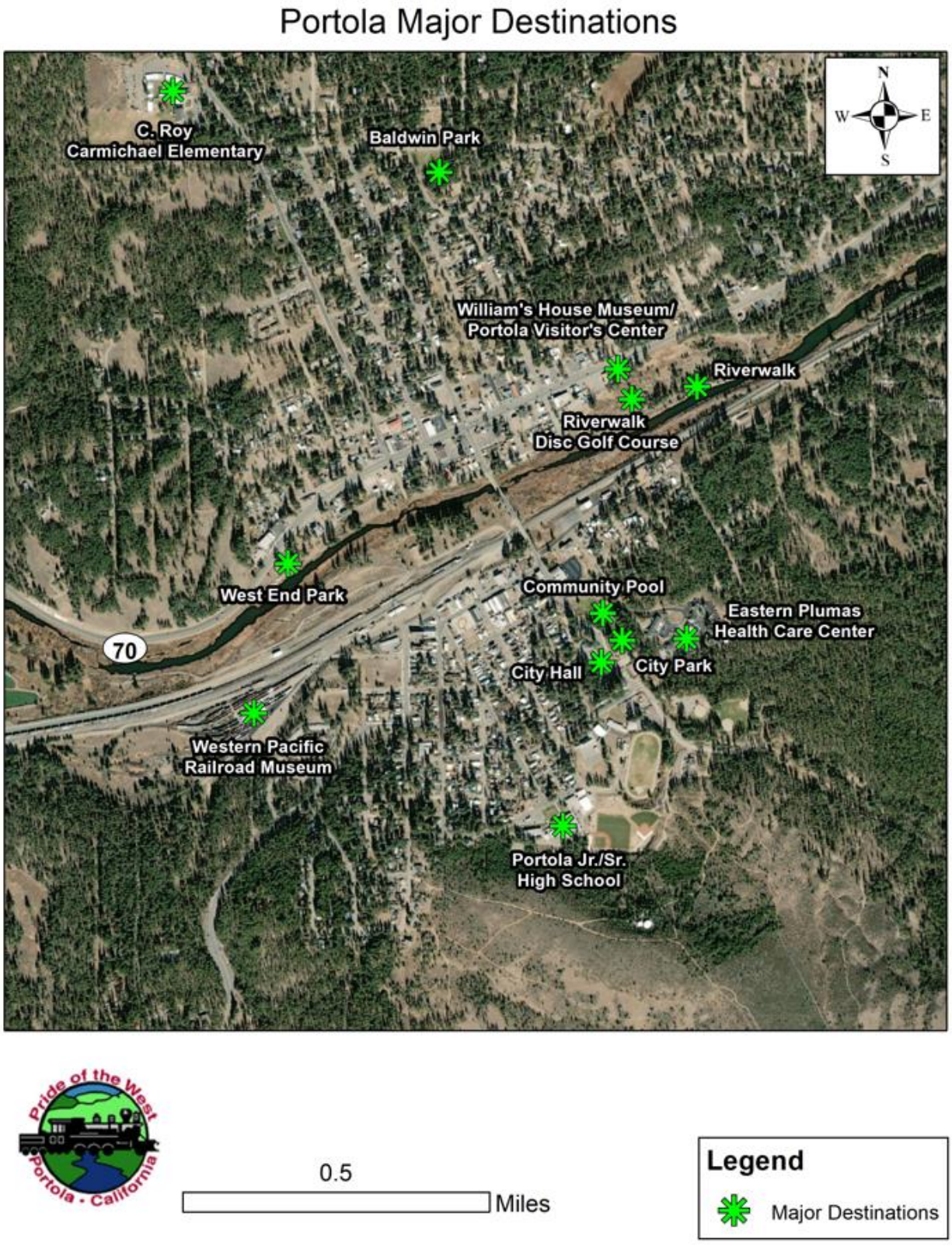
Figure 4-9
Portola Major Destinations



Funding Sources

Funding for road improvements and maintenance comes primarily from the City's general fund or is required to be provided with development projects at the developer's expense. Certain large, long-range projects are funded through Caltrans State Transportation Improvement Program (STIP) funding. Funded projects include:

1. Portola McLears Road from the Portola city limits to Main Street, Portola (0.60 mi). Note: This appears to include small runs on Colorado St. and Third Ave in the city limits.
2. Main Street in Portola from Portola McLears Road (Third Ave) to Western Pacific Way/First Avenue (0.10 mi)
3. Western Pacific Way/First Street in Portola from Main Street to Pacific Street (0.06 mi)
4. Pacific Street in Portola from First Street to Commercial Street (0.05 mi)
5. Commercial Street in Portola from Pacific Street to Gulling Street (0.18 mi)
6. Gulling Street in Portola from Commercial Avenue to Route 70 (0.25 mi)

As available, grant funding may also be used for transportation projects, as approved by the City Council in accordance with the City's Grant Policy.

Circulation Policies and Implementation

Policies: Street System

C-P-1: Maintain traffic Level of Service LOS C on residential streets, arterial and collector streets and at all intersections.

C-P-2: Make efficient use of existing street facilities and complete the street systems in the underdeveloped portions of the City as they are developed.

C-P-3: When there is increased demand from new development, the street system will be expanded to serve new development areas.

C-P-4: New development will pay a fair share of the costs of street and other traffic and transportation improvements based on the traffic generated and impacts on service levels.

C-P-5: New streets will be designed and graded to have minimum impact on natural features.

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C-P-6: The road system must provide for evacuation of residents, access, and tactical locations for fire fighters, and defensible space around structures. The residential streets in new development areas shall be designed to provide a clear evacuation route. The primary evacuation route shall be reasonably direct, and streets shall flow toward safety in a logical fashion.

C-P-7: All roads must be designed to minimize hazards from snow and ice conditions and facilitate snow plowing.

C-P-8: Street improvements will be designed to minimize traffic patterns that will increase air pollution.

Implementation: Street System

C-I-1: Conduct a traffic analysis on all development proposals for residential development in excess of 50 residential units and commercial development in excess of 10,000 square feet to evaluate the effect on LOS standards. This requirement may be waived by the City where a recent traffic analysis considered the impact of the proposed project. Caltrans "Guide for the Preparation of Traffic Impact Studies" will be consulted when SR 70 is affected.

C-I-2: Perform periodic evaluation of the LOS on major streets to identify deterioration in LOS conditions.

C-I-3: Evaluate LOS conditions when prioritizing local street improvements for the City.

C-I-4: Improve local streets and intersections to maintain LOS standards.

C-I-5: Require new development to participate in the funding of collector and arterial street improvements identified in the Master Street Plan.

C-I-6: Adopt street standards that provide flexibility in design with regard to topography and sensitive environmental conditions, and land use intensity.

C-I-7: All new residential subdivisions with over ten (10) residential lots shall provide an emergency evacuation plan with the tentative subdivision map. The evacuation plan shall indicate a primary and secondary evacuation route for each residential lot.

C-I-8: Establish a street improvement priority program to implement street construction in the in-fill areas.

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C-I-9: Require that the arterial and collector streets shown on Figure 4-3 are considered in the review of any development proposal adjacent to the proposed route.

Parking

Parking is unusually challenging in Portola because the City streets were designed before automobiles were common. Typically, the streets are wide enough to allow on-street parking, but there is little dedicated off-street parking in the commercial areas, and no parking on the residential lots in the older parts of the City.

The demand for parking generated by the existing businesses is periodically increased significantly by the patrons of special events. New business development and increases in tourism, including special events, is a fundamental purpose in this General Plan. The success of the economic development element will rely, in part, on the ability to accommodate the traffic and parking associated with new businesses and special events. Other modes of transportation, including local shuttles, bus service, and pedestrian and bike systems can be expected to reduce the traffic and parking load associated with special events, but the majority of visitors will arrive in automobiles.

Policies: Parking

C-P-9: Ensure that there is adequate parking for normal commercial activities.

C-P-10: Ensure that there is adequate parking for special events.

C-P-11: Coordinate the parking area locations with the roadway, transit, and pedestrian and bikeway systems.

C-P-12: Expand public parking in the Sierra Street and Commercial Street area to alleviate existing parking shortages.

Implementation: Parking

C-I-10: Work with the local merchants to improve on-street parking conditions.

C-I-11: Support formation of parking districts to support local merchants.

C-I-12: Encourage development of shared parking among local businesses. Allow common access driveways to shared off-street parking.

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C-I-13: Locate parking within acceptable walking distance of the facilities they are expected to serve. Walking distances should not exceed 200 feet for short-term parking and 600 feet for long-term parking.

C-I-14: Locate parking facilities for special events along routes that facilitate walking to the event, and in locations that can be logically served by a shuttle system.

C-I-15: Locate parking facilities for special events near transportation nodes.

C-I-16: Locate parking for recreation activities such as hiking and mountain biking riding near the trailhead.

Bikeway and Pedestrian System

Portola is a compact community with most public destinations within reasonable walking distance of the majority of residents. The town is approximately one mile in length along Sierra Street and neighborhoods extend approximately one mile north and south from Sierra Street. City Hall, the library, post office, major parks, and sheriff substation are clustered together just a few blocks from the old town commercial area. The high school and middle school are located at the edge of the south neighborhood, and the elementary school and a neighborhood park are located at the edge of the north neighborhood.

The existing City is very walkable in terms of the location of primary land uses. The existing street pattern throughout the older parts of the City typically consists of very short blocks 350 feet long. This facilitates walking but creates multiple intersections and an excessive amount of paving. The major limitation to ease of walking is the lack of sidewalks. Sidewalks occur sporadically in the residential neighborhoods outside the commercial areas.

The relatively direct routes afforded by the existing street pattern facilitate bicycle travel in Portola. However, cycling is constrained by the lack of designated bike routes and the condition of local streets. Steep streets and, in some cases, unpaved lanes and/or shoulders make it difficult to bicycle throughout the City. Cycling is particularly difficult in winter when ice on the steeper streets and snow piled along the shoulders adds to the hazard.

Sierra Street is a barrier to both pedestrians and cyclists due to the width of the street, the relatively high speed and volume of traffic, and the lack of designated and signalized crossings. The installation of a traffic signal at the intersection of Sierra Street and Gulling Street in 2002 will improve this condition, but additional designated crossings are needed.

Improving the facilities for bicycling is important for the convenience and enjoyment of Portola residents, and for expanding economic development through tourism. The area

around Portola offers significant opportunities for touring and mountain bike riding. Portola is the crossroads of regional bike routes designated in the Regional Transportation Plan. Primary routes extend from the City up Rocky Point Road and Grizzly Creek Road to Lake Davis and return by Lake Davis Road. A second route extends out County Road A-15 to Highway 89, then returns via Graeagle and Blairsden along Highway 70. Several additional routes extend from these primary routes to provide touring cyclists with a range of trips that can be based in Portola.

Portola can become a hub for such activity if it provides the base facilities to serve these potential patrons of local businesses and events. The primary facilities required are staging areas and good routes to the trails and touring routes outside the City.

The existing bikeway and pedestrian network should be enhanced to further encourage bicycling and walking in the City. This is accomplished in part by encouraging the continuity of the existing compact land use pattern in the Land Use Element, and by creation of new bike routes and sidewalks wherever new streets are installed or existing streets are upgraded.

In addition to the existing pedestrian network the General Plan establishes a new pedestrian system designed to link major activity and recreation centers. These centers are part of the land use and recreation facilities intended to enhance the quality of life for community residents, and to attract tourism as part of the economic development strategy described in the Economic Development Element.

The backbone of this pedestrian system is the walkway and bikeway that links the Federal Park land with Railroad Museum. The trail will be part of the planned "Riverwalk Park" located along the north side of the river connecting the Federal Park to the Gulling Street Bridge. From Gulling Street, the walk continues up Commercial Street then to the Railroad Museum. The path will be marked with 1/10-mile markers and signs identifying it as the Riverwalk trail.

One of the primary constraints to bicycle travel is the narrow pavement section on the Gulling Street Bridge. The pavement is only 28 feet wide and would permit a four-foot-wide bike lane on both sides only if the travel lanes are reduced to 10 feet. A dedicated bike route will require additional width on the bridge.

Similarly, the width of Commercial Street limits the potential for a bike lane and on street parking on both sides of the street.

Policies: Bikeway and Pedestrian System

C-P-13: Develop a system of sidewalks and bikeways that promote safe walking and bicycle riding for both residents and tourists.

C-P-14: Establish a primary pedestrian system linking the Federal Park land with the Railroad Museum via Commercial Street.

C-P-15: Provide spur or branch walkways connecting to the residential neighborhoods and primary public destinations.

C-P-16: Route sidewalks so that they connect to major public parking areas, transit stops, and intersections with the bikeway system.

C-P-17: Provide pedestrian links to hiking trails in the area around the City.

C-P-18: Provide adequate bicycle parking facilities at commercial, business/professional, and light industrial uses.

C-P-19: Improve safety conditions, efficiency, and comfort for bicyclists, transit riders, and pedestrians, while ensuring compliance with Americans with Disabilities Act (ADA) requirements.

- Use steps to avoid steeper grades on sidewalks.
- Give the walks a minimum cross pitch of approximately 2 percent.
- Locate important walkways and intersections where they will not be in prolonged shade.

Implementation: Bikeway and Pedestrian System

C-I-17: Install prominent signs at the east and west entries to the City on Sierra Street warning motorists of the presence of pedestrians and bicyclists.

C-I-18: Develop a design for improvement and re-striping of Gulling Street Bridge to accommodate, at minimum, a Class II bike path in both directions.

C-I-19: Seek funding to expand the width of the Gulling Street Bridge to accommodate a bike path in each direction and provide access to the open space area along the south side of the river.

C-I-20: Seek funding to provide a pedestrian/bike bridge across the river connecting a bike and pedestrian path on the south side of the river to the Riverwalk Park on the north side.

C-I-21: Add bike lanes whenever possible in conjunction with road reconstruction or re-striping projects and subdivision development and related off-site improvements.

C-I-22: Acquire the right-of-way for the bike and pedestrian path along the north side of the river linking the Gulling Street Bridge to the Federal Park (the Riverwalk Bike Trail).

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C-I-23: Seek funding from the US Forest Service to connect the Riverwalk Bike Trail through the Federal Park to Rocky Point Road.

C-I-24: Make bikeway improvements an on-going funding objective by:

- Continuing to consider financing bikeway design and construction as part of the City's annual construction and improvement budget.
- Incorporating bikeway improvements as part of a five-year Capital Improvements Plan.
- Pursuing grant funding and other sources for new bikeways.
- Pursuing funding for ancillary facilities such as river access for handicapped persons, secured bicycle parking, parking areas at mountain bike and touring bike trail heads, drinking fountains and restrooms.

C-I-25: Require provision of secure covered bicycle parking at all parks and public gathering places, multifamily residential, commercial, industrial and office/institutional uses.

C-I-26: Encourage Plumas County Transit to provide bike racks on the buses serving the Portola community. Provide bike racks on a local shuttle service or jitneys used for special events.

C-I-27: Encourage resident and tourist use of the bike trail system by preparing a map of the bikeways and trail heads within and near the City.

C-I-28: Ensure that City standards for pedestrian facility design conform to the Americans with Disabilities Act (ADA) requirements. Implement a program to install handicapped ramps at all intersections as street improvements are being installed. Intersections in the core area along Sierra Street, Gulling Street, and Commercial Street shall have priority for funding the handicap accessibility improvements.

Transportation System Management

Transportation System Management (TSM) refers to measures designed to reduce the number and length of automobile trips, particularly during peak commute hours. TSM measures typically include ride sharing, van pools, and a variety of management techniques applied by larger employers in metropolitan areas. Typical TSM measures are most effective where they can be implemented by large employers.

In rural communities where there is a significant number of workers commuting out to a larger metropolitan area the TSM measures focus on ride sharing and van pooling to

reduce the number of single occupant vehicle trips. Reduced vehicle travel can help reduce peak hour traffic congestion, reduce future air pollution concentrations, and reduce consumption of energy for transportation uses. Moreover, it can help reduce individual transportation costs for Portola residents, yielding potentially significant savings as the cost of fuel rises.

TSM measures can also be effective in reducing the number of vehicle trips resulting from special events. TSM measures can include special bus service or shuttles to bring visitors in from distant locations.

Policies: Transportation System Management

C-P-20: Encourage a program to provide ride sharing and van pool opportunities for Portola residents.

C-P-21: Use alternative modes of transportation to bring visitors to special events.

Implementation: Transportation System Management

C-I-29: The City shall work with the County and Caltrans to locate a park and ride lot at the east edge of the City to facilitate ride sharing.

C-I-30: The City shall make information available at City Hall and the library regarding public 014transit, ridesharing, van pools, and other transportation alternatives to single occupant vehicles.

Public Transportation

General public transportation within Plumas County is provided by Plumas County Transit. They operate three buses on fixed routes, with dial-a-ride service available. Plumas County Transit is funded primarily by Local Transportation Funds and State Transit Assistance Funds, allocated on an annual basis through the Plumas County Transportation Commission. One bus begins in Portola and provides three round trips throughout Portola and to Graeagle, Blairsden, Cromberg, and Quincy. Plumas County Nutrition Center also provides transportation to Senior Citizens for a variety of purposes including, but not limited to: meal delivery, medical appointments, and shopping.

In addition to the County transit service, Greyhound bus service is provided along Highway 70 on a daily basis.

The ridership on public transit in rural areas is typically quite low due to the relatively small population base and low density of residential development. However, there are factors that indicate the potential need for expanded transit service in Portola. The planned population growth and the residential densities shown in the Land Use Element in the core of the City will contribute to the demand for public transit service. The City includes

uses that are typically attractions for bus ridership, such as the hospital, library, post office, shopping, and services along Sierra Street and Commercial Street. The schools are also a potential service area.

A small, locally operated shuttle or jitney would provide the services within town and connect to the Plumas County Transit system. A local shuttle or jitney service would provide an alternative transportation mode within the City for visitors to special events such as Railroad Days, craft fairs, cultural and sporting events.

Policies: Public Transit

C-P-22: Cooperate with Plumas County Transit to enhance the public transit ridership in Portola.

C-P-23: Seek opportunities to provide an alternative public transit system in Portola.

C-P-24: Establish a goal for public transit in Portola that will be associated with the recreation and tourism opportunities in the community.

C-P-25: Seek to establish a regional public transportation link.

C-P-26: Ensure that public transit services are linked to public parking areas, bikeways, and major pedestrian routes.

Implementation: Public Transit

C-I-31: Work with Plumas County Transit to provide bus stop shelters at all locations within the City. The bus stop shall include a sign that indicates the route and schedule of the bus. The bus stop shelter shall include a sign that clearly identifies it and provides the name of the stop.

C-I-32: Provide information about the transit service at the City Hall and library.

C-I-33: Establish a plan of primary locations where the transit systems will connect to the major bikeways and pedestrian ways and the primary public parking areas.

C-I-34: Work with the regional commercial carriers to establish bus service to the City.

C-I-35: Work with the regional commercial carriers to establish a station where patrons can be protected from weather and package shipping and receiving service is available.

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C-I-36: Designate a location for the regional bus station where it serves as a "multi-modal" station with connections to the regional bus, the Plumas County Transit bus, a public parking lot, local shuttle system and primary bikeway and pedestrian system will all interconnect.

C-I-37: Establish guidelines for development of a Special Event Shuttle service and work with private businesses and service agencies to initiate a shuttle service during special events.

C-I-38: Monitor the use of special event shuttles and consider expanding to seasonal or year-round shuttle if the demand warrants it.

C-I-39: Work with other communities, recreation, and lodging businesses to expand the local seasonal shuttle or special event shuttle to the Feather River Inn, Blairsden, Johnsville, Graeagle, the Grizzly Creek camp and other activity destinations in the east Plumas County area.

C-I-40: Work with Plumas County to ensure that paratransit and other special needs are met in the City of Portola.

Rail

The Union Pacific Railroad is a dominant element in the physical form of the City but plays only a minimal role in local transportation. The rail line is totally dedicated to freight and the local service is limited to shipping and receiving. Nonetheless, the rail through the Feather River Canyon is a major trans-Sierra route and recognized as one of the more scenic. Although passenger service was discontinued in the 1970's the route is still used occasionally for special passenger trains. Passenger rail service is growing after a long period of decline and new passenger service is slowly being re-established. The California State Rail Plan identifies Portola as a major railyard and connection to Nevada and states to the east for rail freight movement.

The decision to institute passenger service occurs far beyond the City's influence. Yet, the City can encourage the restoration of passenger service, even on a limited, periodic basis. The rail museum is an obvious draw that will bring rail enthusiasts to the City. The City can help support the interest in rail travel by sponsoring events that draw people who enjoy riding on the railroad, and by ensuring that rail travel is a convenient and comfortable experience when stopping in Portola.

Guiding Policies: Rail

C-P-27: Encourage Union Pacific Railroad to provide passenger service on the Feather River route at every opportunity with the ultimate goal of re-establishing regularly scheduled service.

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C-P-28: Encourage Union Pacific Railroad to sustain the rail shipping service.

Implementation: Rail

C-I-41: Cooperate with the Portola Railroad Museum in their efforts to provide visitor facilities in Portola.

C-I-42: Support rezoning property near the visitor facilities to accommodate lodging, restaurants, retail shops, and other services in support of visitors to the rail museum.

C-I-43: Route the local shuttle system or other transportation networks under the City's control to provide convenient access for visitors to the rail museum, and for visitors arriving by rail.

C-I-44: Include directional signs to the rail museum in appropriate locations on any master directional signage program established by the City.

C-I-45: Establish a working relationship between the City administration and the local management of the Union Pacific Railroad by requesting regular meetings to discuss items of common interest regarding expansion of rail service and economic development of the region.

Airport

The Beckwourth (Nervino) Airport is a county owned and operated facility located approximately five miles east of Portola along Highway 70. The airport provides services for general aviation on a 4,600-foot-long runway capable of accommodating large general aviation aircraft.

Although not within the City, the airport has the potential to serve economic development and tourism to the benefit of businesses in Portola.

Policies: Airport

C-P-29: Encourage expansion of flight services and accommodations at Beckwourth Airport.

Implementation: Airport

C-I-46: Cooperate with Plumas County in their efforts to expand services and aircraft accommodations at Beckwourth Airport.

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C-I-47: Provide supporting letters and other documents as requested by the County in support of airport expansion.

C-I-48: Provide information, such as brochures and signs, and ensure that current telephone directory information regarding Portola businesses is available at the airport.

C-I-49: Encourage development of courtesy van service and other means of ground transportation for people arriving by general aviation aircraft.

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5. Economic Development Element DRAFT

Portola, as many other small, rural communities, has experienced economic stagnation because of the long-term decline of basic industries such as mining and forestry. Historically, the local economic base relied on extracting and consuming natural resources. Basic industries that brought new revenue to the community formerly meant exporting the natural resource. Relatively low wages, high unemployment, low property values, and little prospect for return of the historic job base are common economic factors.

However, new circumstances promise new economic growth if communities are poised to take advantage of them. These circumstances include:

- an increase in healthy active people seeking retirement in attractive communities with recreation opportunities,
- new telecommunications technologies that enable businesses to locate virtually anywhere, and
- an increase in tourism and retirement lifestyles brought about in part by the overall health and wealth of people throughout the nation.

