INITIAL STUDY FOR THE

Susanville Travel Stop Project

Prepared for:

City of Susanville

January 2025

INITIAL STUDY FOR THE

Susanville Travel Stop Project

Prepared for:

City of Susanville
66 N. Lassen Street
Susanville, CA 96130

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LIST OF ABBREVIATIONS

AB 52	Assembly Bill 52
AB	Assembly Bill
ACT	Advanced Clean Trucks
ADA	Americans with Disabilities Act
AFY	acre-feet per year
APCD	Lassen County Air Pollution Control District
APN	Assessor's Parcel Number
applicant	Lane Engineers, Inc
AR4	Fourth Assessment Report
AST	aboveground storage tanks
ATCM	Airborne Toxic Control Measure
BMP	best management practice
BUG	Backlight-Uplight-Glare
C-2	General Commercial/Shopping Center District
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CalGEM	California Geologic Energy Management Division
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	Methane
CHP	California Highway Patrol
CMTP	Construction Management and Traffic Plan
CNEL	Community Noise Equivalent Level
CO_2	Carbon Dioxide
CO_2e	CO_2 Equivalents
C-R	Regional Commercial

CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
DTSC	Department of Toxic Substances Control
EF	Emergency Function
EIR	Environmental Impact Report
EV	electric vehicle
FAA	Federal Aviation Administration
Farmland	Farmland of Statewide Importance
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
gpd	gallons per day
GWP	global warming potential
HFC	hydrofluorocarbon
HMBEP	Hazardous Materials Business Emergency Plan
HMTA	Hazardous Materials Transportation Act
HVAC	heating, ventilation, and air conditioning
IESNA	Illuminating Engineering Society of North America
IPCC	United Nations Intergovernmental Panel on Climate Change
IS	Initial Study
LAFCO	Local Agency Formation Commission
LED	light-emitting diode
LMOP	Landfill Methane Outreach Program
LMUD	Lassen Municipal Utility District
LRSWMA	Lassen Regional Solid Waste Management Authority
LRWQCB	Lahontan Regional Water Quality Control Board
LSAA	Lake or Streambed Alteration Agreement
mgd	million gallons per day
M-L	Limited Industrial District
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons

msl	mean sea level
MT	metric ton
$MTCO_2e$	Metric Tons of CO_2 equivalents
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	California Native American Heritage Commission
NEIC	Northeast Information Center
NHTSA	National Highway Traffic Safety Administration
NPDES	National Pollutant Discharge Elimination System
PDF	Project Design Feature
PFC	perfluorocarbon
PFYC	Potential Fossil Yield Classification
PM_{10}	particulate matter smaller than or equal 10 microns in diameter
$PM_{2.5}$	particulate matter smaller than or equal to 2.5 microns in diameter
Qa	alluvium
Qpl	Lake Lahontan
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
ROW	right-of-way
RPS	State's Renewables Portfolio Standard
RV	recreational vehicle
RWQCB	Regional Water Quality Control Board
Scoping Plan	CARB's 2022 Scoping Plan for Achieving Carbon Neutrality
SF	square foot
SF_6	Sulfur Hexafluoride
SFD	Susanville Fire Department
SLF	Sacred Lands File
SMARA	California's Surface Mining and Reclamation Act of 1975
SPD	Susanville Police Department
SR	State Route
STAA	Surface Transportation Assistance Act

SWIS	Solid Waste Information System
SWRCB	State Water Resources Control Board
the city	City of Susanville
the project	Susanville Travel Stop Project
tpd	tons per day
UCMP	University of California Museum of Paleontology
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	Susanville's Urban Water Management Plan
VMT	vehicle miles traveled
WWTP	Wastewater Treatment Plant
ZEV	zero-emission vehicle

1 INTRODUCTION

The following Initial Study (IS) has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (14 CCR Section 15000 et seq.). CEQA serves as the main framework of environmental law and policy in California and emphasizes the need for public disclosure and identifying and preventing significant environmental impacts associated with proposed projects where feasible. Unless a project is deemed statutorily or categorically exempt, or exempt pursuant to the "common sense" exemption, CEQA is applicable to any discretionary project that must be approved by a public agency in order to be processed and established. The Susanville Travel Stop Project (the project) considered herein does not fall under any of the exemptions found in the 2025 CEQA Statutes or the 2018 Guidelines; therefore, it must meet CEQA requirements.

The intent of this document is to provide an overview and analysis of the environmental impacts associated with the project by the City of Susanville (the city), acting as the lead agency in order to understand if any potentially significant impacts could occur due to construction or operation. The city intends to use the conclusions herein to determine which categories of impacts will be addressed at length in the main body of the upcoming Draft EIR for the project and which categories of impacts need only be discussed in this IS, which will be attached (as updated or refined, if need be) as an appendix to the Draft EIR.

1.1 DOCUMENT ORGANIZATION

This IS is organized as follows:

- Chapter 1: Introduction. This chapter introduces the environmental review process.
- Chapter 2: Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist (Appendix G of the State CEQA Guidelines). The CEQA Environmental Checklist considers, for each environmental topic, whether the project would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact.
- Chapter 3: References. This chapter lists the references used in preparation of this IS.
- Chapter 4: Report Preparers. This chapter lists the authors of each chapter and section.
- Appendices. The appendices provide additional information and provide detailed technical information used in the preparation of this IS.

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2 ENVIRONMENTAL CHECKLIST

2.1 PROJECT INFORMATION

1. **Project Title:** Susanville Travel Stop

2. **Lead Agency Name and Address:** City of Susanville
66 N Lassen St
Susanville, CA 96130

3. **Contact Person and Phone Number:** Dan Newton
(530) 252-5106
dnewton@cityofsusanville.org

4. **Project Location:** The project site is located on an approximate 14.15-acre vacant parcel situated to the southeast of the City of Susanville (project site) (Figure 2-1). The project site is located in an area within the unincorporated territory of Lassen County that is proposed for annexation into the City of Susanville in the City of Susanville General Plan. The project site is part of a larger 79.6-acre parcel (Assessor's Parcel Number [APN] 107-280-017), located immediately south of Susanville city limits and west of State Route (SR) 36 (Figure 2-2), although the remainder of the parcel would remain undeveloped.

5. **Project Sponsor's Name and Address:** Lane Engineers, Inc.
979 North Blackstone Street
Tulare, CA 93274

6. **General Plan Designation:** The current Lassen County General Plan and Area Plan Land Use designation for the project site, which is within the Susanville Vicinity Area Plan area, is Industrial Park. The Industrial Park designation is for limited industrial uses to be designed and laid out as a planned development with on-site services. The project applicant proposes that the City amend the General Plan to show a Commercial Shopping Center designation on the property.

7. **Zoning:** The Lassen County General Plan and Susanville Vicinity Area Plan area indicates principal land use designations and typical zoning districts or combinations of zoning districts which correspond to the designations. The project site has a typical corresponding zoning district of Limited Industrial District (M-L). The project applicant proposes that the City amend the zoning to show a General Commercial Shopping District (C-2) designation on the property.

8. **Description of Project:**

Lane Engineers, Inc (applicant) is proposing to construct for operation a full-service travel stop (project) on approximately 14.15 acres of vacant land to the southeast of the City of Susanville (project site) (Figure 2-1). The project site is located in unincorporated territory of Lassen County that would is proposed for annexation into the City of Susanville in the City of Susanville General Plan. The project site is part of a larger 79.6-acre parcel (APN 107-

280-017), located immediately south of Susanville city limits and west of State Route (SR) 36 (Figure 2-2), although the remainder of the parcel would remain undeveloped. Existing and future truck and vehicular traffic is anticipated to generate substantial demand for the proposed travel stop facilities and services as the City lies at the junction of SR 36 and SR 139. SR 36 is an east-west highway that begins at US 101 near the California Coast. Near Susanville, the roadway serves as an important link between Redding and Red Bluff (via SR 36 and SR 44) to the west and Reno/North Lake Tahoe (via US 395) to the south; and SR 139 heads north to the Oregon border as a direct route to Klamath Falls.

The City of Susanville is located on the Susan River in the southern part of Lassen County, California at the head of Honey Lake Valley. The City is located approximately 4.5 miles northwest of the unincorporated community of Johnstonville and 82 miles northwest of Reno.

The proposed project includes a travel stop, which would provide professional truck drivers and motorists with 24-hour access to purchase gasoline, diesel, propane, electronics, snacks, travel items, and food from two fast-food restaurants, one with drive-thru. A dog park, recreational vehicle (RV) dump station, bioretention basins, truck, RV and automobile parking areas and landscaping/lighting are also proposed, along with a 10-space overnight RV park. Project visitors/customers would include "over-the-road" trucks (i.e., professional long-haul drivers who are on the road for consecutive days or weeks at a time), traveling motorists, and local residents. Primary access to the project site would be provided from SR 36 via an existing signalized intersection at SR 36 and Skyline Road but with a new dedicated exit lane southbound and a new northbound dedicated turn lane onto Skyline Road. Ingress/egress would be provided via two entry/exit points off Skyline Road, the first for RVs and automobiles and the second for trucks.

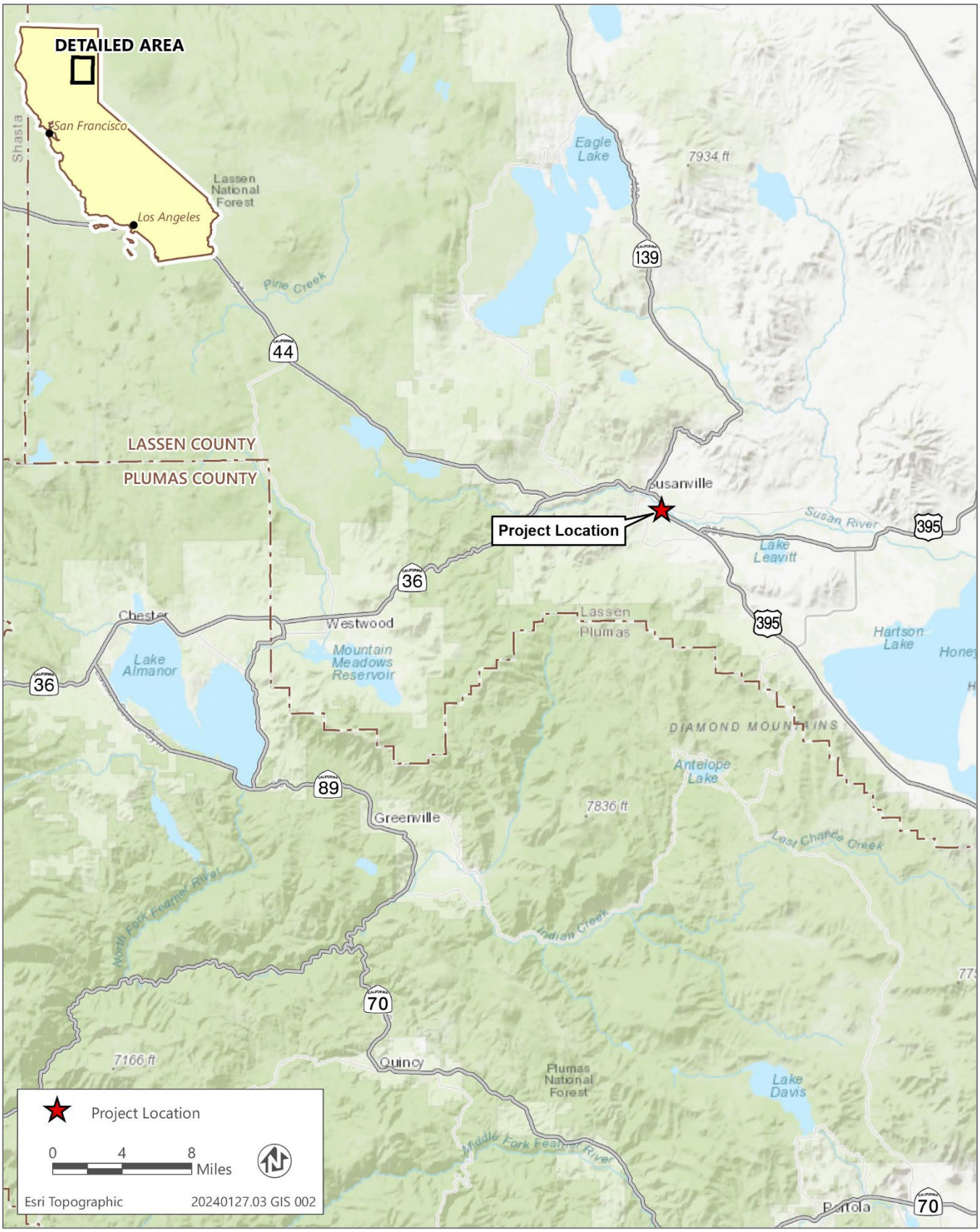
The proposed project would install storm drains and proposed project grading would also implement stormwater control/drainage and water quality features to prevent drainage and water quality impacts, which would include bioretention ponds and standard Best Management Practices (BMPs).

2.2 PROJECT OBJECTIVES

Consistent with CEQA Guidelines Section 15124(b), a clear statement of the objectives and underlying purpose of the project shall be disclosed in the Draft EIR. The underlying purpose of the project is to develop a regional travel stop and related commercial land uses on Regional Commercial (C-R)-designated land within unincorporated Lassen County on land that will be annexed into the City of Susanville via an annexation application processed by the Lassen County Local Agency Formation Commission (LAFCO). This underlying purpose, in turn, gives rise to the following project objectives:

- Create a high-quality travel stop commercial development along SR 36, a designated Surface Transportation Assistance Act (STAA) route.[1]
- Develop a property of sufficient size to create a regional travel stop that would accommodate a truck and auto fuel dispensing area, convenience store, fast-food restaurant, dog park, truck parking and overnight RV parking.
- Construct a travel stop facility near a major highway to minimize truck and automobile movements, Vehicle Miles Traveled (VMT), and associated air pollutant and greenhouse gas emissions and traffic noise on local streets.
- Assist the City of Susanville with meeting its economic development goals, as set forth in its General Plan.
- Maximize tax revenue to the City of Susanville.
- Provide employment opportunities for residents of the City of Susanville and surrounding areas.
- Construct a facility with proximal access to adequate existing or anticipated utility infrastructure to support planned operations.
- Provide a travel stop facility of sufficient size to capture overflow overnight truck parking.

[1] STAA routes are those that trucks that are longer than 'CA legal' are allowed to travel on.



Source: Adapted by Ascent in 2024.

Figure 2-1 Regional Location

Source: Adapted by Ascent in 2024.

Figure 2-2 Project Vicinity

2.3 PROJECT CHARACTERISTICS

The proposed project includes a travel stop, which would provide professional truck drivers and motorists with 24-hour access to purchase gasoline, diesel, propane, electronics, snacks, travel items, and two fast-food restaurants, one with drive-thru. A dog park, recreational vehicle (RV) dump station, bioretention basins, truck, RV and automobile parking areas and landscaping/lighting are also proposed, along with a 10-space overnight RV park. Finish grading for the entire project site would be balanced onsite. The complete project site is shown in Figure 2-2. The site plan is shown on Figure 2-3 and project elevations and floor plans are shown on Figure 2-4 and Figure 2-5 respectively.

Project characteristics and design features are listed below and summarized in the following sections:

- a 12-position passenger vehicle fueling station;
- a 4-position truck fueling station;
- a combined 13,005-square foot (SF) convenience store and two fast-food options, approximately 25 ft in height; 7,943 SF would be convenience store, the smaller of the two fast food options would be 1,588 SF with 3,474 SF for the fast-food restaurant with drive-thru;
- a 5,000 SF dog park;
- a truck scale;
- an RV dump station;
- a 1,000-gallon propane tank;
- a 30,000-gallon below ground gasoline storage tank, including fuel delivery parking;
- four 12,000-gallon above-ground diesel storage tanks for truck fueling, including fuel delivery parking;
- a 20,000 two-compartment split tank with 12,000 gallons of diesel for automobiles and 8,000 of premium unleaded for automobiles;
- a 20,000-gallon diesel exhaust fluid storage tank
- 70 standard truck parking spaces, 53 automobile parking spaces, five RV parking spaces, three electric vehicle (EV) charging station spaces, three accessible parking spaces and 10 overnight RV parking spaces with full hookups (power, water, and sewer);
- on site lighting, consisting of high-mast LED fixtures and LED canopy lighting - 43' in truck areas and 33' in auto areas;
- high-rise sign (75 ft in height), and other directional signage;
- bicycle rack and bicycle parking (8 short term spaces and 2 long term spaces);
- trash compactor, recycling and grease collection bins;
- landscaping, hardscaping, pavement, and fencing;
- one 200,000-gallon fire water supply storage tank and associated booster pump;
- four stormwater bioretention basins between - 6,272 SF and 86,247 SF; and
- rooftop solar panels

Table 2-1 Summary of Proposed Land Uses

Building/Use	Square Feet
Convenience Store	7,943
Fast-Food Counter	1,588
Fast-Food Restaurant (w/drive-through)	3,474
Dog Park	5,000
Landscaping	122,255
Parking	**Number of Spaces**
EV Parking/Charging	3
Total Auto Parking (including 4 Accessible spaces)	53
RV Parking	5
Overnight RV Parking	10
Standard Truck Parking	70
Total	**141**

Source: Lane Engineers, Inc. 2024; adapted by Ascent 2024.

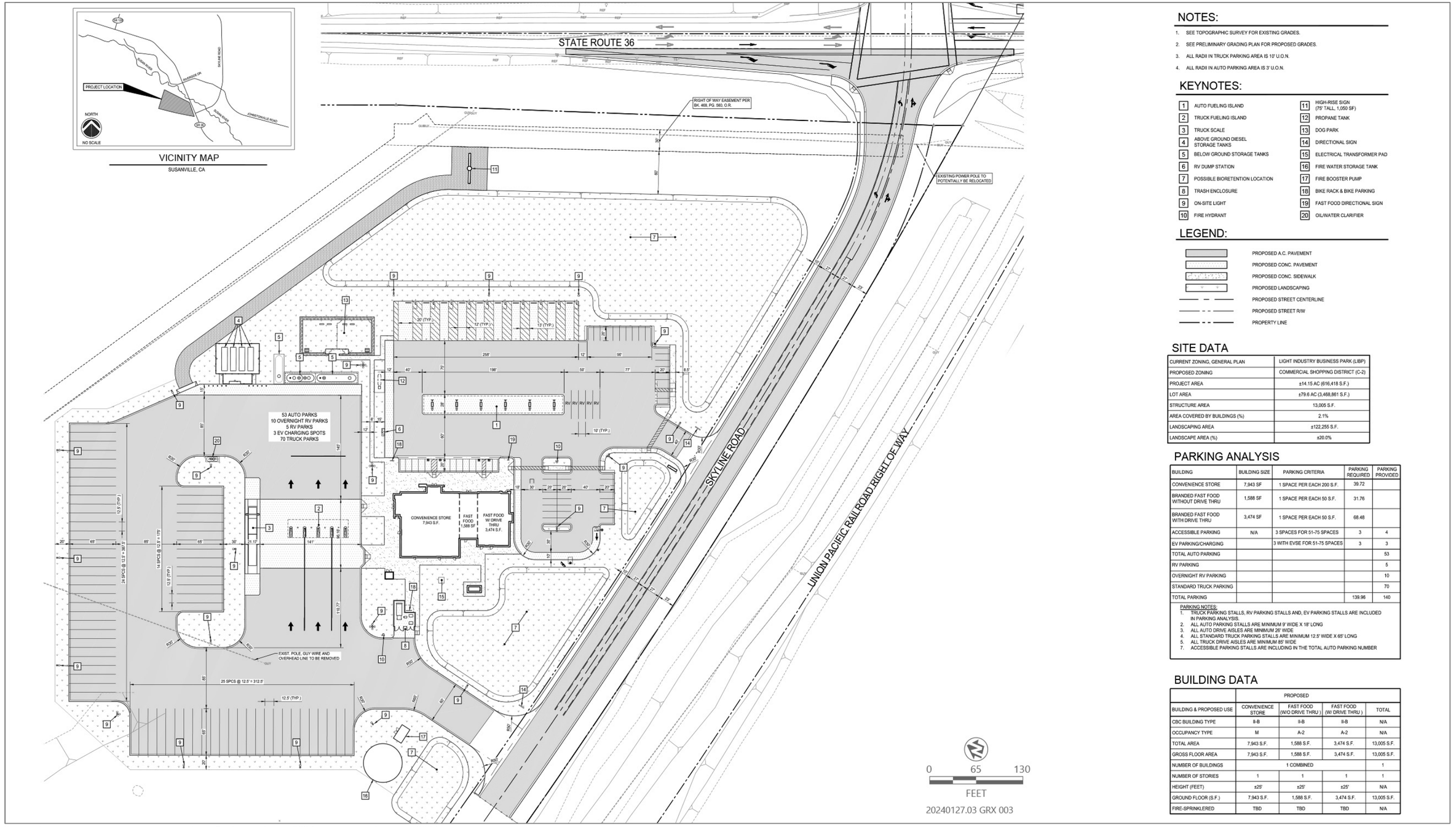
The project would include a 7,943-SF convenience store, one 1,588-SF fast-food option and another 3,474-SF fast-food restaurant with an external drive-through window. The convenience store and fast-food restaurants would occupy the same building, which would be located between the automobile and truck fueling stations and would be in the central portion of the project site. The area north and east of the building would include automobile parking, with overnight RV parking to the very north; and the western and southwestern portions of the project site would consist of parking spaces for trucks. The auto fueling bays and diesel fueling bays would be accessible by separate entry points and physically separated by the building housing the fast-food restaurant and convenience store. Underground gasoline storage tanks would be in the northwest corner of the project site and would consist of a 30,000-gallon tank for unleaded fuel, a 20,000-gallon split tank with 12,000 gallons of diesel for automobiles and 8,000 of premium unleaded for automobiles, and a 20,000-gallon diesel exhaust fluid tank for diesel exhaust fluid. Above-ground diesel storage tanks would be located in the same portion of the site and consist of four 12,000-gallon tanks to hold diesel.

Truck and automobile fueling bays would be covered by a canopy and would have a hydrologically isolated drainage system that discharges to an oil/water separator. The four above-ground storage tanks would include a concrete containment curb that would catch and retain fuel in the event of a fuel spill.

The proposed four stormwater bioretention basins would collect surface runoff from the project site (see Figure 2-3). Bioretention systems are designed to function in a manner similar to the physical, chemical, and biological processes in the natural environment. These systems capture runoff, promote infiltration and evapotranspiration, recharge groundwater, and remove nutrients, sediment, and heavy metals carried in stormwater.

Landscaping would cover approximately 122,255 SF (20 percent) of the 14.15-acre project site. Landscaping would include native plants, xeriscaping, or other drought resistant plants, consistent with the Landscaping Regulations included in Chapter 17.96.040 of the City of Susanville Code of Ordinances. The landscape plan is shown in Figure 2-5.