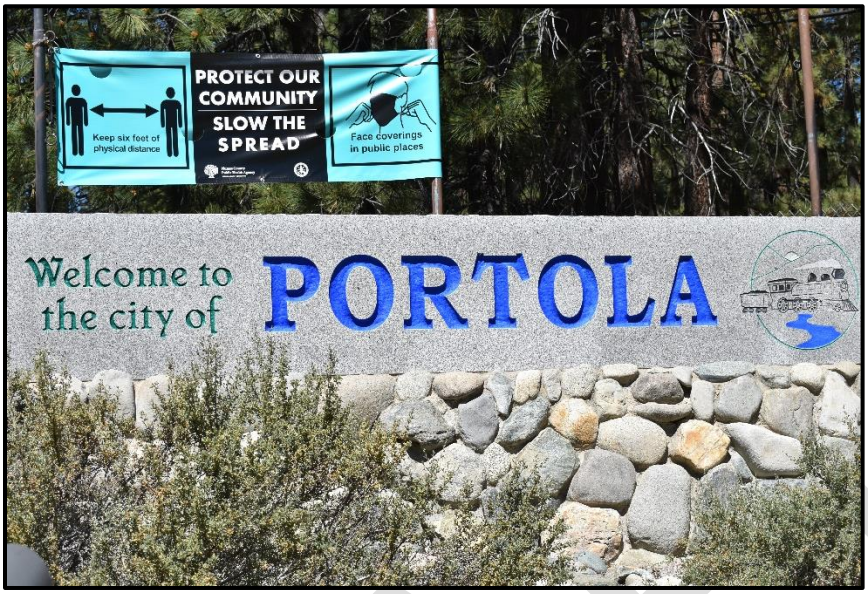
Traditional location criteria such as availability of shipping or the aggregation of certain services or business connections have become less important for many types of businesses. With the advent of various telecommunications technologies, and growth in industries based on information services and manufacture of small, highly transportable goods, business decision-makers can be much more flexible in selecting a new business location.

The new criterion for business growth is broader than the traditional concerns. In addition to the need for access to markets and transportation, the new criterion includes the availability of business services, telecommunications technology, and the quality of the local environment. For some employers the quality-of-life opportunities are now as important as proximity to markets and transportation.

Economic development opportunities in Portola will occur, in part, because of the high level of natural amenity and recreation resources. Protection of the visual and natural amenity in this area is essential to the success of economic development. Good housing, good schools and parks, a vibrant social and cultural life, recreation opportunities, good transportation systems, and above all, an attractive natural setting are essential to the future potential growth in jobs and economic opportunities.

The strategy underlying this Element is to enhance and broaden tourism as a basic economic engine, and to establish a new non-tourism employment base in the City. This is accomplished by establishing land use, community design, circulation, public facilities, and natural resource conservation goals, policies and standards in the General Plan and

Portola Municipal Code that will accommodate new growth while protecting the natural environment.



Authority

The Economic Development Element is an optional element of the General Plan under Section 65303 of the Government Code.

> *"The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city."*

Relationship to Other Elements of the General Plan

Although this is an optional element, it is given considerable weight in this General Plan. The success of economic development is interwoven with virtually all aspects of the community. Thus, the Economic Development Element incorporates policies and concepts that are linked with the Land Use Element, Housing Element, Public Facilities Element, Open Space and Conservation Element, and the Circulation Element.

Regional Cooperation

Portola is the service center of the east Plumas region, and the economic future of the City significantly depends on maintaining and expanding that role. Consequently, the economic success of Portola is closely linked with the success of the enterprises in the region. Provided that economic growth in the surrounding area is of good quality and does not diminish the environmental qualities that attract visitors and new residents, Portola will benefit from the success of its economic neighbors and will cooperate in efforts to ensure their success.

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Economic Development Goals

Goal	ED-1.	Expand stable year-round employment.
Goal	ED-2.	Attract new industries that are compatible with the natural amenities and character of the City.
Goal	ED-3.	Expand and diversify tourism both within the City and in the eastern Plumas County region.
Goal	ED-4.	Expand education and training opportunities for City residents.

Policies: Business Innovation and Development

ED-P-1. Promote new businesses that are forward-looking and apply innovative technology and practices, and that are compatible with character of the community.

ED-P-2. Facilitate development of commercial uses and business parks within the City.

ED-P-3. Maintain an adequate supply of appropriately located and zoned land to provide opportunities for industrial/ business-professional and commercial development.

Implementation: Business Innovation and Development

ED-I-1. Develop an incentive program for industries that meet the profile. Incentives may include cooperation in expediting land use entitlements, providing phased payment of fees, City of Portola contribution to land acquisition costs, and other financial and procedural inducements within the means of the City of Portola.

ED-I-2. Continue to work with property owners in the undeveloped and unserved areas to share the cost of extending sewer, streets, water distribution, and utilities among benefiting landowners.

ED-I-3. Monitor the consumption of undeveloped land designated for residential, commercial and industrial/ business-professional uses and supplement the land use by periodically amending the General Plan to ensure there is an adequate supply of suitable land for at least five years.

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Policies: Emphasis on Protecting Natural Amenities

ED-P-4. Emphasize the quality of the natural environment as an essential feature of the City's economic development efforts.

Implementation: Emphasis on Protecting Natural Amenities

ED-I-4. Maintain and enhance the quality of the natural environment through the various policies included in the Land Use Element, Community Design Element, and the Conservation Element.

ED-I-5. Identify the quality of the local environment as an essential concern of the City in the review of all applications for development.

Policies: Local Self-Reliance

ED-P-5. Emphasize local self-reliance by using local resources, including the local work force, capital resources, transportation resources, as well as natural resources in economic development efforts.

ED-P-6. Encourage expansion of local businesses.

ED-P-7. Strengthen the City's tax base by attracting small, environmentally sensitive businesses with tax generation potential.

ED-P-8. Exercise initiative in forming public/private partnerships to create jobs and new economic opportunities.

ED-P-9. Enhance opportunities for economic development between the City of Portola and the Union Pacific Railroad.

Implementation: Local Self-Reliance

ED-I-6. Prepare an inventory of the local resources to assist in marketing the area to prospective new employers.

ED-I-7. Encourage new businesses to employ local residents.

ED-I-8. Function as the master developer and organize landowners in under-developed and unserved areas of the City to prepare and implement plans for extending sewer, water, drainage, utilities and streets in order to facilitate development of individual properties.

ED-I-9. Seek opportunities for public/private partnerships in economic development.

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ED-I-10. Identify and pursue state, federal, and other grants targeting infrastructure and land improvements, job training, new technology and other programs directed toward economic development.

ED-I-11. Seek opportunities to provide enterprise services, such as the management of public recreation facilities and concessions at Lake Davis that will generate additional employment opportunities for City residents.

ED-I-12. Invite the local managers of the Union Pacific Railroad to meet with the City Manager and City Council on a biannual basis to discuss opportunities for economic development that relate to use of the railroad services.

Policies: Affordable Housing, Education, and Training

ED-P-10. Enhance the aspects of the community that will help economic development efforts to draw employers and visitors to the area. This includes quality housing and neighborhoods, quality education, recreation and cultural resources.

ED-P-11. Promote education and training efforts to employ residents in new industrial opportunities and to enhance the labor force as a draw for new businesses.

Implementation: Affordable Housing, Education, and Training

ED-I-13. Establish a set of standards and "quality of life" criteria for attracting new businesses.

ED-I-14. Establish a partnership with the Plumas Unified School District, and particularly the administration of schools in Portola. The purpose is to identify methods of sharing resources to enhance the education value of the local schools.

ED-I-15. Work with the schools to establish practical job training and vocational education programs geared to industries and occupational needs anticipated in the area.

ED-I-16. Monitor the availability of housing in the City relative to the growth in planned employment within a ten mile radius of Portola and, at a minimum of three year intervals, evaluate the need for additional land area for housing to accommodate new housing.

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Policies: Infrastructure for Economic Development

ED-P-12. Ensure that the highest available levels of communications, transportation, and public infrastructure are available in Portola.

ED-P-13. Ensure that development pays a fair share of community costs associated with the development but assist new businesses to find funding for new investment in the community.

Implementation: Infrastructure for Economic Development

ED-I-17. Maintain a Capital Improvements Program that identifies the one-, five-, and ten-year plan for upgrading existing and constructing new infrastructure to serve industrial/business-professional, commercial and residential areas.

ED-I-18. Encourage implementation of agreements among electric service providers in the region that ensure adequate and reliable electric power sources and distribution systems in Portola.

ED-I-19. Seek to establish fiber optic, or alternate high-speed communications service, within Portola and periodically meet with the service provider to review the service. As technology evolves to a new type of service, the City of Portola will seek to ensure that the "state-of-the art" in communications is available.

ED-I-20. Establish funding for new road improvements and on-going road maintenance related to the development and ultimate use of the land.

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ED-I-21. Encourage Plumas County to maintain and improve Nervino Airport in support of business and tourism.

ED-I-22. Encourage local businesses to support the use of Nervino Airport by including it in advertising, and to provide services, such as airport pickup, for general aviation travelers.

ED-I-23. Review the City of Portola development fee schedule on an annual basis to ensure that the fees charged reasonable, but sufficient to ensure that all new service and public facilities costs resulting from new development are paid by the development.

Policies: Community Image and Quality of Life

ED-P-14. Maintain and enhance an attractive community environment that will draw visitors, residents, and new employers.

Implementation: Community Image and Quality of Life

ED-I-24. Vigorously enforce nuisance abatement procedures to ensure that dilapidated properties will not become visual blight.

ED-I-25. Establish guidelines for providing assistance in clearing dilapidated properties to low-income households and others reasonably unable to comply with City of Portola nuisance abatement procedures.

ED-I-26. Implement the policies established in the Community Design Element on all public lands, facilities, and rights-of-way.

Policies: Regional Cooperation

ED-P-15. Encourage and participate in regional cooperative efforts for economic development by building long-term partnerships between the City of Portola, Plumas County, businesses, business organizations, and the educational, arts and environmental groups.

ED-P-16. The City of Portola will cooperate with other agencies, interest groups, businesses, and private citizens in promoting tourism and leisure industry activities in the East Plumas County region.

Implementation: Regional Cooperation

ED-I-27. Participate in regional joint marketing programs.

ED-I-28. Maintain a web page to provide information about the City of Portola and local businesses on the Internet.

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Policies: Timely Development Review Procedures

ED-P-17. Establish a standard procedure for responding to inquiries about locating businesses in Portola. Such a procedure should provide a level of certainty and immediacy for applicants to assure them of the City's interest in economic development.

Implementation: Timely Development Review Procedures

ED-I-29. Appoint a City staff member to work with local organizations, commercial brokers, and project applicants.

ED-I-30. Establish clear zoning and development standards that will expedite the City's project review process.

ED-I-31. Publish a simple, clear set of guidelines and procedures for development project applicants. The publication should outline the steps involved in project entitlement and provide the name and telephone number of City and other agency staff people involved in the project review process.

Policies: Expand Tourism and Visitor Opportunities

ED-P-18. Encourage development of new tourism activity beyond the traditional summer season.

ED-P-19. Encourage the development of conference and meeting facilities.

ED-P-20. Establish multiple locations for special events throughout the core of the City. The intent is to accommodate multiple events concurrently, or to accommodate a single large event spread over several sites.

ED-P-21. Encourage development of lodging facilities.

ED-P-22. Encourage development of the railroad museum as a major visitor attraction for Portola.

Implementation: Expand Tourism and Visitor Opportunities

ED-I-32. Identify and designate sites that may be used in a coordinated program for activities.

ED-I-33. Acquire additional facilities for events, such as the vacant block adjacent to the Railroad Museum and the old hospital site.

ED-I-34. Designate sites appropriate for lodging facilities.

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ED-I-35. Work with local businesses and landowners to identify suitable locations for conference and meeting facilities to host seminars, business meetings, small conferences, and social events.

ED-I-36. Establish a cooperative working agreement with the Railroad Museum to promote visits to the museum and related visitor tourist activities.

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6. Public Services and Facilities Element DRAFT

Public facilities and services are the framework that supports and sustains the community. They are essential to maintaining the current quality of life and accommodating economic growth and development in the community. The availability and capacity of public infrastructure determines the ability to use land.

The Public Services and Facilities Element is focused on ensuring that the community infrastructure is in place to accommodate the growth and development identified in other elements of this General Plan. This element addresses both hard infrastructure (such as sewer and water) and the public services (such as police and fire). The City of Portola provides the basic infrastructure and some of the public services required by the community. A variety of public agencies and private franchises provide other services. All facilities and services are included to ensure that the resources required to support the community is available when needed.

The infrastructure facilities and services addressed in this element are:

- ❖Water
- ❖Sewer
- ❖Major Drainage
- ❖Communications
- ❖Electricity
- ❖Solid Waste
- ❖Schools
- ❖Libraries
- ❖Recreation and Parks
- ❖Police
- ❖Fire Protection
- ❖Community Services and General Government

Authority

The Public Facilities and Service Element is an optional element of the General Plan under Section 65303 of the Government Code.

> *The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.*

Relationship to Other General Plan Elements

The location and capacity of basic infrastructure is closely related to the Land Use Element, Housing Element, Circulation Element, and Economic Development Element. The goals and policies of these other elements cannot be fully achieved where the basic public infrastructure is lacking.

Relationship to the Region

Most of the facilities and services described in this element are primarily for the benefit of the citizens of Portola. However, certain services clearly are of regional significance and benefit. The City shares these services outside the city boundary. Fire protection, for example, is extended beyond the city through mutual aid agreements.

Public Services and Facilities Goals

The Public Facilities and Services Element addresses a broad range of activities by the City and the other service agencies in the community. Each of these services and activities may have specific goals that relate only to the character of that service. Underlying all of these specific goals are guiding principles that relate to all of the services. These principles establish the fundamental direction for expanding and refining the public services in the community.

Goal PF-1.	The City will be innovative in new techniques and technologies to provide the best available "state-of-the-art" level of public services in a cost-effective manner.
Goal PF-2.	Public infrastructure and services will be affordable to the residents and business interests in the City.
Goal PF-3.	Facilities improvements and services required to serve development will not place an economic burden on existing residents of the City. Development will pay a fair share of all costs of required public infrastructure and services.
Goal PF-4.	Public improvements and facilities will be designed to enhance, rather than degrade, the natural environment in the City and surrounding area.
Goal PF-5.	The City's public services and facilities will support economic development and residential growth in the city.
Goal PF-6.	Public facilities and services agencies will cooperate on a regional basis.
Goal PF-7.	Conduits to provide connection between public facilities on both sides of the river shall be included on any new bridge structure.

Projected Growth Relative to Public Services and Facilities

Population growth and economic development affects all public services and facilities. The land use projections and the associated population growth described in the Land Use Element is summarized here to define the range of effects of development.

Infill Areas

Older areas of the city (outlined in Figure 6-1) were never fully developed and lack basic sewer, water, drainage, and streets. Full development of the city will require extending the basic infrastructure to these "infill" areas. The infill areas provide efficient growth areas within the city boundary. New development would require relatively short extensions of the existing infrastructure system and would provide improved circulation, for pedestrians and vehicles, within the existing core area.

Policies: Core Area Infill Development

PF-P-1. Facilitate development of the infill areas by extending infrastructure.

PF-P-2. Encourage comprehensive development rather than incremental, single project development.

PF-P-3. Encourage compact, mixed-use design in the infill areas that respond to the topographic and other natural constraints.

PF-P-4. Make use of the public right-of-way as a tool for facilitating good quality design and development.

Implementation: Core Area Infill Development

PF-I-1. The City will encourage landowners in the infill areas and facilitate organization to master plan the extension of public infrastructure.

PF-I-2. The City will work with the landowners to prepare comprehensive development plans equitable to all landowners and the City.

PF-I-3. The City will investigate means of serving these areas with minimal capital expenditure and will identify and implement the most feasible funding mechanism.

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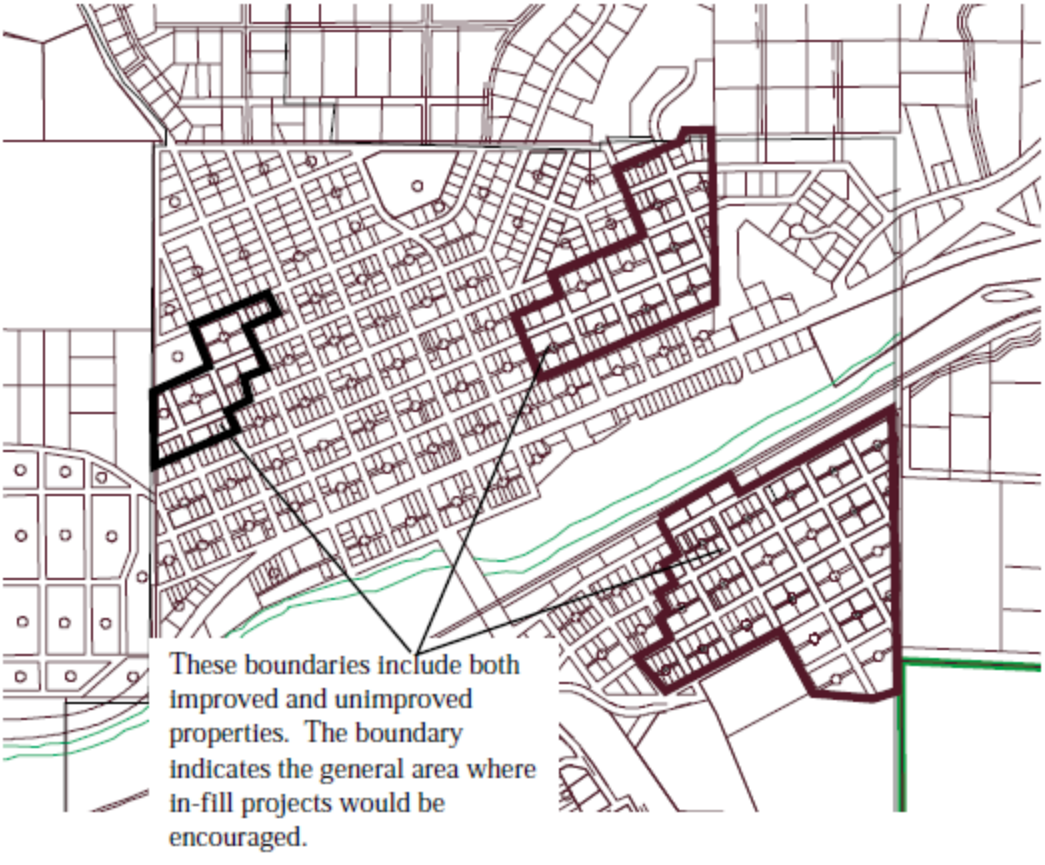
Figure 6-1
Infrastructure Development Infill Areas



Domestic Water

Supply

Portola provides water for domestic consumption and fire flow. The current sources of city water supply include Willow Creek Springs, municipal wells, and the Lake Davis Water Treatment Plant. Additional water capacity can be developed from new wells in the city and the unused springs located on Beckwourth Peak.

The City has a current requirement for a source of supply of approximately 937 gallons per minute (gpm) averaged over the maximum use day with is approximately 1,350,000 gallons per day (gpd). The City currently has a sustained yield source capacity of approximately 950 gpm or about 1,370,000 gpd. The estimated 2027 source requirement assumes a 5% average growth (Water Master Plan) and is 2480 gpm or about 3,580,000 gpd.

The current sources include:

Lake Davis Water Treatment Plant ... est. 1,500,000 gpd

Willow Creek Springs..... 200-300 gpm (depending on season)
Maintenance Yard Well..... 300 gpm
Commercial Street Well ..... 600 gpm

The City owns a subterranean water collection system on 160 acres at Willow Creek Springs, located approximately 4 miles northwest of the City. Willow Creek was originally developed by the City in 1957. The source was further improved with the construction of underground galleries in 1974. With these improvements the Willow Creek facility consistently produces approximately 312 gallons per minute (503 acre feet per year). Potential for connecting additional spring "pods" to the system is believed to be limited to less than 100 gallons per minute (gpm) (Pyramid Engineers, page 11). The water is delivered to the City's terminal facility through an 8 inch pipe. A 1958 report by the state Department of Public Health reported the pipe capacity at 667 gpm, more than double the output of the springs. Though this has decreased markedly with age, the delivery system probably has some unused available capacity.

The City operates two wells located on the south side of town. The Maintenance Yard Well, located in the Portola Corporation Yard at First and Main Streets was drilled in 1993 and fully improved as a municipal water supply in 1995. The well has consistently yielded 300 to 320 gpm.

The Commercial Street Park Well, located at the intersection of Commercial Street and Gulling Street, was put in service in 1998. This well has an estimated sustained yield of 600 gpm.

The City has rights to four separate spring sources on Beckwourth Peak, south of the City-Turner, Malloy, Golden and Darby. Total estimated capacity of these springs is 170 gpm (270 acre-feet per year). The City stopped using the springs as a water source in 1971, after the Lake Davis water became available. At that time the Lake Davis water was considered more reliable and subject to fewer potential health hazards. Approximately 30,000 feet of antiquated and substandard water lines connect the spring sources with the City's distribution system.

Development of these springs for future use would require improvements to collect the water below ground (below root level) and a new delivery pipeline system. The cost of such improvements is unknown, but likely to be substantial relative to the amount of water that can be delivered.

Lake Davis Water Treatment Plant

The Lake Davis Water Treatment Plant was constructed as part of the State Water Project and commenced deliveries to the City in 1970. In 1997 the California Department of Fish and Game (DFG) poisoned the lake in an attempt to remove the invasive Northern Pike fish. Domestic use of the lake water was terminated as a result of that action. In May 1999, DFG reported that the species Northern Pike had been rediscovered in Lake Davis.

This announcement led to concerns about the future use of Lake Davis as a potable water supply and a 2007 chemical treatment. No pike have been found in Lake Davis since 2007.

In the following years, after numerous public hearings and the settlement of a lawsuit that resulted in an agreement to bring Lake Davis Water Treatment Plan up to new Safe Drinking Water Act standards, the City and County entered into an agreement to work together to bring the Plant back online. The LDWTP is currently in service.

Future Water Supply and Demand

The existing water supply is adequate for the population and land use development anticipated in this General Plan. An expansion and upgrading of the water storage and distribution system may be necessary. The City completed a Water System Master Plan in 2006 that addresses the water supply and distribution needs for the growth of the community.

Water demand for future development is estimated on the basis of 375 gallons per day per single family dwelling. This estimate considers that all new and renovated residential development will be required to use water conserving fixtures, and that the used of water for outdoor irrigation in the mountain environment is relatively less than required in large lot residential use in other climates. The growing season is relatively short, and the style of landscaping typically relies on native materials that require little irrigation. Turf landscaping is not restricted in private yards, but the use of lawn areas is typically small compared to conventional suburban areas. Therefore, there is no difference in estimated water demand between large estate lot and small urban lots.

The future demand for water is based on the average water demand for a single-family home. The average water requirement for a single-family home is referred to as a "dwelling unit equivalent" (or DUE), and all water demand for all uses are measured in "dwelling unit equivalents". This measure includes non-residential units.

Commercial and light industrial water use will vary with the type of activity. Large water use industrial activities cannot be accommodated in the community unless a supplemental water supply is developed. For estimating the average commercial use, the water demand is based on an assumed .5 DUE per acre.

Distribution

The water distribution service area includes the city as well as small, unincorporated areas to the north of Joy Road and portions of the Portola Heights neighborhood. All of the City's supply and storage facilities are in good operating order and comply with current water supply standards. Water storage for the City is in three covered, above-ground steel tanks. The Northside tank is a 1.0-million-gallon facility installed in 1976. A 250,000-gallon tank and a 500,000 gallon tank located south of the high school serves the City south of the river.

Policies: Water Supply and Distribution

PF-P-5. Secure sufficient sources of water to meet the needs of the existing community and planned growth.

PF-P-6. Domestic water will be allocated first to serve residential and commercial uses that exist prior to adoption of this General Plan.

PF-P-7. The City will allocate water for future development to maintain a balance of jobs and housing. Exceptionally high-water users that do not generate a reasonable number of jobs will not be permitted in the absence of other significant benefits to the community.

PF-P-8. City water service will not be extended to unincorporated areas unless an adequate supply is available for all areas within the city.

PF-P-9. The City will develop a program for the use of recycled water for exterior landscaping within the parameters of State and County Health Codes and standards.

PF-P-10. Develop and implement water conservation measures as necessary elements of the water system.

PF-P-11. Ensure that all development provides for and funds a fair share of the costs for adequate water distribution, including line extensions, easements, and plant expansions.

PF-P-12. Monitor water quality regularly and take necessary measures to prevent contamination.

PF-P-13. Provide an emergency backup system which that meets 150% of average demand.

Implementation: Water Supply and Distribution

PF-I-4. The City will prepare and adopt a Water System Master Plan that identifies the sources of water and the treatment, storage and distribution system required to serve the future growth of Portola. The Master Plan will establish a baseline water capacity sufficient to serve the community as of 2045. All subsequent water uses will be required to demonstrate the availability of water supply, storage, and distribution before approval of any land use entitlements. The City will maintain a City-wide map of all water distribution and storage system components and monitor the condition of the system on a regular basis.

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PF-I-5. The City will continue to identify and secure water supplies from ground water sources,

PF-I-6. The City shall require, as a condition of project approval, dedication of land and easements, or payment of appropriate fees and exactions, to help offset municipal costs of expansion of water treatment facilities and delivery systems.

PF-I-7. The City will encourage the use of recycled water for landscape irrigation where feasible within the parameters of State and County Health Codes and standards.

PF-I-8. The City will continue to monitor water quality.

Sewer

Sewer collection and treatment systems in Portola have been constructed piecemeal over a period of decades. Serious infiltration problems and inadequate treatment resulted in upgrading the collection system and improvements to the treatment plant during the 1990's. The current system is adequate for the existing community, but expansion of the collection system will be needed to accommodate the development anticipated in the Land Use Element. In addition, improvements are required to make full use of the treatment plant.

Collection System

The existing collection system is comprised of 15 miles of six, eight, or ten-inch lines of varying materials. The sewage collection system includes a Northside Pumping Station and a Southside Pumping Station. Both of these were constructed in the late 1940's.

Prior to improvements completed in 1997 and in 1999, leaky sewer mains and laterals contributed an estimated average of .68 million gallons per day (mgd) of inflow and infiltration during the wet weather season to the treatment plant in 1997. The estimated total peak wet weather flow to the treatment plant was 1.56 mgd.

Improvements to the pumping stations and the treatment plant were completed in Summer, 1997 as part of the State Revolving Loan Fund Project No. C-06-4364, Phase I of improvements to the entire city sewer system. Phase I addressed fundamental causes of past sewage surcharges by substantial reconstruction of the Northside and Southside pumping stations including: complete replacement of motors, pumps and piping, installation of new, optimized controls, correction of or addition to wet wells, addition of auxiliary power and building modifications.

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Sewage Treatment

Sewage treatment consists of aeration and settling ponds. The ponds provide primary treatment in a total of 17.3 acres. The last step of sewage treatment is the chlorination/ dechlorination of pond discharge prior to flow into the 5.8-acre storage pond.

Treated and disinfected effluent is discharged from the storage pond to 1.8 acres of constructed wetland adjacent to the river. Subject to Waste Discharge Order 92-147, the treated and disinfected effluent may be discharged to the river only during the period from November 1st to August 15th. Expanded pond area and effluent chlorination facilities were constructed in 1992.

Phase I also included improved sewage treatment by providing inter-pond piping between the stabilization ponds as well as the aeration pond and emergency aeration pond. This piping provides complete flexibility and routing through and/or around any of the seven noted ponds. The 1992 improvements to the pond and treatment system have served to assure discharge of effluent in conformance with prevailing water quality standards and regulations. Discharge from the City treatment facility continues to be to the Feather River during the Winter and to constructed wetlands in the Summer, in accord with the Waste Discharge Requirements.

Subsequent to the improvements completed in 1997 the treatment plant has capacity to process an average dry weather flow of 0.50 million gallons per day (mgd). The peak wet weather flow capacity is 0.74 mgd and the design capacity is 0.75 mgd.

Average Household Demand for Sewer Service

The average daily flow generated by a single-family home dwelling unit equivalent is 218 gallons. However, inflow and infiltration increase the average wet weather flow to 317 gallons per day per dwelling unit. Reductions in average dry weather flow due to improved pipeline construction found in new development will further reduce the average daily flow to 275 gallons per dwelling unit equivalent (DUE) per day in new construction areas.

At the average rate of 275 gallons per day per dwelling unit equivalent, the wastewater treatment plant has the capacity to serve a total of 1,818 dwelling unit equivalents, approximately double the current demand for wastewater treatment in the City.

Policies: Wastewater Collection and Treatment

PF-P-14. Ensure wastewater collection and treatment for all development in the City and the safe disposal of wastes.

PF-P-15. The City will require that collection systems be designed on a gravity-flow basis except where a site-specific engineering analysis

clearly demonstrates the long-term cost effectiveness of pump facilities.

PF-P-16. The City will maintain capacity to process combined residential, commercial, and industrial flow.

PF-P-17. The City will maintain the ability to handle peak discharge flow while meeting State Regional Water Quality Control Board Standards as established in the current NPDES Permit.

Implementation: Wastewater Collection and Treatment

PF-I-9. The City will require all sewage generators within its service area to connect to the city's system, except those areas where on-site treatment and disposal facilities are deemed appropriate.

PF-I-10. The City will encourage and permit an industrial pretreatment program for the Portola Business Park and other industrial uses in accordance with state and federal requirements.

PF-I-11. The City will consider the use of sub-area or project specific wastewater treatment facilities that use innovative technologies that produce tertiary effluent with minimal energy costs. The intent is to encourage water recycling and reduce future demands on the existing city plant.

PF-I-12. The City will investigate methods of improving the quality of the effluent from the City plant and will investigate options for reuse of treated wastewater. The recycled wastewater will be used for irrigation of public recreation lands, restoration of wetland areas, and irrigation of landscaped areas.

PF-I-13. The city will promote reduced wastewater system demand through efficient water use by:

a. requiring water conserving design and equipment in new construction;

b. encouraging retrofitting with water conserving devices;

c. designing wastewater systems to minimize inflow and infiltration to the extent economically feasible; and

d. maintaining a city-wide map of all sewer collection system components and monitor the condition of the system on a regular basis.

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PF-I-14. The City will monitor the increase in wastewater flow on an annual basis and will periodically expand the capacity of the wastewater treatment plant to ensure that there is capacity to serve a minimum of five years of additional projected growth at any time.

Major Drainage

Storm drainage is periodically a critical issue because a narrow corridor along the river is subject to flooding. Much of the flooding is caused by conditions outside the City rather than local development. Nonetheless, as the City continues to develop, there will be an ongoing need to minimize flood waters in the existing flood plain and along the major drainage channels. Storm water drainage is managed in a system of open channels, such as the Wild Cat Creek channel in City Park, and underground storm drains. The City of Portola Master Drainage Plan (1987) identified a series of specific improvements required to accommodate drainage of the existing urban area of the City. In addition, the plan identified other measures that apply to future development:

- Easements should be obtained where they do not already exist, along all major stormwater systems that lie outside public road rights-of-way. The granting of these easements should be made a standard practice with the approval of development projects.
- Orderly development of the City storm drainage system can be further enhanced by the construction of curb and gutter and the grading of lots to flow to the street or drainage easement as a part of individual lot development.

Policies: Storm Water

PF-P-18. The City will seek to minimize additional storm water runoff from new development areas.

PF-P-19. The City will establish equitable methods of paying for future storm drainage improvements.

PF-P-20. Storm water will be managed in natural channels rather than underground pipes where feasible.

PF-P-21. No net increase in storm water compared to the undeveloped condition will be permitted in new development areas.

PF-P-22. Stormwater system improvements will be extended to the infill areas shown in Figure 6-1 when feasible.

Implementation: Storm Water

PF-I-15. The City will explore alternatives to storm water management methods including on-site retention and detention basins and

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maintain a City-wide map of all drainage system components and monitor the condition of the system on a regular basis.

PF-I-16. Developers will be encouraged to consider use of porous materials for outdoor spaces, paving, and sidewalks where feasible to promote groundwater infiltration.

PF-I-17. The City will explore the feasibility of a City-wide rate structure to fund storm water improvements and on-going maintenance. Require all new development to pay this fee as a condition of the project approval.

Communications

Communication is essential to economic development for Portola. New businesses will be attracted to Portola for the quality of life, but many will need state-of-the-art communications to sustain their businesses. Access to the Internet will enable residents and businesses to have the same level of communications technology, and all the information and services that are available in any metropolitan region. The intent is to ensure that the highest level of communications technology is available to businesses and residents. The City will seek to be positioned to take advantage of new technologies.

Policies: Communications

PF-P-22. Expand the level of communications service throughout the City through cable, fiber optic lines, wireless internet facilities, and other technologies as they become available.

Implementation: Communications

PF-I-18. Explore the development of additional telecommunications technology within the City including, but not limited to, wireless internet facilities, fiber optic cable, DSL, cable services, and other new technologies.

PF-I-19. Indicate to potential service providers the interest to expand communication services in the City, and the intent to ensure that residents and businesses have access to the highest level of communications technology feasible in the Portola area.

PF-I-20. Cooperate with service providers to enable construction of improvements for communications.

PF-I-21. Where necessary to ensure that telecommunications will be provided in the most cost-effective manner with minimal disruption

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to city streets and services, the city will require that all new development install sleeves, conduit, and other underground facilities required for future telecommunication services.

Electricity

Availability of relatively cost-effective power is essential for many types of businesses and for the residents of Portola. In order to expand economic development opportunities, the City must seek and support expansion of the available power supply.

Liberty Energy provides electric power to Portola. The Liberty Energy substation is located at the intersection of Gulling Street and Fourth Avenue. Power is delivered to the substation in the transmission line along Pole Line Road that connects east to Loyalton. The substation contains two transformers with a capacity of 3 megawatts and 5 megawatts, respectively. Portola currently uses approximately 5 of the total 8 megawatts available from this substation.

Liberty Utilities currently maintains three diesel generators at the substation as backup power in case of power outages in Portola or Loyalton. These generators have a capacity of two (2) megawatts each and are currently near their backup capacity in cases of widespread power outages due to such events as large winter storms.

Power is distributed throughout Portola in a system of overhead power lines typically along the public streets. Power lines are underground in the more recent subdivisions, such as Ridgewood.

Policies: Electric Service

PF-P-23. Ensure that reliable, adequate electric service is available to all uses in the City at reasonable cost.

PF-P-24. Cooperate with and encourage efforts to expand the opportunities for electric power service in the City.

Implementation: Electric Service

PF-I-22. The City will investigate opportunities to develop alternative sources of electric energy as they become available.

PF-I-23. The City will consider participation with utility companies in generating and/or distributing electric service within the City.

PF-I-24. The City will encourage energy conservation measures and innovative uses of solar energy, heat recovery, and cogeneration in all structures and industrial processes.

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PF-I-25. The City will communicate its major development plans with utility companies and coordinate planning expansion of these utilities.

PF-I-26. The City will require undergrounding of utility lines in new development and as areas are redeveloped, except where infeasible for operational reasons.

Solid Waste

Solid waste generated by homes and businesses in Portola is collected by Intermountain Disposal (pursuant to a Franchise Agreement), collected at the Delleker Transfer Station, and then transported to the Lockwood Regional Landfill in Sparks, Nevada. Waste consists predominantly of mixed municipal solid wastes. Self-haul customers also deliver their waste to the Delleker Transfer Station. Ultimately, the waste is transported to the Lockwood Regional Landfill in Sparks, Nevada.

The City owns the Portola Landfill, which collected the City's waste through October 2002. State and Federal regulations placed on the City's landfill prompted its early closure for acceptance of solid waste material. Effective November 1, 2002, the Portola Landfill no longer accepts solid waste material. Additionally, the Environmental Reclamation Center, operated by Intermountain Disposal, was moved from the area east of the Portola landfill, to the Delleker Transfer Station. The Environmental Reclamation Center is open seasonally to the public.

Intermountain Disposal provides curbside pickup and recycling, yard waste pickup, bulky waste pickup, rear-load containers, roll-off containers, storage units.

City of Portola Source Reduction and Recycling Element

The City of Portola has established the following goals for the integrated management of solid waste generated within its borders:

- To provide for the safe, efficient, and cost-effective removal of waste from residences, businesses, and industry.
- To provide adequate disposal capacity at local or regional landfills for waste generated in the City.
- To reduce the amount of waste disposed of in landfills by:
  - ~ reducing the amount of waste generated (i.e. source reduction);
  - ~ maximizing the recycling of generated waste;
  - ~ utilizing the nutrient value of generated waste through composting;
  - ~ to dispose of the remaining waste in a safe and environmentally sound manner.
- To assure the development of recycling, composting, waste transfer, and disposal facilities which satisfy the highest established environmental standards and regulations.

- To provide for the safe and efficient handling of special wastes.

The Source Reduction and Recycling Element adopted by the City of Portola in 1996 identified the total waste generated by category through 2005 and projected the total refuse disposal through 2014.

Policies: Solid Waste Management

PF-P-25. The City will implement and enforce the provisions of its Source Reduction and Recycling Element.

Education

Educational opportunities are important for the quality of life of residents and the overall sense of community that a good school system provides. The education programs and facilities are an integral part of the community. Good local education opportunity is also an important factor in economic development. The local public school system is essential because future employees will prefer to locate where their children have access to quality education.

Advanced education and training is important for residents to expand their interests and increase their job skills. Technological advances in many fields require that workers have access to on-going training. Therefore, adult education and lifelong learning opportunities will become increasingly important.

Existing Primary and Secondary Education Resources

The Plumas Unified School District (PUSD) is a County-wide district. Charter schools not operated by PUSD are also located in Portola. PUSD operates three (3) schools in Portola:

- C. Roy Carmichael Elementary School: +/- 350 students
- Portola Jr. / Sr. High School: +/- 280 students
- Long Valley Charter School- Portola Resource Center (grades K-12): +/- 100 students

Student enrollment throughout the District, including the Portola Attendance Area, has been in steady decline. However, the Portola Attendance Area is projected to experience a modest resurgence in enrollment. The population growth projected in the Land Use Element suggests that the demand for school space will increase significantly over the twenty-year horizon of the General Plan. If development occurs at an average growth rate of three percent annually, the Portola Attendance Area will increase by approximately 836 dwellings. The Plumas Unified School District's Facilities Master Plan (2016) describes school related items that would be impacted by growth, including student generation rates, projected students, and school capacities, among other related items.

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However, current trends do not indicate significant population growth in the schools according to the PUSD Facilities Master Plan (2016). C. Roy Carmichael Elementary School has a student population of 364 and Portola Junior/Senior High School has a student population of 253. The PUSD Facilities Master Plan indicates that C. Roy Carmichael can accommodate 647 students, and Portola Jr.-Sr. High School can accommodate 526 students.

The growth projections used in the General Plan indicate that the population in the Portola area could more than double in the next two decades. Such growth would surely increase the demand for classroom space near or beyond the capacity of the existing campuses.

Additional school sites, if needed, will require substantial time for advance planning, and ultimately design and construction. The district and the City need to cooperatively plan for the location of future schools.

Existing Post Secondary Education Resources

Post secondary education is provided by the Feather River College, located in Quincy. The community college is an important resource that could have an expanded presence in Portola as the community grows as the economic hub of east Plumas County. The city will encourage the expansion of the community college programs and, ultimately, facilities within the community. The growth of telecommunications as a teaching tool can help the community college expand their program offerings locally. Similarly, many larger institutions offer extended learning programs through telecommunications. In keeping with the goals and policies for expanding telecommunications opportunities in Portola, the City will encourage the expansion of education opportunities.

The University of Nevada, Reno is the nearest four-year institution. The opportunities for extending education through on campus programs are expanding for Portola residents with the growth in commuting to the Reno area for employment.

Policies: Education

PF-P-26. Adequate facilities must be shown to be available in a timely manner before approval will be granted to new residential development.

PF-P-27. Financing of new school facilities will be identified and assured before new development is approved.

PF-P-28. The City and the School District will work together to develop criteria for the designation of school sites and consider the opportunities for reducing the cost of land for school facilities. The

City will encourage the school district to comply with City standards in the design and landscaping of school facilities.

PF-P-29. The City and the School District will consider opportunities for joint-use of facilities. If feasible, a joint-use agreement will be pursued to maximize public use of facilities, minimize duplication of services provided, and facilitate shared financial and operational responsibilities.

PF-P-30. Designate public/quasi-public land uses in clusters, such as the civic core area, so that the use of schools, parks, open space, libraries, childcare and community activity and service centers create a community or activity focus.

PF-P-31. Where feasible, schools will be located away from hazards or sensitive resource conservation areas, except where the proximity of resources may be of educational value and the protection of resources is reasonably assured.

Implementation: Education

PF-I-27. The City will inventory all public lands to identify opportunities for joint-use facilities.

PF-I-28. As needed, the City will request a meeting with the Administrator and the Board of Trustees of the school district to review development issues and opportunities for cooperation between the school district and the city.

PF-I-29. The City will encourage the school district to provide curriculum that enhances the economic development potential of the area.

PF-I-30. The City will encourage the Feather River College to expand the education program offerings in Portola.

Libraries

Libraries are an important part of community quality of life. Even with the expanding use of the Internet as a means of communication and disseminating information, the public library will continue to function as a source of printed information, and a landmark institution that helps define the community.

The Portola Branch Library was built in 1994 and planning for the building included anticipation of the city's future growth. The library is 3,950 square feet in size and was built to serve a population up to 6,000 people. The library can hold up to 14,000 volumes. Currently, the library has 10,250 volumes. On the basis of 14,000 volumes to serve 6,000 people, the current service capacity of the library is a population of 4,393 people. This is

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approximately double the current population of the City, but this library serves the population of eastern Plumas County.

Staffing is based primarily on circulation (number of books checked out). An increase in population would cause a proportional increase in the demand for services. The growth projections used in this General Plan indicate that the population in the Portola area could more than double in the next two decades. Such growth would surely increase the demand for library services. However, the increased use of the Internet and other information resources may diminish the normal level of increase.

Policies: Libraries

PF-P-32. The City and County will work together to develop criteria for expansion of library service in the City.

Implementation: Libraries

PF-I-31. As the need for additional capacity emerges, the City and County will consider opportunities for joint use of facilities. If feasible, a joint-use agreement will be pursued to maximize public use of facilities, minimize duplication of services provided, and facilitate shared financial and operational responsibilities.

PF-I-32. Designate public/quasi-public land uses in clusters, such as the civic core area, so that the use of schools, parks, open space, libraries, childcare, and community activity and service centers create a community or activity focus.

Recreation and Parks

Parks are an important part of the overall vision for the City of Portola. The overall intent of the park improvements in the City is to provide recreation amenities for the residents. A secondary objective is to provide space for public gatherings that may attract visitors to the community. In addition to the typical purpose of providing open space and recreation for City residents, the parks are envisioned as space for music and craft fairs, exhibitions, and other public events. Consequently, the parks need to be designed to serve a variety of roles.

In order to meet the primary objective of resident recreation, the park facilities need to be designed with the local neighborhoods in mind. With the current distribution of parks (one to the north and one to the south of the river) there is a park within reasonable walking distance of all residents. The intent is to provide a series of parks within convenient walking distance of one another and linked by a pedestrian system consisting of sidewalks and trails through open space areas.

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The City currently owns three developed park sites including the 35-acre Riverwalk Park, the 13.8-acre City Park, the 2-acre West End Park, and the 5-acre Baldwin Park. The city maintains a total of 55.8 acres of dedicated parkland, or 26.5 acres per one thousand residents. A total of 18.8 acres of park are fully improved.

Under the California Subdivision Map Act (the "Quimby Act") a City or County can require the dedication of up to five (5) acres of park per one thousand residents. In lieu of dedication of land, a developer may pay a fee for dedication of land to the city.

The Riverwalk Park along the north bank of the Feather River is a visual and social center for the community. It is a place for active recreation, quiet open space, and river access, as well as a highly visible open space that helps establish the character of the city.

Policies: Recreation and Parks

PF-P-41. The Riverwalk Park and the City Park are to provide the primary areas for public activities that will draw visitors to the community. These parks will include picnic areas, restrooms, and a turf area that can be used for craft fairs, music presentations, sporting events and similar activities. Parking will be provided near or on the park site.

PF-P-42. Standards for neighborhood parks should be developed by the City, which may include minimum size and amenities.

Implementation: Recreation and Parks

PF-I-31. The City will establish specific development criteria for the use of Riverwalk Park in a Master Plan for this area.

PF-I-32. The City will seek joint-use of tennis courts and other public use facilities with the school district.

PF-I-33. The City will establish a park development and maintenance fee program applied to all new residential development.

PF-I-34. All new residential development will be required to make a land dedication or pay an in-lieu fee for park land dedication based on providing 5 acres per 1,000 residents.

Police Services

Growth in the City of Portola, along with increased tourism and businesses, will incrementally increase the demand for police protection over time. Increases in the level of police services will need to grow in response to population increases.

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Law enforcement in Portola is provided by the Plumas County Sheriff's Office. The patrol service for the eastern portion of the County is headquartered at the Sheriff's substation located on Gulling Street in Portola adjacent to the Portola Library and City Hall. The City of Portola contracts with the PCSO to provide patrol service within the city limits. The contract is renegotiated periodically to reflect increased levels of service and costs of service.

In order for the city to pursue implementation of the Community Oriented Policing concept it is necessary to establish specific guidelines and objectives for police services. This can be accomplished through close coordination with the County Sheriff, but as the community grows, the concept of a City-based police service should be considered.

Policies: Police

PF-P-42. The City will establish a standard for the level of police service and will establish the criteria for determining the circumstances under which police service will be improved.

Implementation: Police

PF-I-35. The City will review the level of service provided by the County Sheriff and determine whether increased levels of service are required to serve additional population.

PF-I-36. The City will establish the means of funding additional police service through benefit assessment districts, sales tax, fees for development, or other methods.