The project would provide a total of 141 parking spaces, split into 70 standard truck parking spaces, 53 automobile parking spaces, five RV parking spaces, three electric vehicle (EV) charging station spaces, and 10 overnight RV parking spaces; four of the automobile spaces would be accessible per the requirements of the Americans with Disabilities Act (ADA). Overnight truck parking would be available; however, idling of trucks would be limited to no more than five minutes, consistent with California Air Resources Board (CARB) requirements.



NOTES:

1. SEE TOPOGRAPHIC SURVEY FOR EXISTING GRADES.
2. SEE PRELIMINARY GRADING PLAN FOR PROPOSED GRADES.
3. ALL RADII IN TRUCK PARKING AREA IS 10' U.O.N.
4. ALL RADII IN AUTO PARKING AREA IS 3' U.O.N.

KEYNOTES:

1	AUTO FUELING ISLAND	11	HIGH-RISE SIGN (75' TALL, 1,050 SF)
2	TRUCK FUELING ISLAND	12	PROPANE TANK
3	TRUCK SCALE	13	DOG PARK
4	ABOVE GROUND DIESEL STORAGE TANKS	14	DIRECTIONAL SIGN
5	BELOW GROUND STORAGE TANKS	15	ELECTRICAL TRANSFORMER PAD
6	RV DUMP STATION	16	FIRE WATER STORAGE TANK
7	POSSIBLE BIORETENTION LOCATION	17	FIRE BOOSTER PUMP
8	TRASH ENCLOSURE	18	BIKE RACK & BIKE PARKING
9	ON-SITE LIGHT	19	FAST FOOD DIRECTIONAL SIGN
10	FIRE HYDRANT	20	OIL/WATER CLARIFIER

LEGEND:

- PROPOSED A.C. PAVEMENT
- PROPOSED CONC. PAVEMENT
- PROPOSED CONC. SIDEWALK
- PROPOSED LANDSCAPING
- PROPOSED STREET CENTERLINE
- PROPOSED STREET R/W
- PROPERTY LINE

SITE DATA

CURRENT ZONING, GENERAL PLAN	LIGHT INDUSTRY BUSINESS PARK (LIBP)
PROPOSED ZONING	COMMERCIAL SHOPPING DISTRICT (C-2)
PROJECT AREA	±14.15 AC (616,418 S.F.)
LOT AREA	±79.6 AC (3,468,861 S.F.)
STRUCTURE AREA	13,005 S.F.
AREA COVERED BY BUILDINGS (%)	2.1%
LANDSCAPING AREA	±122,255 S.F.
LANDSCAPE AREA (%)	±20.0%

PARKING ANALYSIS

BUILDING	BUILDING SIZE	PARKING CRITERIA	PARKING REQUIRED	PARKING PROVIDED
CONVENIENCE STORE	7,943 SF	1 SPACE PER EACH 200 S.F.	39.72	
BRANDED FAST FOOD WITHOUT DRIVE THRU	1,588 SF	1 SPACE PER EACH 50 S.F.	31.76	
BRANDED FAST FOOD WITH DRIVE THRU	3,474 SF	1 SPACE PER EACH 50 S.F.	68.48	
ACCESSIBLE PARKING	N/A	3 SPACES FOR 51-75 SPACES	3	4
EV PARKING/CHARGING		3 WITH EVSE FOR 51-75 SPACES	3	3
TOTAL AUTO PARKING				53
RV PARKING				5
OVERNIGHT RV PARKING				10
STANDARD TRUCK PARKING				70
TOTAL PARKING			139.96	140

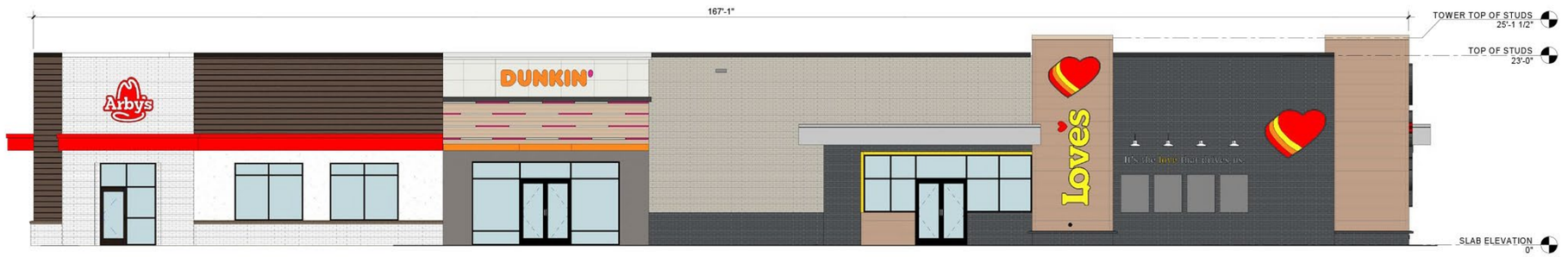
PARKING NOTES:
1. TRUCK PARKING STALLS, RV PARKING STALLS AND, EV PARKING STALLS ARE INCLUDED IN PARKING ANALYSIS.
2. ALL AUTO PARKING STALLS ARE MINIMUM 9' WIDE X 18' LONG
3. ALL AUTO DRIVE AISLES ARE MINIMUM 26' WIDE
4. ALL STANDARD TRUCK PARKING STALLS ARE MINIMUM 12.5' WIDE X 65' LONG
5. ALL TRUCK DRIVE AISLES ARE MINIMUM 85' WIDE
7. ACCESSIBLE PARKING STALLS ARE INCLUDING IN THE TOTAL AUTO PARKING NUMBER

BUILDING DATA

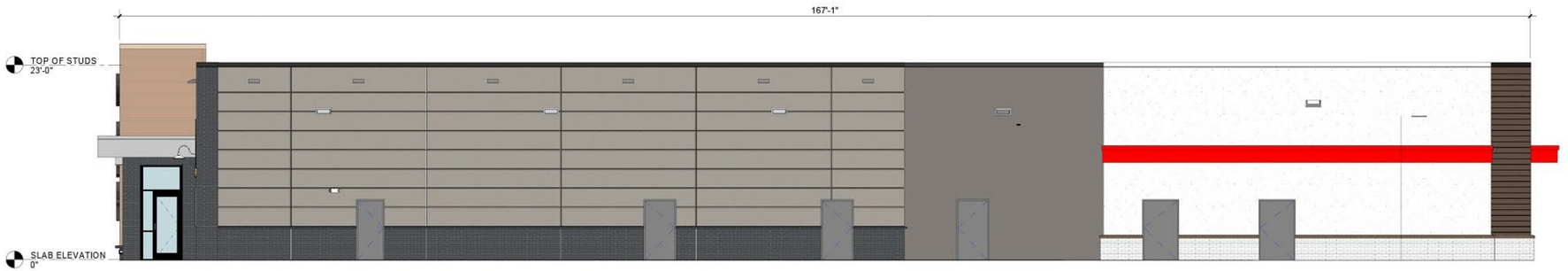
	PROPOSED			
BUILDING & PROPOSED USE	CONVENIENCE STORE	FAST FOOD (W/O DRIVE THRU)	FAST FOOD (W/ DRIVE THRU)	TOTAL
CBC BUILDING TYPE	II-B	II-B	II-B	N/A
OCCUPANCY TYPE	M	A-2	A-2	N/A
TOTAL AREA	7,943 S.F.	1,588 S.F.	3,474 S.F.	13,005 S.F.
GROSS FLOOR AREA	7,943 S.F.	1,588 S.F.	3,474 S.F.	13,005 S.F.
NUMBER OF BUILDINGS	1 COMBINED			1
NUMBER OF STORIES	1	1	1	1
HEIGHT (FEET)	±25'	±25'	±25'	N/A
GROUND FLOOR (S.F.)	7,943 S.F.	1,588 S.F.	3,474 S.F.	13,005 S.F.
FIRE-SPRINKLERED	TBD	TBD	TBD	N/A

Source: Image produced and provided by Lane Engineers, Inc. in 2024; adapted by Ascent in 2024.

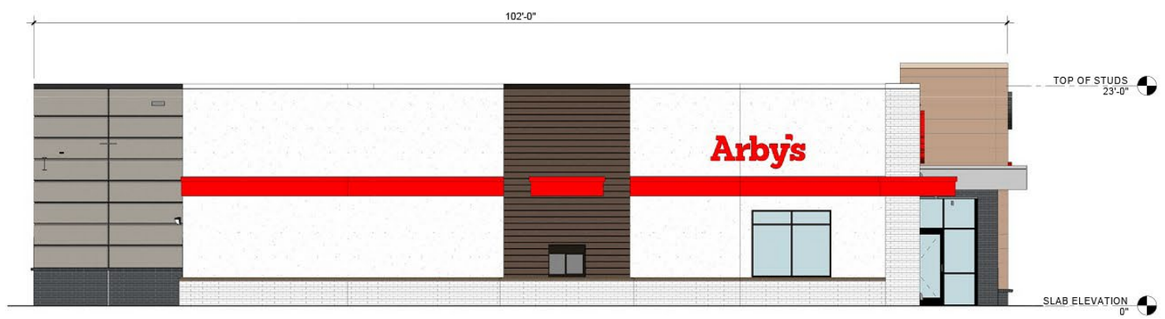
Figure 2-3 Site Plan



1 FRONT ELEVATION
1/8" = 1'-0"



2 REAR ELEVATION
1/8" = 1'-0"



3 LEFT ELEVATION
1/8" = 1'-0"

4 RIGHT ELEVATION
1/8" = 1'-0"

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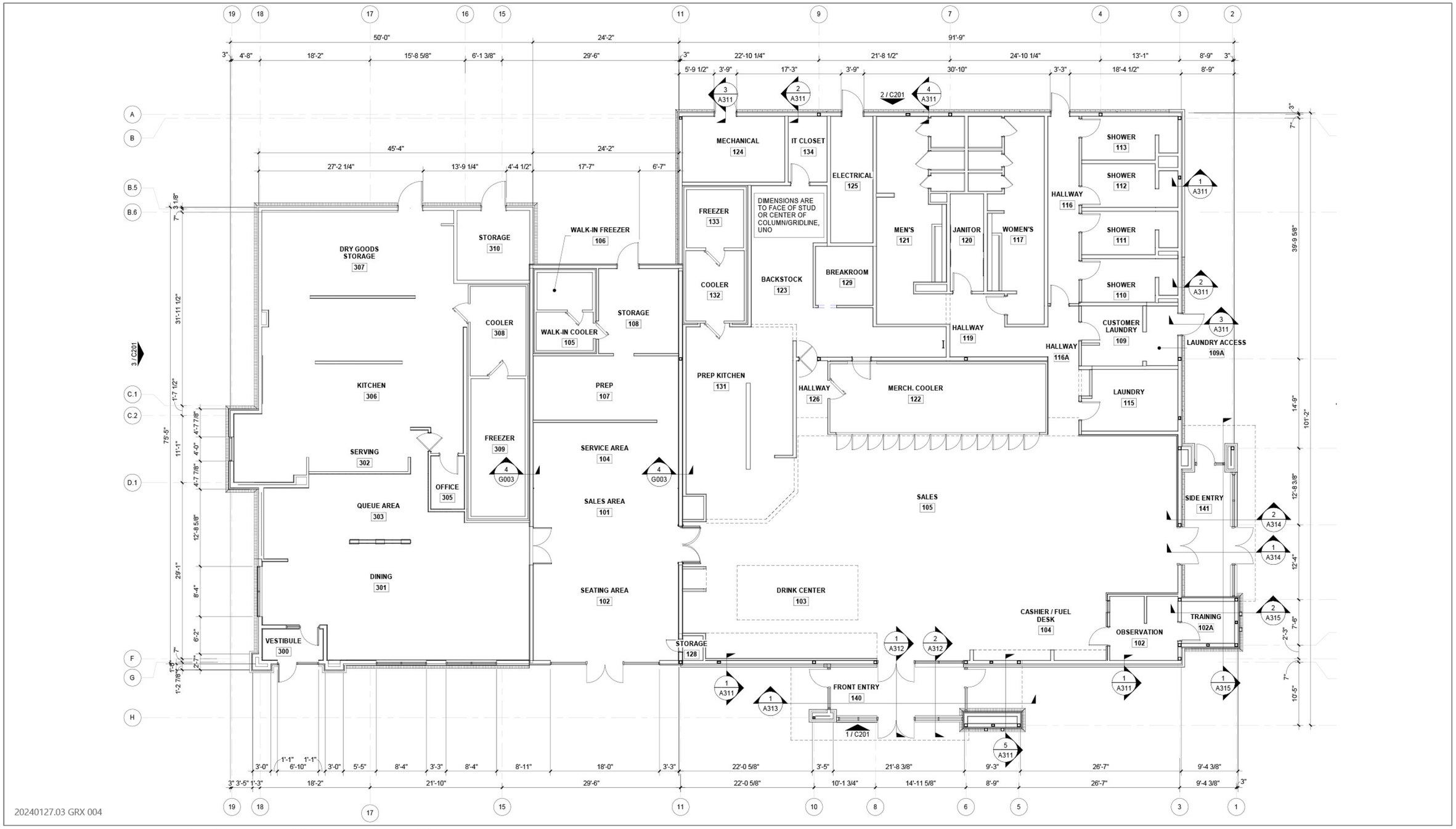
Source: Image produced and provided by Lane Engineers, Inc. in 2024; adapted by Ascent in 2024.

Figure 2-4 Building Elevations



Source: Image produced and provided by Lane Engineers, Inc. in 2024; adapted by Ascent in 2024.

Figure 2-5 Floor Plan

2.3.1 Offsite Improvements

The project would include a variety of offsite improvements, including highway and street improvements and transitions, drainage facility connections, utility connections, and landscaping.

HIGHWAY IMPROVEMENTS

The existing SR 36/Skyline Road signalized intersection would be altered through extending Skyline Road to the west, to the westerly site access (solely for trucks). The end point of the road would be closed to traffic but left so that the future Skyline Road extension would not be precluded. The new western 'arm' of Skyline Road would have a dedicated left turn lane onto SR 36 (northbound) and a combined through traffic and right turn lane onto Skyline Road and SR 36 (southbound), respectively. From the north on SR 36 (southbound), the intersection would be altered to include a right exit lane towards the new Skyline Road 'arm' and restriped to include a dedicated left turn lane onto Skyline Road east and a dedicated through traffic lane. From the south on SR 36 (northbound), the intersection would be restriped to include a dedicated left turn lane on the new Skyline Road 'arm' to go with the existing through traffic and right turn lanes.

Skyline Road to the east of the existing junction would also be restriped to include a dedicated left turn lane on SR 36 (southbound), a right turn lane onto SR 36 (northbound) and a through traffic lane onto the new Skyline Road 'arm'.

UTILITIES

The City of Susanville currently provides water and natural gas services to the city, the Susanville Sanitation District serves the city sewer, and electricity is provided by Lassen Municipal Utility District (LMUD). Utilities would generally be brought to the site via a trench within the outer limits of the County/Caltrans right-of-way. Utilities such as water and gas would be brought to the site from Johnstonville Road via Skyline Road, with the gas line to the west side of the road (Figure 2-6) and water on the east side of the road (Figure 2-7). The gas and water lines would be trenched either side of the Susan River but would be pumped through a pipe that would be hung from the side of the bridge on Skyline Road over the Susan River.

Currently, discussions regarding the sewer line are ongoing, with a number of options in consideration (see Figures 2-8a through 2-8d). The preferred sewer line route (Figure 2-8c) would connect approximately at the SR 36/Riverside Drive intersection and be trenched either side of the Susan River but, with Caltrans permission and an encroachment permit in accordance with Caltrans standards, would be pumped through a pipe that would be hung from the side of the SR 36 bridge over the Susan River (Bridge 7-33), before tying in to the site via the proposed extension of Skyline Road.

During operation, the travel stop would have an estimated water demand of approximately 7,000 to 9,000 gallons per day (gpd) or 7.8 to 10.1 acre-feet per year (AFY). Stormwater would be drained toward the four onsite bioretention facilities shown in Figure 2-3 with any overflow draining to the drainage swale alongside the abandoned railroad right-of-way, before connecting with the existing 24-inch culvert under SR 36 (Figure 2-9).

Lassen Municipal Utility District provides electric services. Existing overhead electrical lines are located along Skyline Road and adjacent to SR 36 and would be relocated prior to construction and the project site would tie-in to these.

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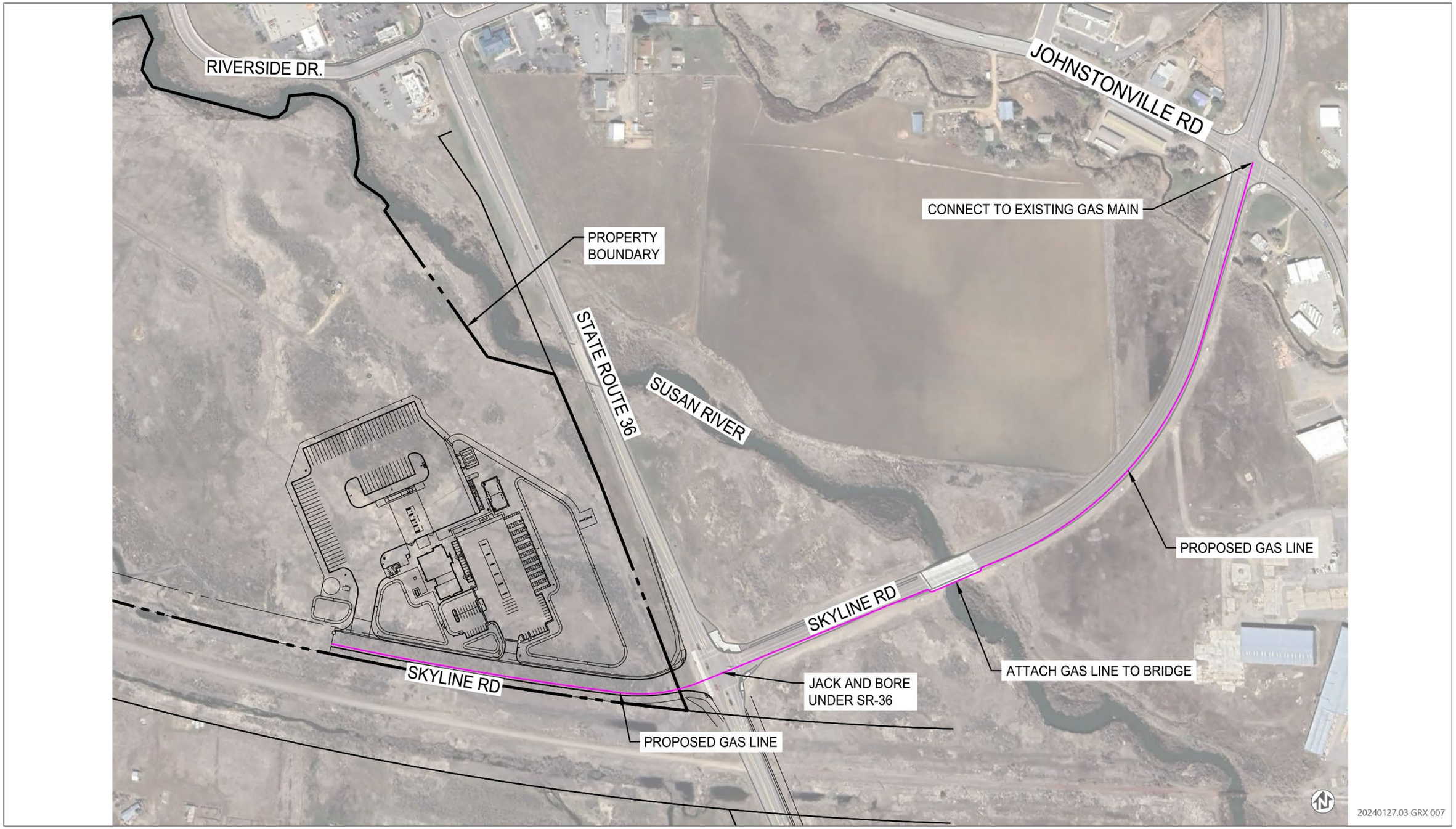
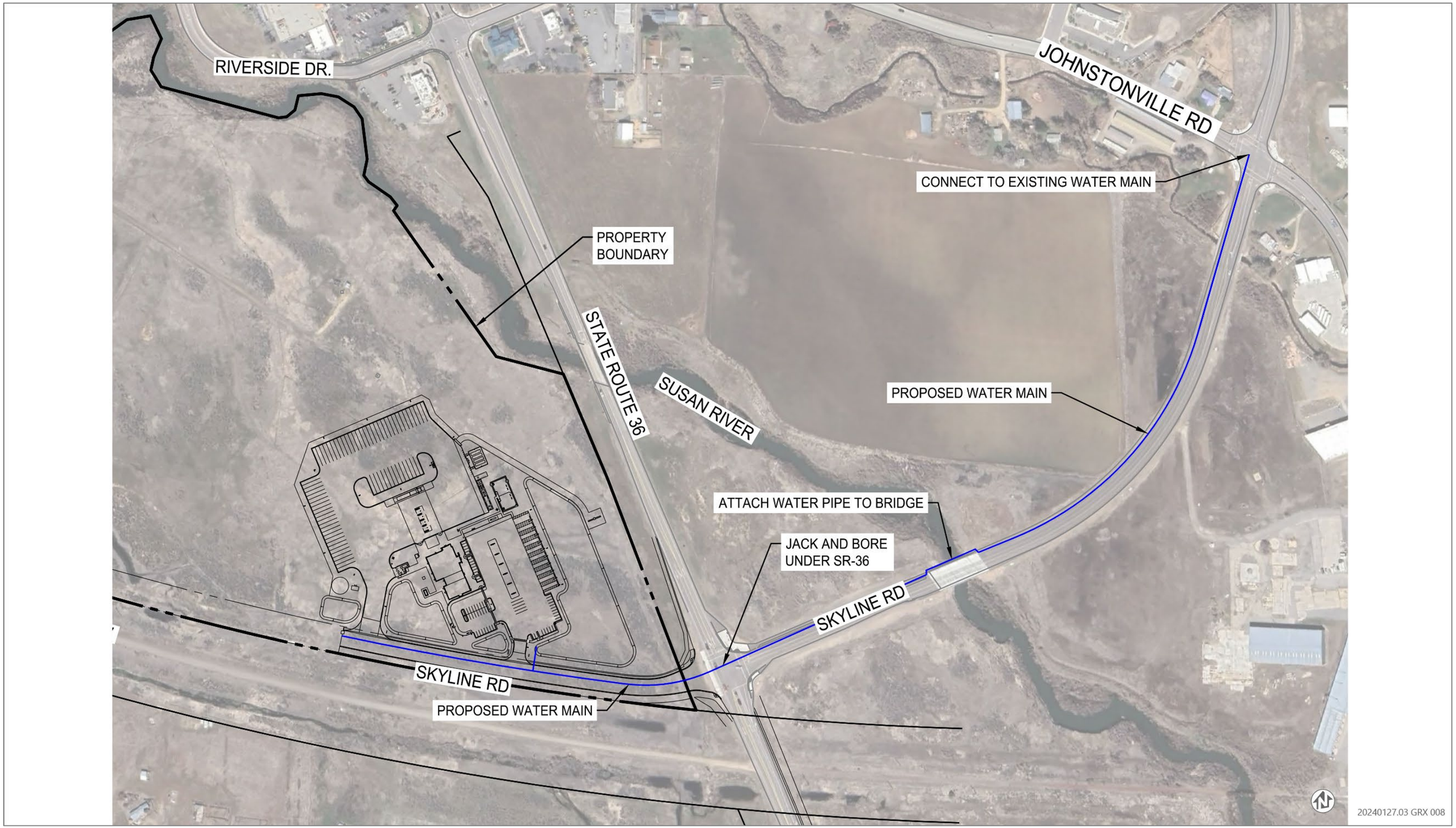


Source: Image produced and provided by Lane Engineers, Inc. in 2024; Adapted by Ascent in 2024.