Fire Protection

Fire protection and emergency response is essential for the well-being of the city residents and is fundamental to attract many types of business to the community. The Beckwourth Fire District currently provides for fire protection and emergency response in the City. The cumulative effect of growth in the city will incrementally increase the number of calls for fire protection and emergency response. The current Insurance Services Organization (ISO) level of service, and other indicators of service capability, will be affected over time. The effects will be in terms of personnel requirements for training and emergency responses, and in increased need to upgrade equipment and engines.

The Beckwourth Fire District is a partial paid and partial volunteer organization, and maintains an ISO class of 4/6. This reflects a relatively high standard of training, personnel, equipment, response times, and fire suppression water availability for a small, rural community. Through the Beckwourth Fire District, Portola maintains two stations, one north of the Middle Fork Feather River at the intersection of Gulling Street and Plumas Street, and the other south of the river at the intersection of First Avenue and Pacific Street. Furthermore, the City has been involved in regional, collaborative discussions

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about the future of fire and emergency services in the area, including the exploration of ways to strengthen and improve services through the potential reorganization of how the services are provided.

The City Engineer has identified a potential fire flow deficiency within portions of the city resulting from the elevation relative to, and the distance from, the south storage tank. This will be resolved by constructing a new water storage tank at a higher elevation on the south side of the city, and construction of new water distribution lines to serve Area B. New development will be required to ensure adequate fire flow.

Policies: Fire Protection

PF-P-43. The City will establish fundamental standards for level of service that include response times and level of response criteria and will establish the criteria for determining the circumstances under which fire service will be improved.

PF-P-44. The City will continue exploring ways to ensure sustainable fire and emergency services are provided to the City.

Implementation: Fire Protection

PF-I-39. New development will participate in the funding of a prorated share of new fire protection equipment, including personnel safety equipment, engines, and stations through benefit assessment districts, sales tax, fees for development or other methods as may be established for this purpose.

PF-I-40. New construction will conform to all standards for fire safety as established by the City through zoning, other municipal codes, and building construction codes.

PF-I-41. The City Engineer will ensure that new development meets City standards for fire safety access and emergency egress.

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8. Conservation and Open Space Element DRAFT

Clean air and water, healthy forests, meadows, streams and the Feather River make Portola an attractive place to live and work. These assets must be conserved and protected as the community grows and the population increases.

This General Plan seeks to accommodate population growth while conserving and protecting the area's natural resources and quality of life. Economic development and quality of life are not inconsistent and contradictory goals. Indeed, economic development for the City of Portola and the east Plumas County region depends on protecting the abundant, high quality natural resources that are essential to the quality of life in Portola.

Authority

The Conservation Element and the Open Space Element are both mandated by the Government Code (Sections 65302(d) and 65302(e)) and are combined in this Element.

The Conservation Element is required to:

> *". . .provide direction regarding the conservation, development, and utilization of natural resources."*

The Open Space Element is required to:

> *". . .guide the comprehensive and long-range preservation and conservation of 'open-space land' (Section 65563). Open-space land is defined in the code as any parcel or area of land or water that is essentially unimproved and devoted to open-space use (Section 65560(b))."*

Relationship to Other General Plan Elements

The required topics for Conservation and Open Space indicate substantial overlap. Water supply, energy sources, and outdoor recreation are addressed in the Public Services and Facilities Element. Open space is addressed in the Land Use Element. Energy efficiency is discussed in the Community Design Element and the Circulation Element.

Completeness Checklist & Required Contents- Conservation

Based on a review of OPR's Completeness Checklist as well as Required Contents and Statutory Requirements of the Conservation Element, the items in the checklist are addressed in the multiple items listed above. The requirements related to harbors and fisheries are not applicable to the City.

The Conservation portion of this Element details how natural resources are conserved, developed, and utilized. In Portola, natural resources include water and its hydraulic force, forests, soils, rivers and other waters, wildlife, and other resources deemed important to the community.

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
65302(d)(1)	Water and its hydraulic force (water conservation, water supply, and demand)	√
65302(d)(1)	Floodwater accommodation	√
65302(d)(1)	Forest (conservation, risk of wildfire)	√
65302(d)(1)	Soils (management and conservation, agricultural production)	√
65302(d)(1)	Rivers and other waters (water quality)	√
65302(d)(1)	Harbors	N/A
65302(d)(1)	Fisheries (management)	N/A
65302(d)(1)	Wildlife (conservation, habitat)	√
65302(d)(1)	Minerals (inventory, protection)	√
65302(d)(1)	Other natural resources	√

Completeness Checklist & Required Contents - Open Space

Based on a review of OPR's Completeness Checklists this Conservation and Open Space Element complies with the California General Plan Guidelines.

The Government Code requirements for the Open Space Element are fulfilled via a multitude of overlapping policies in several City elements. The City has completed an initial inventory and map of the City's open space lands that complies with the definition of open space in Government Code §65560(b) as "any parcel or area of land or water that is essentially unimproved and devoted to open space use."

The discussion of these topics are organized under the following headings:

- Water and its Hydraulic Force
- Floodwater Accommodation
- Forest
- Reclamation of Land and Waters
- Water Conservation
- Energy Conservation

- Soils and Erosion Control
- Water Quality
- Open Space
- Feather River
- Outdoor Recreation
- Biological Resources
- Archaeological, Historic, and Cultural Resources
- Public Health and Safety

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
65563	Long range and comprehensive	√
65563	Plan for preservation and conservation of open space lands, including the following:	√
65560(h)(1)	Open space for the preservation of natural resources, including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays, and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.	√
65560(h)(2)	Open space used for the managed production of resources, including, but not limited to, forest lands, rangeland, agricultural lands, and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers, and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.	√
65560(h)(3)	Open space for outdoor recreation, including, but not limited to, areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.	√

65560(h)(4)	Open space for public health and safety, including, but not limited to, areas that require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality.	√
65560(h)(5)	Open space in support of the mission of military installations that comprises areas adjacent to military installations, military training routes, and underlying restricted airspace that can provide additional buffer zones to military activities and complement the resource values of the military lands.	N/A
65560(h)(6)	Open space for tribal resources, including public land containing any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine; Native American historic, cultural, or sacred sites, that are listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1. tribal consultation is required to determine the level of confidentiality needed (Government Code section 65562.5)	√
65560(b)	Inventory of the above lands to include any parcel that is essentially unimproved (i.e. need not be completely vacant).	√
65562(a)	Policies provide that open space "must be conserved wherever possible".	√
65562(b)	Coordinated with state and regional plans	√
65564 **65566** **65567** **65910**	Action Plan: • Acquisition and disposal of open space must be consistent with the open space plan • Building permits, subdivision maps, and zoning must be consistent with the plan • Open space zoning pursuant to Government Code Section 65910 (e.g. exclusive agriculture zones, large-lot zones, overlay zones for hazards areas, etc.) must be consistent with the plan.	√

Water and its Hydraulic Force

Portola lies within the watersheds of Humbug Creek and Middle Fork of the Feather River. The Middle Fork of the Feather River runs through the center of town and divides the City into north and south regions. Through the Feather River Coordinated Resource Management Group and the Plumas Watershed Form, the City participates in efforts to support watershed management and restoration activities.

The Feather River Coordinated Resource Management Group was established in 1985 by a broad coalition of local, state, and federal agencies and non-governmental entities to protect, maintain, and enhance ecosystems and community stability in the Feather River watershed through collaborative landowner participation.

In addition, the Plumas Watershed Forum was formed in 2003 as a result of the Monterey Settlement Agreement. The Forum's purpose is to implement watershed management and restoration activities in the Feather River Watershed.
The goals of the Forum are to:

1. Improve water retention for baseflow in streams
2. Improve water quality and streambank protection
3. Improve upland vegetation management
4. Improve groundwater retention and storage in major aquifers

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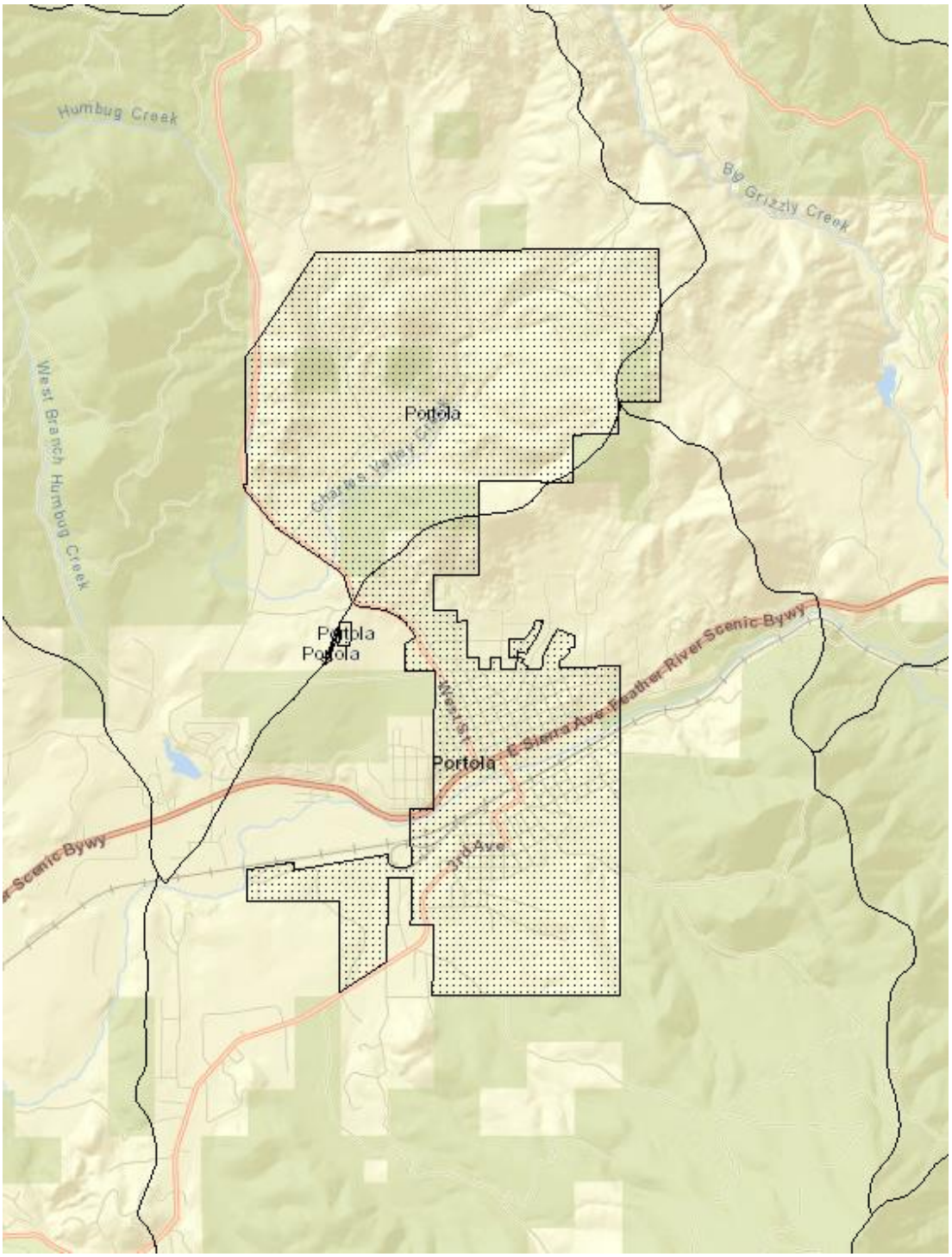
Figure 8-1
Watershed Hydrologic Units (https://maps.gis.ca.gov/cageneralplan/map.aspx)



Reclamation of Land and Waters

The areas of reclamation within the City limits and the General Plan Study Area are within the USFS boundaries and are not impacted by this General Plan or its policies.

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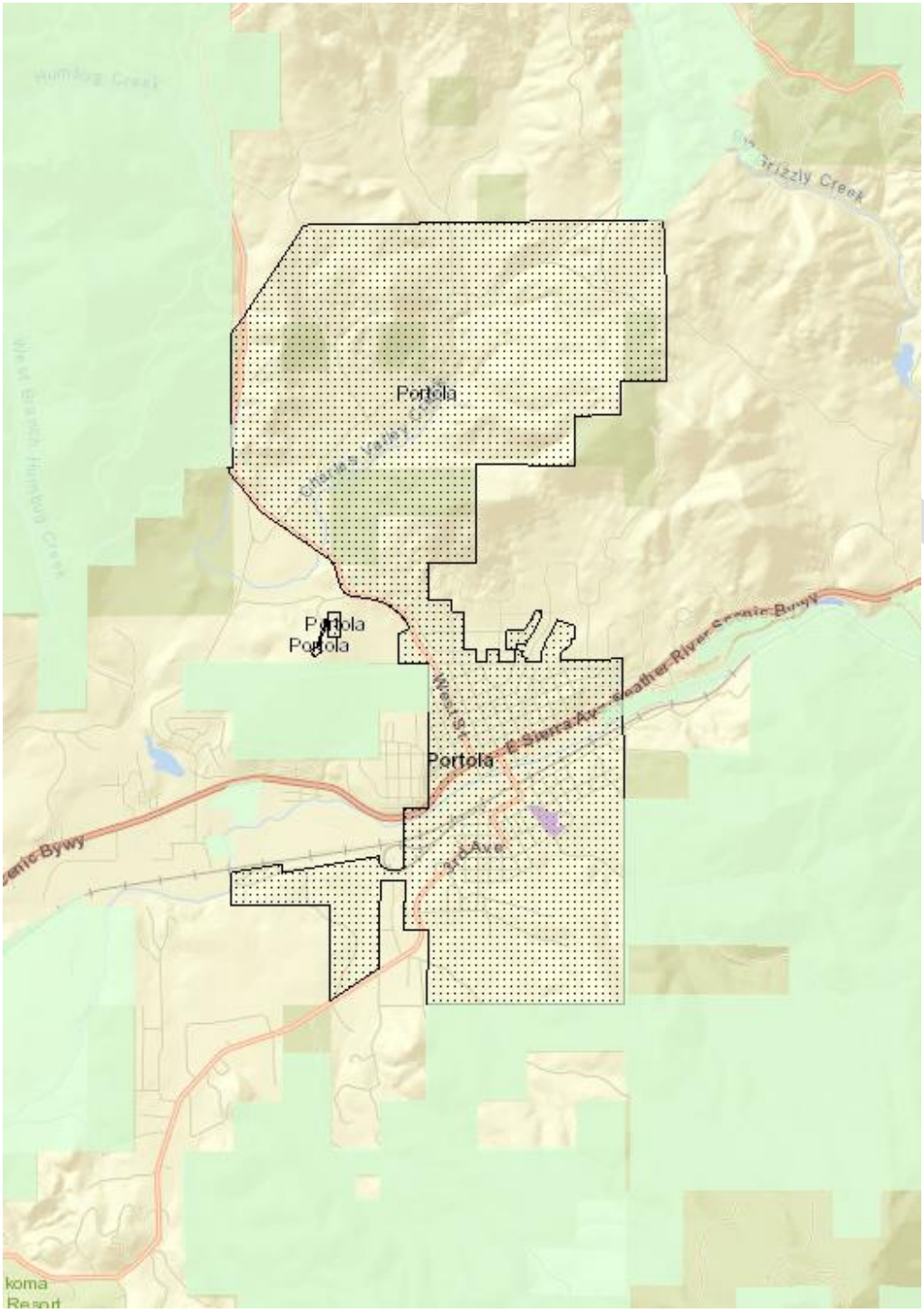
Figure 8-2
Protected Areas (https://maps.gis.ca.gov/cageneralplan/map.aspx)



Water Conservation

Potable water is essential for human habitation. Conservation of water resources is essential for meeting the demands of current and future residents, and new economic development. The primary goals are to conserve and protect current water resources, and minimize the demand for new sources of water.

Water supply and conservation is also addressed in Section 6, the Public Services and Facilities Element.

Water Conservation Goals

Goal CO-1.	Minimize the consumption of water to reasonable levels consistent with a high level of amenities and quality of life for residents and visitors.
Goal CO-2.	Maximize the beneficial uses of water by recycling water for irrigation and other non-potable uses.

Policies: Water Conservation

CO-P-1. Develop and implement water conservation standards for all commercial and industrial development, and for all existing and new residential development.

CO-P-2. Explore potential uses of treated wastewater.

CO-P-3. Protect the quantity of Portola's groundwater.

Implementation: Water Conservation

CO-I-1. Develop a landscape ordinance that provides standards for water conserving landscape practices, including the use of drought tolerant plants, for both public and private projects.

CO-I-2. Develop a public education program to increase public participation in water conservation.

CO-I-3. Require large commercial and industrial water users to submit a use and conservation plan as part of the project entitlement review and approval process and develop a program to monitor compliance with and effectiveness of that plan.

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CO-I-4. Cooperate with other agencies and jurisdictions to expand water conservation programs, and to develop methods of water reuse.

CO-I-5. Actively pursue the use of treated wastewater in irrigation and industrial applications, including development of appropriate infrastructure.

Energy Conservation

The potential for growth in Portola will depend on conserving and planning for the future allocation of energy resources. The primary goals are not only to conserve and protect current energy resources, but also to seek new sources of energy for current and future land use.

Energy Conservation Goals

Goal	**CO**-3.	Develop a pattern of land uses and circulation that will help conserve scarce or nonrenewable energy resources.
Goal	**CO**-4.	Utilize non-traditional energy sources such as co-generation, wind and solar to reduce dependence on traditional energy sources.
Goal	**CO**-5.	Promote energy efficiency in new development and in building design.

Policies: Energy Conservation

CO-P-4. Develop construction standards that promote energy conservation.

CO-P-5. Conserve public utilities.

CO-P-6. Conserve petroleum products.

CO-P-7. Encourage use of alternative energy sources in new commercial, industrial, and residential development.

Implementation: Energy Conservation

CO-I-6. Implement development standards which encourage energy conservation and the use of solar energy techniques for heating and cooling, including building orientation, street and lot layout, landscape placement, and protection of solar access.

CO-I-7. Implement construction standards which encourage energy conservation including window placement, building eaves, and roof overhangs.

CO-I-8. Enforce Title 24 energy requirements (Building Code, California Code of Regulations (CCR)) which define construction standards that encourage energy conservation.

CO-I-9. Develop a public education program to increase public participation in energy conservation.

CO-I-10. Encourage large energy users to use an energy conservation plan as part of the project review and approval process and develop a program to monitor compliance with and effectiveness of that plan.

CO-I-11. Cooperate with other agencies and jurisdictions to expand energy conservation programs.

CO-I-12. Investigate alternative energy sources including cogeneration, solar energy, and wind generation.

CO-I-13. Implement Transportation System Management (TSM) measures, as outlined in the Circulation Element, which reduce the need for automobile use and petroleum products through an efficient roadway and intersection system. The circulation pattern is designed to minimize trips required for shopping and daily errands.

CO-I-14. Develop alternative transportation systems, such as public transportation and bikeways, which reduce the need for automobile use and petroleum products.

Soil

The primary concerns regarding soil erosion are soil loss and water quality loss due to erosion and sedimentation. The effect on water quality is discussed in Section 8.4 below. Soil loss is due primarily to development and land management practices that leave disturbed soil exposed to weather.

The majority of the soils in the study area were formed in alluvium and are found on alluvial fans and terraces or stream terraces. Runoff is slow on these deep alluvium soils, and the hazard of erosion is "slight." The soils in the General Plan study area are described in Appendix B.

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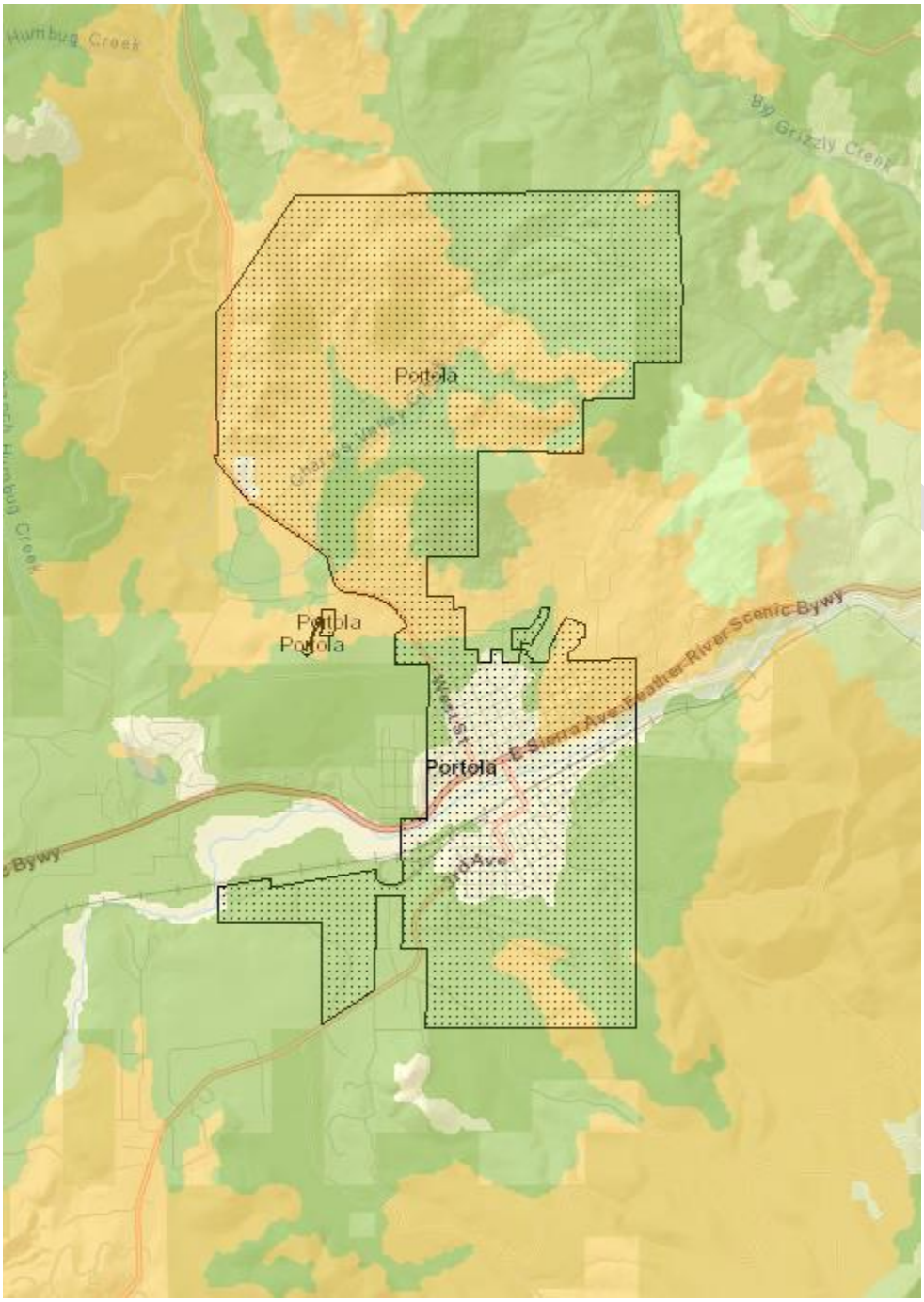
Figure 8-3
Soil Survey (https://maps.gis.ca.gov/cageneralplan/map.aspx)



Soil Erosion Control and Safety Goals

Goal **CO**-6. Preserve and maintain Portola's soils to avoid pollution of the Feather River and its tributaries and loss of soil.

Policies: Soil Erosion Control and Safety

CO-P-8. Minimize soil erosion and loss of topsoil from land development activities, wind, and water flow.

CO-P-9. Minimize risk from expansive soils.

Implementation: Soil Erosion Control and Safety

CO-I-15. Require site-specific research and ground surveys for proposed development projects. This research should include a detailed inventory of soil conditions, and appropriate mitigation measures for avoiding or reducing erosion and risk from expansive soils. This requirement may be waived if determined by the City that the proposed project area is already sufficiently surveyed.

CO-I-16. Comply with Uniform Building Code (UBC) requirements for specific site development and construction standards for specific soil types.

CO-I-17. Comply with the California Uniform Building Code (CUBC) Chapter 29, regulating excavation, foundations, and retaining walls; and Chapter 70 regulating grading activities, including drainage and erosion control.

CO-I-18. Require projects in areas that have highly expansive soils to undertake necessary studies and structural precautions as part of the project approval process. (Where prior soil studies on similarly situated property have been conducted, the City may waive the requirement for field work in order to avoid imposing unnecessary application costs.)

CO-I-19. If expansive soil is present, it may be necessary to remove a portion of the clay, deepen footings, and/or moisture condition slab-on-grade and flatwork subgrade.

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Water Quality

Water quality refers to protection of both surface and groundwater resources from contamination. Protecting surface water quality involves minimizing sedimentation from soil erosion and minimizing pollution of waterways and other water bodies from urban runoff. Protecting groundwater quality requires maintaining high water quality within the creek systems. Much of the policies in this element address the management of land development and use of potential contaminants.

Urbanization has both short-term and long-term impacts on water quality. Development results in increased impervious surfaces (streets, storm drains, rooftops, etc.) which decrease infiltration opportunities and may increase the volume and rate of runoff. Increased runoff velocity can result in increased channel erosion, which in turn can result in increased sediments into surface waters. Construction activity can also result in degradation of surface water quality.

Long-term impact to water quality may occur as a result of runoff from urbanization that enters the water courses. Urban runoff from streets, parking lots, driveways, and landscaped areas may include oil, grease, heavy metals, pesticides, herbicides, fertilizers, and sediments.

Urbanization can also impact groundwater recharge and quality. Groundwater is recharged by rainwater that reaches the subsurface saturated zone of the soil through percolation. Impervious surfaces reduce the percolation of water and the associated filtration processes beneficial to water quality. Pollutants found in urban runoff can leach into aquifers, impacting groundwater quality.

The major surface water within the study area is the Middle Fork Feather River. The river is fed by numerous creeks and drainages, most of which are unnamed. The most significant of these are Humbug Creek and Grizzly Creek. Humbug Creek empties into the river just west of Delleker. Charles Valley Creek feeds Humbug Creek as its course leaves Charles Valley. Grizzly Creek courses from Lake Davis and empties into the river east of Portola. Willow Creek, located outside the study area to the west, is a third major creek in the area feeding the river.

Best Management Practices (BMPs) are methods to control and abate discharges of material into water courses. BMPs are very important tools in protecting and maintaining water quality in the creeks, as well as the Middle Fork Feather River into which the creeks empty. Maintaining high water quality within the creek system will also help to keep contaminants out of the groundwater aquifer.

The California State Water Resources Control Board has jurisdiction over nine Regional Water Quality Control Boards, whose charge it is to identify and implement water quality objectives. Portola falls under the authority of the Central Valley Regional Water Quality Control Board.

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Water Quality Goals

Goal **CO**-7. Maintain water quality in Portola surface and ground waters.

Policies: Water Quality

CO-P-10. Minimize sedimentation and loss of topsoil from soil erosion.

CO-P-11. Minimize pollution of waterways and other surface water bodies from urban runoff.

CO-P-12 Maintain a high level of water quality in the Feather River and tributary areas.

CO-P-13. Protect the quality of Portola's groundwater.

Implementation: Water Quality

CO-I-20. Continue to enforce the Grading Ordinance standards for project construction and erosion control.

CO-I-21. Maintain a buffer area between waterways and urban development to protect water quality and riparian areas.

CO-I-22 Utilize cost-effective urban runoff controls, including Best Management Practices (BMP's), to limit urban pollutants from entering the water courses. Standard BMP's as required by the State Water Resources Control Board will be used.

CO-I-23. Comply with the Regional Water Quality Control Board's regulations and standards to maintain and improve groundwater quality in Portola.

CO-I-24. Where feasible, maintain the natural condition of waterways and floodplains, and protect watersheds to ensure adequate groundwater recharge and water quality.

CO-I-25. Coordinate water quality and groundwater resource efforts with other appropriate agencies.

Open Space

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Portola is currently a compact, rural community surrounded by open space and divided by the Feather River, a major open space feature. One of the most notable visual characteristics of the community is the sense of open space within and around the City. Protection of these features is fundamental to maintain the quality of life enjoyed by current residents. New development will inherently change some aspects of the open space resource, but through planning for the location and character of new development, the existing open space can be protected.

Access to open space is also very important. Recreation along the river and in the surrounding forest is a major attraction for residents and visitors. The General Plan serves to enhance the potential for access to the open space resources in and around the City.

In Portola, open space includes lands that serve the following purposes:

- Open space for the preservation of natural resources. Such areas are required for the preservation of plant and animal life, including habitat for fish and wildlife species (particularly rare, endangered or threatened plant and animal species), areas required for ecological and other scientific study purposes, rivers, streams, bank of rivers and streams, wetlands, and watershed lands. In Portola, the primary open space resource area is the Feather River and its major tributaries.

- Outdoor recreation. This includes areas of outstanding scenic, historic, and cultural value, areas particularly suited for park and recreation purposes including access to the river and streams, and areas that serve as links between major recreation and open space reserves, including utility easements, stream- and riverbanks, trails, and scenic highway corridors.

- Public health and safety. This refers to areas requiring special management or regulation due to hazardous or special conditions, such as earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, and areas required for the protection and enhancement of air quality. In Portola, such areas include the flood plains and steep slope areas.

- Preservation of scenic areas and vistas. Settled in a narrow valley, Portola is surrounded by mountain peaks that visually define the community. Much of the surrounding mountain area is in public lands and is not likely to be developed in a manner that will affect the views from Portola. However, there are scenic areas within the General Plan study area and vicinity that have the potential to be developed in the future.

Open Space Goals

Goal **CO**-8. Maintain open space as a key feature of Portola.

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Policies: Open Space

CO-P-14. Establish a comprehensive system of public and private open space, including interconnected open space corridors.

CO-P-15. Maximize the potential for open space, recreation, and visual experiences.

CO-P-16. Provide access to public open space areas.

Implementation: Open Space

CO-I-26. Where feasible, integrate creekside greenways with the City's open space system and encourage public access to creek corridors.

CO-I-27. Utilize the open space system to connect neighborhoods and define the edges of neighborhoods.

CO-I-28. Provide an interconnecting system of open space corridors that incorporate bicycle and pedestrian paths.

CO-I-29. Use the system of open space corridors to provide pedestrian and bike connections between schools, parks and other recreation, commercial uses, employment centers, the river and the federal lands surrounding the City.

CO-I-30. Require all new development to provide linkages to existing and planned open space that would logically be connected through the project.

CO-I-31. Provide opportunities for public education through the City's open space system, natural resource areas, and parks and recreation facilities.

CO-I-32. Cooperate with private open space preservation groups, private landowners and developers, and other public agencies, such as Plumas County and the U.S. Forest Service, to permanently set aside and protect open space areas that are significant to the environmental quality and identity of the City. Such open space areas include the Wild and Scenic Middle Fork Feather River and its major tributaries in the City, the Charles Creek Meadow, the meadow along Highway 70 at Grizzly Creek Road, and the

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meadow areas along Highway 70 downstream of the Portola pump station.

CO-I-33. Monitor groundwater resources. Areas where recharge potential is determined to be high should be considered for designation as open space.

Middle Fork Feather River

The Feather River is a special open space resource that significantly helps define the character of Portola. Not only is it a strong visual presence, but the river also provides unique opportunities for recreation in the center of the City. Few communities have the advantage of a beautiful river running through the center of town with very few structures abutting and screening out the river. The south side of the river abuts the Union Pacific Railroad, and the land is held by the railroad. Therefore, the land is not accessible, but is relatively undisturbed by development.

The relative lack of development along portions of the north side of the river provide unparalleled opportunities to maintain the visual dominance of the river while also providing exceptional opportunities for public use and access. The Community Design Element provides guidelines for development of lands abutting the river in a manner that will take advantage of the views and provide access but will not eliminate the view from the adjacent streets.

Protection and enhancement of this resource is a primary goal not only of this Element, but it underlies the fundamental concepts of this General Plan. That is, an attractive, compact community integrated with the natural environment.

The river was dredged and straightened through Portola about the middle of the 1900s. The effect is a somewhat deeper and straighter channel than would otherwise exist. Restoration of the river to a more natural configuration with naturally occurring bars, shallows, rock outcrops, and pools would enhance the visual quality and the fisheries quality of the river. The adjacent floodplain along the north side of the river is flanked by stands of pines and a riparian strand that extends along the foot of the steep bluff that provides a view from Sierra Street to the river.

The river and its immediate environment were designated a Wild and Scenic River by Congress in 1968. Thus, the river is under the jurisdiction of the Plumas National Forest. Public Law 90-542 (October 2, 1968) declares that "...certain selected rivers of the Nation which, with their immediate environments, possess outstandingly remarkable scenic, recreation, geologic, fish and wildlife, historic, cultural, or other similar values shall be preserved in free-flowing condition, and that they and their immediate environments shall be protected for the benefit and enjoyment of present and future generations." The Act continues, "...the appropriate Secretary shall issue guidelines, specifying standards for local zoning ordinances, which are consistent with the purposes of this Act.

The standards specified in such guidelines shall have the object of (A) prohibiting new commercial or industrial uses other than commercial or industrial uses which are consistent with the purposes of the Act, and (B) the protection of the bank lands by means of acreage, frontage, and setback requirements on development."

In its current state the river is not easily accessible for recreation, either on the river or along its banks. Although it is one of the dominant visual features in the area, it is only occasionally actively used by residents or visitors. The vision in this General Plan is to make the river not only a significant visual resource, but a resource for community events, active recreation and wildlife conservation, as well.

Feather River Goals

Goal **CO**-9.	Enhance and make use of the river for public access and recreation compatible with the qualities of the Wild and Scenic River designation.

Policies: Feather River

CO-P-17. The Feather River corridor through the City of Portola will be accessible to the public where feasible and practical.

CO-P-18. The Feather River corridor through the City of Portola will provide recreation amenities for residents consistent with the natural resource.

CO-P-19. The Feather River corridor through the City of Portola will provide space for public events such as craft fairs and music presentations consistent with the natural resource.

CO-P-20. The Feather River corridor through the City of Portola will include a bike trail along the river where feasible.

Implementation: Feather River

CO-I-34. The City will develop a master plan for the river corridor. The master plan will include a bike trail, handicap access to the river, low impact recreation facilities which may include a turf play field, and habitat conservation areas.

CO-I-35. Development along the river will be encouraged to provide public access and orientation to the river as described in the Community Design Element, Section 3.7.

CO-I-36. The bike trail along the river will be linked to an interconnecting system of open space corridors that incorporate bicycle and pedestrian paths where feasible.

CO-I-37. The City will actively seek funding for bike trails, public access and other improvements to the river corridor that are consistent with the Wild and Scenic River designation.

CO-I-38. Require all new development along the river to provide linkages to existing and planned open space that would logically be connected through the project.

CO-I-39. Coordinate with the school district to provide opportunities for public environmental education along the river corridor and provide environmental interpretive signs for the general public.

CO-I-40. Cooperate with private open space preservation groups, Plumas Corporation, and other public agencies, such as Plumas County and the U.S. Forest Service, to develop and implement a program for restoring and enhancing the quality of the river as a habitat for fish.

Outdoor Recreation

The area provides residents and visitors with a variety of outdoor recreation opportunities.

The River Walk, located north of and along the Feather River, east of the Gulling Street bridge, provides a multi-use path for pedestrian and bicycle activity along the scenic Feather River. Additionally, an 18-hole Disc Golf Course was installed in 2021 just north of the multi-use path.

West of the Gulling Street bridge, also along the Feather River is the West End Park, which provides visitors with a scenic path, picnic area, and access to the Feather River.

A variety of parks with playground amenities, with both passive and active open space exist within the City. The City Park provides users with playground amenities, a gazebo facility for gatherings, a seasonal pool, a skateboard park, and tennis courts. Across from the City Park are also basketball and volleyball facilities. Just south of the City Park are the baseball fields, as well as a bicycle "pump track" which extends to the City Park.

On the north side of Portola, Baldwin Park, located on Joy Way, provides playground amenities, a large field for recreational sports, a bicycle "pump track," and basketball amenities.

Due to the presence of Plumas National Forest land surrounding the City and the many scenic areas, a variety of bicycle trails exist near the City. The Sierra Buttes Trail

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Stewardship is actively working on developing a Connected Communities project, aimed at linking many mountain communities together, including Portola, through a multiuse trail system.

Biological Resources

Biological resources within the study area are significant and important to the prosperity of Portola. These resources include:

- Wetlands
- General Vegetation Types and Habitats
- Special Status Wildlife
- Plumas National Forest Lands

Wetlands

There are a number of areas within the Portola General Plan study area which may contain jurisdictional wetlands. Waters of the United States include, but are not limited to, perennial and intermittent streams, lakes, ponds, and wetlands such as marshes, wet meadows, and seeps.

The U.S. Army Corps of Engineers (Corps) has jurisdiction within the GP Update study area under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Most work involving a discharge of dredged or fill material into waters of the United States requires prior Department of the Army authorization under the Clean Water Act.

A Preconstruction Notice and Nationwide Permit 26 (NWP 26) application to the Corps is required if proposing to fill any type of U.S. waters greater in size than 1/3 acre but less than 3.0 acres. Proposed fill of waters greater than 3.0 acres in size is not eligible for a NWP 26; this level of fill requires that an Individual Permit be obtained from the Corps. NWP 26 applies only in isolated waters or above headwaters.

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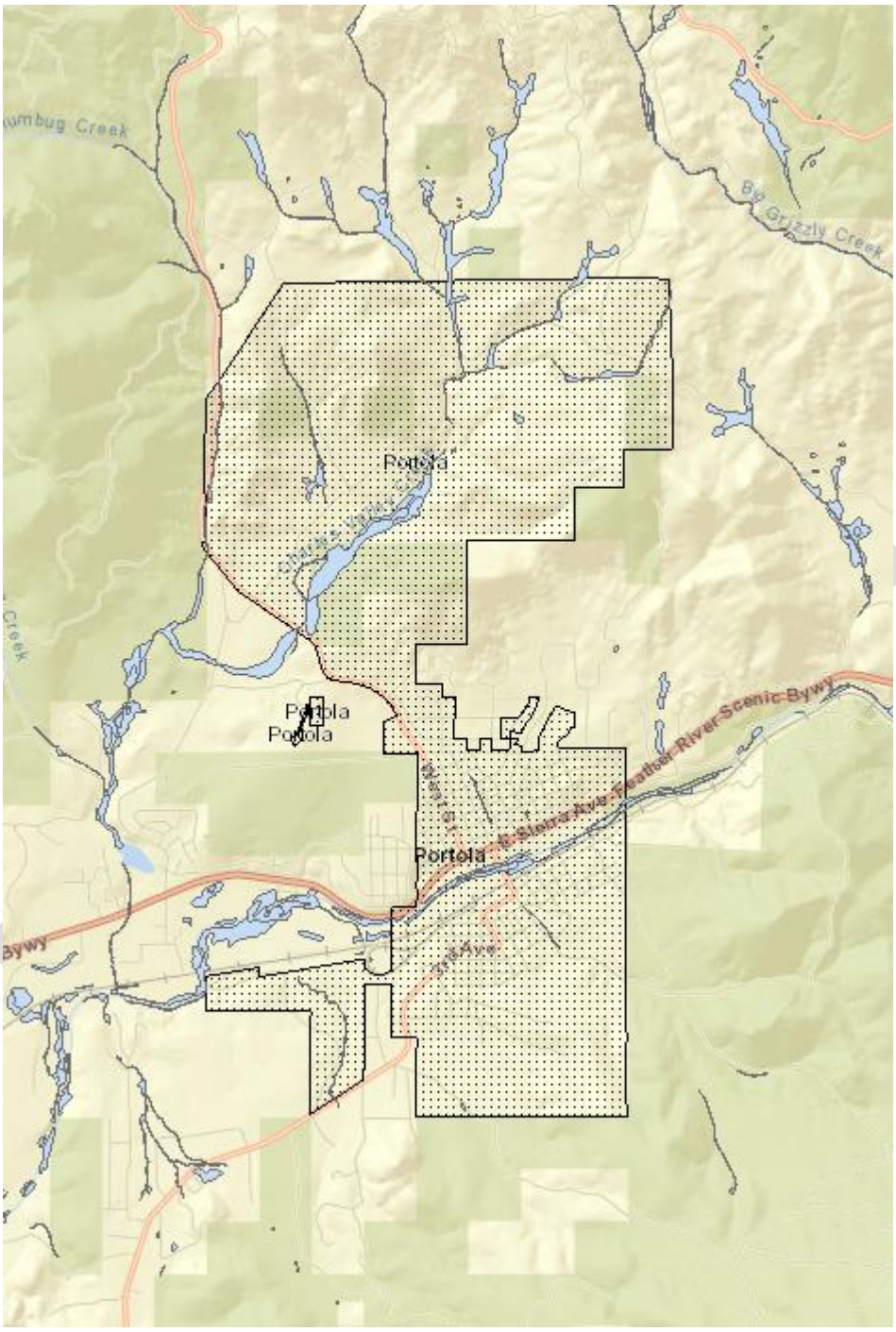
Figure 8-4
Wetlands (https://maps.gis.ca.gov/cageneralplan/map.aspx)



General Vegetation Types and Habitats

The California Vegetation System (CALVEG) identifies three basic vegetation types in the General Plan study area.

- Mixed Conifer-Fir (MF)
- Urban-Agriculture (UA)
- Barren (BA)

The general, broad-brush vegetation types are shown in Appendix B, General Vegetation Map. Ground surveys by qualified biologists must be conducted for site-specific land use decisions.

Special Status Species

Special status biological resources include California State or federal listed, candidate, or proposed rare, threatened, and endangered, and sensitive animals, plants, and natural communities that have been afforded special status by public agencies or major conservation organizations. Table 8-1 lists the special status species identified within the Portola General Plan Study Area.

Table 8-1
Special Status Species

Key Number	Common Name	Scientific Name	Federal Status	State Status	CNPS Status
1	Sierra Valley Evening Primrose	Camissonia tanacetifolia SSP quadriperforata	None	None	4
2	Plumas Iversia	Ivesia sericoleuca	Species of Concern	None	1B
3	Lens-Pod Milk-Vetch	Astragulus lentiformis	Species of Concern	None	1B
4	Sticky Pyrrocoma	Pyrrocoma lucida	None	None	1B
5	Sheldon's Sedge	Carex sheldonii	None	None	2
6	Willow Flycatcher	Empidonax traillii	None	Endangered	
7	Northern Goshawk	Acipiter gentilis	Species of Concern	None	SC

Special Status Wildlife

There are two (2) animal species afforded special status which are known to occur, or to potentially occur, within or adjacent to the study area, as shown in Table 8-1 above. These species are also shown in Appendix B.

The Data Base search (CNDDB) reports one state endangered wildlife species, the Willow Flycatcher (*Empidonax traillii*). This special status bird nests in dense willow thickets, which are present near the Middle Fork Feather River and on the edges of wet meadows, ponds, and backwaters.

Forests

Much of the area surrounding Portola is part of the Plumas National Forest, as depicted by Figure 8-5. National forests are under federal management of the United States Forest Service. The Forest Service operates under many policies and principles related to management of forest lands, including recreation and fuels and fire management. Both aspects are highly important to public safety, quality of life provided to residents, attraction of visitors and the health of Portola's economy. Wildfire risk and mitigation is an integral part of living in a forest community like Portola, due to the surrounding vegetation and high wildfire risk.

Figure 8-5
Forests- Plumas National Forest (https://maps.gis.ca.gov/cageneralplan/map.aspx)

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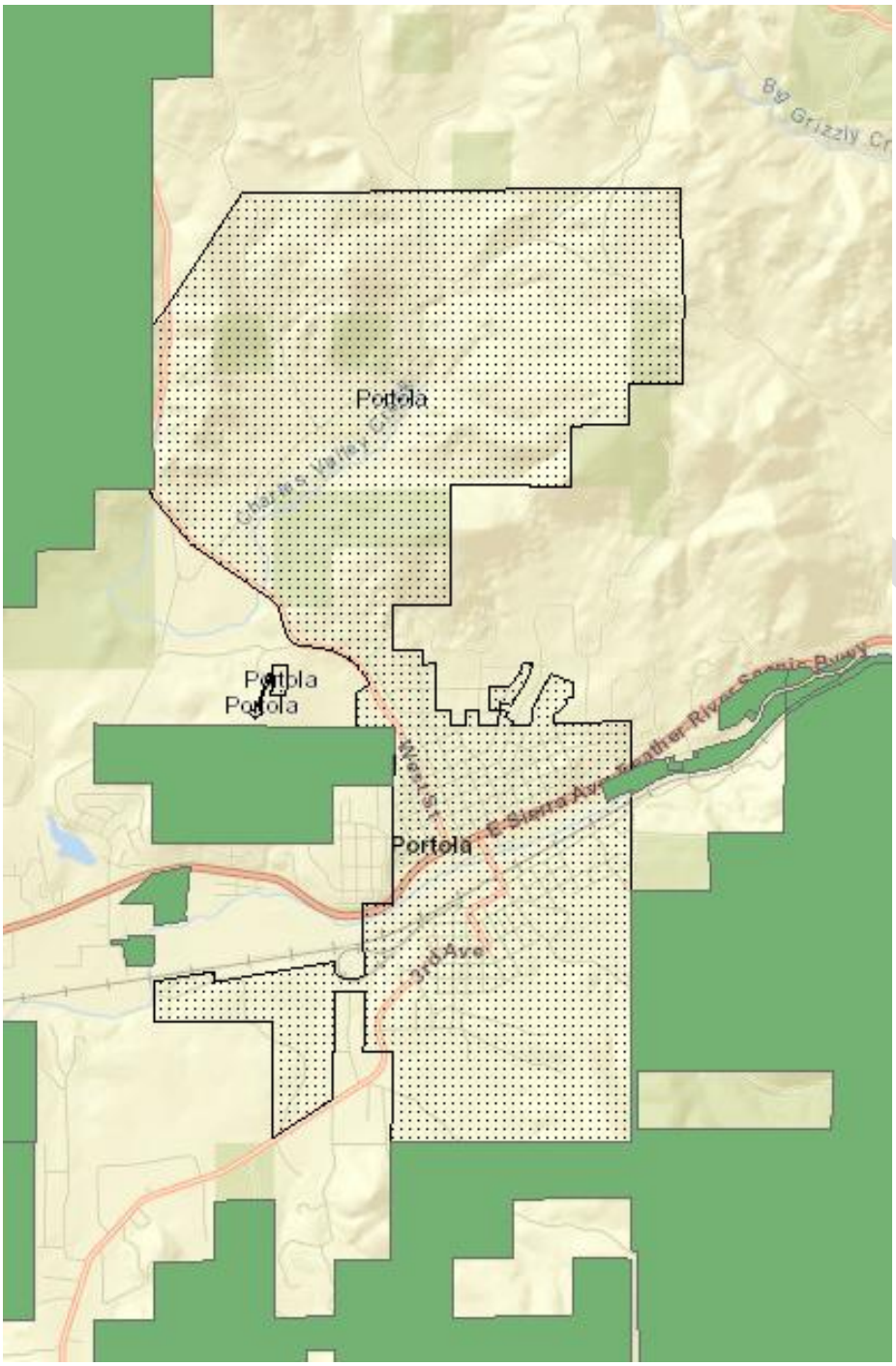

Biological Resources Goals

Goal **CO**-10.	Protect and maintain all biological resources in the Portola area.