Figure 2-6 Proposed Gas Line

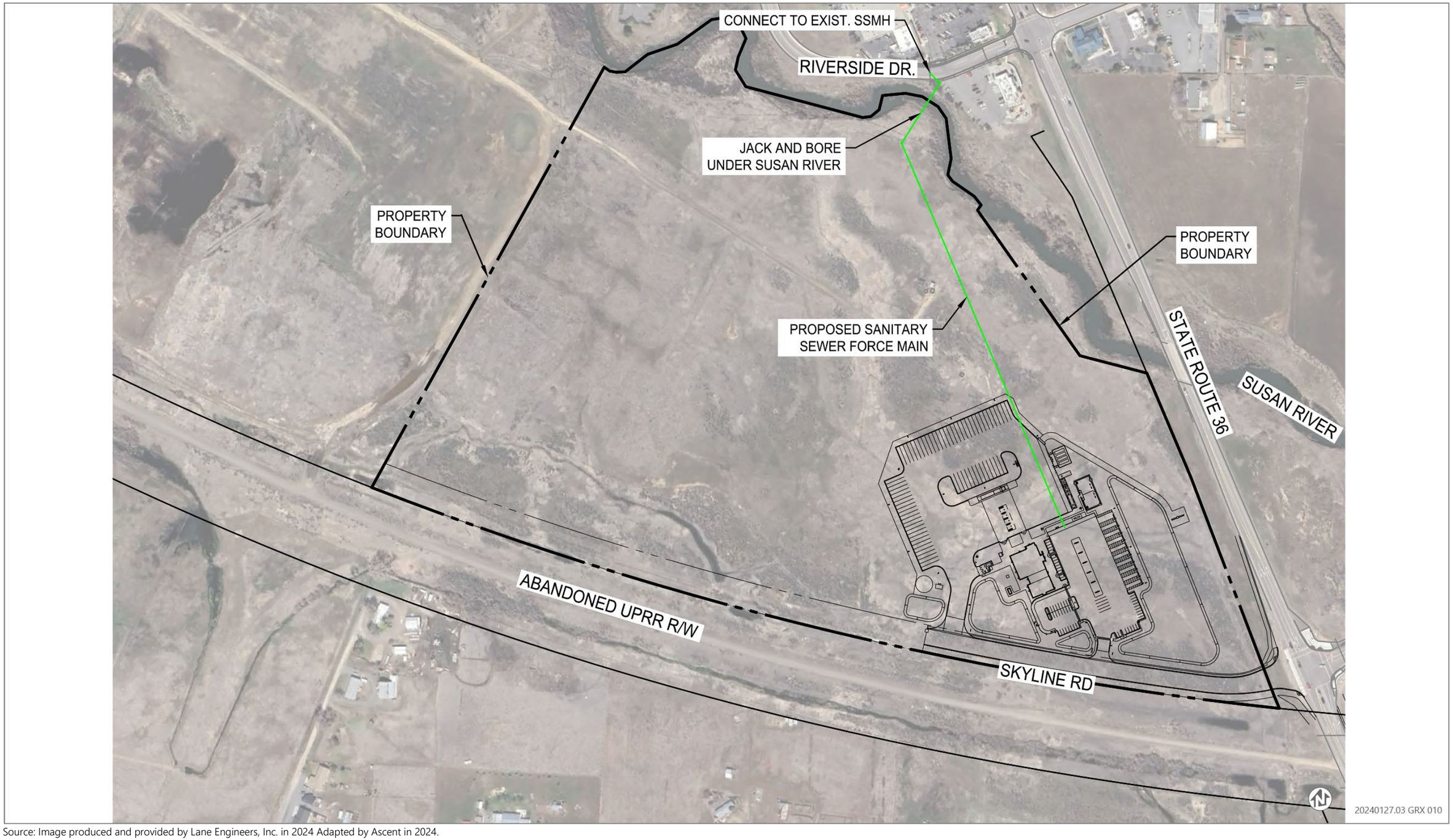


Source: Image produced and provided by Lane Engineers, Inc. in 2024; Adapted by Ascent in 2024.

Figure 2-7 Proposed Water Line

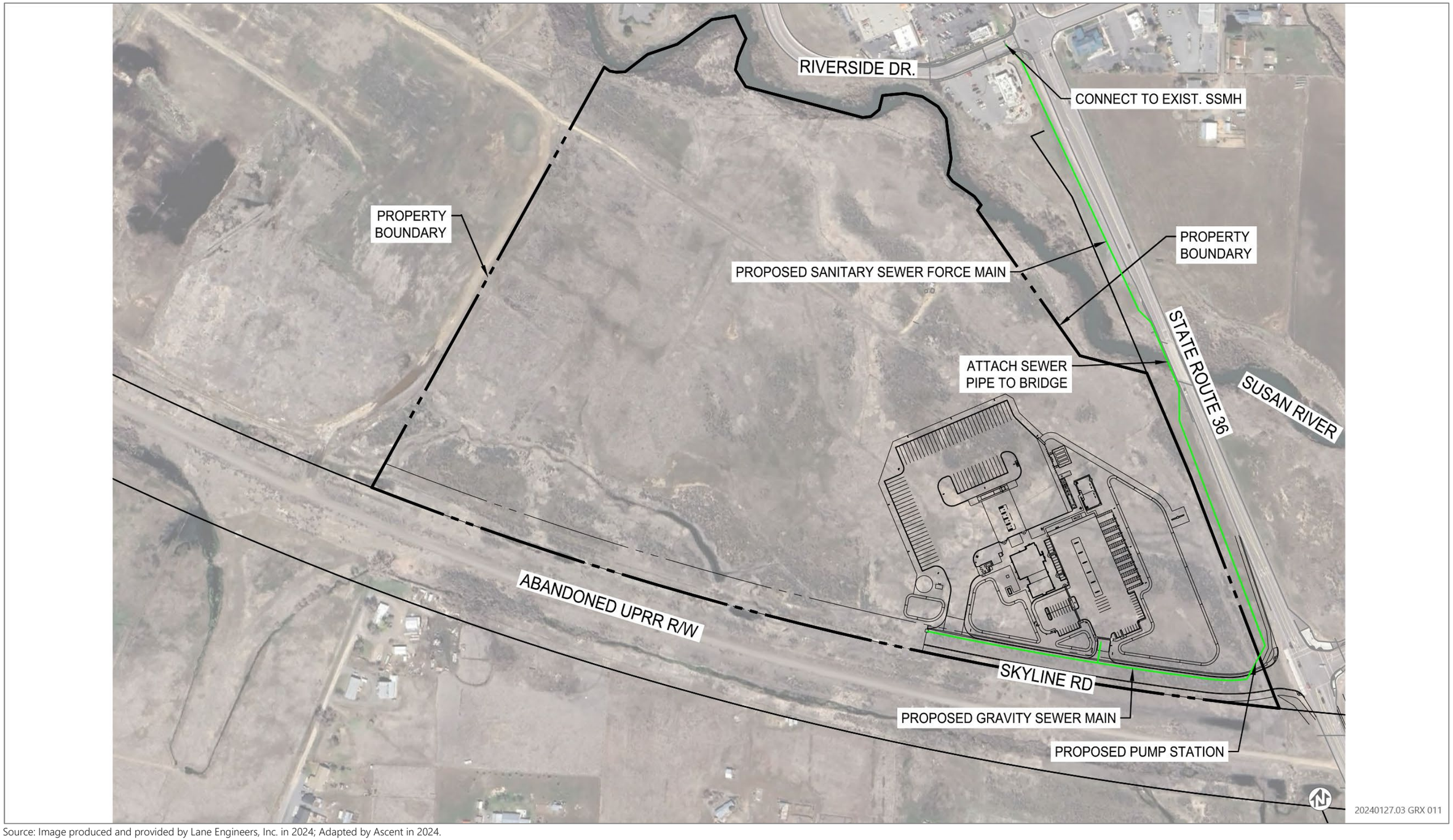
Source: Image produced and provided by Lane Engineers, Inc. in 2024; Adapted by Ascent in 2024.

Figure 2-8a Proposed Sewer Line (Option 1)



Source: Image produced and provided by Lane Engineers, Inc. in 2024 Adapted by Ascent in 2024.

Figure 2-8b Proposed Sewer Line (Option 2)



Source: Image produced and provided by Lane Engineers, Inc. in 2024; Adapted by Ascent in 2024.

Figure 2-8c Proposed Sewer Line (Option 3)

Source: Image produced and provided by Lane Engineers, Inc. in 2024; Adapted by Ascent in 2024.

Figure 2-8d Proposed Sewer Line (Option 4)

Source: Image produced and provided by Lane Engineers, Inc. in 2024; Adapted by Ascent in 2024.

Figure 2-9 Proposed Storm Drains

2.3.2 Annexation into City of Susanville

Currently the project site is outside the city limits and the project applicant is requesting the site be annexed into the City of Susanville City Limits from the current Lassen County jurisdiction via processing of an annexation request with the Lassen County Local Agency Formation Commission (LAFCO). The City of Susanville is the lead agency for processing the proposed annexation with LAFCO. LAFCO policies require that the annexation cannot be approved unless it is consistent with the City's General Plan and Sphere of Influence.

The project proposes a General Plan Amendment of the current County land use designation from the existing Industrial Park General Plan designation to a City *"General Commercial/Shopping Center"* designation and to change the current County zoning of Limited Industrial District (M-L) to a City C-2 (General Commercial/Shopping Center District) designation. A truck and travel stop is allowed in a C-2 Zoning District with the issuance of a Use Permit through the City of Susanville Planning Commission. The proposed General Plan and zoning amendments would ensure the project is consistent with the City's land use designation and zoning district.

2.3.3 Project Construction

Construction equipment anticipated to be used throughout the various phases of construction includes:

- air compressors,
- backhoes,
- compacters,
- concrete/industrial saws,
- excavators,
- forklifts,
- graders,
- pavers,
- paving equipment,
- rollers,
- scrapers, and
- water trucks.

Construction is anticipated to begin in Q3 2026 and last approximately 12 months. Construction activities would occur Monday through Friday, during daytime hours (typically 8 a.m.– 5 p.m.). Table 2-2 provides an overview of the phases of construction that would occur. A short demolition phase would be required to remove existing underground utility lines.

Table 2-2 Anticipated Construction Phasing

Sub-Phase Number	Sub-Phase Name	Approximate length of Sub-Phase
1	Demolition	1 month
2	Site Prep	1 month
3	Finish Grading	1 month
4	Underground	2 months
5	Building Construction	5 months
7	Paving	1 month
8	Architectural Coating	1 month

Source: Lane Engineers, Inc. 2024; adapted by Ascent 2024.

2.3.4 Project Operations

The anticipated opening year for the project is 2027. The proposed travel stop would be open 24 hours per day, seven days per week, and is designed to accommodate parking of up to 70 trucks, 56 automobiles (including EV charging and accessible spaces) and 15 RVs onsite at any given time. In terms of employment, the total minimum number of employees daily would be approximately 27 employees located on the travel stop site at one time, broken

down by 12 total employees daily (3 shifts/day) for Convenience Store and Auto and Truck Fueling and 15 total employees daily (3 shifts/day) for the Fast Food Restaurants (with drive-thru).

The travel stop would receive approximately 3-4 gasoline deliveries and 12-14 diesel deliveries per week. It is anticipated there will be approximately 1-3 small deliveries per day for the convenience store, and approximately 2 deliveries per week for the restaurants. As described previously, diesel fuel, gasoline, and diesel exhaust fluid would be stored onsite in above-ground storage tanks. Total annual fuel throughput for the travel stop is planned to be 2,500,000 gallons of diesel fuel and 2,800,000 gallons of gasoline.

Access to the travel stop facility would be via two ingress/egress drives along the newly paved Skyline Road. The northern driveway (40 feet wide) along Skyline Road would be dedicated for the use of automobiles and RVs while the southern driveway (60 feet wide) would be dedicated for trucks only. The northern ingress/egress drive from Skyline Road would provide access to auto fueling islands, the convenience store, the fast-food restaurants, the dog park, parking areas, the RV dump station, propane tank, and the RV overnight parking spaces; the southern ingress/egress drive would provide access to truck fueling stations, scales, and parking areas. Onsite truck travel lanes are proposed to be 85 feet wide and vehicular travel lanes are proposed to be 30 feet wide. Site access points are depicted in Figure 2-3.

2.3.5 Project Design Features

The above sections identify general characteristics of the project upon which the analyses of this Initial Study are based. In addition to these project characteristics, the City proposes to implement Project Design Features (PDFs) that specifically relate to environmental considerations. The PDFs would be included in the Mitigation Monitoring and Reporting Program (MMRP) required in association with certification of the Final EIR.

- PDF-TR-1: Construction Management and Traffic Plan. A Construction Management and Traffic Plan (CMTP) will be developed by the contractor and approved by the City of Susanville to alleviate potential construction period impacts. The Plan would include but not necessarily be limited to:
  - name and telephone number of a contact person regarding traffic complaints or emergency situations;
  - community notification procedures and contact information for local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity;
  - procedures for training the flag person(s) used in implementing the plan;
  - the location, times, and estimated duration of any temporary lane closures,
  - details of any permits that will be required;
  - developing, and once approved, managing the haul route plan and construction parking management plan;
  - timing of disruptive construction activities; scheduling of deliveries, pick-ups and hauling of material during non-peak travel periods to the extent possible;
  - the contractor will provide an estimate of truck volume and schedule. Areas will be designated by the city for the staging of all trucks. All earth-moving and ready-mix trucks will be equipped with two-way radios so that the drivers at the staging areas are linked to a person controlling traffic at the project site. Trucks will follow a city-approved route to the project site.

9. Surrounding Land Uses and Setting:

To the north, the project site is located adjacent to the Susan River with Riverside Drive, commercial businesses and the Lassen County Government center across the River. To the east, the project site is bounded by SR 36 with primarily vacant land beyond. To the south, the former Southern Pacific Railroad right-of-way (ROW) is immediately adjacent to the project site, although the tracks were removed in approximately 2006 and the ROW is now an unpaved portion of Skyline Road, with several residential properties off Sierra Road present further south. Beyond Sierra Road lies agricultural land. To the west, the remainder of the project parcel is present with vacant land

adjacent, and a lumber yard associated with a prefabricated construction company beyond. Susanville Municipal Airport is located approximately 3 miles southeast of the project site.

The project site is included within Assessor's Parcel Map Book 107-28, and no street address is currently assigned to the property. The project site consists of relatively disturbed, generally flat land with riverine and wetland habitat to the north associated with the Susan River. The project site is disturbed and heavily populated with invasive plant species such as perennial pepperweed (*Lepidium latifolium*) and cheatgrass (*Bromus tectorum*) as well as Medusa head (*Elymus caput-medusae*) to a lesser extent. Several barbed wire fence lines are present on the property, indicating the site was likely previously used as pastureland. Additionally, a former barn with associated outbuildings and a retention pond was present immediately west of the site, although this had been demolished by August 2019.

The project site area is generally at elevation 4,151 to 4,153 feet above mean sea level (msl). The SR 36 highway embankment and future road grade is at 4,154 ft at the intersection with Skyline Road, and the former railroad embankment is at 4,159 ft. The SR 36 embankment cuts off natural flow along the plain and water must divert northward to the Susan River channel.

10. **Other public agencies whose approval is required:** (e.g., permits, financing approval, or participation agreement)

A summary of the discretionary actions and permits that are anticipated to be required for the project are set out below. Based on the outcome of biological surveys, additional permits and approvals may be required. These permits and approvals may include incidental take permits from the California Department of Fish and Wildlife (CDFW), ministerial permits from the City of Susanville, and other related authorizations:

- City of Susanville - EIR Certification
- City of Susanville - Conditional Use Permit (for 75' sign);
- City of Susanville - Architectural & Site Plan Review
- City of Susanville - General Plan Amendment and Rezoning/Zone Change (with Annexation)
- City of Susanville/Lassen Local Agency Formation Commission - Annexation processing
- Lahontan Regional Water Quality Control Board - National Pollutant Discharge Elimination System construction stormwater permit

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**
Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) identified 10 contacts split between seven California Native American tribes. The City of Susanville sent notification letters to the Native American tribes that were on the project's Assembly Bill (AB) 52 list at the end of January 2025. The 30-day window for Native American tribes to request consultation is ongoing.

2.4 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Among the permissible purposes of an Initial Study are to "[a]ssist in the preparation of an EIR, if one is required, by: … [f]ocusing the EIR on the effects determined to be significant," (CEQA Guidelines Section 15063(c)(3)(A).) Where used for such a purpose, a lead agency may decide that certain potential impacts may require comparatively lengthy discussions in the main body of a Draft EIR while others may be adequately discussed in the Initial Study and need not be addressed further in the main body of the Draft EIR. Thus, CEQA Guidelines Section 15128 provides that "[a]n EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Such a statement may be contained in an attached copy of an Initial Study."

Where a Draft EIR includes a main body of text focused on particular impact categories and also includes, as an appendix, an Initial Study addressing other impact categories, the Initial Study is treated as part of the EIR for purposes of judicial review for legal adequacy. (See, e.g., *Ocean Street Extension Neighborhood Assn. v. City of Santa Cruz* (2021) 73 Cal.App.5th 985, 1005-1006 ["[t]he information from the initial study enabled the lead agency to modify the project to mitigate adverse impacts before the EIR was prepared, helped focus the EIR on the effects determined to be significant, and explained the reasons potentially significant effects would not be significant"; "nothing prohibits the discussion of impacts that are less than significant with mitigation in an initial study rather than in the EIR so long as the EIR complies with its purpose as an informational document"].)_

This Initial Study has been prepared in order to determine which environmental effects of the project should be addressed in detail in the main body of the upcoming Draft EIR and which effects can be addressed for purposes of section 15128 through the Initial Study. The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where noted below with a "Y" for yes, the topic with a potentially significant impact will be addressed in the main body of the upcoming Draft Environmental Impact Report.

N	Aesthetics	N	Hazards / Hazardous Materials	Y	Transportation
N	Agriculture and Forest Resources	N	Hydrology / Water Quality	Y	Tribal Cultural Resources
Y	Air Quality	N	Land Use / Planning	Y	Utilities / Service Systems
Y	Biological Resources	N	Mineral Resources	N	Wildfire
Y	Cultural Resources	Y	Noise	Y	Mandatory Findings of Significance
Y	Energy	N	Population / Housing	N	None
Y	Geology / Soils	N	Public Services	N	None with Mitigation Incorporated
Y	Greenhouse Gas Emissions	N	Recreation		

2.5 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

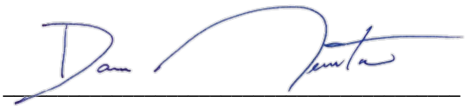
No I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

No I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

Yes I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** (EIR) is required. The EIR shall consist of two parts, and perhaps others. The first part will be text yet to be composed addressing in detail the impacts for which the city answered "Yes" in Section 2.4 above. The second part will be this Initial Study, which the city has prepared in satisfaction of CEQA Guidelines Section 15128, and will be included as an appendix to the publicly-circulated Draft EIR.

No I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

No I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature  Date 1/30/2025

Printed Name Dan Newton Title City Manager

Agency City of Susanville

2.6 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a) the significance criteria or threshold, if any, used to evaluate each question; and
    b) the mitigation measure identified, if any, to reduce the impact to less than significance.

2.7 AESTHETICS

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. Aesthetics.				
Would the project:				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

2.7.1 Discussion

a) Have a substantial adverse effect on a scenic vista?

The discussion below addresses whether the segment of SR 36 on which the project site is located includes "scenic vistas" or is considered a "scenic highway"; considers the potential effects on views from both SR 36 and nearby trails; and addresses potential effects due to both project construction and project operation.

A scenic vista is generally defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. The City of Susanville is located on the Susan River in the southern part of Lassen County, California at the head of Honey Lake Valley. The city is surrounded by mountains and hills to the north, west, and south, with Susanville Peak to the north and Diamond Mountain to the south. To the east and southwest and towards Honey Lake, the terrain is generally much flatter, and views are less distinctive.

As confirmed by the Biological Resources site walkover undertaken on June 27, 2024 (see Section 2.9, Biological Resources, of this Initial Study for details), the 14.1-acre site is predominantly flat and is very disturbed and covered with invasive plant species. As such, the view of the project site itself is not considered particularly attractive. There are no trees or rock outcroppings on the site, although there are willow/cottonwoods and riparian vegetation at the north of the overall parcel adjacent to the Susan River. A barn building previously occupied part of the site but was demolished at some point between July and August 2019. There is also a small hut type building in the middle of the entire parcel, but outside the project limits of disturbance.

With regard to scenic areas in the project's vicinity, Riverside Park is the closest (approximately 1 mile northwest at Riverside Drive/Limoneria Avenue) and the Bizz Johnson National Recreation Trail - Susanville Trailhead is located 1.6 miles northwest of the project site at the Susanville Depot on North Railroad Avenue/Richmond Road and represents the eastern end of the trail. Due to the Nobles Construction Components Inc. building and lumber yard to the east of the park, the project site is not visible from Riverside Park. The Bizz Johnson National Recreation Trail connects Susanville with Mason Station, a railroad junction 4.5 miles north of Westwood (BLM 2021). The trail is a 25.4 mile "rail trail" as it follows the former Southern Pacific Railroad grade through the Susan River Canyon and also hosts an annual marathon and ultra-marathon race along the route. However, as the trail heads west from Susanville, it is in a canyon and the trail crosses the Susan River 12 times, before cresting at 5,580 feet at Westwood Junction. Furthermore, the project would not preclude any future extension of the trail to the High Dessert Prison, as suggested in the Lassen County Bikeway Master Plan (Lassen County Transportation Commission 2011). As such, as the project site is not visible from the existing trail and plans to extend the trail are not currently known, there would be no impact on the trail or scenic views to/from the trail associated with construction or operation of the project.