Policies: Biological Resources

CO-P-21. Emphasize existing natural areas bordering the Wild and Scenic Middle Fork Feather River.

CO-P-22. Encourage exchange of urban land uses for U.S. Forest Service lands within the City's Sphere of Influence.

CO-P-23. Protect special-status species and other species that are sensitive to human activities.

CO-P-24. Maintain healthy and well-managed habitat areas in conjunction with one another.

CO-P-25. Enhance the fish habitat potential of the Feather River in the City.

Implementation: Biological Resources

CO-I-41. Require site-specific research and ground surveys for proposed development projects. This research must include a detailed inventory of all biological resources onsite, and appropriate mitigation measures for avoiding or reducing impact to these biological resources. This requirement may be waived if determined by the City that the proposed project area is already sufficiently surveyed.

CO-I-42. Integrate, where feasible, passive recreational and educational opportunities with the protection of wildlife and vegetation habitat areas.

CO-I-43. Incorporate existing trees into development projects where preservation is feasible.

CO-I-44. Preserve and rehabilitate, if required, continuous riparian corridors and adjacent habitat along the creeks and Middle Fork Feather River.

CO-I-45. Require dedication of the 100-year floodplain or comparable mechanism to protect habitat and wildlife values in perpetuity.

CO-I-46. Require preservation of contiguous areas in excess of the 100-year floodplain as merited by special resources or circumstances. Special circumstances may include sensitive wildlife or vegetation, wetland habitat, slope or topographical considerations, recreational opportunities, and maintenance access requirements.

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CO-I-47. Require cumulative mitigation plans for wetlands, where feasible.

CO-I-48. Limit the access of pedestrians and cyclists to wetland areas so that access is compatible with long-term protection of these natural resources.

CO-I-49. Manage public lands with special status species to encourage propagation of the species, and discourage nonindigenous, invasive species.

CO-I-50. Work with adjacent jurisdictions, regulatory agencies, and community organizations to explore opportunities for regional mitigation measures, including mitigation banking.

CO-I-51. Work with the California Department of Fish and Game and other agencies to improve the fish habitat potential in the river by providing boulders, gravel banks, and other natural features that enhance the aeration of water and provide habitat for trout.

Archaeological, Historic, and Cultural Resources

The Humbug Valley and surrounding area was home to the Miwok Indians and early settlers. Consequently, the area is rich in potential cultural sites. The specific locations of such sites are not addressed in the General Plan and do not directly affect the location or character of land use.

Archaeological, Historic, and Cultural Resources Goals

Goal **CO**-11.	Protect archaeological, historic, and paleontological resources for their aesthetic, educational, and cultural values.

Policies: Archaeological, Historic, and Cultural Resources

CO-P-26. Create and preserve a record of the community.

Implementation: Archaeological, Historic, and Cultural Resources

CO-I-52. Require a records search for any proposed development project, to determine whether the site contains known archaeological, historic, or cultural resources and/or to determine the potential for discovery of additional cultural resources. This requirement may be waived if determined by the City that the proposed project area is already sufficiently surveyed.

CO-I-53. Require that sponsors of proposed development projects on sites where probable cause for discovery of archaeological resources (as indicated by records search and where resources have been discovered in the vicinity of the project) retain a consulting archaeologist to survey the project site. If unique resources, as defined by California State law, are found, a qualified archaeologist or historian shall be called to evaluate the find and to recommend proper action. Require a monitoring plan for the project to ensure that mitigation measures are implemented.

CO-I-54. When feasible, incorporate significant archaeological sites into open space areas.

CO-I-55. The City should compile an inventory of all historic sites throughout the City. The inventory will contain a narrative of the significant facts regarding the historic events or persons associated with the site, and pictures of the site.

CO-I-56. The City should maintain an archive of historic information, including photographs, publications, oral histories, and other materials.

CO-I-57. The historic archives will be compiled according to location in the City and will be maintained in a safe environment to protect it over time.

CO-I-58. The City should develop policies and the means to make the information available to the public for viewing and research, as long as the City does not make public information that will allow the public to raid the site.

CO-I-59. Encourage the placement of monuments or plaques that recognize and celebrate historic sites, structures, and events.

CO-I-60. Amend the Zoning Ordinance to include a landmark Overlay District to be applied to designated landmarks and historic sites, and require preparation of conservation plans for designated landmarks and historic sites.

CO-I-61. All City permits for reconstruction, modification of existing buildings will require submittal of a photograph of the existing structure or site. The intent is to create a record of the buildings in the City over time. A photograph will also be required for vacant sites that will be modified with new construction of new buildings or other above ground improvements.

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CO-I-62. Support the use of the Williams House, a site of historic interest, as a location for a local historic museum, visitor center, and community gathering place.

Public Health and Safety

The General Plan Safety Element (Chapter 7), along with the adopted Local Hazard Mitigation Plan (LHMP), the Land Use Element (Chapter 2), and other sections of this element address many factors relating to open space and public health and safety related matters. These factors include discussion of:

- Earthquake and seismic hazards, including unstable soils;
- Flood plains and flood hazards;
- Wildfire risks;
- Protection of watersheds, water quality, and reservoirs; and
- Protection and enhancement of air quality.

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9. Noise Element DRAFT

Noise is generally defined as unwanted sound. A sound that may be disturbing to one person, may go unnoticed by another. Residents of a small, rural mountain community such as Portola, can reasonably expect that the overall level of sound will be low compared to more urban settings. Traffic levels will be less, sirens and other sounds of urban life will be rare. The sounds of people, groups of children at play and of large gatherings will be relatively more localized and less frequent. The sounds of tourist activities and public events are welcome.

The relative lack of sound associated with human activity is valued in the community. The relative quiet of the neighborhoods in the forest and the opportunity to sit on the bank and listen to the river are among the attractions for many residents. Because many rural residential areas experience very low noise levels, residents may express concern about the loss of "peace and quiet" due to the introduction of even low noises. In very quiet environments, the introduction of virtually any change in local activities will cause increases in noise levels.

The purpose of the Noise Element is to define goals and policies for managing the effect of sound in the community. It is the overall goal of the Noise Element to protect the health and welfare of the community by promoting community development and activities that are compatible with noise level criteria.

Authority

The Noise Element is mandated by the California Government Code (65302 (f)). The statute requires:

> *"a Noise Element which identifies and appraises noise problems in the community. The Noise Element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services ..."*

The statute also requires that the Noise Element analyze and quantify projected noise levels for highways, primary streets, railroads, and stationary noise sources.

In accordance with Government Code Section 65302(f), the Noise Element has been designed to analyze and quantify, to the extent practicable, current and project noise levels for the following sources: By using guidelines established by the Office of Noise Control, in the State Department of Health Services, the noise element must also analyze and quantify, to the extent practicable as determined by the legislative body, current and projected noise levels for all of the following sources:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants, including, but not limited to, railroad classification yards; and,
- Other ground stationary noise sources identified by local agencies as contributing to the community noise environment;

Noise contours must be shown for all of the above sources and stated in terms of community noise equivalent level (CNEL). The noise contours have been used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. In addition, the noise element includes implementation measures and possible solutions that address existing and foreseeable noise problems, if any, and serves as a guideline for compliance with the State's noise insulation standards.

The process used in developing this Noise Element was to:

- Determine the type, location and extent of noise incompatibility in the community
- Explore methods of noise attenuation to minimize exposure to excessive noise
- Research methods to protect residences and other sensitive receptors from excessive noise
- Draft implementation measures that offer solutions to existing and foreseeable noise problems

Relationship to Other Elements

- Land Use Element. Noise generated by the railroad and traffic along major roads is considered in establishing the pattern of planned land uses depicted on the General Plan Land Use Diagram. The intent is to minimize the exposure of community residents to excessive noise.
- Circulation Element. Traffic volumes are used to estimate the future noise levels along major streets.
- Community Design Element. The design of building elements that can generate or control noise, such as trash enclosures or sound walls are guided through standards in the Community Design Element.

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- Conservation and Open Space Element. Noise exposure is considered to avoid excessive noise that would adversely affect enjoyment of recreational pursuits in designated open space. Open space also can be used to buffer sensitive land uses from noise sources.

Completeness Checklist & Required Contents

California Government Code Section	Brief Description of Requirement	Addressed in General Plan
	Identify and appraise noise problems in the community and quantify current and projected noise levels for all of the following sources:	
65302(f)(1)(A)	Highways and freeways	√
65302(f)(1)(B)	Primary arterials and major local streets	√
65302(f)(1)(C)	Passenger and freight online railroad operations and ground rapid transit systems	√
65302(f)(1)(D)	Commercial, general aviation, and heliport ground facilities and maintenance functions related to airport operations	√
65302(f)(1)(E)	Local industrial plants (railroad stations)	√
65302(f)(1)(F)	Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.	N/A
65302(f)(2)	Noise contour maps	√
65302(f)(3)	Noise contours as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise.	√
65302(f)(4)	Implementation measures and possible solutions	√

Sensitive Land Uses

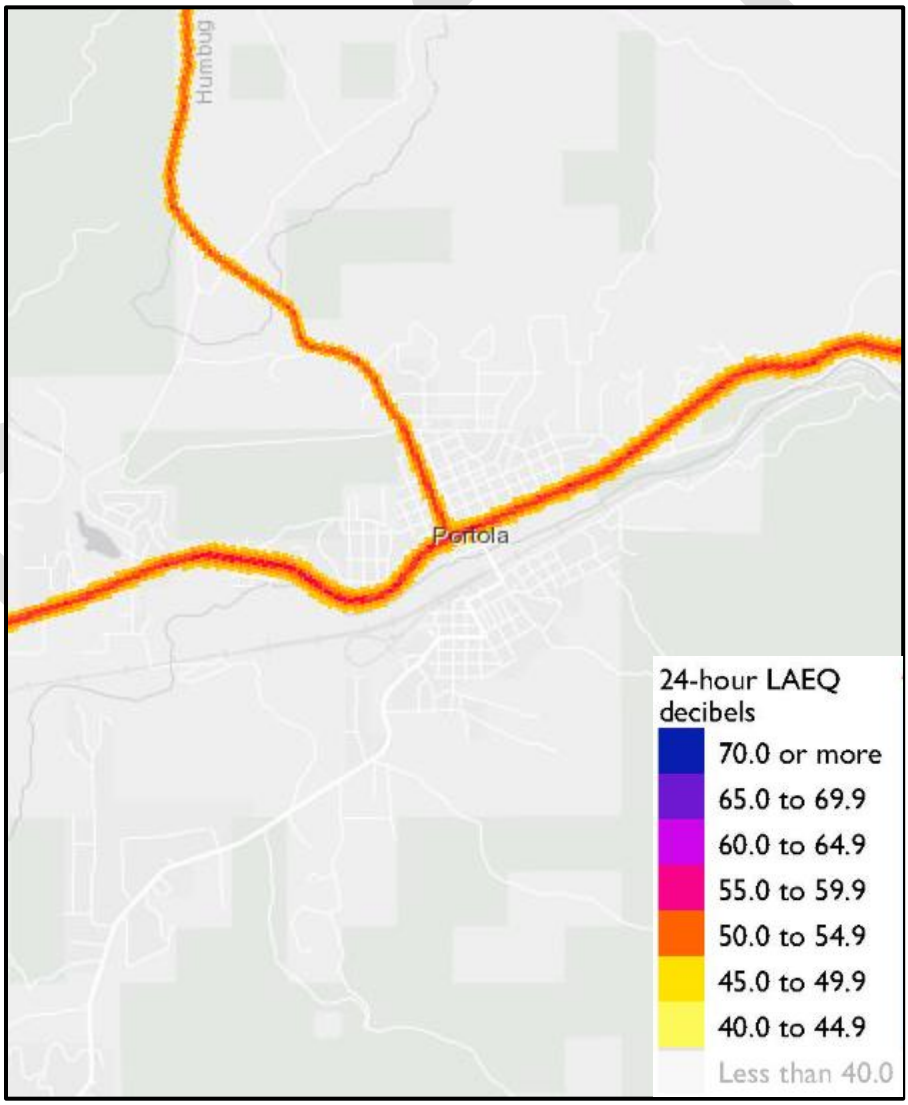
Noise sensitive land uses include residences of all types, nursing homes, day care centers, the Eastern Plumas Hospital, schools, parks, and open space near the City. In general, most portions of the Planning Area which contain noise-sensitive uses are relatively quiet.

The Uniform Building Code states that: "Interior community noise levels (CNEL) with windows closed, attributable to exterior sources, shall not exceed an annual CNEL or L_{dn} of 45 dB in any habitable room." This standard is to apply to all new hotels, motels, apartment houses, and dwellings other than single-family detached dwellings. State law also requires noise insulation of new multi-family dwellings constructed within the 60 dB CNEL noise exposure contours.

Discussion

Based on a review of OPR's Completeness Checklist as well as Required Contents and Statutory Requirements of the Noise Element, the City's analysis of noise environment, stationary sources of noise, predicted levels of noise, and the impacts of noise on local residents is adequate. OPR's Guidance states that the Noise Element must show contours for noise sources, to the extent practicable, in either Community Noise Equivalent Levels (CNEL) or Day-Night Average Level (Ldn). The National Transportation Noise Map depicts road and aviation noise in Portola. Based on a weighted 24-hour equivalent sound level average of sound energy over a 24-hour period. Information will be updated on an annual basis, and future versions of the National Transportation Noise Map are envisioned to include additional transportation noise sources, such as rail.

Figure 9-1
Noise Map



National Transportation Noise Map (dot.gov)

Table 9-1
Common Comparable Sounds

A-Weighted 24-hour LAEQ (dBA)	Common comparable sounds	Aviation	Road (Interstate)
Less than 50	Refrigerator Humming (~40dBA)	97.12	98.00
50 to 59	Quiet Office (~50dBA)	2.65	1.30
60 to 69	Conversational Speech (~60dBA)	0.21	0.44
70 to 79	Vacuum Cleaner (~70dBA)	0.01	0.25
80 or more	Garbage Disposal (~80dBA)	<0.01	0.06

Table 9-2
Maximum Allowable Noise Exposure; Transportation Noise Sources

Land Use	Outdoor Activity Areas	Interior Spaces Ldn/CNEL, dB	Interior Spaces Leq, dB2
Residential	60	45	
Transient Lodging	60	45	
Hospitals, Nursing Homes	60	45	
Theaters, Auditoriums, Music Halls			35
Churches, Meeting Halls	60		40
Office Buildings	65		45
Schools, Libraries, Museums			45
Playgrounds, Neighborhood Parks	70		

- Outdoor activity areas for residential development are considered to be backyard patios or decks of single family dwellings, and the patios or common areas where people generally congregate for multi-family developments.
- Outdoor activity areas for non-residential developments are considered to be those common areas where people generally congregate, including pedestrian plazas, seating areas, and outside lunch facilities.
- Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.
- Determined for a typical worst-case hour during periods of use.
- Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the City.

Table 9-3
Performance Standards for Non-Transportation Noise Sources or Projects Affected by Non-Transportation Noise Sources

Noise Level Descriptor	Daytime (7am – 10p,	Nighttime (10pm – 7am)
Hourly Leq, dB	60	45
Maximum Level, dB	60	45

- Each of the noise levels specified above should be lowered by five dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and area primary source of noise complaints.

- No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.

Noise Goals

The existing City is a relatively quiet mountain community with the notable exception of the railroad operations and the Highway 70 traffic noise. These sources are endemic to the community and cannot be easily avoided. The fundamental objective is to avoid creating new noise generating conditions that would degrade the existing community environment, or to place a sensitive land use where it would be adversely affected by an existing noise source.

Goal N-1.	Protect City residents from the harmful and annoying effects of exposure to excessive noise.
Goal N-2.	Protect the quality of life in the community and the tourism economy from noise generated by incompatible land uses.
Goal N-3.	Accommodate additional tourism and visitors without creating new noise sources.
Goal N-4.	Ensure that places of quiet remain near the urban areas of the City.
Goal N-5.	Protect public health and welfare by eliminating existing noise problems where feasible, by establishing standards for acceptable indoor and outdoor noise, and by preventing significant increases in noise levels.
Goal N-6.	Incorporate noise considerations into land use planning decisions, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.

Mobile Noise Sources

The primary noise sources in the Plan Area are traffic along Highway 70 and railroad operations. The noise contours are linear bands that depict noise levels at 60 dB $L_{dn.}$ The 60 dB L_{dn} contour represents the level for which any new residential development that is not shielded generally will require mitigation to comply with noise standards. These contours are generalized depictions of the conditions found in the community and should be used only as an indication of the need for additional study as described in the policies in the Noise Element.

Contours along roadways represent the predicted noise level and do not reflect the mitigating effects of noise barriers, structures, topography, or vegetation. Because intervening structures and topography may significantly affect noise exposure at a particular location, the noise contours should not be considered site specific, but rather are guides to determine when detailed acoustic analysis should be undertaken.

Noise from the railroad operations is generally buffered by distance from much of the community. The rail lines are separated from homes on the north side of the river by a distance of approximately 550 feet and from homes to the south by approximately 250 feet.

Other mobile noise sources include the train whistles and the occasional emergency helicopter flights to the Eastern Plumas Health Care facility. Each of these noise sources cannot be easily mitigated and cannot be eliminated.

Policies: Mobile Noise Sources

N-P-1 Allow the development of new noise-sensitive land uses only in areas where the existing or projected transportation generated noise level does not exceed the levels specified in Table 9-1. Noise sensitive uses include, but are not limited to residential, schools and hospitals. Noise mitigation measures may be required to reduce noise in outdoor activity areas and interior spaces to the levels specified in Table 9-1.

N-P-2. Require new roadway improvement projects to be mitigated so as to not exceed the noise levels specified in Table 9-1 at outdoor activity areas or interior spaces of existing noise-sensitive land uses.

N-P-3. An acoustical analysis may be required as part of the environmental review process so that noise mitigation may be considered in the project design.

N-P-4. An acoustical analysis prepared pursuant to the Noise Element shall:

a. Be the responsibility of the applicant.
b. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.
d. Estimate existing and projected (20 years) noise levels in terms of Ldn or CNEL and/or the standards of Table 9-1 and/or 9-2 and compare those levels to the adopted policies of the Noise Element.

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e. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element.

f. Estimate noise exposure after the prescribed mitigation measures have been implemented.

g. Describe a post-project assessment program which could be used to monitor the effectiveness of the proposed mitigation measures.

Implementation: Mobile Noise Sources

N-I-1. Use the "normally acceptable" noise levels for new land uses as established in Table 9-1 (Noise and Land Use Compatibility) as review criteria.

N-I-2. New development in residential areas with an actual or projected exterior noise level of greater than 60 dB CNEL will be conditioned to use mitigation measures to reduce exterior noise levels to less than or equal to 60 dB CNEL. Site-specific measures could include the incorporation of building materials, building location, building orientation, setbacks, and/or walls or barriers.

N-I-3. Assist in enforcing compliance with noise emissions standards for all types of vehicles, established by the California Vehicle Code and by federal regulations, through coordination with the Plumas County Sheriff's Department, and the California Highway Patrol.

N-I-4. Conduct site-specific railroad noise studies for noise sensitive projects anticipated to be affected by railroad noise.

N-I-5. Control noise at the source through use of insulation, berms, building design and orientation, buffer space, staggered operating hours and other techniques. Use noise barriers to attenuate noise to acceptable levels.

N-I-6. Evaluate new transportation projects, such a rail or public transit routes, using the standards contained in Table 9-1. However, noise from these projects may be allowed to exceed the standards contained in Table 9-1, if the City Council finds that there are special overriding circumstances.

N-I-7. Require an acoustical analysis where:

- Noise sensitive land uses are proposed in areas exposed to existing or projected noise levels exceeding the levels specified in Table 9-1.

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- Proposed transportation projects are likely to produce noise levels exceeding the levels specified in Table 9-1 at existing or planned noise-sensitive uses.

N-I-8. Work in cooperation with Caltrans and the Union Pacific Railroad to maintain noise level standards for both new and existing projects in compliance with Table 9-1.

N-I-9. Work with the Railroad Museum Association to establish guidelines for use of whistles and horns in the daily activities of the museum.

Stationary Noise Sources

The rural, mountain character of the City does not include many industrial, commercial or other activities that generate substantial noise. The primary current sources of noise include the Recycling facility on Taylor Street and the electric generators at the Liberty Utilities substation on Fourth Avenue. None of these is a major, consistent noise source.

Implementation of the General Plan will create new noise sources that may be significant. Among these are the new business park planned on the extension of Gulling Street, additional commercial and business-professional land use along First Avenue and Taylor Street, and the addition of public event spaces and increase tourist events and activities. In addition, the planned use of the River Park area, the existing community park, and Commercial Street for public events, such as craft fairs and music fairs has the potential to increase traffic and crowd noise during short periods.

Policies: Stationary Noise Sources

N-P-5. Allow the development of new noise-sensitive uses only where the noise level due to fixed (non-transportation) noise sources satisfies the noise level standards of Table 9-2. Noise mitigation may be required to meet Table 9-2 performance standards.

N-P-6. Require proposed fixed noise sources adjacent to noise sensitive uses to be mitigated so as to not exceed the noise level performance standards in Table 9-2.

N-P-7. Where noise mitigation measures are required to achieve the standards of Tables 9-1 and 9-2, the emphasis of such measures should be placed upon site planning and project design. These measures may include, but are not limited to, building orientation, setbacks, landscaping and building construction practices. The use of noise barriers, such as sound walls, should be considered as a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.

N-P-8. Regulate construction related noise to reduce impacts on adjacent uses.

N-P-9. Public events, such as carnivals, music festivals and other gatherings will be designed and managed to avoid creating a noise nuisance.

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Implementation: Stationary Noise Sources

N-I-10. An acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be considered during project design.

N-I-11. The City shall use the noise Level Performance Standards contained in Table 9-2 for reviewing new development of noise-sensitive uses exposed to fixed noise sources.

N-I-12. The Municipal Code will be amended to add noise management standards for all public events.

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10. Air Quality Element DRAFT

Good, clean air is a critical environmental resource and is essential to the quality of life in Portola. Not only does the quality of air affect the residents on a daily basis, the naturally high level of air quality, along with other amenities, attracts visitors and new business that sustain the economic viability of the community. As a small, mountain community, Portola inherently avoids many air quality problems that plague more populous, warmer environs. Yet, the rural mountain setting brings other air quality problems. There is a propensity for atmospheric inversion layer formation in mountain valleys leading to trapped air pollution, as well as the propensity for smoke to settle into low areas. These strong inversions and stagnant conditions are especially prevalent during the winter. Many residents use wood burning heating devices and smoke gets trapped in the breathing zone during an inversion. The fundamental goal of the Air Quality Element is to protect the health and welfare of the community by promoting air quality standards in all aspects of development, transportation, and activity affected by this General Plan.

Authority

The Air Quality Element is an optional element (outside the San Joaquin Valley Air Pollution Control District) of the General Plan under Section 65303 of the Government Code.

> *The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.*

Relationship to Other General Plan Elements

This Element incorporates policies and concepts that are linked with the Land Use Element, Community Design Element, Circulation Element, Public Services and Facilities Element, and Safety Element.

Primary Sources and Ambient Air Quality Standards

The California and Federal Clean Air Acts establish air quality standards for several pollutants, primarily ozone and particulate matter. These state and federal acts require jurisdictions in areas that violate these standards to prepare and implement plans to achieve the standards. Relevant California and federal Ambient Air Quality Standards are shown in Table 10-1.

Ozone

Ozone is a public health concern because it is a respiratory irritant that increases human susceptibility to respiratory infections. Ozone also causes substantial damage to natural vegetation, including the forest, and damages many materials by acting as a chemical oxidizing agent.

Ground-level ozone is the principal component of smog. Ozone is not directly emitted into the atmosphere but is formed by the photochemical reaction of ozone precursors, reactive organic gases (ROG) and nitrogen oxides (NOx), in the presence of sunlight. Ozone levels are highest during late spring and early summer when precursor emissions are high and meteorological conditions are favorable for the complex photochemical reactions to occur. Generally, the majority of reactive organic gas and nitrogen oxide emissions come from motor vehicles.

Plumas County is currently considered to be unclassified for ozone. The current standards are not exceeded.

Table 10-1
Ambient Air Quality Standards

Pollutant	Average Time	California Standards	Federal Standards
Ozone	1- Hour	0.09 ppm	-
	8-Hour	0.070 ppm	0.070 ppm
California standards for ozone are not to be exceeded. The ozone standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one.			

Particulate Matter (PM 10 and PM 2.5)

There are two size ranges of particulate matter (PM) for which state and federal health-based standards have been developed: PM 10 and PM 2.5. The numbers 10 and 2.5 refer to particle diameter in microns. PM 10 includes PM 2.5 but also includes particles larger than 2.5 microns, up to 10 microns.

Portola's PM 2.5 is mostly smoke particles from open burning, wildfires, wood stoves and fireplaces. Exhaust from motor vehicles, off-road equipment, trains, and generators, as well as aerosol particles of natural and man-made origin, are also components. PM 10 includes dust, which in Portola's case is mostly windblown natural dust and dust from

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sanding roads in the winter. Some pollen and mold spores are also smaller than 10 microns.

Table 10-2
Federal and State Particulate Matter Standards

Pollutant	Average Time	California Standards	Federal Standards
Fine Particulate Matter (PM 2.5	24-Hour	NA	35 µg/m^3
	Annual Average	12 µg/m^3	12.0 µg/m^3
Respirable Particulate Matter (PM10)	24-Hour	50 µg/m^3	150 µg/m^3
	Annual Average	20 µg/m^3	-

Fine particulate matter (PM 2.5) is the main pollutant of concern in Portola. PM 2.5 has been shown to contribute to asthma development, lung capacity reduction among children, breathing difficulty, eye irritation, exacerbation of cardiovascular problems, and even premature death. It is especially damaging for sensitive individuals such as children, elderly citizens, individuals with pre-existing health conditions, and people who are exercising outdoors. PM 2.5 is considered to be more dangerous than PM 10 because smaller particles travel deeper into the lungs and include some compounds with toxic properties.

Table 10-2 lists both the state and federal ambient air quality standards for PM10 and PM 2.5.

Greenhouse Gases (GHGs)

Global climate change has been clearly documented and is predicted to have substantial effects on the world we live in, not only in parts of the world that are far away, but here in California. Emissions of greenhouse gases (GHGs) must be curtailed if we hope to minimize the extent and impact of climate change. The majority of GHG emissions come from combustion of fossil fuels for energy and transportation. While renewable energy sources, cleaner fuels, and green technology will help to reduce GHG emissions, we also need significant changes in how we design and construct our "built environment" to meet our climate protection goals.

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The State of California is leading the country in efforts to reduce greenhouse gases and the impacts on the global climate. The California legislature has passed, and the Governor has signed the landmark greenhouse gas and climate change legislation, Assembly Bill 32 (AB 32), commonly known as the "California Global Warming Solutions Act of 2006," that will have substantial impacts on the City of Portola. In addition, the California Attorney General has initiated legal action against local governments for not addressing greenhouse gas and climate change issues in California Environmental Quality Act (CEQA) documents prepared for General Plan updates and development projects. The Air Quality Element provides a focal point for the City of Portola's General Plan efforts to reduce greenhouse gases and climate change impacts.

Under the current AB 32 "business as usual" scenario developed by the California Air Resources Board (ARB), statewide greenhouse gas emissions are increasing at a rate of approximately 1 percent per year as noted below. The following estimates represent the average statewide reductions needed from all emission sources (including all existing sources) to reduce greenhouse gas emissions back to 1990 levels.

- 1990: 427 Million Metric Tons of Carbon Dioxide Equivalent (MMTCO2e)
- 2008: 495 MMTCO2e (an average 14 percent statewide reduction needed to achieve 1990 base)
- 2020: 596 MMTCO2e "Business As Usual" (an overall 29 percent reduction needed to achieve 1990 base)

Senate Bill 375 was signed in September 2008 and establishes a process to develop regional targets for reducing projected year 2020 greenhouse gas emissions from passenger vehicles and light-duty trucks back to 1990 levels.

Greenhouse Gases and Their Sources

Carbon dioxide is the most dominant greenhouse gas; however, a number of other gases also contribute significantly to climate change, including methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), hydrochlorofluorocarbons (HFCs) and perfluorocarbons (PFCs). Each gas has a different heat trapping capacity compared to CO2. For instance, methane is 21 times more effective at trapping heat in the atmosphere compared to the same mass of CO2, while some of the fluorocarbons have thousands of times more heat trapping capacity as CO2. To account for these differences when comparing emissions for the different compounds, the emissions are generally expressed in terms of CO2 equivalents (CO2e). Thus, generic references to GHG emissions generally mean CO2 equivalent emissions.

From a land use standpoint, carbon dioxide, and methane are the most important GHGs the City of Portola has the potential to significantly influence and will be the primary focus of general plan goals, policies, and reduction implementation strategies (CAPCOA) Model Policies for GHGs.

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Existing Conditions in Portola

The Northern Sierra Air Quality Management District (NSAQMD) includes Plumas County. As of 2019, there are five air pollution monitors in Portola: One for near real-time PM 2.5 hourly data, two with filters for PM 2.5 24-hour data (used by EPA for attainment designations) and two for information on the types of particulate matter present in the ambient air.

In January 2015, the U.S. EPA designated the City of Portola and surrounding parts of Plumas County as a federal nonattainment area for the annual PM2.5 health-based standard.

The consequences of violating the federal PM 2.5 standard are serious. A federal non-attainment designation for Plumas County necessitates the preparation of, and adherence to, a PM 2.5 control plan to reduce emissions. Specifically, all Reasonably Available Control Technologies and other strategies that could reduce emissions must be implemented. This means the imposition of new rules to govern industry, motor vehicles, residential heating appliances, new development projects, open burning, and other sources of PM 2.5. After an area is designated as non-attainment, if all of the required rules and demonstrations are inadequate or not implemented quickly enough, federal sanctions kick in. For instance, federal highway money is withheld, emission offsets for new or modified pollution sources are raised, and ultimately EPA can step in and take over parts of the air pollution control program.

Finally, if an area is designated non-attainment and progress toward attainment does not proceed rapidly enough, the area has to "bump up" to a worse non-attainment classification, with even more stringent requirements, and when a non-attainment area finally reaches attainment, the rules cannot be relaxed.

Therefore, it is crucial that PM 2.5 emissions in the Portola area be reduced, not only for the benefit of public health but also in order to achieve federal attainment designation.

Consistency with Other Elements

The General Plan is the gateway to transforming our communities into more efficient, low-carbon, sustainable, vital places for us, our families, and our neighbors to live, work, and play. The City of Portola General Plan contains 10 distinct standalone elements (Land Use, Housing, Community Design, Safety, Noise, Economic Development, Conservation, Circulation, Public Facilities, and Air Quality). However, it is important to remember that each of these elements weave together to create the comprehensive long-range plan for the City. Many policies already exist within these other elements which support the City's future goals of improving air quality within the City, region, and State, including Land Use, Community Design, Conservation, Circulation, and Public Facilities.

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Air Quality Goals

New visitors, businesses and residents in the community will contribute to conditions that could ultimately result in nonattainment of federal or state air quality goals. Once air quality monitors record violations of the state or federal standard, an area is designated by either California or U.S. EPA as nonattainment for that pollutant.

Because of the federal nonattainment designation, NSAQMD was awarded a $2.48 million Targeted AirShed grant from the US EPA to improve air quality by replacing old, uncertified wood stoves with EPA certified heating devices. Federal nonattainment designation requires air pollution control strategies to be implemented, targeting the air pollution sources that cause the greatest degradation of air quality to clean the air and stop exceedances of the standard. Being in nonattainment of an ambient air quality standard means higher rates of respiratory ailments and related health care costs, higher rates of premature deaths, and may require the implementation of control strategies to reduce the emissions of the pollutant. Being designated as a federal nonattainment area is generally more economically burdensome to an area than being designated nonattainment due to violations of a California Ambient Air Quality Standard (CAAQS).

Because air pollution is typically a regional problem, the city must undertake feasible policy and implementation plans to minimize the existing air pollution events and avoid increased air pollution that would accompany economic, and population increases. These policies and implementation cover a wide range of common daily activities, such as burning slash outdoors and wood stoves, as well as transportation and land use planning that have a strong, but indirect, effect on air pollution.

Goal AQ-1.	Improve Portola's air quality by: a. Achieving and maintaining ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board; b. Minimizing public exposure to toxic or hazardous air pollutants; and c. Minimizing public exposure to pollutants that create a public nuisance, such as unpleasant odors.
Goal AQ-2.	Integrate air quality planning with land use and transportation planning processes.
Goal AQ-3.	Although the automobile is the primary form of transportation, the City of Portola should make a commitment to other modes of transportation.
Goal AQ-4.	Reduce air emissions through energy conservation.

Policies: Air Quality-General

AQ-P-1. Cooperate with other agencies to develop a consistent and coordinated approach to reduction of air pollution.

AQ-P-2. Encourage energy efficient building designs.

AQ-P-3. New construction will be managed to minimize fugitive dust and construction vehicle emissions.

AQ-P-4. Woodburning devices shall meet current standards for controlling particulate air pollution.

AQ-P-5. Burning of any combustible material within the City Limits will be strictly controlled to minimize particulate air pollution. Alternatives to open burning of waste vegetation shall be encouraged.

Implementation: Air Quality-General

AQ-I-1. Work with the Northern Sierra Air Quality Management District (NSAQMD) to implement programs and strategies to reduce levels of PM2.5 to achieve federal attainment and provide assistance with public outreach and education to reduce the harmful health effects associated with fine particulate matter.

AQ-I-2. In accordance with CEQA, submit development proposals to the Northern Sierra Air Quality Management District (NSAQMD) for review and comment prior to decision.

AQ-I-3. Locate air pollution point sources, such as manufacturing and extracting facilities, in areas designated for industrial development and separated from residential areas and sensitive receptors (e.g., homes, schools, and hospitals).

AQ-I-4. Use best available control technology for stationary industrial sources of air pollution.

AQ-I-5. Cooperate with the Plumas County Environmental Health Department in identifying hazardous material users and in developing a hazardous materials management plan.

AQ-I-6. Establish buffer zones (e.g., setbacks, landscaping) within residential and other sensitive receptor site plans to separate those uses from highways, arterials, hazardous material locations and other sources of air pollution or odor.

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AQ-I-7. Promote the use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible.

AQ-I-8. All residences built in a new subdivision or housing development shall be equipped with conventional heating devices with sufficient capacity to heat all areas of the building without reliance on woodburning heating devices.

AQ-I-9. All woodburning heating devices installed shall be EPA II certified or meet EPA standards applicable at the time of project approval.

AQ-I-10. Require the removal of existing older woodburning stoves that are not EPA certified at the time a residence is sold or a major alteration or addition is initiated, in accordance with City of Portola Ordinance 360, 2021.

AQ-I-11. Ban the burning of any combustible material, including vegetative slash, within City limits is banned, in accordance with City of Portola Ordinance 360, 2021.

Policies: Air Quality-Land Use

AQ-P-6. Develop a land use plan which will minimize daily travel and air pollution.

Implementation: Air Quality-Land Use

AQ-I-12. Encourage mixed-use and pedestrian-oriented development and circulation systems that promote use alternatives to the automobile for transportation, including bicycles and bus transit, along with carpooling.

AQ-I-13. Design land uses which locate daily employment, school, and shopping destinations near residential areas, where feasible.

AQ-I-14. Consider increased intensity of development along existing and proposed transit corridors.

Policies: Air Quality-Transportation

AQ-P-7. Develop transportation systems that minimize air pollution from automobile emissions.

AQ-P-8. Coordinate and integrate all forms of public transportation.

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Implementation: Air Quality-Transportation

AQ-I-15. Develop a Transportation Systems Management (TSM) Ordinance which will reduce motor vehicle emissions through decreases in vehicle delay, average daily trips and vehicle miles traveled.

AQ-I-16. Maintain acceptable levels of service as specified in the Circulation Element.

AQ-I-17. In new subdivisions, require internal street design to include the installation of dedicated pedestrian/bicycle pathways connecting to adjacent residential and commercial areas as well as schools, parks and recreational areas.

AQ-I-18. Provide adequate pedestrian and bikeway facilities for present and future transportation needs throughout the city.

AQ-I-19. Locate public facilities in areas easily served by current and planned public transportation.

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DESIGNATION OF APPLICANT'S AGENT RESOLUTION
NON-STATE AGENCIES

OES-FPD-130 (Rev. 10-2022) **RESOLUTION 2568**

Cal OES ID No: 063-58352

DESIGNATION OF APPLICANT'S AGENT RESOLUTION FOR NON-STATE AGENCIES

BE IT RESOLVED BY THE City Council OF THE City of Portola
(Governing Body) (Name of Applicant)

THAT Interim City Manager, OR
(Title of Authorized Agent)

_____, OR
(Title of Authorized Agent)

_____
(Title of Authorized Agent)

is hereby authorized to execute for and on behalf of the City of Portola,
(Name of Applicant)
a public entity established under the laws of the State of California, this application and to file it with the California Governor's Office of Emergency Services for the purpose of obtaining federal financial assistance for any existing or future grant program, including, but not limited to any of the following:

- **Federally declared Disaster (DR), Fire Mitigation Assistance Grant (FMAG), California State Only Disaster (CDAA), Immediate Services Program (ISP), Hazard Mitigation Grant Program (HMGP), Building Resilient Infrastructure and Communities (BRIC), Legislative Pre-Disaster Mitigation Program (LPDM),** under
- Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act.
- **Flood Mitigation Assistance Program (FMA)**, under Section 1366 of the National Flood Insurance Act of 1968.
- **National Earthquake Hazards Reduction Program (NEHRP)** 42 U.S. Code 7704 (b) ((2) (A) (ix) and 42 U.S. Code 7704 (b) (2) (B) National Earthquake Hazards Reduction Program, and also The Consolidated Appropriations Act, 2018, Div. F, Department of Homeland Security Appropriations Act, 2018, Pub. L. No. 115-141
- **California Early Earthquake Warning (CEEW)** under CA Gov Code – Gov, Title 2, Div. 1, Chapter 7, Article 5, Sections 8587.8, 8587.11, 8587.12

That the City of Portola, a public entity established under the
(Name of Applicant)
laws of the State of California, hereby authorizes its agent(s) to provide to the Governor's Office of Emergency Services for all matters pertaining to such state disaster assistance the assurances and agreements required.

DESIGNATION OF APPLICANT'S AGENT RESOLUTION NON-STATE AGENCIES

OES-FPD-130 (Rev. 10-2022)

Please check the appropriate box below

☑ This is a universal resolution and is effective for all open and future disasters/grants declared up to three (3) years following the date of approval.

☐ This is a disaster/grant specific resolution and is effective for only disaster/grant number(s):_____

Passed and approved this 14 day of February, 20 24

Pat Morton, Mayor
(Name and Title of Governing Body Representative)

_____
(Name and Title of Governing Body Representative)

_____
(Name and Title of Governing Body Representative)

CERTIFICATION

I, Jason Shaw (Name), duly appointed and Deputy City Clerk (Title) of City of Portola (Name of Applicant), do hereby certify that the above is a true and correct copy of a resolution passed and approved by the City Council (Governing Body) of the City of Portola (Name of Applicant) on the 14 day of February, 20 24.

_____ Deputy City Clerk

(Signature) (Title)

Cal OES Form 130 Instructions

A Designation of Applicant's Agent Resolution for Non-State Agencies is required of all Applicants to be eligible to receive funding. A new resolution must be submitted if a previously submitted resolution is older than three (3) years from the last date of approval, is invalid, or has not been submitted.

When completing the Cal OES Form 130, Applicants should fill in the blanks on pages 1 and 2. The blanks are to be filled in as follows:

Resolution Section:

Governing Body: This is the group responsible for appointing and approving the Authorized Agents.

Examples include: Board of Directors, City Council, Board of Supervisors, Board of Education, etc.

Name of Applicant: The public entity established under the laws of the State of California.

Examples include: School District, Office of Education, City, County or Non-profit agency that has applied for the grant, such as: City of San Diego, Sacramento County, Burbank Unified School District, Napa County Office of Education, University Southern California.

Authorized Agent: These are the individuals that are authorized by the Governing Body to engage with the Federal Emergency Management Agency and the California Governor's Office of Emergency Services regarding grants for which they have applied. There are two ways of completing this section:

1. Titles Only: The titles of the Authorized Agents should be entered here, not their names. This allows the document to remain valid if an Authorized Agent leaves the position and is replaced by another individual. If "Titles Only" is the chosen method, this document must be accompanied by either a cover letter naming the Authorized Agents by name and title, or the Cal OES AA Names document. The supporting document can be completed by any authorized person within the Agency (e.g., administrative assistant, the Authorized Agent, secretary to the Director). It does not require the Governing Body's signature.

2. Names and Titles: If the Governing Body so chooses, the names **and** titles of the Authorized Agents would be listed. A new Cal OES Form 130 will be required if any of the Authorized Agents are replaced, leave the position listed on the document, or their title changes.

Checking Universal or Disaster-Specific Box: A Universal resolution is effective for all past disasters and for those declared up to three (3) years following the date of approval. Upon expiration it is no longer effective for new disasters, but it remains in effect for disasters declared prior to expiration. It remains effective until the disaster goes through closeout unless it is superseded by a newer resolution.

Governing Body Representative: These are the names and titles of the approving Board Members.

Examples include: Chairman of the Board, Director, Superintendent, etc. The names and titles **cannot** be one of the designated Authorized Agents. A minimum of three (3) approving board members must be listed. If less than three are present, meeting minutes must be attached in order to verify a quorum was met.

Certification Section:

Name and Title: This is the individual in attendance who recorded the creation and approval of this resolution.

Examples include: City Clerk, Secretary to the Board of Directors, County Clerk, etc. This person **cannot** be one of the designated Authorized Agents or Approving Board Member. If a person holds two positions (such as City Manager and Secretary to the Board) and the City Manager is to be listed as an Authorized Agent, then that person could sign the document as Secretary to the Board (not City Manager) to eliminate "Self-Certification."

Ethan J. Birnberg*◊
Kelley R. Carroll*†
Sara D. Davidson
Pamela M. Everett
Steven C. Gross*
Brian C. Hanley*
Traci S. Mason
James E. Simon
Ravn R. Whitington*
David W. Wolfe*

PORTER SIMON
LAW

James L. Porter, Jr., *Of Counsel*
Louis A. Basile, *Of Counsel*

* *Also licensed in Nevada*
◊ *Also licensed in Colorado and Wyoming*
† *Certified Specialist in Estate Planning, Trust & Probate Law (California Board of Legal Specialization)*

January 16, 2024

Via Email:
CityManager@cityofportola.com

City Council
Jon Kennedy, Interim City Manager
City of Portola
35 Third Avenue
Portola, CA 96122

Re: Request for Porter Simon Rate Increase

Council Members:

I am writing to request an increase in my hourly billing rate for City Attorney services from the current rate of $4,950/mon for services provided under the fixed fee arrangement, from $250/hr to $280/hr for services not included within the fixed fee arrangement and increase in rates for litigation services from $325/hr to $365/hr. I am requesting that the new rates become effective as of March 1, 2024.

I am very cognizant of the challenging financial environment in which we all operate. While my new rates will represent a 12% increase to my current rates, I have not increased rates since May 2021. Therefore, the average annual increase in my rate over the past three years is 4% per year. During this time, we have experienced some very high inflation and my costs continue to rise. This is only the sixth time since 1997 that I have requested an adjustment in my billing rates.

I believe that my proposed rates are competitive with rates charged for similar services by other law firms in Truckee and northern California and by attorneys with experience similar to that of our attorneys. This will be my 36th year of practicing law. For about the past 33 years, I have focused my practice on representing public agencies. I understand that lawyers with my experience charge rates for general counsel type work similar to or more than my proposed hourly rate of $280/hr.

Law firms that specialize in providing services to public agencies typically provide "general counsel" services at one hourly rate and charge higher hourly rates for "special services." We are proposing to charge for litigation services at a higher rate, but not for any other services. Some public agency firms define "special counsel services" very broadly to include litigation, labor and employment related matters, including disciplinary hearings, energy,

TRUCKEE | 40200 Truckee Airport Road, Suite 1, Truckee, California 96161 | phone (530) 587-2002 | fax (530) 579-5999
RENO

complex CEQA and environmental matters, real estate, land acquisition and disposal, fees and charges (including Prop 218 work), public construction disputes, financing and others matters. Rates for special services often well exceed $365.00/hr., especially when they are provided by firms that specialize in one area of practice, such as environmental, eminent domain or public financing.

Our proposed rates are discounted and significantly less than the rates we charge to non-public entity clients. My hourly rate for private clients is $450/hr. The hourly rates for other Porter Simon attorneys providing services to private clients range from $350 – $450/hr.

During these many years, I have kept a close eye on the amount and cost of my services and will continue to do so in the future. I truly enjoy working with the City and appreciate your confidence in me and my firm. Thank you.

Sincerely yours,

PORTER SIMON
Professional Corporation

STEVEN C. GROSS
gross@portersimon.com

MEETING DATE: February 14, 2024

FROM: Susan Scarlett

RE: Mid-year financial update 2023-2024 and 2024-2025 Budget

EXECUTIVE SUMMARY:

Attached you will find reports to review for the 22-23 year to date:

Attachment #1 -Cash and Receivables report comparison for the fiscal year end 2021, 2022 and 2023 and Year to Date 1-31-2024.