According to the Lassen County General Plan Natural Resources Element (Lassen County 2000), scenic resources are identified as effectively those within Scenic Highway Corridors, noting the "scenic highway includes the road itself and its right-of-way and the scenic areas traversed as visible from the highway" (Lassen County 2000, Page 3-60). Scenic vistas in relation to the project are therefore chiefly associated with views to the north and south from SR 36. As also noted within the general plan, there are no State Scenic Highways designated by the State of California in Lassen County and also no official County Scenic Highways, as recognized by the state.

In addition, the Susanville Vicinity Area Plan (Lassen County 1984) does not identify any scenic vistas in the vicinity of the city but does identify three areas which in 1984 were deemed to potentially qualify for scenic highway status. These areas included:

- "State Highway 139 from the northern end of the planning area to the northern border of Section 28 (Township 30 North, Range 12 East). The area presents a spectacular view of the valley, the Diamond Mountains and the planning area.
- State Highway 36 from the western border of the planning area to the Susanville City limits. This portion of the highway provides tourists with a spectacular view of the valley, the Susan River and the planning area.
- State Highway 36 from the eastern border of the planning area to the Southern Pacific Railroad lines. This area includes sites of agricultural land and the rural character of the Honey Lake Valley."

However, none of these potential scenic highways were determined to be eligible or officially designated, as according to the California State Scenic Highway System Map (Caltrans 2018), the closest designated highway is the Volcanic Legacy Scenic Byway (a federal byway), located 6.3 miles east of the project site, starting at the intersection of SR 36 and SR 44 (Volcanic Legacy Community Partnership 2020). In addition, since being proposed as a potential scenic highway, a significant amount of development has occurred in the vicinity, such as the construction of Riverside Drive and build out along Riverside Drive including the Safeway and McDonald's. As such, the rural character of the area has been detrimentally changed and likely would no longer be considered as particularly scenic. Therefore, due to distance and intervening structures, there would be no impact on the Volcanic Legacy Scenic Byway and no impact on any officially designated scenic highway as there are none in the project site's vicinity.

In terms of the general plan corridors identified, during construction, material storage, equipment staging areas and temporary construction worker parking would be located on the project site. No on-street construction worker parking, material storage, or equipment staging would be permitted outside of project limits. Nevertheless, construction equipment such as excavators, dump trucks, cranes, and other construction/hauling equipment has the potential to impact the visual character of the area, as construction of the single-story building and associated project elements would be visible to vehicular users on SR 36, and particularly during installation of offsite utilities alongside SR 36 and Skyline Road. Furthermore, construction would occur over 12 months, occurring in phases, and construction activities would generally be confined to the 14.15-acre project site, with utilities installation the only construction occurring outside of the project site, which as mentioned, would be alongside SR 36 from Skyline Road to Riverside Drive and from Johnstonville Road/Skyline Road intersection to the project site.

Regarding scenic areas visible from the highway, people experience their surrounding landscapes differently. Some viewers are sensitive to changes in their environment and others may vary in sensitivity, but due to the duration (static or slow duration versus dynamic views, such as those speeding by on the freeway), the relative visual experience may be diminished or heightened. Travelers' sensitivities tend to vary with the reason for their travel. As tourists, they may be sensitive to aesthetic changes, but because they are commonly not familiar with the existing conditions, project changes may not be as noticeable. Other travelers, such as commuters and haulers, may view the environment from a practical perspective – by placing most of the aesthetic value and enjoyment of the travel corridor on the functionality and smooth movement. Commuters regularly travel the same route, whether for work or leisure, and because the trips are repeated, they become routine rather than novel; aesthetic changes that reduce visual coherence will be highly noticeable to commuters because of their familiarity with the landscape. Travelers are generally interested in the aesthetics of the route, but potentially are less sensitive than nearby neighboring households and businesses. Additionally, a traveler's views from SR 36, whether as a driver or passenger, would be of short duration because road users would be generally traveling at speeds of up to 50 mph. As autonomous vehicles or new transit options are developed, the traveler's focus may shift more from the roadway to the surrounding environment; however, until these vehicles and transit options become commonplace, views of construction equipment would be relatively fleeting. To put this into context, to travel 0.4-miles from the Riverside Drive/SR 36 intersection to the proposed new project access at Skyline Road/SR 36 intersection at 50 mph would take approximately 30 seconds. Therefore, visual character impacts experienced in any single viewing location and adverse visual effects would be intermittent and temporary due to both the fleeting nature of traffic passing by a fixed location, and temporary in terms of construction only lasting for 12 months.

In terms of project operation, the general plan notes that development is not precluded from occurring within the scenic corridor and, in planned locations, motels, restaurants and certain other commercial services are considered appropriate provided the intensity and location of development does not impair natural scenic qualities and that the design of all development is in character with the natural surroundings. Therefore, the travel stop is consistent with the intent of the general plan. The project would also include a buffer of approximately 130 feet (including a 30 feet utility corridor ROW) from the eastern edge of project development to the Caltrans ROW associated with SR 36. Although the high-rise sign would be installed within this buffer, all other project elements apart from utilities would be installed outside the buffer, which would help to create separation from the highway ROW and the project site. The high-rise sign is the tallest aspect of the project, and would be approximately 50 feet taller than the top of the one-story convenience store/fast-food restaurant building. According to the sign survey undertaken for the project, as traffic travels northbound, the sign would be obliquely visible from 0.7-miles south of Riverside Drive/SR 36 intersection, see Figure 2-10a. Traveling southbound from Susanville, the high-rise sign would be visible at 0.5-miles from the Riverside Drive/SR 36 intersection, see Figure 2-10b. As with construction impacts, visual character impacts experienced from SR 36 would be fleeting as motorists pass by the operational travel stop. Furthermore, in accordance with the Susanville Vicinity Area Plan Policy 8.12, new development within the scenic highway areas identified would use natural materials and earthtone colors that blend into the landscape, which would help ensure the project is visually coherent with the surrounding landscape (Figure 2-4). Therefore, development of the project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site is not located along a state-designated scenic highway, according to the general plan and the California State Scenic Highway System Map (Caltrans 2018). As mentioned in Section 2.4.1 a), the 1984 Susanville Vicinity Area Plan does not identify any scenic vistas in the vicinity of the city but does identify three areas which could potentially qualify for scenic highway status. However, none of these potential scenic highways were determined to be eligible or officially designated, as according to the California State Scenic Highway System Map, the closest designated scenic highway is the Volcanic Legacy Scenic Byway, located 6.3 miles east of the project site, starting at the intersection of SR 36 and SR 44 (Volcanic Legacy Community Partnership 2020).

In addition, as noted earlier, the project site is predominantly flat, is very disturbed and covered with invasive plant species. There are no trees or rock outcroppings on the 14.1-acre site, although there are willow/cottonwoods and riparian vegetation at the north of the overall parcel adjacent to the Susan River. There is a small hut type building in the middle of the entire parcel, but outside the project limits of disturbance.

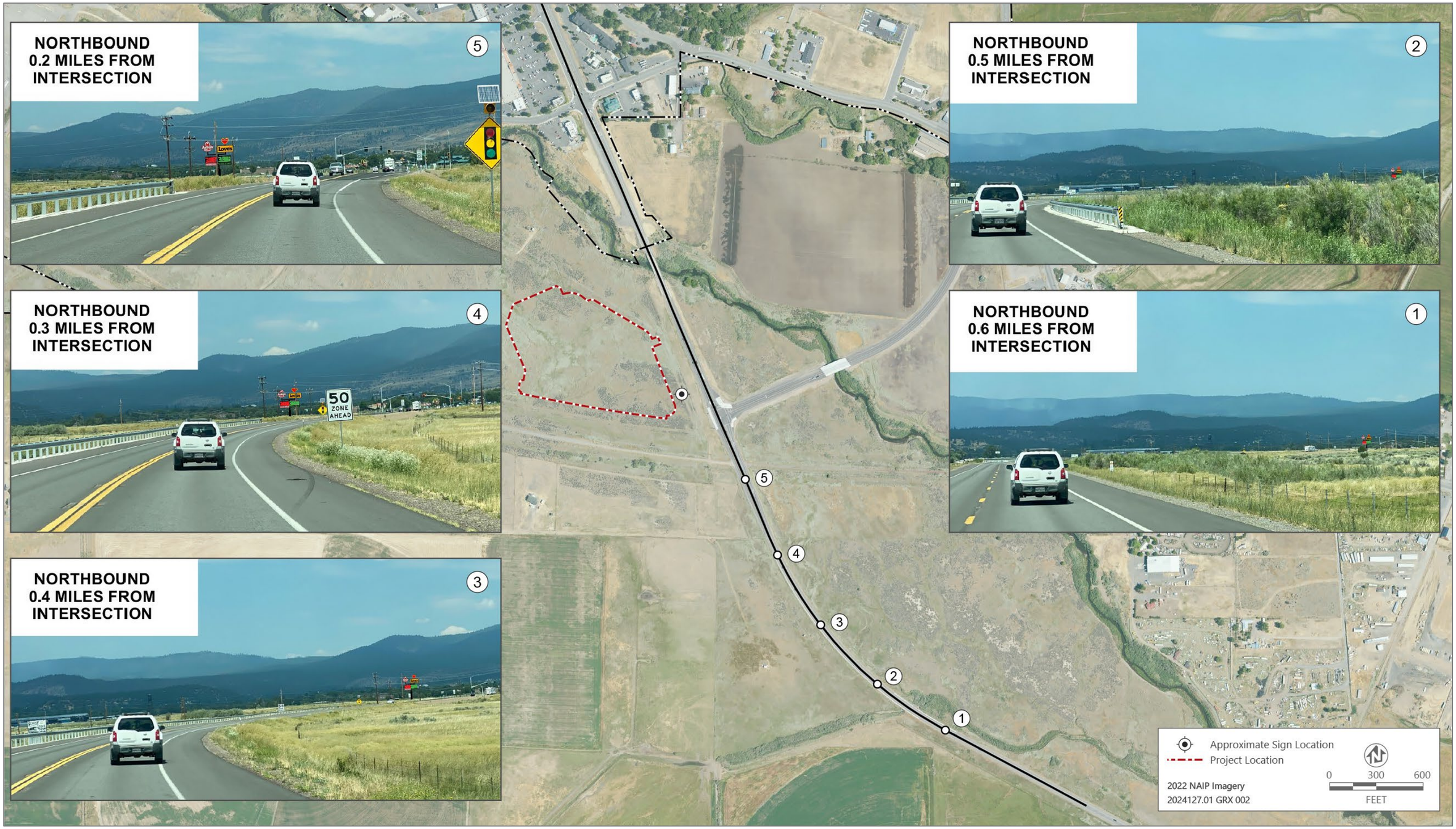
Due to distance and intervening structures, there would be no impact on the Volcanic Legacy Scenic Byway and no impact on any officially designated scenic highway as there are none in the project site's vicinity. There would be no impact to trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, development of the project would not have a substantial adverse effect on scenic resources and impacts would be less than significant. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: No impact.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

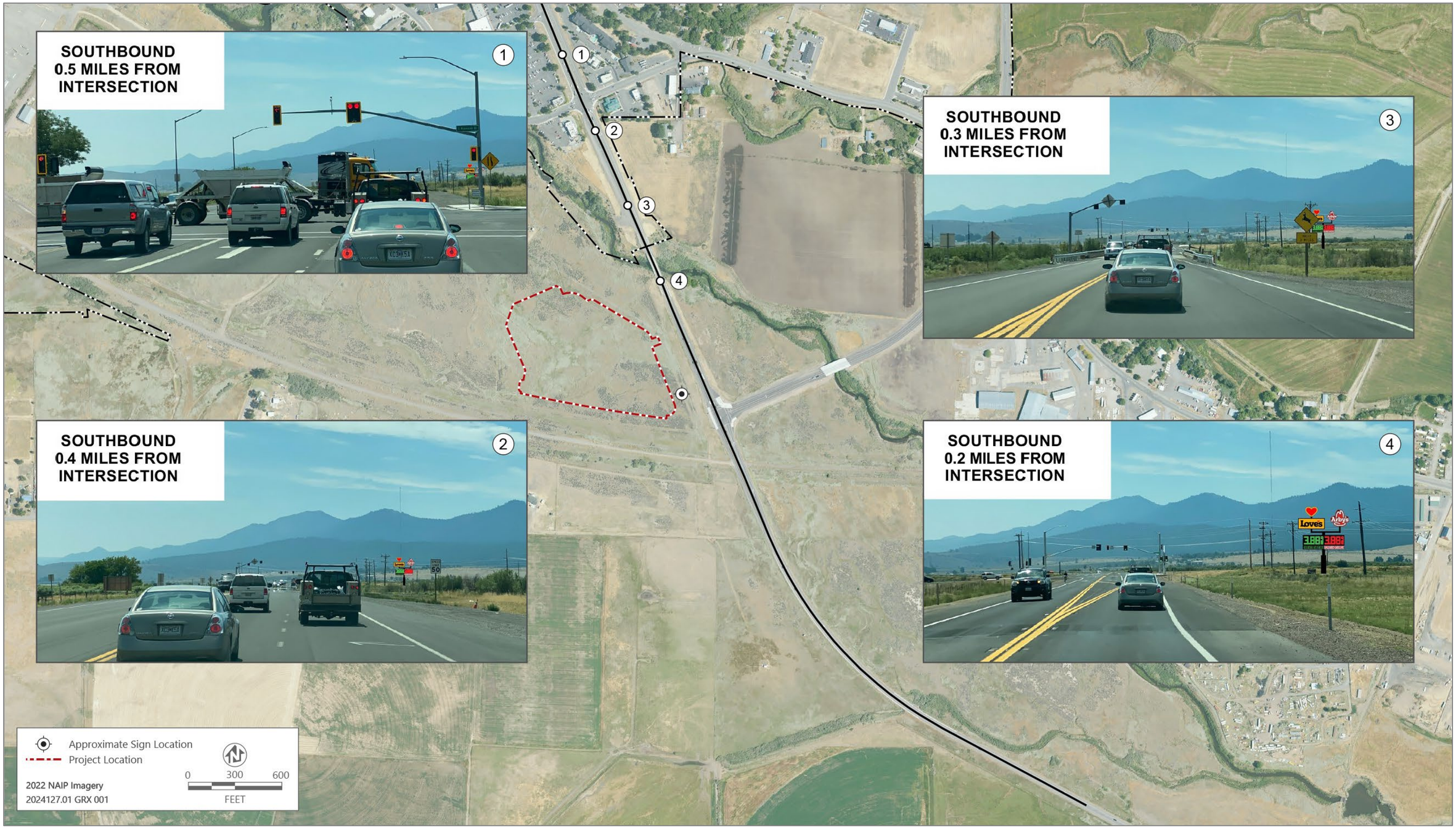
The project is located in a non-urbanized area. The CEQA Guidelines Section 15387 defines "urbanized area" as "a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile." Susanville, which in 2022 had a population estimated at 15,737 (U.S. Census 2022), does not fall within this definition. Thus, the pertinent question is whether the proposed project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.

There are limited views of the project site from public locations, apart from chiefly SR 36, as discussed in 2.7.1 a) previously, as the Bizz Johnson Trail extension has not been constructed or proposed for construction as of the time of this Initial Study, and there are no views from public parks of the project site. Construction equipment such as excavators, dump trucks, cranes, and other construction/hauling equipment has the potential to temporarily impact the visual character of the area, as construction of the single-story building and associated project elements would be visible from sidewalks along Riverside Drive and Skyline Road and from neighboring private residential dwellings and business properties. Residential dwellings located on Sierra Road (with views northeast) and San Francisco Street (with views southwest), and neighboring business properties would see construction elements (equipment and building construction) relatively proximate, although views from San Francisco Street would be at a much farther distance and thus less visible. Additionally, properties to the south would have their views of construction equipment lessened to a degree due to the former railroad embankment, which is approximately 5-feet taller than the site's elevation. According to CEQA case law (see *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477), impacts to private views are not considered to be significant impacts, however, construction would be relatively temporary and would occur over 12 months, occur in phases, and construction activities would generally be confined to the 14.1-acre project site, with utilities installation the only construction occurring outside of the project site. Upon completion of the construction period, all construction equipment would be removed from the project site, thus construction impacts would be temporary and would not substantially degrade the existing visual character or quality of public views of the site.



Source: Adapted by Ascent in 2024.

Figure 2-10a Mileage Northbound



Source: Adapted by Ascent in 2024.

Figure 2-10b Mileage Southbound

Once operational, some neighboring households and businesses would have a permanent view of the project site; however, certain views may be filtered by vegetation, and businesses and residences are located at varying distances from the project site, and not all are likely to experience direct views. Depending on the viewer's locale (work versus residential), neighboring households and businesses range from major to moderate sensitivity to changes in visual resources. These views tend to be habitual and static views, and therefore, viewers can watch the evolution of changes as they occur. While workers may appreciate views from their windows at work, there is rarely an expectation of an aesthetic as a requirement of their place of employment and therefore, residents tend to be more sensitive to visual changes than workers. The nearest residential dwellings would be approximately 600 ft from the travel stop; however, in accordance with City of Susanville Code of Ordinances, Section 17.36.050 *Site Development Standards*, the maximum permitted structural height in the C-2 district is 40 feet and the single-story building housing the fast-food restaurant and convenience store would be substantially below this at approximately 25 feet (refer to the building elevations shown in Figure 2-4 in Section 2, "Project Description"). The proposed structures would be of similar height and massing to other rural commercial developments in the region. The structures would not be sizeable enough to substantially disrupt views of the environment and would not be tall enough to block views of surrounding mountains. Additionally, the former railroad embankment, which lies 5-feet above the grade of the site, would also help to obscure the development. The development would also be screened to a degree in accordance with City of Susanville Code of Ordinances, Section 17.96.040 *Landscaping*, which may also filter views of the project. Furthermore, views of the new structures and vehicles using the Travel Stop would be predominately limited to motorists traveling at moderate speeds on SR 36; therefore, the duration of views would be relatively short and viewer sensitivity would be low. Furthermore, the project site is adjacent to SR 36 and in proximity to rural development, including timber yards located 0.3-miles east and 0.7-miles west, which detracts from the aesthetic of surrounding areas. Therefore, the temporary presence of construction equipment and the permanent introduction of new structures would not dominate or detract from any scenic viewsheds. Project construction and operation would be barely noticeable, if noticeable at all, from surrounding mountains. Based on the above discussion, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and impacts would be less than significant. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project site is located within a rural area but characterized by moderate ambient nighttime lighting levels due to proximity to the City of Susanville and to vehicles traveling on SR 36. Additionally, there is already lighting present at the SR 36/Skyline Road intersection for safety purposes. As discussed previously, construction activities would be short-term and would generally occur during daytime hours. However, security lighting may be used onsite at night and would represent a new source of temporary lighting on the west side of SR 36 at its crossing with Skyline Road. If security lighting is needed, it would be shielded and projected downward to minimize spillover effects on adjacent roadways.

Once operational, the project would include onsite lighting, consisting of high-mast light-emitting diode (LED) fixtures and LED canopy lighting. In addition, signs for the travel stop, convenience store and fast-food restaurant building would be illuminated. Interior lighting would also be noticeable at nighttime through building windows. Offsite utilities would likely be buried underground and would not introduce new sources of lighting along its alignment. Additionally, the project would be built in accordance with City of Susanville Code of Ordinances, Section 17.96.050 *Lighting*, which states:

> All lighting, exterior and interior, shall be designed and located so as to confine direct lighting to the premises. A light source shall not shine upon or illuminate directly on any surface other than the area required to be lighted. No lighting shall be of the type or in a location such that constitutes a hazard to vehicular traffic, either on private property or on abutting streets.

According to the project's photometrics plan (Figure 2-11), lighting levels would be 1 footcandle (10.76 lux) or less at the edges of the project site, before fading to 0.0 footcandles. For comparison, 1 footcandle is approximately equal to

twilight conditions and 0.1 footcandle is approximately equal to deep twilight conditions. As such, lighting levels would not be so bright as to cause substantial light that would adversely affect nighttime views.

Furthermore, applicable Backlight-Uplight-Glare (BUG) standards established by the Illuminating Engineering Society of North America (IESNA) would also be adhered to as well as CALGreen code requirements related to light pollution reduction (see CALGreen 2022, Chapter 5, Section 5.106.8). Compliance with these existing regulations and standards would ensure that impacts regarding project lighting are less than significant as they would ensure that light levels at property lines would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.

Glare occurs from sunlight reflected from reflective materials utilized in existing buildings along the adjacent roads and from vehicle windows and surfaces. Glare-sensitive receptors include the residential uses surrounding the project site. As glare is a temporary phenomenon that changes with the movement of the sun, receptors other than motorists are generally less sensitive to glare impacts than to light impacts.