Attachment #2-Spread sheets with the summary of the City finances through January 31, 2024. Page one of the spread sheets is the Budget to Actual for the General Fund; the Special Revenue funds and Fund 215 and page 2 has the Enterprise Funds.

Attachment #3-Behind those two spread sheets is the 3-page backup for the “other expenses” and “capital outlay” line items for the summary sheets.

Attachment #4-Major revenue source comparisons

Attachment #5-Budget schedule for review and discussion.

Please feel free to call me in advance of the meeting with any questions you have that might take additional research.

ATTACHMENTS:

A. CASH AND RECEIVABLES
B. 2023-2024 BUDGET SPREAD SHEET MID YEAR REVIEW
C. OTHER 2023-2024 OTHER EXPENSE
D. 2023-2024 GF TAX REVENUE COMPARISONS
E. BUDGET SCHEDULE 2024-2025

CITY OF PORTOLA CASH AND RECEIVABLES BALANCES

	1/31/2024	6/30/2023	6/30/2022	6/30/2021
FUND 100-GENERAL FUND - Unrestricted	$ 2,048,848.17	$ 2,293,518.04	$ 2,580,389.28	$ 2,472,063.35
Reserved Grants				
Woodstove Changeout	$ 851.12	$ 851.12	$ 851.12	$ 851.12
Traffic Impact Fee	$ 81,642.00	$ 81,642.00	$ 81,642.00	$ 77,931.00
Vehicle Abatement		$ -	$ 12,567.54	$ 15,152.30
Disc Golf Set aside	$ 7,500.00	$ 7,500.00	$ 7,500.00	
Total Cash	*$ 2,138,841.29*	*$ 2,383,511.16*	*$ 2,682,949.94*	*$ 2,565,997.77*
Receivables/State/Plumas County/Other	$ 12,786.48	$ 382,207.88	$ 247,431.24	$ 176,564.71
Landfill Closure Loan Due from Solid Waste				$ -
Note Receivable EPHC	$ 87,130.28	$ 104,643.12	$ 134,498.78	$ 161,412.97
Total Receivables	*$ 99,916.76*	*$ 486,851.00*	*$ 381,930.02*	*$ 337,977.68*
Total Cash and Receivables	*$ 2,238,758.05*	*$ 2,870,362.16*	$ 3,064,879.96	$ 2,903,975.45
FUND 207-GAS TAX - STREETS	(89,797.91)			$ -
FUND 208-GAS TAX - SNOW REMOVAL	(105,932.01)			$ 13,177.25
FUND 211 RMRA	155,337.73	$ 124,366.48	$ 85,856.20	$ 44,862.09
FUND 215-CDBG	$ 15,882.26	$ 25,284.58	$ 42,521.20	$ 89,405.45
Notes Receivable - RLF				
CDBG Loans	$ 43,525.40	$ 43,525.40	$ 43,525.40	$ 43,525.40
FUND 216-STIP PROJECTS	$ (35,990.06)	$ (96,456.90)	$ (33,066.50)	$ (154,483.19)
Prepaid		$ 3,248.98	$ 9,331.00	$ 69,629.75
Receivable		$ 315,331.58	$ 24,024.50	$ 79,897.17
FUND 710-WATER	$ 1,819,389.73	$ 1,714,477.30	$ 1,540,970.67	$ 1,412,973.30
Debt Service Reserve	$ 68,362.00	$ 68,362.00	$ 68,362.00	$ 68,362.00
Facility Fee Reserve	$ 310,736.00	$ 310,736.00	$ 306,721.00	$ 302,706.00
Infrastructure Maintenance account	$ 225,994.65	$ 225,994.65	$ 225,994.65	$ 202,861.71
WTP Maintenance account	$ 550,020.00	$ 550,020.00	$ 504,185.00	$ 458,350.00
Total Cash	*$ 2,974,502.38*	*$ 2,869,589.95*	*$ 2,646,233.32*	$ 2,445,253.01
FUND 720-SEWER	$ 1,602,823.23	$ 1,490,752.99	$ 1,397,604.71	$ 1,285,253.55
Wastewater Capital Reserve	$ 218,666.66	$ 218,666.66	$ 211,715.70	$ 209,903.72
Infrastructure Maintenance account	$ 292,077.93	$ 292,077.93	$ 292,077.93	$ 252,913.93
Facility Fee Reserve	$ 279,080.50	$ 279,080.50	$ 273,756.50	$ 268,432.50
Total Cash	*$ 2,392,648.32*	*$ 2,280,578.08*	*$ 2,175,154.84*	$ 2,016,503.70
FUND 730-SOLID WASTE	$ 518,049.65	$ 412,838.74	$ 326,810.54	$ 236,568.86
Landfill Closure Maintenance Account	$ 326,290.27	$ 326,290.27	$ 230,663.29	$ 118,739.92
Total Cash	$ 844,339.92	$ 739,129.01	$ 557,473.83	$ 355,308.78

CITY OF PORTOLA

2023-2024 BUDGET VERSUS YTD AS OF 1-31-2024 (Preliminary, coding changes may apply)

ACCOUNT/FUND	GENERAL FUND 100	YEAR TO DATE	% YTD	GAS TAX Streets 207	YEAR TO DATE	% YTD	GAS TAX Snow 208	YEAR TO DATE	% YTD	RMRA 211	YEAR TO DATE	% YTD	ECONOMIC DEVELOPMENT CDBG 215	YEAR TO DATE	% YTD
REVENUE	1,266,906.05	379,374.16	30%	58,667.00	31,444.22	54%	204,125.00	-	0%	53,913.00	23,646.78	44%	600.00	306.00	51%
INTERFUND TRANSFERS				106,076.01	89,747.88	85%	142,337.47	105,932.01	74%						
PERSONNEL	233,674.05	161,892.23	69%	64,253.01	81,785.11	127%	164,688.75	51,678.53	31%				7,343.72	5,574.95	76%
POSTAGE	5,500.00	2,020.00	37%												
BOOKS & SUBS															
GAS & ELECTRIC	41,800.00	24,088.77	58%				8,000.00	3,077.74	38%						
TELEPHONE	8,900.00	4,712.49	53%												
MATERIALS AND SUPPLIES	25,450.00	13,898.03	55%	7,000.00	5,799.98	83%	15,000.00	7,972.95	53%						
EQUIP REPAIR/MAINT	7,500.00	2,116.09	28%	8,000.00	2,380.56	30%	40,000.00	10,673.41	27%						
VEHICLE REPAIR/MAINT	3,000.00		0%	1,500.00		0%	18,000.00	8,986.06	50%						
VEHICLE FUEL	3,300.00	1,899.07	58%	8,000.00	4,328.41	54%	15,000.00	1,664.90	11%						
LEGAL FEES	75,300.00	25,336.84	34%										5,000.00		0%
INSURANCE	57,879.86	58,198.65	101%				17,763.60	17,731.53	100%						
PROFESSIONAL SVSC	166,600.00	94,874.17	57%	1,500.00		0%				1,000.00	1,588.75	159%	6,600.00	320.00	5%
ADVERTISING/NOTICES	1,150.00		0%												
CODE REFERENCE UPDATE	4,200.00	3,101.60	74%	-											
CIVIC PROMO & MARKETING	500.00	448.75	90%												
CONFERENCE/TRAVEL	5,000.00	216.80	4%												
DUES/MEMBERSHIPS	3,300.00	402.00	12%												
BUILDING EXPENSE	17,000.00	2,545.95	15%	250.00		0%	250.00	64.34	26%						
STREET REPAIR				30,000.00	4,260.00	14%	30,000.00	872.55	3%	120,000.00		0%			
ACCOUNTING FEES	15,040.00	8,400.00	56%	4,000.21	3,300.00	82%	5,875.33	2,450.00	42%				3,125.04	1,750.00	56%
AUDITING FEES	10,260.00	10,260.00	100%	1,390.00	1,140.00	82%	1,110.00	760.00	68%				1,900.00	1,900.00	100%
TRAINING/EDUCATION															
WATER AND SEWER	66,800.00	38,464.09	58%												
COMMUNICATION EXPENSE	-	193.56													
OTHER EXPENSE/SEE ATTACHED	467,324.07	361,005.02	77%	39,000.00	18,198.04	47%	31,000.00		0%						
EQUIPMENT LEASE/RENTAL	3,000.00	1,528.90	51%												
CAPITAL OUTLAY/OTHER	2,000.00	465.49	23%	-	-		-	-							
INTEREST															
TRANSFERS OUT	258,413.48	195,679.89	76%												
TOTAL EXPENSES	1,482,891.46	1,011,748.39	68%	164,893.22	121,192.10	73%	346,687.68	105,932.01	31%	121,000.00	1,588.75	1%	23,968.76	9,544.95	40%
REVENUE	1,266,906.05	379,374.16	30%	164,743.01	121,192.10	74%	346,462.47	105,932.01	31%	53,913.00	23,646.78	44%	600.00	306.00	51%
EXPENDITURES	1,482,891.46	1,011,748.39	68%	164,893.22	121,192.10	73%	346,687.68	105,932.01	31%	121,000.00	1,588.75	1%	23,968.76	9,544.95	40%
PRINCIPAL PAYMENTS															
FACILITY FEE/SINKING FUND/LANDFILL CLOSURE FUND															
(USE OF) OR INCREASE IN FUND BALANCE	(215,985.41)	(632,374.23)		(150.21)	-		(225.21)	0.00		(67,087.00)	22,058.03		(23,368.76)	(9,238.95)	

ATTACHMENT #2

CITY OF PORTOLA

2023-2024 BUDGET VERSUS YTD AS OF 1-31-2024 (Preliminary, coding changes may apply)

ACCOUNT/FUND	WATER 710	YEAR TO DATE	% YTD	SEWER 720	YEAR TO DATE	% YTD	SOLID WASTE 730	YEAR TO DATE	% YTD	TOTAL	YEAR TO DATE TOTAL
REVENUE	1,002,000.00	588,072.38	59%	775,995.00	418,025.48	54%	303,165.00	162,134.96	53%	3,665,371.05	1,603,003.98
INTERFUND TRANSFERS										248,413.48	195,679.89
										-	-
PERSONNEL	378,157.89	256,334.41	68%	318,714.18	163,583.11	51%	50,217.42	22,110.13	44%	1,217,049.02	742,958.47
POSTAGE	4,200.00	2,022.50	48%	4,200.00	2,022.51	48%	1,700.00	672.60	40%	15,600.00	6,737.61
BOOKS & SUBS										-	-
GAS & ELECTRIC	6,000.00	1,634.78	27%	20,000.00	19,783.49	99%				75,800.00	48,584.78
TELEPHONE	5,000.00	3,218.82	64%	4,000.00	2,809.12	70%				17,900.00	10,740.43
MATERIALS AND SUPPLIES	21,000.00	24,901.24	119%	26,000.00	12,611.32	49%	4,000.00	387.37	10%	98,450.00	65,570.89
EQUIP REPAIR/MAINT	10,000.00	9,913.74	99%	25,000.00	11,266.15	45%	1,000.00		0%	91,500.00	36,349.95
VEHICLE REPAIR/MAINT	5,000.00	7,989.29	160%	5,000.00	7,238.51	145%	-			32,500.00	24,213.86
VEHICLE FUEL	10,000.00	8,405.02	84%	8,000.00	4,270.04	53%				44,300.00	20,567.44
LEGAL FEES	13,104.00	4,242.18	32%	13,104.00	4,242.18	32%	5,000.00	1,218.80		111,508.00	35,040.00
INSURANCE	25,897.22	26,262.13	101%	40,684.10	41,018.11	101%	5,026.32	5,017.07	100%	147,251.10	148,227.49
PROFESSIONAL SVSC	50,000.00	13,139.74	26%	80,000.00	14,578.25	18%	10,000.00		0%	315,700.00	124,500.91
ADVERTISING/NOTICES								2,967.00		1,150.00	2,967.00
CODE REFERENCE UPDATE	1,700.00	300.00	18%	1,500.00	300.00	20%				7,400.00	3,701.60
CIVIC PROMO & MARKETING										500.00	448.75
CONFERENCE/TRAVEL										5,000.00	216.80
DUES/MEMBERSHIPS	3,500.00	1,220.16	35%	1,200.00	111.20	9%				8,000.00	1,733.36
BUILDING EXPENSE	3,000.00	933.31	31%	1,500.00	933.36	62%	250.00			22,250.00	4,476.96
STREET REPAIR										180,000.00	5,132.55
ACCOUNTING FEES	16,243.41	9,100.00	56%	13,750.00	7,700.00	56%	5,000.00	2,800.00	56%	63,033.99	35,500.00
AUDITING FEES	10,260.00	10,260.00	100%	10,260.00	10,260.00	100%	3,420.00	3,420.00	100%	38,600.00	38,000.00
TRAINING/EDUCATION	1,200.00		0%	800.00		0%				2,000.00	-
WATER AND SEWER	750.00		0%	800.00	407.71	51%				68,350.00	38,464.09
COMMUNICATION EXPENSE	400.00	193.56	48%							400.00	387.12
OTHER EXPENSE/SEE ATTACHED	344,584.00	130,344.99	38%	227,584.00	55,717.15	24%	136,170.00	49,070.01	36%	1,245,662.07	614,335.21
EQUIPMENT LEASE/RENTAL	2,500.00	509.68	20%	2,000.00	509.70	25%				7,500.00	2,548.28
CAPITAL OUTLAY/OTHER	128,000.00	46,078.63	36%							130,000.00	46,544.12
INTEREST	33,891.00	16,945.71	50%							33,891.00	16,945.71
TRANSFERS OUT										258,413.48	195,679.89
										-	
TOTAL EXPENSES	1,074,387.52	573,949.89	53%	804,096.28	359,361.91	45%	221,783.74	87,662.98	40%	4,239,708.66	2,270,980.98
REVENUE	1,002,000.00	588,072.38	59%	775,995.00	418,025.48	54%	303,165.00	162,134.96	53%	3,913,784.53	1,798,683.87
EXPENDITURES	1,074,387.52	573,949.89	53%	804,096.28	359,361.91	45%	221,783.74	87,662.98	40%	4,239,708.66	2,270,573.27
PRINCIPAL PAYMENTS	35,000.00									35,000.00	-
										-	-
FACILITY FEE/SINKING FUND/LANDFILL CLOSURE FUND	45,835.00						95,000.00			140,835.00	-
(USE OF) OR INCREASE IN FUND BALANCE	(153,222.52)	14,122.49		(28,101.28)	58,663.57		(13,618.74)	74,471.98		(501,759.13)	(472,297.11)

ATTACHMENT #2

CITY OF PORTOLA
2023-2024
OTHER EXPENSES

OTHER EXPENSE	AMENDED	AS OF 1-31	%
GENERAL FUND (100)			
ARPA PROJECTS	150,000.00	102,259.43	68%
BANK CHARGES	2,300.00	1,197.00	52%
CITY PARK IMPROVEMENTS - CLOCK PARK CLOCKS			
CITY WEB PAGE	3,400.00	1,070.77	31%
WILLIAMS HOUSE WEB PAGE	407.00	237.51	58%
CODE ENFORCEMENT - AVA	30,000.00	16,723.92	56%
EMERGENCY MANAGEMENT		2,220.00	
GRANT EXPENDITURES		14,275.76	
LAFCO	67,347.07	67,347.07	100%
LESSG	20,000.00	9,600.69	48%
MEDICAL AND PHYSICALS	200.00	-	
MUSI C IN THE PARK	9,000.00	6,864.39	76%
PG&E SETTLEMENT- FIRE	15,000.00	-	0%
POOL CONCESSION SUPPLIES	2,000.00	-	0%
PUBLIC RECORDS REQUESTS	2,500.00	-	
REFUSE COLLECTION	4,470.00	2,353.67	53%
SHERIFF CONTRACT	130,000.00	130,000.00	100%
SIERRA BUTTES GRAVEL GRINDER CITY PARTICIPATION	16,000.00	-	
TAX ADMINISTRATION FEES	7,000.00	700.00	10%
TECHNICAL SUPPORT - Incode SaaS Fees	4,700.00	5,700.00	121%
WILLIAMS HOUSE REPAIR	3,000.00	196.45	7%
WOODSTOVE CHANGEOUT		258.36	
TOTAL	**467,324.07**	**361,005.02**	77%
GAS TAX SECTION 2107/2107.5 (FUND 207)			
STREET LIGHTING	39,000.00	18,198.04	47%
TOTAL	**39,000.00**	**18,198.04**	47%
SNOW REMOVAL (FUND 208)			
PRIVATE CONTRACTORS	30,000.00		0%
PROPERTY DAMAGE	1,000.00		0%
TOTAL	**31,000.00**	**-**	0%

CITY OF PORTOLA
2023-2024
OTHER EXPENSES

OTHER EXPENSE	AMENDED	AS OF 1-31	%
STIP (216)			
UNDERGROUND TANK	**10,000.00**		
NORTH LOOP			
WATER FUND (710)			
EMERGENCY MANAGEMENT		13,438.45	
EQUIPMENT RENTAL		452.90	
LAKE DAVIS WTP	86,700.00	39,996.90	46%
PERMIT FEES	6,000.00	2,236.36	37%
REFUSE COLLECTION	3,300.00	1,196.29	36%
TECH SUPPORT & SaaS Fees	10,584.00	6,117.83	58%
TESTING WATER	18,000.00	6,108.85	34%
WATER CHEMICALS		5,563.05	
WATER LINE REPAIRS	60,000.00	51,326.16	86%
WATER METERS	30,000.00	3,908.20	13%
WATER PURCHASE	130,000.00		0%
	-	-	
TOTAL	**344,584.00**	**130,344.99**	38%
SEWER FUND (720)			
EMERGENCY MANAGEMENT		14,086.72	
MEDICAL PHYSICALS	1,000.00		0%
PERMIT FEES	15,000.00	10,756.00	72%
REFUSE COLLECTION	3,000.00	946.93	32%
SEWER CHEMICALS	40,000.00		0%
SEWER LINE REPAIRS	10,000.00	3,923.48	39%
SYSTEM MAINT/SEWER POND	120,000.00	8,040.58	7%
TECH SUPPORT & SaaS Fees	13,584.00	6,117.84	45%
TESTING SEWER	25,000.00	11,845.60	47%
TOTAL	**227,584.00**	**55,717.15**	24%
SOLID WASTE (730)			
PERMIT FEES	35,000.00	28,203.00	81%
POST-CLOSURE CARE COSTS	20,000.00	135.00	1%
TECH SUPPORT	1,120.00	2,523.00	225%
TESTING AND REPORTING LANDFILL	45,050.00	17,187.87	38%
SB 1383 GRANT EXPENDITURES	15,000.00	135.00	1%
LANDFILL DAMAGE - SEDIMENT	20,000.00	886.14	4%
TOTAL	**136,170.00**	**49,070.01**	36%

CITY OF PORTOLA
2023-2024
OTHER EXPENSES

CAPITAL OUTLAY/ OTHER	AMENDED	AS OF 1-31	%
GENERAL FUND (100)			
PAINT CABOOSE	2,000.00	465.49	23%
TOTAL	**2,000.00**	**465.49**	23%
SPECIAL REVENUE FUNDS			
TOTAL	**-**	**-**	
WATER FUND			
3 PHASE POWER - WTP	50,000.00		0%
WILLOW SPRINGS - EXCAVATING	30,000.00	46,078.63	154%
SOFT EXCAVATION TRAILER	40,000.00		0%
LINE LOCATOR	3,000.00		0%
TRENCHER	5,000.00		0%
TOTAL	**128,000.00**	**46,078.63**	36%
SEWER FUND			
		-	
TOTAL	**-**		
SOLID WASTE FUND			
MACHINERY & EQUIPMENT			
RESERVES			
GENERAL FUND			
TRAFFIC IMPACT FEES			
WATER FUND			
FACILITY FEES RESERVE			
LD WTP MAINTENANCE RESERVE	45,835.00		0
SEWER FUND			
WASTEWATER CAPITAL RESERVE FUND			
FACILITY FEES RESERVE			

CITY OF PORTOLA

GENERAL FUND MAJOR REVENUE SOURCES
4 YEARS AND YEAR TO DATE

DESCRIPTION	2019-2020 ACTUAL	2020-2021 ACTUAL	2021-2022 ACTUAL	2022-2023 ACTUAL	2023-2024 BUDGET	2023-2024 AS OF 1-31-24
Property Taxes - Secured	**246,268.84**	**239,206.47**	**247,512.97**	**287,766.53**	**250,000.00**	**14,171.48**
Property Taxes - Unsecured	6,544.47	6,725.40	7,229.80	7,174.23	7,500.00	567.94
Home Owners Tax Relief	1,688.33	731.44	2,265.78	1,974.38	1,700.00	257.07
Transfer Tax	5,947.93	4,855.88	9,488.78	8,482.59	6,500.00	
Fire Assessment	17,708.06	16,983.09	18,075.92	19,118.31	17,000.00	1,646.61
Supplemental Taxes	7,677.15	2,936.73	5,130.02	4,148.85	4,000.00	3,405.25
Property Tax Interest	1,478.64	1,199.36	356.59	50.52	150.00	3,304.63
VLF in lieu	**163,071.17**	**167,969.71**	**175,085.88**	**186,049.71**	**180,000.00**	
COPS Funding	**155,947.62**	**154,787.91**	**163,223.55**	**100,000.19**	**160,000.00**	**65,271.26**
Vehicle Abatement						2,959.95
Fines & Forfeitures	408.58	282.64	199.52	-	-	-
Prop 172	5,717.11	5,158.23	8,615.13	10,849.13	8,000.00	1,587.60
Total through Plumas County	612,457.90	600,836.86	637,183.94	625,614.44	634,850.00	93,171.79
Sales Tax	301,529.73	367,472.52	322,531.87	330,510.77	300,000.00	157,977.95
Transient Occupancy Tax	33,348.38	37,005.61	43,578.93	36,621.14	40,000.00	31,037.10

The Property Tax 2023-2024 numbers are the 2022-2023 "true up"
The COPS 2023-2024 represents the growth funds from 2021-2022 that would have been in 2022-2023

2024-2025 Budget Schedule

Council-Staff Goal Setting	******	**February 21** ***3:00***
Budget Worksheets to staff		February 21
Current Level of service Budgets due from staff		March 20
Finance Department - Evaluation of Current Level of Service Budget		March 25- April 24
New Project – Capital Project Requests due from City Staff		April 3
Public Comment to City Council re: Budget Preparation	******	**March 27**
Public Comment to City Council re: Budget Preparation	******	**April 10**
Finance Department Delivers Proposed Budget to City Manager		April 29
Draft of Year 2024-2025 Budget Delivered to City Council For Review		May 2
City Council Budget Work Sessions/Presentations by Staff	******	**May 8** ***3:00 pm***
City Council Budget Work Session (if needed)	******	**May 22**
Proposed 2024-2025 FY Budget Submitted to City Council And Filed with City Clerk for Public Review		June 6
2024-2025 FY Proposed Budget, Public Hearing	******	**June 12**
City Council Adopts Final 2024-2025 FY Budget	******	**June 26**

Note: (**) denotes City Council involvement in budget review process