Construction equipment and vehicles would be temporarily present within the project site. Glare from these surfaces would be minor and would not adversely affect daytime views. Once operational, the project would not include building materials or surfaces that would create substantial sources of glare. Additionally, the offsite utilities would be buried underground apart from crossing the Susan River where they would be hung from the bridges, and would not introduce new sources of glare along its alignment. Vehicles within the project site would reflect small amounts of sunlight, introducing marginal sources of spillover glare. Any glass fenestration incorporated into the project's components would be designed with low-reflectivity values (no mirror-like tints or films), as recommended by the Bird-Safe Buildings Act (Library of Congress 2023); and additionally, adherence to Chapter 5, Section 5.106.8.2 of the CALGreen code would aid minimizing off-site glare. To the extent glare is experienced by adjacent uses or the occupants of vehicles on nearby streets, it would be minimal and temporary, changing with the movement of the sun throughout the course of the day and the seasons of the year. As mentioned, adherence to IESNA BUG standards would also help minimize glare to the maximum extent feasible. Based on the above, light and glare impacts would be less than significant. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

LIGHTING FIXTURE SCHEDULE

QTY	TYPE	MANUFACTURER	CATALOG #	DESCRIPTION	BUG RATING	LUMENS	VOLTS	WATTS	MOUNTING	REMARKS	FURNISHED BY
1	BB	COOPER	GLEON-AF-06-LED-E1-SL3-BZ-7050	6 Cube LED Site Fixture Type III w/spill control	B3-U0-G5	35604	208	333	POLE	(NOTE 1 & 4)	OWNER
10	CC	COOPER	GLEON-AF-06-LED-E1-SL4-BZ-7050	6 Cube LED Site Fixture Type IV w/spill control	B3-U0-G5	33829	208	333	POLE	(NOTE 1 & 4)	OWNER
1	DD	COOPER	GLEON-AF-08-LED-E1-SL3-BZ-1200-7050	8 Cube LED Site Fixture Type III w/spill control	B3-U0-G5	52336	208	511	POLE	(NOTE 1 & 3)	OWNER
19	EE	COOPER	GLEON-AF-08-LED-E1-SL4-BZ-1200-7050	8 Cube LED Site Fixture Type IV w/spill control	B4-U0-G5	49727	208	511	POLE	(NOTE 1 & 3)	OWNER
15	AAF	CREE	CPY250-B-DM-D-E-UL-WH-57-HZ	WHITE LED CANOPY FIXTURE	B4-U3-G2	20080	208	145	CANOPY	NOTE 2	OWNER
15	AAB	CREE	CPY250-B-DM-D-B-UL-BZ-57-HZ	BRONZE LED CANOPY FIXTURE	B3-U2-G1	12860	208	96	CANOPY	NOTE 2	OWNER
1	PP	CROUSE-HINDS	VMV7L	EXPLOSION PROOF LED LIGHT FIXTURE			120	62	POLE	NOTE 5	OWNER

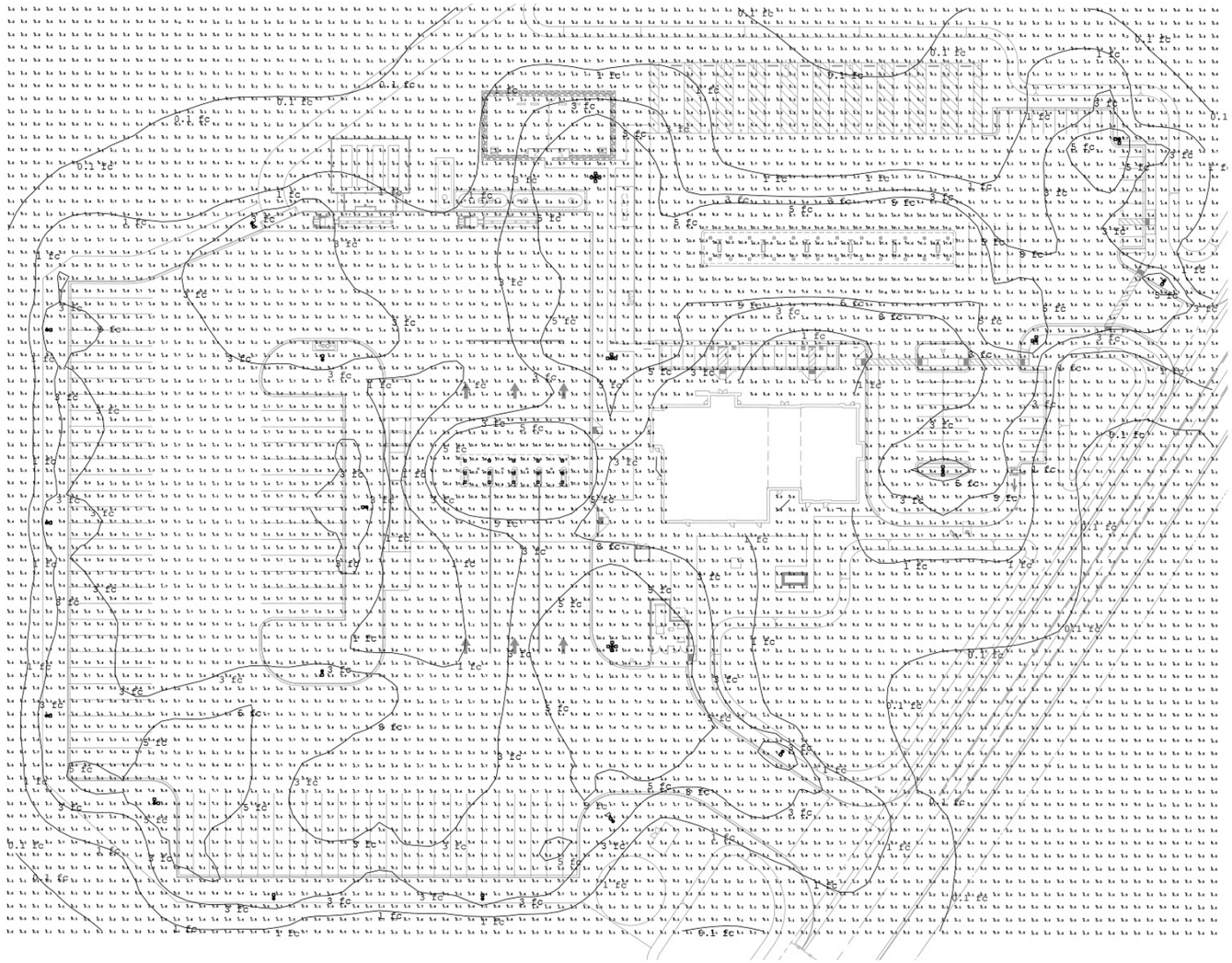
LIGHT FIXTURE NOTES:
1. REFER TO ARCH SITE (SP) SHEETS FOR LIGHT POLE FOUNDATION DETAILS.
2. CANOPY FIXTURES SHALL BE INSTALLED BY CANOPY CONTRACTOR, WIRING BY E.C.
3. POLE MOUNT (1 HEAD)-RTS9A39SFN1/(2 HEAD) RTS9A39SFN5/(3 HEAD) RTS9A39SFN4/(4 HEAD) RTS9A39SFN4
4. POLE MOUNT (1 HEAD) RTS8A30SFN1/(2 HEAD 180) RTS8A30SFN2/(2 HEAD 90) RTS8A30SFN5/(3 HEAD) RTS8A30SFN6/ (4 HEAD) RTS8A30SFN4
5. POLE MOUNT ON TELESCOPING SAFETY LIGHT POLE, CROUSE-HINDS MODEL V65B-G-JM5-T58

SITE LIGHTING POLE HEIGHTS

TYPE 'BB' ..... 30'-0"
TYPE 'CC' ..... 30'-0"
TYPE 'DD' ..... 39'-0"
TYPE 'EE' ..... 39'-0"
TYPE 'PP' ..... 10'-0"

CALCULATION SUMMARY

LABEL	CALC TYPE	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
OVERALL SITE	ILLUMINATIONS	FC	2.25	41.6	0.00	N/A	N/A
AUTO CANOPY	ILLUMINATIONS	FC	54.18	91.8	37.4	1.45	2.45
TRUCK CANOPY	ILLUMINATIONS	FC	42.51	51.7	33.6	1.27	1.54



Source: Image produced and provided by Harrison French &Associates, LTD in 2022; adapted by Ascent in 2024.

Figure 2-11 Photometrics

2.8 AGRICULTURE AND FORESTRY RESOURCES

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

2.8.1 Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

According to the California Department of Conservation's California Important Farmland Finder (California Department of Conservation 2022), the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, according to the Susanville Vicinity Area Plan, the site has a land use designation as Industrial Park. There would be no impacts associated with conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, implementation of the project would not convert farmland to urban use, and no impact to farmland would occur. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: No impact.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

Williamson Act contracts are formed between a county or city and a landowner for the purposes of restricting specific parcels of land to agricultural preserve areas. As mentioned in the response to inquiry 2.5.1.a), according to the Susanville Vicinity Area Plan, the site has a land use designation as Industrial Park and is not zoned for agricultural use or subject to a Williamson Act contract. Because there are no active Williamson Act contracts associated with the project site, and the site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, the project would not conflict with existing agricultural zoning or a Williamson Act contract. Therefore, no impacts related to agricultural zoning or a Williamson Act contract would occur due to implementation of the project. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: No impact.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

As mentioned previously, the project site is designated as Industrial Park in the City's Area Plan and has a typical corresponding zoning district of Limited Industrial District (M-L). The proposed land use designation for the project would be Commercial District (C-2). The project site is not designated as forest land, timberland, or timberland zoned Timberland Production, and no loss of forest land or timberland would occur. The city has no such resources within its boundary. Therefore, implementation of the project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production and impacts would not occur. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: No impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

As mentioned previously, no forest land exists within the city limits. As such, implementation of the project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, implementation of the project would not result in the loss of forest land or conversion of forest land to non-forest use and impacts would not occur. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: No impact.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

As mentioned in the responses to inquiry 2.5.1 a) through d), there would be no impacts associated with the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, implementation of the project would not conflict in the existing environment or conversion of land use and no impact would occur. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: No impact.

2.9 AIR QUALITY

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

2.9.1 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

The proposed project is within the Northeast Plateau Air Basin, which comprises Lassen County, Modoc County, and Siskiyou County. Within the Basin, the Lassen County Air Pollution Control District (APCD) is the local air district governing the Lassen County region. The Air Quality Index in Lassen County is classified as "GOOD" for most of the year (APCD 2012). Events such as wildfires and inversion layers in winter months can periodically degrade air quality. There are no applicable air quality plans for the Northeast Plateau Air Basin or the Lassen County APCD; therefore, Lassen County is not subject to an air quality plan and thus there would be no conflict with or obstruction of the implementation of the applicable air quality plan. The project would have no impact. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: No impact.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The State of California has issued air quality standards (California Ambient Air Quality Standards [CAAQS]) for ozone, particulate matter smaller than or equal to 2.5 and 10 microns in diameter ($PM_{2.5}$ and PM_{10}, respectively), carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The federal government has issued standards (National Ambient Air Quality Standards [NAAQS]) for all of the state pollutants except visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Lassen County is considered Unclassified/Attainment by NAAQS meaning the air quality in this geographic area meets or is cleaner than the national standard. The Air Quality analysis for the proposed project is currently ongoing; thus this issue will be analyzed in further detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

The California Air Resources Board (CARB) describes sensitive receptors as children, elderly, people who suffer from asthma, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. There are no sensitive receptor locations (hospitals, schools, and day care centers, or other locations that the air district board or California Air Resources Board may determine) within the proposed project boundary (California Health and Safety Code §42705.5(a)(5)).

The closest residences are located south of the proposed project on Sierra Road. As the Air Quality analysis for the proposed project is currently ongoing, this issue will be analyzed in further detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The occurrence and severity of odor impacts depends on numerous factors, including the following: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the affected receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose a substantial number of people to objectionable odors would be deemed to have a significant impact.

During the construction of the project, diesel trucks and off-road construction equipment may emit odors such as that of diesel exhaust, and odors would also be present from the laying of asphalt. Such odors would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance, and thus would only be a temporary source of nuisance to adjacent uses and would not affect a substantial number of people. Given the temporary nature of construction activities and the distance of the sensitive receptors from the project site, project construction is not anticipated to result in an odor-related impact during the construction phase of the project.

While almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The project would include two fast-food restaurants and would also include the presence of diesel trucks (for refilling the gasoline and diesel storage tanks, delivering goods to the convenience store and fast-food restaurants, and haulers refueling their trucks), plus the refueling of gasoline automobiles, RVs, and trucks, which could produce odors, though not at the same scale as the aforementioned land uses. Diesel trucks are restricted from idling for more than five minutes according to California Code of Regulations, Title 13, Section 2485, which would help reduce exhaust emission odors. The project would also need to adhere to Lassen County APCD Rule 4:2 regarding nuisance air contaminants. Finally, according to Susanville's wind rose (Meteoblue 2024), the predominant wind directions are from the west, west-north-west and west-south-west; thus any odors would mostly be blowing away from the project site and not towards nearby sensitive receptors.

Both project construction and operation are not anticipated to result in the frequent exposure to nearby sensitive receptors to substantial objectionable odors. Thus, this impact would be less than significant. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

2.10 BIOLOGICAL RESOURCES

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. Biological Resources.				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

2.10.1 Discussion

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

The analyses of project impacts to Biological Resources related to candidate, sensitive, special-status species, and federally- or state-listed endangered, threatened, or rare species are currently ongoing; thus, this issue will be analyzed in further detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

According to the National Wetlands Inventory Mapper, there are no riparian wetland areas located within or immediately adjacent to the project site (USFWS 2024). The potential closest mapped feature is the Susan River, associated forested/shrub wetland habitat and freshwater emergent wetland located (at the closest point), approximately 400 feet northeast from the project site. The site is predominantly flat, sloping towards the southeast at an average gradient of 0.5 percent. While there are wetlands in the vicinity of the project site to the north, these are of sufficient distance from proposed project developments as to not be impacted. Additionally, because the project site has a gradual slope to the southeast, any inadvertent spills or accidental releases of pollution would flow away from the riparian areas identified. Furthermore, the project site is not located in a USFWS-designated Critical Habitat for any threatened or endangered species, which are areas that contain features essential for the conservation of a threatened or endangered species and that may require special management and protection (USFWS 2022). The project site is disturbed and heavily populated with invasive plant species such as perennial pepperweed (*Lepidium latifolium*) and cheatgrass (*Bromus tectorum*) as well as Medusa head (*Elymus caput-medusae*) to a lesser extent. However, Ashy ryegrass - Creeping wildrye turfs (*Leymus cinereus - Leymus triticoides*) are a sensitive natural community identified in the study area. This vegetation alliance has a state rarity ranking of S3 (Vulnerable: moderate risk of extinction, restricted range, few populations) and is therefore considered a sensitive natural community under CEQA. Project activities (i.e., ground disturbance, vegetation removal, staging) could result in direct loss of this sensitive natural community. As such, this issue will be analyzed in further detail in the main body of the Draft EIR.

As identified in the Section 2.3.1 above (Offsite Improvements), offsite utilities would be brought to the site and would need to cross the Susan River, both via SR 36 and Skyline Road. The current intention is for utilities to be hung on the bridge, with County/Caltrans's permission. As no project construction is proposed within the Susan River corridor, a Clean Water Act Section 404 permit from the US Army Corps of Engineers (USACE) and a Section 401 Water Quality Certification from the Lahontan Regional Water Quality Control Board (RWQCB) would not be required. However, due to potential construction of offsite utilities on the banks of the Susan River, there is the possibility that per Fish and Game Code section 1602, a Lake or Streambed Alteration Agreement (LSAA) may be necessary. Fish and Game Code section 1602 requires any person, state or local governmental agency, or public utility to notify CDFW prior to beginning any activity that may do one or more of the following:

1. substantially divert or obstruct the natural flow of the bed, channel, or bank of any river, stream or lake; or
2. substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or
3. deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

As part of the LSAA, it is likely that CDFW would request the inclusion of an inadvertent release contingency plan which would outline the steps to be taken in the event of an accidental spill or release of hazardous materials, like oil or chemicals, into the environment, with the primary focus on avoiding environmental damage and protecting wildlife. Therefore, should construction occur on the banks of the Susan River, adherence to the Fish and Game Code regulatory requirement for an LSAA, which includes notification to CDFW through the Environmental Permit Information Management System, provision of supplemental information such as plans, diagrams, maps, photos, studies and payment of LSAA notification fees, inclusion of an inadvertent release contingency plan and subsequent approval by CDFW prior to construction would ensure that implementation of the proposed project would be undertaken in a manner that is protective of the environment. As such, the project would have less than significant impacts to riparian habitats but a potentially significant impact to other sensitive natural communities. This issue will be analyzed further in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

According to the National Wetlands Inventory Mapper, there are no riparian wetlands or sensitive natural community areas located within or immediately adjacent the project site (USFW 2024). The potential closest mapped feature is the Susan River, associated forested/shrub wetland habitat and freshwater emergent wetland located (at the closest point), approximately 400 feet northeast from the project site. The site is predominantly flat, sloping towards the southeast at an average gradient of 0.5 percent. While there are wetlands in the vicinity of the project site to the north, these are of sufficient distance from proposed project developments as to not be impacted. Additionally, as mentioned previously, with a gradual slope to the southeast, any inadvertent spills or accidental releases of pollution would flow away from the riparian areas identified. However, because the route of the offsite utilities is yet to be confirmed, a formal delineation of the boundaries of potential state or federally protected wetlands within the project site might be necessary in the event the offsite utilities are not able to be hung on the bridge as planned. Therefore, although it is likely that implementation of the proposed project would have less than significant impacts to state or federally protected wetlands, due to an abundance of caution, this issue will be analyzed in further detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife corridors are features that exist as topographical or structural pinch points that, among other purposes, are utilized by wildlife for travel between one geographical area to the next. While these resources may support limited biological functions and are perhaps utilized strictly for travel purposes (for example, a dry culvert under a roadway or bridge), more often, they contain natural vegetation and habitats that support foraging, roosting, and breeding activities, as well. Very often, particularly in the case of riparian corridors, aquatic species depend entirely on these features to persist.

As noted in Section 2.1 (Project Information – Description of Project), the project site is located on an approximate 14.1-acre vacant parcel but is part of a larger 79.6-acre parcel (APN 107-280-017), meaning that should wildlife use the site as a migratory wildlife corridor or wildlife nursery site, they would still be able to move in the remaining 80 percent of the overall parcel. However, the presence of several barbed wire livestock fences from past use as pastureland would likely be a substantial impediment to wildlife using the site as a wildlife corridor, especially as the site is bounded to the east by a busy highway (SR 36). Additionally, other than installing the utilities potentially under the Susan River, the project should not impact the river or impact any migratory fish or other aquatic species. Fish and other aquatic species could still move through the area within the river channel as they do under current conditions. The former railroad embankment south of the project site would be unaffected by the proposed project which could potentially be used by wildlife, so the project would not create barriers to wildlife movement through the area and would not isolate or fragment any habitat areas. As such, wildlife corridors or any designated essential connectivity areas are not present within or in the immediate vicinity of the project site, and the proposed project would result in less than significant impacts to existing wildlife corridors or affect wildlife movement. For these reasons, this issue need not be addressed in the main body of the Draft EIR.

Significance of impact: Less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The landscaping requirement conditions set out in the Susanville Code of Ordinances Title 12, Article IV, Section 12.36.110 requires incorporation of a sufficient number of healthy trees, each at least one and one-fourth inches in diameter at six inches above the ground and at least eight feet in height with the crown in good balance with the trunk and be in healthy condition upon final inspection. Furthermore, removal of any tree greater than four inches or

greater in diameter at diameter breast height (diameter breast height is four and one-half feet above the ground) in the area of the new development shall require a permit under the procedures of Section 12.36.100. In the event there are no trees located on the site to be developed which are required to be protected under the provisions of Section 12.36.110, the applicant shall so state in his application for a "no tree" verification.
As there are no trees on site that would be affected by the proposed project, a "no tree" verification would be required and substantiated by an inspection of the site by the city prior to issuing grading permits. Project implementation would therefore have a less than significant impact on any local policies or ordinances protecting biological resources and further analysis of this issue in the main body of the Draft EIR is not warranted.

Significance of impact: Less than significant.

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

According to CDFW (2023), there are no Natural Community Conservation Plans or Habitat Conservation Plans in Lassen County. Therefore, project implementation would have no impact to adopted biological plans and further analysis of this issue in the main body of the Draft EIR is not warranted.
Significance of impact: No impact.

2.11 CULTURAL RESOURCES

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

2.11.1 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (Public Resources Code Section 21084.1; 14 California Code of Regulations (CCR; henceforth referenced as CEQA Guidelines) 15064.5(b)). If a site is listed or eligible for listing in the California Register of Historical Resources (CRHR), or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of Public Resources Code Section 5024.1(q)), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (CEQA Guidelines Section 15064.5(a)).

A search request from the Northeast Information Center (NEIC) has been undertaken to identify previously recorded sites and previous cultural resource studies documented within a one-mile radius of the project site, but the results of which are still awaited. As such, this potentially significant impact will be analyzed in greater detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community.

While relatively minimal amounts of grading would be needed as the project site is relatively flat, excavation for building foundations, the high-rise sign and the bioretention ponds would result in ground disturbance. The deeper the excavation, the more likely the risk of encountering archaeological resources. As the search request results from the NEIC are still awaited, this potential impact will be analyzed in greater detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

As previously indicated, the project site is relatively flat; nevertheless, the project would require excavation to a depth of approximately 10 feet that would extend into native soils, with the potential to encounter previously unknown human remains. A number of existing regulatory provisions mandate requirements for the handling of human

remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event of the discovery of unrecorded human remains during construction, excavations shall be halted, and the County Coroner shall be notified. If the human remains are determined to be Native American, the California Native American Heritage Commission (NAHC) would be notified within 24 hours and the guidelines of the NAHC would be adhered to in the treatment and disposition of the remains. Compliance with these regulatory protocols would ensure that impacts on human remains would be less than significant, and this issue need not be evaluated further in the main body of the Draft EIR.

Significance of impact: Less than significant.

2.12 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy.				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

2.12.1 Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The project would result in energy demand from the use of construction equipment for a temporary period of approximately 12 months. Energy demand from the use of transportation fuels from construction activities would be generated by the operation of vehicles and equipment used for various construction activities, such as excavation and grading. Electricity would be consumed to power construction trailers (lights, electronic equipment, and heating and cooling) and exterior uses such as mobile lighting masts, conveyance of water for dust control, and any electrically driven construction equipment. Construction-related energy and transportation fuel demand from construction equipment would vary depending on factors such as the type and number of equipment and the time duration that each equipment is powered on and used. Electricity would only be used for necessary construction-related activities and would be limited to working hours. Natural gas would not be consumed during construction of the project.

Construction equipment and trucks would be required to comply with applicable provisions of regulations to improve fuel efficiency, including the Phase 1 and Phase 2 heavy-duty truck standards. Furthermore, trucks would need to comply with the 2004 CARB Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling to 5 minutes or less at any given location. Therefore, construction of the project would not result in the wasteful, inefficient, or unnecessary consumption of transportation fuel resources and impacts would be less than significant. No further analysis of construction energy is warranted in the main body of the Draft EIR.

Operation of the project would generate additional daily trips from visitors traveling to and from the site and delivery vehicles for the convenience store and fast-food restaurant and delivering fuel. The project would provide EV-capable, EV-ready and full EV charging stations per CALGreen code requirements at the time the building permit is issued, which would encourage the use of alternatively fueled vehicles, thus reducing the amount of transportation fuels.

During operation of the proposed project, electricity would be consumed for the operation of the convenience store and fast-food restaurants, including electricity for building lighting, heating/cooling, water conveyance, and wastewater treatment. Building lighting would be energy efficient (i.e., light-emitting diode [LED]) and other equipment installed would be new and designed to meet applicable current energy standards for such equipment. Energy saving and sustainable design features would be incorporated into the project as the proposed buildings would comply with the applicable CALGreen code requirements. In addition to energy-efficient lighting, design features would also include elements such as ENERGY STAR appliances, low flow faucets and water-efficient landscape design with weather-based controllers and drip irrigation systems.

As the number of total trips and energy use associated with operation has not been assessed, this potential impact will be analyzed in greater detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. With respect to truck fleet operators, the United States Environmental Protection Agency (USEPA) and National Highway Traffic Safety Administration (NHTSA) have adopted fuel efficiency standards for medium- and heavy-duty trucks. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles, and are phased in for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type (USEPA 2011). USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which would be phased in from model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type (USEPA 2016). In June 2020, the Advanced Clean Trucks (ACT) regulation was approved by CARB, which mandates zero-emission vehicle (ZEV) sales requirements for truck manufacturers and a one-time reporting requirement for large entities and fleets. The ACT regulation has different truck sales requirements for the different vehicle groups. Manufacturers will need to increase their percentage of ZEVs in order to achieve 55 percent of Class 2b– 3 truck sales, 75 percent of Class 4–8 Vocational straight truck sales, and 40 percent of Class 7–8 Tractor sales by 2035. The regulation is designed to accelerate widespread adoption of ZEVs in the medium- and heavy-duty truck sector to reduce on-road mobile source emissions on the path to carbon neutrality by 2045 (Executive Order B-55-18). These regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards. In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of five minutes at a location and the phase-in of off-road emission standards that result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction related energy.

As discussed above, the project is designed in a manner that is consistent with and not in conflict with relevant energy conservation plans that are intended to encourage development that results in the efficient use of energy resources. The project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the Title 24 standards and CALGreen Code. The project's energy-efficient features would include, but would not be limited to, water-efficient landscape design, high-efficiency plumbing fixtures and weather-based controller and drip irrigation systems to promote a reduction of indoor and outdoor water use; EV charging, EV capable and EV ready spaces; bicycle facilities that would meet or exceed the respective City codes; Energy Star–labeled appliances, where possible; and energy-efficient and water conserving HVAC systems. Although the City of Susanville General Plan, which would be the operative document if the project is approved by the City and the annexation is approved by LAFCO does not contain energy-efficiency policies, the project would also be consistent with and not conflict with regional or local planning strategies that address energy conservation, such as the Lassen County Energy Element.

With respect to operational transportation-related fuel usage, the project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The project would also benefit from fuel and automotive manufacturers' compliance with CAFE fuel economy standards and the Pavley Standards, which are designed to result in more efficient use of transportation fuels. The project's design would comply with existing energy standards and incorporate features to reduce energy consumption. Therefore, the project would not conflict with energy conservation plans and impacts would be less than significant. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

2.13 GEOLOGY AND SOILS

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. Geology and Soils.				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

2.13.1 Discussion

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

A fault is a plane or surface in the earth in which failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation and release of stress. The United States Geological Survey (USGS) defines active faults as those that have had surface displacements within the Holocene epoch (about the last 11,700 years). Potentially active faults are those that have had surface displacement during Quaternary time, within the last 1.6 million years. California Geological Survey (CGS) policy is to delineate a boundary from 200 to 500 feet wide on each side of the Holocene-Active fault trace.

The Geotechnical Investigation Report (Reno Tahoe Geo Associates, Inc. 2022; see Appendix A) notes the USGS Quaternary Faults map shows unnamed fault segments of the Susanville – Eagle Lake area approximately 1.5-miles west of the site. These Class A faults have undergone undifferentiated Quaternary movement with unspecified movement intervals. The Geotechnical Investigation Report notes no active faulting has been mapped beneath the project site.

The Lassen County Multi-Jurisdictional Hazard Mitigation Plan Update (2018) notes the City of Susanville is located within the Honey Lake Fault Zone and that eight (8) quadrangle maps delineating Alquist-Priolo Earthquake Fault Zones are within the Susanville area. However, all of these quadrangle maps are southeast of the project site, with the closest quadrangle to the east of Lake Leavitt, approximately 7.2-miles southeast of the project site. The project site does not lie within a designated Alquist Priolo Earthquake Fault Zone.

Based on these considerations, the potential for surface ground rupture exists at the project site given the potentially active faults nearby. Nonetheless, the project will be designed with earthquake structural design components required by the California Building Code (CBC), in order to protect against significant cosmetic damage and serious economic loss, which in turn, would help protect health and safety of humans who may be in or near the building. Therefore, less than significant impacts would result from fault rupture of a known earthquake fault directly on the project site and with project design being in accordance with building code requirements, less than significant impacts would occur. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

ii) Strong seismic ground shaking?

The project site lies within an area with a high potential for strong earthquake shaking from large earthquakes in western Nevada and eastern California. The maximum possible earthquake in this area that could occur locally would be in the range of magnitude 7.0 to 8.0 along the Honey Lake Fault Zone with an epicenter located approximately 20 miles southeast of the site.

The project includes the construction of new elements which could experience moderate to high ground motion from local or regional faults. Although some structural damage is typically not avoidable during a large earthquake, the proposed construction elements would be built to meet existing construction ordinances and the most recent CBC in order to protect against building collapse and major injury during a seismic event. The CBC includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake. Furthermore, the project would comply with the CGS Special Publication 117A, *Guidelines for Evaluating and Mitigating Seismic Hazards in California* (CGS 2008), which provides guidance for evaluation and mitigation of earthquake-related hazards.

In addition, a final design-level geotechnical report would be prepared and approved by the City prior to issuance of building permits, and would be based on the final construction and building plans. Implementation of the site-specific structural and seismic design parameters and recommendations for foundations of the final design-level geotechnical report would further ensure that seismic-related ground shaking impacts would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death. Therefore, adherence to regulatory requirements would reduce impacts related to strong seismic shaking to a less than significant level. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

iii) Seismic-related ground failure, including liquefaction?

Liquefaction is a phenomenon in which unconsolidated, water-saturated sediments become unstable due to the effects of strong seismic shaking. During an earthquake, these sediments can behave like a liquid, potentially causing severe damage to overlying structures. Lateral spreading is a variety of minor landslide that occurs when unconsolidated liquefiable material breaks and spreads due to the effects of gravity, usually down gentle slopes. Liquefaction-induced lateral spreading has been defined as the finite, lateral displacement of gently sloping ground as a result of pore-pressure buildup or liquefaction in a shallow underlying deposit during an earthquake. The occurrence of this phenomenon is dependent on many complex factors, including the intensity and duration of ground shaking, particle-size distribution, and density of the soil. In general, a relatively high potential for liquefaction exists in loose, sandy soils that are within 50 feet of the ground surface and are saturated (below the groundwater table).

The potential damaging effects of liquefaction include differential settlement, loss of ground support for foundations, ground cracking, heaving and cracking of structure slabs due to sand boiling, and buckling of deep foundations due to ground settlement. Dynamic settlement (i.e., pronounced consolidation and settlement from seismic shaking) may also occur in loose, dry sands above the water table, resulting in settlement of and possible damage to overlying structures. Lateral spreading can move blocks of soil, placing strain on buried pipelines that can lead to leaks or pipe failure.

The liquefaction analysis conducted as part of the Geotechnical Investigation Report noted that because the site subsurface sandy soils are unsaturated to 18 to 20 feet depth, and soils below 15 feet depth to 35 feet depth are primarily medium- to high-plasticity clays, the potential for liquefaction is minor to negligible. Therefore, impacts related to liquefaction would be less than significant and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

iv) Landslides?

The geologic and topographic characteristics of an area often determine its potential for landslides. Landslides (or slope failure) refer to the dislodging and falling of a mass of soil or rocks along a sloped surface. Although the potential for small-scale slope failure may exist particularly along stream banks, margins of drainage channels, and similar settings where steep banks or slopes occur, the flat terrain of the project site minimizes this potential geologic hazard. Therefore, given the project site's topography, impacts to seismically induced landslides would not occur. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: No impact.

b) Result in substantial soil erosion or the loss of topsoil?

Upon completion, the project site will be mostly impervious and there would not be open spaces with exposed topsoil. Construction activities would require some grading, excavation, and other construction activities that have the potential to disturb existing soils within the project site and expose these soils to rainfall or wind during construction, thus having the potential for soil erosion. Standard erosion controls would be imposed during site preparation and grading activities. Soil erosion via wind would be minimized through soil stabilization measures required by Lassen County Air Pollution Control District Rule 4:18 – Fugitive Dust Emissions, such as applying asphalt, oil, water or suitable chemicals to dirt roads, material stockpiles, land clearing, excavation, grading or other surfaces which can give rise to airborne dusts. Potential for water erosion would be reduced by implementation of standard erosion control measures imposed during site preparation and grading activities. Construction activities would be carried out in accordance with applicable standard erosion control practices required pursuant to the CBC and the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit issued by the Lahontan Regional Water Quality Control Board (RWQCB), as applicable. Consistent with these requirements, due to project construction activities resulting in one acre or more of land disturbance, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared that incorporates BMPs to control erosion during the project's construction period. Any BMPs included as part of the SWPPP would thus be implemented as part of the project. Following project construction, the project site would be covered completely by paving, structures, and landscaping, and would generate little if any soil erosion.

Thus, impacts due to erosion of topsoil would be less than significant, as the project would comply with applicable regulatory requirements. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Unstable geologic units or soils commonly occur when there are landslides, lateral spreading, subsidence/collapse, or liquefaction.

Landslides

The geologic and topographic characteristics of an area often determine its potential for landslides. Landslides (or slope failure) refer to the dislodging and falling of a mass of soil or rocks along a sloped surface. Although the potential for small-scale slope failure may exist particularly along stream banks, margins of drainage channels, and similar settings where steep banks or slopes occur, the relatively flat terrain of the project site minimizes this potential geologic hazard. Therefore, given the project site's topography, seismically induced landslides would not pose a danger to the people or structures onsite. Therefore, no impacts would result, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Lateral Spreading

Lateral spreading movement occurs when a soil mass slides laterally on liquefied soil layers, moving downslope or towards a free face. The project site is not located within a liquefaction hazard zone and therefore, there is limited potential for lateral spreading to occur at the project site. Based on the liquefaction analysis conducted as part of the Geotechnical Investigation Report, discussed in response to inquiry a.iii above, the potential for liquefaction on the project site is unlikely. Additionally, the project would be built subject to the seismic design criteria of the most recent CBC. The CBC includes provisions that would reduce lateral spreading impacts onsite. Therefore, lateral spreading impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Subsidence/Collapse

Subsidence or collapse is the sinking of the ground surface caused by the compression of earth materials resulting from manmade activities, such as groundwater or oil and gas withdrawal. The resulting compression typically occurs only once within affected soils and cannot be repeated during fluctuations of the groundwater level or from peat oxidation.

Based on borehole drilling undertaken at the site as part of the Geotechnical Investigation Report, near surface deposits are composed primarily of 5 to 15 feet of medium- to high-plasticity clays and silts with lesser layers of interbedded silty sand and sand/silt. Between 15 feet depth and 30 to 35 feet depth, the soil consisted of lightly-overconsolidated soft to firm fat clay. This material has high water contents and low strength and will be subject to consolidation settlements under additional site loads. Options to limit settlement on the project site would include limiting the thickness of fill placed for construction. It is assumed that a lightly loaded single-story building would have distributed loading of the deeper soil layers that is roughly equivalent to placement of one foot of fill. Buried structures and tanks would theoretically decrease the weight of existing fill and soil and would not increase the predicted settlement. The high mast sign is also assumed to have loads that are distributed over considerable width and would not increase settlement potential.

The Geotechnical Investigation Report recommended the method of foundation support for the single-story structure, canopy structures, buried tank, environmental or fuel vaults (assumed to not exceed 8 to 10 feet depth), and the high-rise sign would be spread footings. Additionally, the project would be constructed in conformance with the most recently adopted CBC, which includes provisions to reduce subsidence and collapse impacts, and applicable recommendations made in the Geotechnical Investigation Report prepared for the project. Therefore, subsidence and collapse impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Liquefaction

Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly soils in the medium sand to silt range) are located over a high groundwater table. Because the site subsurface sandy soils are unsaturated to 18 to 20 feet depth, and soils below 15 feet depth to 35 feet depth are primarily medium- to high-plasticity clays, the potential for liquefaction is minor to negligible. However, to ensure that the project would not experience structural damage due to liquefaction, the project would be designed and constructed in conformance with the most recently adopted CBC, which would ensure liquefaction impacts are less than significant. Thus, impacts related to liquefaction, as discussed in Response to inquiry a.iii above, would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Expansive soil is characterized by a clay composition whereby clay particles expand dramatically upon wetting. Structures constructed on expansive soils require special design considerations that are identified within the CBC. The Geotechnical Investigation Report determined expansive clays will require separation from footings and pavements by at least 2 feet of compacted granular fill, including the thickness of aggregate base and subbase layers. Nonetheless, to ensure that the proposed development would not experience structural damage due to expansive soil, the project would be designed and constructed in conformance with the most recently adopted CBC. Therefore, impacts related to expansive soils would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project site is located on the outskirts of an urbanized area where municipal wastewater infrastructure already exists, although the project would need to install connections to the sewer. The project would not include the use of any septic tanks; additional wastewater output would be connected and treated by Susanville Sanitary District wastewater treatment system. With the inclusion of the bioretention basins, the proposed stormwater drainage system would be capable of handling existing and proposed stormwater volumes from the project site. Therefore, impacts related to septic tanks would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Paleontological resources or fossils are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. A review of the Preliminary Geologic Map of the Susanville 30' x 60' Quadrangle, California (CGS 2013) shows the project site is underlain by alluvium (Qa), and near-shore deposits of Lake Lahontan (Qpl). Alluvium deposits are Holocene-age (less than 11,000 years old) and include surficial deposits made up of variable compositions of clay, silt, sand, and gravel. Holocene-age sediments are typically too young to contain fossilized material (SVP 2010), although they may overlie sensitive older (e.g., Pleistocene) deposits at variable depth. Therefore, Holocene-age sedimentary deposits are considered to have a low potential for producing significant paleontological resources based on the BLM's Potential Fossil Yield Classification (PFYC) system definitions (2016).

Qpl deposits are old sedimentary deposits of Pleistocene-age (approximately 2.51 million years to 11,000 years old) and include deposits consisting of variable compositions of clay, silt, sand, and gravel. Numerous taxa have been

recovered from Pleistocene-age deposits throughout Lassen County, according to the University of California Museum of Paleontology (UCMP 2024). Therefore, Pleistocene-age sedimentary deposits are considered to have a moderate potential for producing paleontological resources under the PFYC system.

With regard to the project site, UCMP has a record of giant bison (*Bison latifrons*) and a Pleistocene pika jaw (*Ochotona sp*.) in the Susanville vicinity (UCMP 2024), and although grading and excavation would not be to a significant depth (approximately 10 ft), there is the potential that paleontological resources could be present in older Pleistocene-age deposits underlying the project site. As such, this potentially significant impact will be analyzed in greater detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

2.14 GREENHOUSE GAS EMISSIONS

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. Greenhouse Gas Emissions.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

2.14.1 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are causing global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The State of California defines GHGs as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different global warming potentials (GWPs) and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, CH_4 has a GWP of 25 (over a 100-year period); therefore, 1 metric ton (MT) of CH_4 is equivalent to 25 MT of CO_2 equivalents ($MTCO_2e$). The State uses the GWP ratios available from the United Nations Intergovernmental Panel on Climate Change (IPCC) and published in the Fourth Assessment Report (AR4) (IPCC 2007). By applying the GWP ratios, project-related CO_2e emissions can be tabulated in metric tons (MT) per year. Large emission sources are reported in million metric tons (MMT) of CO_2e.

The Greenhouse Gas Emissions analysis for the proposed project is currently ongoing, thus this issue will be analyzed in further detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Neither the Lassen County General Plan nor the Susanville Vicinity Area Plan identify specific GHG or climate change policies or goals. As of the writing of this Initial Study, the City of Susanville General Plan, which would be the operative document if the project is approved by the City and the annexation is approved by LAFCO, also does not identify specific GHG or climate change policies or goals. However, the general plan is in the process of being updated but is not scheduled for public release until the middle of 2025. Therefore, in the absence of any adopted, quantitative threshold, the proposed project would not have a significant effect on the environment if the proposed project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan) (CARB 2022).

2022 Scoping Plan

Jurisdictions taking meaningful climate action aligned with the State's climate goals in the absence of a CEQA-qualified Climate Action Plan should also look to the three priority areas to reduce GHG emissions: transportation electrification, VMT reduction, and building decarbonization. To assist local jurisdictions, the 2022 Scoping Plan, Appendix D of the Scoping Plan presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).

Transportation Electrification

The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero emissions by 2035 (see Table 2-1 of the 2022 Scoping Plan). The CARB approved the Advanced Clean Cars II rule, which codifies Executive Order N79-20 and requires 100 percent of new cars and light trucks sold in California be zero emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most. The project is designed in a manner that is consistent with and not in conflict with transportation electrification strategies. The project would include solar panels, EV charging, EV capable and EV ready spaces, as well as bicycle facilities that would meet or exceed the respective City codes. EV spaces are to be provided as required by the building code in effect at the time of project approval, and a proportion of those spaces would be designated as EVCS based on the requirements of Section 5.106.5.3 of the CALGreen Code.

VMT Reduction

The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

The project site is within 0.5-miles of a bus stop (Safeway Shopping Center), which is served by the Susanville City Route, Susanville City Route 'Express', and the West Country route which links Chester to the west and Susanville. Additionally, the project would include bicycle parking stalls to serve the users of the community and further reduce VMT.

Building Decarbonization

The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan). California's transition away from fossil fuel–based energy sources will bring the project's GHG emissions associated with building energy use down to zero as our electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

As mentioned, the City of Susanville General Plan does not identify specific GHG or climate change policies or goals. While the project would not be subject to Lassen County's General Plan Energy Element (1993), which proposes *Energy Conservation Policies*, the project would endeavor to maximize solar access and minimize the need for heating, cooling and lighting, and the buildings would be oriented with windows on the southern walls to allow for passive solar heating and cooling, in line with the *Energy Conservation Policies*. Additionally, CALGreen and Title 24 of the California Code of Regulations sets forth mandatory energy standards for new development that the project would need to adhere to.

The project would not conflict with the CARB 2022 Scoping Plan, nor any policies of the Lassen County General Plan nor any policies of the Susanville Vicinity Area Plan and the City of Susanville General Plan by default as it does not identify specific GHG or climate change policies or goals. As such, impacts would be less than significant. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

2.15 HAZARDS AND HAZARDOUS MATERIALS

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. Hazards and Hazardous Materials.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

2.15.1 Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Exposure of the public or the environment to hazardous materials could occur through any of the following: improper handling or use of hazardous materials or hazardous wastes, particularly by untrained personnel; a transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, and transmission fluid), and/or handling/transport of demolition debris and import/export of soils. However, these activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. Project construction activities would demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials/waste, ensuring that all potentially hazardous materials are used and handled in an appropriate manner.

Based on a review of the historical reference documents, a site visit, interviews, and the EDR report, the Phase I Environmental Site Assessment revealed no evidence of recognized environmental conditions (RECs) associated with the project site (Reno Tahoe Geo Associates, Inc 2022). Per the Phase I, a REC is defined as "the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property." The term includes the presence of hazardous substances or petroleum products even under conditions in compliance with laws. The Phase I also assessed historical RECs. Historical RECs can be defined as past releases of hazardous substances or petroleum products which have been remediated. Additionally, a review of available aerial photographs and the site visit on January 12, 2022, did not reveal obvious signs of dumping, spilling, leaking, storage or disposal of hazardous materials or wastes on site.

According to Geotracker (CSWRCB 2024), the State Water Board's database system used to track and archive compliance data related to authorized and unauthorized discharges, there are no records on the project site. There are two open sites nearby, one associated with the Sierra Pacific Industries sawmill to the northwest and one associated with Allied Petroleum to the east, both a considerable distance (over 0.3-miles) from the project site and not likely to affect the project site. Additionally, the project would need to be in full compliance with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials, including, but not limited to the Resource Conservation and Recovery Act (RCRA), Hazardous Materials Transportation Act (HMTA), California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, Lassen County APCD rules, and permits and associated conditions issued by the City of Susanville. Through compliance with these existing legal and regulatory requirements, construction impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Operation of the project would involve the routine transport, use, and disposal of hazardous materials including refueling of vehicles; fuel delivery, which would occur approximately 3-4 gasoline deliveries and 12-14 diesel deliveries per week; and landscaping and site maintenance activities. The travel center would include a 12-position passenger vehicle fueling station and a 4-position truck fueling station. The 16 fueling positions would be supplied by a 30,000-gallon below ground gasoline storage tank, including fuel delivery parking; four 12,000-gallon above-ground diesel storage tanks for truck fueling, including fuel delivery parking; a 20,000 two-compartment split tank with 12,000 gallons of diesel for automobiles and 8,000 of premium unleaded for automobiles; and a 20,000-gallon diesel exhaust fluid storage tank. In addition, the RV park would include a 1,000-gallon propane tank.

The project would be subject to standard regulations related to the routine transportation, storage, and dispensing of gasoline. Fuel pump dispensers would be required to be equipped with automatic shutoffs and other safety devices and signage, as required by Fire, Building, and Health codes. All USTs would be double walled and all above ground fuel storage tanks would be surrounded by fencing. In accordance with Title 23, Section 2635(b) of the CCR, USTs would be required to have spill containment and overfill prevention systems. Fuel tank storage areas would have appropriate safety design, equipment, and signage to protect public health and safety from leaks, fires, or spills involving vehicle fuel if any were to occur on the project site. In accordance with NPDES requirements, a SWPPP would be prepared and would include BMPs designed to prevent project-generated pollutants from entering stormwater and moving off-site into receiving waters throughout the construction and operation of the project.

As described in Title 49 of the CFR and implemented by Title 13 of the CCR, the USDOT Office of Hazardous Materials Safety has established strict regulations for the safe transportation of hazardous materials. Appropriate documentation for all hazardous waste that is transported in connection with project activities would be provided as required for compliance with existing hazardous materials regulations. Hazardous wastes produced on site are subject to

requirements associated with accumulation time limits, proper storage locations and containers, and proper labeling. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company, which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. Furthermore, the State of California requires all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, to submit a Hazardous Materials Business Emergency Plan (HMBEP) to its local Certified Unified Program Agency (CUPA). The project would thus need to adhere to this regulation. The HMBEP must include an inventory of the hazardous materials used in the facility, and emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. The HMBEP must also include a Material Safety Data Sheet for each hazardous and potentially hazardous substance used, which summarizes the physical and chemical properties of the substances and their health impacts. In the event of an accidental release of hazardous materials, the HMBEP requires immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information of all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

In addition, the routine use of small quantities of potentially hazardous materials typical of those used in fast-food and convenience store facilities, including cleaning products, paints, cooking oils and potentially chemicals used for maintenance of landscaping, would also occur. Such use would be consistent with those currently occurring at other nearby commercial and residential properties. The limited common hazardous materials used by the project can typically be disposed of at Class II or III landfills, which accept most common waste materials, such as those identified above. In addition, all hazardous materials used on the project site during operation would be used, stored, and disposed of in accordance with all applicable federal, state, and local requirements.

Given measures taken to improve the safety of USTs and fuel storage areas; compliance with applicable regulations which would reduce impacts associated with the use, transport, storage, and sale of hazardous materials; and the handling of hazardous materials in accordance with the HMBEP, impacts associated the routine transport, use, and disposal of hazardous materials would be less than significant and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

During excavation, on-site grading, and building construction, hazardous materials such as fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners, could be used, and therefore, would require proper handling and management and, in some cases, disposal. The use, handling, storage, and disposal of these materials could increase the opportunity for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. However, as previously discussed, all potentially hazardous materials used during construction of the project would be used and disposed of in accordance with manufacturers' specifications and instructions, thereby reducing the risk of hazardous materials use. In addition, the project would comply with all applicable federal, State, and local requirements concerning the use, storage, and management of hazardous materials. Based on the above, compliance with existing regulations would ensure the project construction activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the maximum depth of excavation would be to approximately 10 feet, and according to the Phase I ESA, groundwater was encountered at depths of 18 to 20 feet during geotechnical drilling; thus it is unlikely that upset and/or accident conditions would involve the release of hazardous materials into groundwater during construction.

Operation of the project would involve the routine use of small quantities of potentially hazardous materials typical of those used in fast-food and convenience store commercial uses along with fuels and propane. As stated previously, activities involving the handling and disposal of hazardous waste would occur in compliance with all applicable federal, state, and local requirements concerning the handling and disposal of hazardous waste. With applicable

regulations and requirements compliance, operational activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Some populations (e.g., children, elderly, sick or disabled persons) are more susceptible to health effects of hazardous materials than the general population. Hazardous materials used near schools, day care centers, senior living communities, hospitals, etc., must consider potential health effects to these populations, often referred to as "sensitive receptors." Construction or redevelopment on contaminated properties that could potentially generate vapors or fugitive dust containing contaminants may potentially pose a health risk to these populations. In addition, commercial businesses in proximity to sensitive receptors may have hazardous emissions or handle hazardous or acutely hazardous materials or wastes that could pose a health risk to these sensitive receptors.

There are no schools, day care centers, senior living communities or hospitals within 0.25-miles of the project site, with Susanville Nursing & Rehabilitation at 2005 River Street the closest facility at approximately 1-mile from the project site. While construction and operation may handle hazardous or acutely hazardous materials and transport such material along SR 36, which would pass within 0.25-miles of the Susanville Nursing & Rehabilitation and schools such as Lassen High School, compliance with state and federal requirements would ensure that potential hazardous impacts to occupants at adjacent or nearby sensitive receptors would be less than significant. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Section 65962.5 of the California Government Code requires the California Environmental Protection Agency to develop and update annually the Cortese List, which is a "list" of hazardous waste sites and other contaminated sites. While Section 65962.5 makes reference to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of multiple agencies, such as the Department of Toxic Substances Control (DTSC), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of Federal Superfund sites (National Priorities List); State Response sites; Voluntary Cleanup sites; and School Cleanup sites. Geotracker is the State Water Resources Control Board's data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (USTs, Department of Defense, Site Cleanup Program) as well as permitted facilities such as operating USTs and land disposal sites. CalEPA's database includes lists of sites with active Cease and Desist Orders or Cleanup and Abatement Orders from the State Water Board.

The project site is not on the Cortese List, although as noted previously, according to Geotracker (CSWRCB 2024), there are two open sites nearby, one associated with the Sierra Pacific Industries sawmill to the northwest and one associated with Allied Petroleum to the east, both a considerable distance (over 0.3-miles) from the project site, particularly the Allied Petroleum site to the east which is beyond SR 36. Although the project site slopes to the southeast, in 13 borings undertaken for the project's Geotechnical Investigation Report, the deepest of which was to 40 feet, none of which revealed any presence of hydrocarbons or odors that would potentially indicate the presence of hazardous materials below the site. Additionally, the Phase I ESA did not note the presence of any RECs at the

project site or associated with any previous land use at the project site or nearby. Therefore, impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The project is located approximately three miles northwest of Susanville Municipal Airport. The project site is located outside of the airports' 65 dBA Community Noise Equivalent Level (CNEL) noise contour and outside of the airport influence area, according to the updated Lassen County Noise Element (2021) and its associated Lassen County Community Noise Levels kmz (Google Earth) file. In addition, all air traffic within the city would be subject to stringent Federal Aviation Administration (FAA) and Caltrans regulations to protect the public from potential aircraft hazards or other safety concerns such as excessive noise. Additionally, as part of the Sign Survey undertaken for the project, a preliminary filing with the FAA was submitted and the FAA returned a 'no hazard' determination for the proposed sign structure's height and location. No additional follow up with the FAA would be required unless any height or location change occurred, in which case per FAA requirements, a new filing to confirm compliance would be required. Therefore, construction or operation of the project would not result in a safety hazard or excessive noise for people residing or working in the project area and a less than significant impact would occur. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Slow-moving construction-related traffic along local roadways could reduce optimal traffic flows and could delay emergency vehicles traveling through the project area. Project construction activities could cause temporary lane closures on SR 36 and Skyline Road as the project would include a variety of offsite improvements, including installation of utility connections and junction modifications.

As mentioned in the Project Design Features section (2.3.5) in the Project Description of this Initial Study, a CMTP which defines the scope and scheduling of planned construction activities, as well as the contractor's proposed construction site management responsibilities, shall be prepared by the contractor as Project Design Feature PDF-TR-1, to ensure minimal impacts to neighboring residents and land uses and to avoid interruption of pedestrian, vehicle, and alternative transportation modes and public transit. The CMTP will facilitate communication and coordination with residents and business owners/others in the vicinity of the project site. Additionally, per California Department of Transportation (Caltrans) recommendations, large-size truck travel would be limited to off-peak commute hours to the maximum extent feasible, details of which would be outlined in the CTMP. Furthermore, Caltrans requires a permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. Should this permit be required, details would be provided within the CTMP. Finally, Caltrans District 2 – Redding is the Caltrans District with responsibility for issuing encroachment permits. Encroachment permits act as permissive authority for the permittee to enter State highway right-of-way to construct, alter, repair, improve facilities, or conduct specified activities. Any required encroachment permits would also be detailed within the CTMP. Limiting large-size truck travel to off-peak commute hours would help to ensure that emergency response vehicles would not be impeded. Any lane closures required for installation of utility connections and junction modifications would be subject to Caltrans permits and procedures, which would additionally minimize impacts to emergency response.

Goal 5, Objective 5.3 of the Lassen County Multi-Jurisdictional Hazard Mitigation Plan Update (2018) is to 'review and improve, if necessary, emergency traffic and evacuation routes; communicate such routes to the public and communities.' Additionally, a joint Lassen County and City of Susanville Emergency Operations Plan (2019) has been prepared which describes how the County and City will organize and respond to emergencies and disasters in the community and to

prevent, protect against, mitigate the effects of, respond to, and recover from the hazards and threats that pose the greatest risk to the community. Within the Emergency Operations Plan, Emergency Function (EF) 1 describes how the County and City will coordinate transportation needs during a time of a major emergency or disaster, including coordinating transportation activities to supplement the efforts of emergency response agencies to protect the public.

To prevent potentially significant construction-related traffic impacts, the project's contractor would implement a construction traffic management plan, per PDF-TR-1, prior to the initiation of any construction activities to ensure that access for all road users is maintained near the project site or impacted to the least extent feasible. Furthermore, the project would be subject to review and approval by all applicable city departments to ensure that the proposed project complies with City requirements related to emergency response. The project would be designed and maintained in accordance with applicable standards associated with vehicular access, such that interference with existing emergency response or evacuation plans would not occur. As a condition of project approval, the City of Susanville Fire and Police Departments would review the project plans to ensure that adequate emergency vehicle access is provided. Given proper design of ingress/egress driveways and compliance with applicable standards and local regulations, operation of the project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

The project would not interfere with the City/County's emergency plans and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as part of each of those plans is to put mechanisms in place to communicate potential impacts to emergency traffic and evacuation routes. As such, construction and operation of the project would not interfere with an adopted emergency response plan and/or emergency evacuation plan. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project site is vegetated but is on the edge of an urbanized area, away from wildlands and the risks of wildfire. The project site is located outside the CAL FIRE State Responsibility Area (CAL FIRE 2023) and also outside the Local Responsibility Area Very High or High Fire Hazard Severity Zone. Additionally, as shown in the Site Plan (Figure 2-3), the project would include fire hydrants, a 200,000-gallon fire water storage tank and fire booster pump to aid fire suppression. As the project site is not within a Very High or High Fire Hazard Severity Zone, the risks from wildland fires are thought to be minimal, making the risk of loss, injury, or death involving wildland fires an insignificant risk. Additionally, the project would be required to comply with all applicable fire codes and building code standards. Therefore, impacts related to wildfires would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

2.16 HYDROLOGY AND WATER QUALITY

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. Hydrology and Water Quality.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

2.16.1 Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Regarding surface water quality, in California, the NPDES stormwater permitting program is administered by the State Water Resources Control Board (SWRCB) through its nine Regional Water Quality Control Boards (RWQCBs). This NPDES permit, referred to as General Permit for Stormwater Discharges from Construction Activities by the SWRCB, establishes a risk-based approach to stormwater control requirements for construction projects. The City of Susanville is within the jurisdiction of the Lahontan Regional Water Quality Control Board (LRWQCB), which is responsible for the preparation and implementation of the water quality control plan for the Region 6 area, which stretches from the

California/Oregon border in the north to the San Bernadino National Forest in the south, including a large portion of the Mojave Desert within its boundary.

The Construction General Permit regulates construction activity, including clearing, grading, and excavation of areas one acre or more in size, and prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance, unless a separate NPDES permit has been issued for those discharges. For all construction activities disturbing one acre of land or more, California also mandates the development and implementation of Stormwater Pollution Prevention Plans (SWPPP). The SWPPP documents the selection and implementation of BMPs to prevent discharges of water pollutants to surface or groundwater. The SWPPP also charges owners with stormwater quality management responsibilities. The developer or contractor for a construction site subject to the General Permit must prepare and implement a SWPPP that meets the requirements of the General Permit. During construction, per the NPDES Construction General Permit, the project would be required to implement a SWPPP that includes BMPs to reduce pollutants in stormwater runoff from the project site. The BMPs would adhere to the California Stormwater Quality Association BMP Handbook and would include, but not be limited to, use of sandbags, storm drain inlets protection, stabilized construction entrance, wind erosion control, and stockpile management to minimize the discharge of pollutants in stormwater during construction. All construction activities would occur in accordance with City grading permit regulations contained within the Susanville code of ordinances.

Implementation of site-specific BMPs included as part of the SWPPP and implementation of an erosion control plan that outlines erosion control measures and construction waste containment measures would ensure that waters of the United States and waters of the State are protected during and after project construction. The SWPPP would include site design measures to minimize offsite stormwater runoff that might otherwise affect surrounding habitats. The Lahontan RWQCB would review and monitor the effectiveness of the SWPPP through mandatory reporting by the city and the contractor as required. Construction of the project would not result in discharges that would violate any surface water quality standard or waste discharge requirements. Therefore, construction-related impacts on any surface water quality would be less than significant.

Regarding operation, stormwater discharge is generated by rainfall that runs off the land and impervious surfaces, such as paved streets, parking lots, and rooftops. Stormwater discharge may include pollutants of concern, which are expected to be generated by the project, that could affect stormwater quality. Fuel could be spilled while being dispensed into automobiles and trucks or during fuel deliveries, which would take place several times each day. Oils, lubricants, heavy metals, and other water quality contaminants would create residue on the paved surfaces of the project site, which would be carried in stormwater runoff and could reach surface or groundwaters. This stormwater runoff can flow directly into storm drains and continue untreated. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, plant and animal habitats, and the water quality in off-site drainages and surface water bodies. Additionally, a leak in an underground storage tank (UST) could continue for a long period undetected, resulting in the potential contamination of groundwater.

The project SWPPP will include operational water quality BMPs that would reduce the potential for pollutant discharge. All fueling and delivery areas would be surfaced with cement concrete. Fueling bays would be covered by a canopy and would have a hydrologically isolated drainage system that discharges to an oil/water separator. The above-ground storage tanks would include a concrete containment curb which would catch and retain fuel in the event of a fuel spill.

Paved and impervious surfaces would generate stormwater runoff that would carry with it the roadway and automotive contaminants found on the pavement surface. The project would include three onsite bioretention basins that would collect surface runoff from the project site (see Figure 2-3 in Section 2, "Project Description"). Bioretention systems are designed to function in a manner similar to the physical, chemical, and biological processes in the natural environment. They capture runoff, promote infiltration and evapotranspiration, recharge groundwater, and remove up to 99 percent of the nutrients, sediment, and heavy metals carried in stormwater.

As the CUPA for jurisdictions within Lassen County, the Lassen County Environmental Health Department oversees aboveground storage tanks (AST), UST, Hazardous Waste Generators/Tiered Treatment, Hazardous Materials Management and Response Plans, and the California Accidental Release Program. The project proponent would be required to submit plans to the CUPA and obtain a valid permit prior to commencing site work. In addition, project

operations would be required to comply with Chapter 6.7 of the California Health & Safety Code and the associated regulations in Title 23 of the California Code of Regulations (Underground Storage of Hazardous Substances), the Aboveground Petroleum Storage Act and Health and Safety Code Section 25270.2.

The operation of the project would involve the use and transport of automotive fuels, lubricants, and other chemicals that could be spilled or otherwise discharged and carried to surface or groundwaters. However, the project would incorporate water quality BMPs as part of the LRWQCB-mandated SWPPP to reduce the potential for discharge and would comply with all California AST and UST regulations. As such impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The project site does not currently provide a substantial opportunity for recharge of groundwater and the project does not propose the development of long-term groundwater production wells, which would lead to decreased groundwater supplies. However, the City of Susanville's water supply comes from two natural springs, Bagwell Springs located one mile north of the city and Cady Springs located two miles west of the city, and four wells. Bagwell Springs and Cady Springs provide water supply year-round but during summer, the water system relies on the four water wells to meet peak demands (City of Susanville 2022). As there is no water main connection to the site, it is likely water will be brought in by trucks to supplement construction needs rather than constructing a well and using groundwater.

According to the project's Geotechnical Investigation Report, groundwater was encountered at depths of 18 to 20 feet during geotechnical assessment drilling. As such, given the temporary nature of construction activities, while some dewatering could be necessary during construction activities (although considered unlikely given the historic depth to groundwater), such dewatering activities would not be of an extent that would substantially alter groundwater supplies due to shallow depth of excavation and groundwater levels being considerably deeper than anticipated depths of excavation.

In addition, with development of the project, while the impervious area on the project site would increase, the potential for decreased groundwater recharge would be offset with the project's proposed bioretention basin system, whereby stormwater runoff would be directed to the bioretention basin for eventual infiltration. Thus, despite an increase in impermeable surfaces, with the bioretention basin in place, there would not be a substantial change to groundwater recharge conditions. Also, the project would include the installation of filters as part of the bioretention basin and other BMPs, which would allow for treatment of the on-site stormwater prior to contact with the groundwater below. Furthermore, the project would not include the installation of water supply wells on the project site. Water would be provided via a newly constructed water main to the site, and the City of Susanville (the water provider), has adequate water supplies for the project's operation.

Based on the above, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

The volume and rate of stormwater runoff generated from an area is affected by development through conversion of vegetated or pervious surfaces to impervious surfaces and by the development of drainage systems that connect these impervious surfaces to streams or other water bodies. In this way, development can increase the rate of runoff

and eliminate storage and infiltration that would naturally occur along drainage paths. As water runs off the land surface, it collects and carries materials and sediment, which can be potentially harmful to downstream receiving waters. In addition, runoff from impervious surfaces can become concentrated, overwhelming existing storm drain systems, causing erosion and increasing sediment transport, downstream deposition, and flooding in lower watershed areas.

The project would comply with the NPDES Construction General Permit, which would reduce potential for erosion, siltation, and polluted runoff during construction activities. Once operational, the project site would include landscaping and hardscaping to prevent long-term erosion and bioretention basins to collect and filter polluted runoff. Although the project would create new impervious surfaces, the project is designed to decrease the volume of storm water runoff and peak discharge from the existing pre-development condition. Therefore, the project would not result in flooding or exceed the capacity of stormwater drainage systems or alter the existing drainage pattern of the site or area. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

i) Result in substantial on- or offsite erosion or siltation;

As described previously, vegetation removal, grading, earth moving, and excavation during project construction, including construction of the offsite utilities, could result in erosion and siltation in receiving waters. However, construction activities would comply with the NPDES General Permit, which requires preparation of a SWPPP and implementation of BMPs to control erosion and siltation. Once operational, the project site would be covered with paved surfaces and landscaped areas to provide long-term soil stability and minimize the potential for erosion. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Construction activities have the potential to temporarily alter existing drainage patterns and flows on the project site by exposing the underlying soils, modifying flow direction, and making the project site temporarily more permeable. As discussed above, the project would implement a SWPPP that specifies BMPs and erosion control measures used during construction to manage runoff flows. These BMPs are designed to contain stormwater or construction watering on the project site such that runoff does not impact off-site drainage facilities or receiving waters. In addition, project construction activities would occur in accordance with City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Thus, through compliance with all NPDES General Construction Permit requirements and compliance with applicable City regulations, construction activities for the project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. As such, construction-related impacts to hydrology would be less than significant, and no further analysis of this issue is warranted in the Draft EIR.

The project would result in a net increase of impervious surfaces, which would affect the drainage conditions of the project site. However, the project is designed to direct surface flow to bioretention basins around the perimeter of the project site. During larger storm events, the bioretention basins would overflow into an underground storm drain system composed of drain inlets and pipes that would ultimately discharge to the Susan River. As such, operation-related impacts to hydrology would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

As mentioned previously, the project would comply with the NPDES Construction General Permit, which would reduce potential for erosion, siltation, and polluted runoff during construction activities. Once operational, the project site would include landscaping and hardscaping to prevent long-term erosion and bioretention basins to collect and filter polluted runoff. Although the project would create new impervious surfaces, the project is designed to decrease the volume of storm water runoff and peak discharge from the existing pre-development condition. Therefore, with the incorporation of the proposed bioretention basin system and BMPs, operation of the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Thus, project impacts would be less than significant, and no further evaluation of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

iv) Impede or redirect flood flows?

The project site is designated by the Federal Emergency Management Agency (FEMA) as Zone X - an area with a 0.2% Annual Chance Flood Hazard, areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile (FEMA 2024) and are considered moderate flood hazard areas. As described above, the proposed bioretention basins and underground storm drain system would have adequate capacity to accommodate storm water runoff from the project site, which would be stored in the basin prior to infiltration. Therefore, the project would not impede or redirect flood flows. Thus, project impacts would be less than significant, and no further evaluation of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Seiches are large waves generated by ground shaking effects within enclosed bodies of water. Honey Lake is approximately 12.5 miles southeast of the project site and is too far of a distance to pose a risk from seiche. Therefore, implementation of the project would not increase the risk of seiche and no impact would occur.

Tsunamis are tidal waves generated by a significant disturbance undersea, such as a tectonic displacement of sea floor associated with large, shallow earthquakes. As the City of Susanville is landlocked and located over 175 miles from the Pacific Ocean, tsunamis are not a hazard for the city. Therefore, implementation of the Project would not increase the risk of tsunami and no impact would occur.

The Antelope Dam is the closest dam and is located 14.5 miles south of the project site, adjacent to Antelope Lake. According to the USACE's National Inventory of Dams Advanced Map Viewer (USACE 2024), the project site is not located within the downstream inundation area for Antelope Dam. However, as noted, the site is in Zone X according to FEMA maps. As described above, the proposed bioretention basins and underground storm drain system would have adequate capacity to accommodate storm water runoff from the project site, which would be stored in the basin prior to infiltration. Therefore, the project would not risk release of pollutants due to inundation. Thus, project impacts would be less than significant, and no further evaluation of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project falls under the jurisdiction of the Lahontan RWQCB Basin Plan for the Lahontan Region. The Lahontan RWQCB is also given authority to issue waste discharge requirements, enforce actions against stormwater discharge violators, and monitor water quality. Since the construction site would be greater than one acre, the Project would be required to obtain coverage under the NPDES Construction General Permit from the Lahontan RWQCB. In accordance with the requirements of this permit, the project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows, prevent pollution, and avoid on- or off-site flooding during construction. The NPDES Construction General Permit and SWPPP measures are designed to contain and treat, as necessary, stormwater or construction watering on the project site, so runoff does not impact off-site drainage facilities or receiving waters with sediment or other pollutants. In addition, as discussed previously, the project includes bioretention systems that would collect and filter pollutants from stormwater runoff. Furthermore, the storage, use, and disposal of hazardous materials during construction and operational activities would be conducted in compliance with applicable regulations described in Section 2.8, "Hazards and Hazardous Materials." Compliance with applicable permits and regulations governing water quality would ensure that construction and operational activities would not result in exceedances of any water quality objectives established for protecting the beneficial uses of receiving water bodies (i.e. Susan River and North Lahontan Basin) or as established in the Water Quality Control Plan for the Lahontan Region (Basin Plan) or for the Susanville Hydrologic Unit which includes the Susan River Hydrologic Area.

The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts would be less than significant, and further analysis of this issue in the main body of the Draft EIR is not warranted

Significance of impact: Less than significant.

2.17 LAND USE AND PLANNING

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. **Land Use and Planning.** Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

2.17.1 Discussion

a) Physically divide an established community?

The project site is currently undeveloped, vacant land, situated south of the City of Susanville, adjacent to SR 36. As part of the project, the project site would be annexed into the City of Susanville; thus, rather than divide a community, the project site would become part of the community. The project would also encourage alternative modes of travel by providing short-term bicycle parking spaces for the local community to use. Additionally, the project would not introduce physical barriers or change existing circulation patterns in a manner that would hinder access to existing communities. As such, the project would not physically divide an established community, the impact would be less than significant, and further analysis of this issue in the main body of the Draft EIR is not warranted.

Significance of impact: Less than significant.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Lassen County General Plan and Area Plan Land Use designation for the project site, which is within the Susanville Vicinity Area Plan area, is Industrial Park. The Industrial Park designation is for limited industrial uses to be designed and laid out as a planned development with on-site services.

The Lassen County General Plan/Area Plan for the Susanville Vicinity Area Plan area indicates principal land use designations and typical zoning districts or combinations of zoning districts which correspond to the designations. The project site has a typical corresponding zoning district of Limited Industrial District (M-L).

In addition, the City is in the process of updating its land use and zoning designations, and as part of the annexation of the project site into the City of Susanville, the land use and zoning designations would change. Commercial Shopping Center would be the proposed general plan land use designation and General Commercial Shopping District (C-2) would be the proposed zoning. As such, if the City approves the project and makes the requested General Plan and zoning changes, the project would be consistent with the City's general plan and zoning land use designations upon annexation. The County's general plan and zoning designations would no longer be operative.

As demonstrated in Table 2-3, the project would be generally consistent with the land use goals, policies, and programs in the City of Susanville General Plan. The Table also identifies consistency with the Lassen County General Plan and the Susanville Vicinity Area Plan but it should be noted that the discussion of consistency with County planning documents is for informational purposes only, as the governing General Plan will be the City's General Plan upon annexation. It should also be noted that although Table 2-3 indicates a limited number of goals and policies related to resources such as air quality, greenhouse gases/climate change, noise and cultural resources, potential conflicts with policy documents, plans and regulations related specifically to those resource areas will be assessed in the respective sections of the Draft EIR. Impacts would be less than significant and further analysis of this issue in the main body of the Draft EIR is not warranted.

Significance of impact: Less than significant.

Table 2-3 Consistency with Land Use Plans, Policies, and Regulations

Plan, Policy, or Regulation	Project Consistency
Susanville General Plan – Land Use and Community Development	
GOAL LUD-1: To promote high-quality development of a well-balanced and functional mix of land uses that preserves and enhances Susanville's quality of life.	
LUD-1.1: Land Use Compatibility. The City shall ensure compatibility between land uses to protect, maintain, and enhance the quality of life in the city by addressing traffic, noise, lighting. Height/bulk differences, and other sources of incompatibility through the use of physical separation, buffering, screening and other techniques. LUD-1.2: Design and Compatibility Standards. The City shall adopt objective design and compatibility standards to ensure that all land uses become long-term assets to the community. LUD-1.5: Commercial Land Use. The City shall designate a mix of commercial uses, including retail, general, and tourist commercial, to promote both the tourist economy and the needs of residents of Susanville.	**Consistent.** The project would be consistent with the height/bulk of other commercial developments in the area and include a setback from the Caltrans right of way. Per City of Susanville Code of Ordinances, Section 17.96.050 Lighting, the project would be designed to ensure all lighting is located so as to confine direct lighting to the premises. A light source shall not shine upon or illuminate directly on any surface other than the area required to be lighted.
GOAL LUD-3: To ensure that existing and proposed commercial development in the city is consistent with the overall character of the city	
LUD-3.2: New Commercial Development. The City shall ensure that new commercial development is appropriately located and is consistent with the Community Character Element of the General Plan. LUD-3.3: High-Quality Building Design. The City shall require distinctive and high-quality commercial building design, construction, and site planning that respects the character of Susanville. LUD-3.4: Commercial Amenities and Impact Mitigation. The City shall require new or expanded commercial or office areas to include provisions for adequate off-street parking, pathways connecting building entries to sidewalks, bicycle parking, mitigation of traffic impacts, adherence to architectural and low-water landscaping standards, and mitigation of potential land use conflicts with adjacent residential uses.	**Consistent.** The project would be annexed into the city, helping to achieve the goal of allowing appropriately located development. The building design would feature solar panels and would be designed to blend into the environment and not detract from the scenic beauty of Susanville. The project would also include adequate parking, and sidewalks, bicycle parking and a CMP to help ensure construction traffic impacts would be minimized.
GOAL LUD-5: To keep Susanville relatively compact, surrounded by open space, agriculture, and forest.	
LUD-5.1: Well-defined City Boundaries. The City shall maintain well-defined boundaries at the edge of urban development. LUD-5.2: Discourage Urban Sprawl. The City shall discourage urban sprawl. LUD-5.3: Open Space at the City Perimeter. The City shall make every effort to maintain a wide band of open space at its perimeter. LUD-5.4: 100-year Flood Plain. The City shall discourage development in the 100-year flood plain. The City shall require a Conditional Use Permit for development proposed in the 100-year flood plain, or where feasible, purchase the land. LUD-5.7: Orderly and Harmonious Development. The City shall promote the orderly and harmonious development of Susanville and its surroundings.	**Consistent.** The project would be annexed into the City of Susanville and is within the city's existing sphere of influence and would be within the city's revised city boundary. In addition, the project site represents a planned southward expansion of the city, per Figure LUD-4 in the Land Use and Community Development Element and would not constitute urban sprawl. The wide perimeter of open space to the south of the project site would be unaffected. Additionally, the project site is designated by FEMA as Zone X - an area with a 0.2% Annual Chance Flood Hazard, areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile and is considered a moderate flood hazard area.

Plan, Policy, or Regulation	Project Consistency
LUD-5.8: New Development Location. The City shall ensure that all new development takes place within the city boundaries and its sphere of influence, according to City standards	
GOAL LUD-6: To encourage annexation of lands within the City's sphere of influence that are proposed for urban development and assure logical and continuous growth.	
lud-6.3: Annexation Prior to Development. The City shall encourage annexation of areas to the city prior to their development. LUD-6.5: Expand the Sphere of Influence. The City shall seek to expand its sphere of influence southward and westward. LUD-6.6: Municipal Services Outside the City. The City shall fully use its powers to extend or withhold utilities and services and shall not extend municipal services to areas outside the city, except upon conformance to the City's General Plan and annexation to the city. LUD-6.9: Promote Open Space Outside the City. The City shall urge the County to actively promote open space, forest, and agricultural uses on lands beyond the city limits.	**Consistent.** The project would be annexed into the City of Susanville and is within the City's existing sphere of influence. In addition, the project site represents a planned southward expansion of the city. The project would provide offsite utilities that would be installed by the project applicant but have the ownership transferred to the city and in the case of the sewer line have ownership transferred to the Susanville Sanitary District. The project would have no impact on open space, forest, and agricultural uses on lands beyond the city limits.
GOAL LUD-10: To promote the orderly expansion of the City that provides additional tax base revenue and provides additional housing and services for existing and future Susanville residents	
LUD-10.4: Tribal Consultation. The City shall consult the Susanville Indian Rancheria prior to any formal application submittal of annexations.	**Consistent.** Per the requirements of AB 52, Tribal Consultation for the project will be undertaken in accordance with the requirements.
GOAL LUD-17: To ensure Susanville's long-term success and economic sustainability by diversifying and expanding tourism attractions, highlighting the unique history and character of the city	
LUD-17.5: Expand Visitor Serving Amenities. The City shall work with the Historic Susanville Uptown Association, the Lassen County Chamber of Commerce, the Susanville Indian Rancheria, and local business owners to improve and expand visitor-serving activities and facilities.	**Consistent.** The project would provide an additional visitor-serving facility with two fast-food restaurant offerings and provide a truck stop along SR 36, none of which are available between Reno and Redding.
Susanville General Plan – Circulation	
GOAL CIR-1: The City of Susanville shall work with Lassen County and the Lassen County Transportation Commission (LCTC) to develop and maintain a comprehensive, efficient, and safe transportation system to serve the needs of City residents and to stimulate Susanville's economic progress.	
CIR-1.4: Safety. Safety shall be a priority when planning and designing transportation infrastructure improvements in the City of Susanville. All improvements should include industry-accepted safety measures for intersections and roadways. CIR-1.10: Vehicle Miles Travelled (VMT). The City of Susanville shall use VMT rather than Level of Service (LOS) as the SB 375 required metric to measure transportation impacts on the environment for CEQA and other environmental factors and determinations.	**Consistent.** The project would reconfigure the SR 36/Skyline Road intersection in accordance with Caltrans/County/City requirements, ensuring safety is of paramount importance and to allow for the future western extension of Skyline Road. The project is in the process of undertaking a traffic impact assessment which will include a VMT study, which will be included as an Appendix to the Draft EIR.

Plan, Policy, or Regulation	Project Consistency
GOAL CIR-6: Include bikeway facilities in all appropriate future development projects to facilitate on-site circulation for bicycle travel, on-site bicycle parking, and connections to the proposed system	
CIR-6.3: Bicycle Facilities. Support provision of parking, shelters, and off-street facilities, where feasible and practical, to promote bicycle and pedestrian travel. Require future developments that might experience a high bicycle demand, such as commercial areas, parks, libraries, and schools, to support these facilities.	**Consistent.** The project will provide bicycle racks to encourage local bicycle travel to the site.
GOAL CIR-9: Create proper movement of goods through Susanville while minimizing the negative effects on air quality, public health, and traffic within the city	
CIR-9.2: Minimize Impacts. Balance health and quality of life priorities of the community, including air quality and noise levels, with commercial goods movement	**Consistent.** Lassen County is considered Unclassified/Attainment by NAAQS meaning the air quality in this geographic area meets or is cleaner than the national standard. However, the Air Quality analysis for the proposed project is currently ongoing; thus this issue will be analyzed in further detail in the main body of the Draft EIR. If applicable, mitigation measures to protect air quality will be included in the Air Quality section of the Draft EIR. The project is currently undertaking a noise assessment, which will determine noise levels and propose mitigation measures, should they be required. The project site is also shielded to an extent by the railroad embankment which is 5-feet above the grade of the project site. Additionally, the project would adhere to Susanville Code of Ordinances Site Development Standards for noise control.
Susanville General Plan – Community Character	
GOAL 5: Preserve and protect all bodies of water in their natural state as open space, resource, and habitat.	
GOAL 6: Maintain the integrity, natural appearance, and qualities of all bodies of water.	
GOAL 7: Assure the appropriate use of riverside lands.	
Policy I. As development and redevelopment occur, the City shall require public access to and along the Susan River from the nearest public streets and walks. Policy n. Paths along the river shall be designed to address. the safety and security of pedestrians and bicyclists.	**Consistent.** The project would be situated a considerable distance from the Susan River and would not preclude access to and along the river, should the south bank of the river be developed into an accessible path.
GOAL 11: Upgrade the quality of all development, existing and future, and assure that new development is attractive.	
Policy p. The City shall exercise greater control over growth. Policy q. The City shall promote better looking commercial and industrial developments, remodelings, and signs.	**Consistent.** The project would be a planned development, and would not be undertaken 'haphazardly', per development in the northwest of the city. The aesthetic design of the project is to blend into the surroundings through the use of predominantly neutral colors (see Figure 2-4).

Plan, Policy, or Regulation	Project Consistency
GOAL 13: Require public sidewalks on all residential and commercial streets.	
Policy s. The City will, by ordinance, require the construction of curb, gutter, and sidewalk-and handicapped ramps at corners-on all streets.	**Consistent.** The project would include a sidewalk between the SR 36 and the Skyline Road intersection.
Susanville General Plan – Open Space, Parks, Recreation, and Child Care	
GOAL 14: Promote a greater awareness of and sensitivity toward Susanville's archaeological heritage.	
Policy aj. The City shall take all possible precautions to insure that no action by the City or County results in the loss of the irreplaceable archaeological record present in the City's planning jurisdiction, and shall work with the County toward that end.	**Consistent.** The project will include a cultural resources assessment, which will be included as an Appendix to the Draft EIR. If applicable, mitigation measures to protect archeological resources will be included in the Cultural Resources section of the Draft EIR.
Susanville General Plan – Community Health, Safety, and Conservation	
GOAL 1: Protect and Improve the well-being of the Susanville community, including its residents and visitors.	
GOAL 2: Maintain the health and safety of the community.	
GOAL 3: Strive to prevent loss of life and property due to fire, crime, natural hazards, and exposure to hazardous materials.	
GOAL 5: Minimize the amount of noise that future development creates and the amount of noise to which the community Is exposed.	
Policy e. Adhere to federal or State Air Quality Standards, whichever are more stringent Policy f. Susanville's air quality shall not diminish beyond its current level during the winter. Policy g. The City shall consider the· maintenance and improvement of air quality as part of development review for new construction and/or expansion of existing uses or structures. Policy p. All construction (new, additions, and remodeling) throughout Susanville shall be designed and built to resist fire. New development shall be designed and constructed in a manner that is conducive to protecting lives and property from fire. Policy u. The City shall maintain the ability to respond to emergencies in a timely and efficient manner. Policy v. The City's street system shall be designed and upgraded to enhance vehicular and pedestrian safety and to assist the police in traffic enforcement. Policy w. The City shall increase public awareness of seismic and other natural hazards, and of methods to avoid or mitigate their effects. Policy z. In areas prone to natural hazards, the City shall only allow land uses that provide appropriate mitigation. Policy aa. The City shall avoid land uses that threaten public safety and/or that may result in property damage. Policy ad. The City shall preclude new developments fr.om compounding or impacting the potential for flooding.	**Consistent.** Lassen County is considered Unclassified/Attainment by NAAQS meaning the air quality in this geographic area meets or is cleaner than the national standard. However, the Air Quality analysis for the proposed project is currently ongoing; thus this issue will be analyzed in further detail in the main body of the Draft EIR. If applicable, mitigation measures to protect air quality will be included in the Air Quality section of the Draft EIR. As previously indicated, the project would include fire hydrants, a 200,000-gallon fire water storage tank and fire booster pump to aid fire suppression. New building construction would be built in accordance with the Susanville Code of Ordinances Standards For Fire Protection Facilities and Water Flow(Chapter 8.20). The Susanville Fire Department (SFD) is approximately 5-minutes' drive from the project site and the project would not impede SFD's ability to respond to emergencies in a timey manner. The project would provide safe access to the project site by amending the layout of the SR 36/Skyline Road intersection. A sidewalk would be included from the site to the intersection, ensuring public safety. The project has undertaken a Geotechnical Investigation Report (Reno Tahoe Geo Associates, Inc. 2022; see Appendix A) which identifies seismic and other natural hazards. Also see details of ground-related hazards in Section 2.13, Geology and Soils, of this Initial Study and Section

Plan, Policy, or Regulation	Project Consistency
Policy ak. The City shall require a hydrologic analysis of runoff and drainage from new development. Policy am. The City shall not allow placement of critical facilities and high-occupancy structures directly upon known fault lines or unstable slopes prone to ground failure during an earthquake. Policy av. The City shall preserve adequate vegetative cover and prevent development which increases erosion and sedimentation potential along streams or in unstable soil areas. Policy aw. The City shall reduce run-off induced flooding, erosion, sedimentation, and pollution resulting from new development. Policy be. Developers shall provide adequate drainage and erosion control during construction Policy bk. The City shall require landscaped sound buffers, open space, or other mitigation between residential areas and facilities or areas that produce higher noise levels, such as freeways, commercial sites, and industrial developments. Policy bq. Require acoustical studies for any new development in areas having an L_{dn} greater than acceptable for the land use proposed. Policy bs. Stipulate use of the current standard A-weighted sound levels for measuring noise. Policy bt. Require setbacks, walls, or other mitigation between noise-generating and noise-sensitive uses. Policy bu. Allow construction activities at normal activity levels, but limit them to times of the day or week when the number of persons occupying the potential noise impact zone is lowest. Policy bv. Utilize the natural shielding effects offered by topography to determine the phasing of construction. Policy bw. Require use of mufflers and require muffler maintenance on construction vehicles to meet EPA standards established under the Federal Noise Control Act of 1972 for new equipment. Policy bx. Require the placement of stationary construction equipment, such as compressors, as far as possible from developed areas, and require that acoustic shielding be used with such equipment. Policy ce. Limit the noise impact and duration of grading operations.	2.16 related to Hydrology and Water Quality, including flooding, erosion, runoff and drainage. See Figure 2-9 for details of the proposed storm drain system. The project is currently undertaking a noise assessment, which will determine noise levels and propose mitigation measures, should they be required. The project site is also shielded to an extent by the railroad embankment which is 5-feet above the grade of the project site. Additionally, the project would adhere to Susanville Code of Ordinances Site Development Standards for noise control.
Lassen County General Plan – Land Use Element	
GOAL L-4: Compatibility between land use types by providing for complementary mixtures and patterns of land uses.	
LU-7 POLICY: The County shall consider the land use compatibility implications of proposed changes in land use, including proposed general plan amendments and rezoning, to determine the significance and acceptability of the extent to which proposed changes may affect the pattern and well-being of neighboring land uses.	**Consistent.** The project site is adjacent to SR 36 and away from the main populous of the City of Susanville. As such, the project is compatible with adjacent land uses, consisting of the SR 36 highway and vacant, undeveloped land. The annexation of the project site into the City of Susanville would result in zoning and land use designation changes and the project would be consistent with the updated land use and zoning upon annexation. Without the annexation, the project would also be a permitted use.

Plan, Policy, or Regulation	Project Consistency
GOAL L-8: Neighborhoods which offer safe and pleasant living environments for the residents of Lassen County	
LU21 POLICY: The County supports the need to maintain safe and pleasant living environments and, in consideration of related land use decisions, shall require mitigation of impacts which significantly threaten such qualities.	**Consistent.** The project site is adjacent to SR 36 and away from the main populous of the City of Susanville. As such, the project is compatible with adjacent land uses, consisting of the SR 36 highway and vacant, undeveloped land. This Initial Study in conjunction with the project EIR details potential impacts and proposed mitigation measures, as applicable.
GOAL L-11: Transportation systems which complement and support the County's land use patterns.	
LU26 POLICY: When proposed projects will generate a substantial number of large trucks carrying heavy loads, the County shall require special mitigation measures to insure that those projects do not cause significant deterioration of County roads, or will otherwise mitigate such damage with adequate repair.	**Consistent.** The proposed project access would be through an extension of Skyline Road at the Skyline Road/SR 36 intersection. As such, while there would be large trucks carrying heavy loads, they would have limited impact on County roads (namely the extension of Skyline Road), as the access road would be designed to withstand the weight of trucks and would not cause serious deterioration of the newly constructed road.
GOAL L-12: Increase community wealth and the provision of needed commercial services through economic growth and diversification by sustaining and facilitating the expansion of existing commercial operations and by encouraging new commercial ventures.	
LU30 POLICY: The County shall consider, on a case-by-case basis, the need and appropriateness of specially-zoned "local convenience" and "highway commercial" sites at carefully selected points where such commercial development may be warranted, subject to the consideration and approval of an appropriate commercial land use designation and corresponding zoning district requirements. Such proposals shall demonstrate why the related local convenience or highway commercial need can not be adequately satisfied in or adjacent to existing town centers or locations which are already zoned for commercial land uses.	**Consistent**. The project site is adjacent to SR 36 and away from the main populous of the City of Susanville. As such, the project is compatible with adjacent land uses, consisting of the SR 36 highway and vacant, undeveloped land.
GOAL L-21: Minimize damage caused to and by development within areas which are subject to flooding.	
LU46 POLICY: The County shall continue to discourage inappropriate development in areas subject to flooding as indicated in the most recent and effective Flood Insurance Rate Maps adopted by the Federal Emergency Management Agency; said maps being hereby incorporated by reference into this Land Use Element.	**Consistent.** The project site is designated by FEMA as Zone X - an area with a 0.2% Annual Chance Flood Hazard, areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile and is considered a moderate flood hazard area. However, the proposed bioretention basins and underground storm drain system would have adequate capacity to accommodate storm water runoff from the project site, which would be stored in the basin prior to infiltration and thus would not exacerbate flooding.

Plan, Policy, or Regulation	Project Consistency
Lassen County General Plan – Natural Resources Element	
GOAL N-2: To protect and maximize the present and future productive, economic and environmental values of the County's soil resources.	
NR10 POLICY: The County shall exercise an appropriate degree of regulation designed to minimize soil erosion, including the administration of standards for grading and site clearance related to development projects.	**Consistent.** Soil erosion via wind would be minimized through soil stabilization measures required by Lassen County Air Pollution Control District Rule 4:18 – Fugitive Dust Emissions, such as applying asphalt, oil, water or suitable chemicals to dirt roads, material stockpiles, land clearing, excavation, grading or other surfaces which can give rise to airborne dusts. Potential for water erosion would be reduced by implementation of standard erosion control measures imposed during site preparation and grading activities. Construction activities would be carried out in accordance with applicable standard erosion control practices required pursuant to the CBC and the requirements of the NPDES General Construction Permit issued by the Lahontan RWQCB.
NR12 POLICY: The County encourages sound soil management and erosion prevention and control programs and projects, including the use of windbreaks, minimum tillage practices, grazing management, and riparian area rehabilitation	
GOAL N-3: Water supplies of sufficient quality and quantity to serve the needs of Lassen County, now and in the future.	
NR13 POLICY: The County recognizes the critical importance and future value of its water resources and shall support the conservation of water supplies and protection of water quality.	**Consistent.** With the implementation of site-specific BMPs included as part of the SWPPP and implementation of an erosion control plan that outlines erosion control measures and construction waste containment measures to ensure that waters of the United States and waters of the State are protected during and after project construction. The operation of the project would involve the use and transport of automotive fuels, lubricants, and other chemicals that could be spilled or otherwise discharged and carried to surface or groundwaters. However, the project would incorporate water quality BMPs as part of the LRWQCB mandated SWPPP to reduce the potential for discharge and would comply with all California AST and UST regulations.
GOAL N-7: To maintain diverse and healthy vegetation communities in order to sustain natural and economic benefits, including watershed, soil stabilization, wildlife, fisheries, timberland, grazing and scenic values	
NR26 POLICY: In order to avoid or reduce the extent of potential adverse impact to important vegetation communities which may result from projects and land use decisions within its jurisdiction, the County shall consider the potential extent of such impacts in the course of project review.	**Potentially Consistent.** The site is very disturbed and covered with invasive plant species. The site is completely invaded with perennial pepperweed (*Lepidium latifolium*) and cheatgrass (*Bromus tectorum*) as well as some Medusa head (*Elymus caput-medusae*). There is the potential for Carson wandering skipper as the host plant for the species is common across the project site. This topic will be further analyzed within the project's EIR and appropriate mitigation measures will be implemented to reduce impacts.

Plan, Policy, or Regulation	Project Consistency
GOAL N-8: Protection of rare and endangered plant species balanced with the need to sustain productive, multiple land uses when possible.	
NR28 POLICY: The County recognizes the need to identify and provide reasonable measures for the protection of rare and endangered plant species in the consideration of projects and land use decisions.	**Potentially Consistent.** The site is very disturbed and covered with invasive plant species. The site is completely invaded with perennial pepperweed (*Lepidium latifolium*) and cheatgrass (*Bromus tectorum*) as well as some Medusa head (*Elymus caput-medusae*). There is the potential for Carson wandering skipper as the host plant for the species is common across the project site. This topic will be further analyzed within the project's EIR and, if required, appropriate mitigation measures will be implemented to reduce impacts
GOAL N-9: Control invasive weeds and plant species	
NR29 POLICY: The County supports strong measures to eliminate or prevent the spread of invasive and noxious weeds and plant species including, but not limited to, medusahead, yellow starthistle, and perennial pepperweed (whitetop), and to control the adverse effects from the excessive spreading of such species as juniper and cheatgrass.	**Potentially Consistent.** The site is very disturbed and covered with invasive plant species. The site is completely invaded with perennial pepperweed (*Lepidium latifolium*) and cheatgrass (*Bromus tectorum)* as well as some Medusa head (*Elymus caput-medusae*). As such, measures to control the spread of invasive species will be discussed with the City of Susanville/Lassen County prior to construction. It is likely that biosecurity protocols will need to be put in place during construction to prevent spreading of invasive species (such as washing down construction equipment prior to it being removed offsite) and development of an invasive species control plan. Further details will be provided in the Draft EIR.
GOAL N-22: Air quality of high standards to safeguard public health, visual quality, and the reputation of Lassen County as an area of exceptional air quality	
NR74 POLICY: The Board of Supervisors will continue to consider, adopt and enforce feasible air quality standards which protect the quality of the County's air resources.	**Consistent.** The project's air quality emissions will be assessed in accordance with Lassen County APCD recommended methodologies and compliance with applicable emissions standards, which will be set out in the Project's Draft EIR.
GOAL N-23: Scenic resources of high quality which will continue to be enjoyed by residents and visitors and which will continue to be an asset to the reputation and economic resources of Lassen County	
NR78 POLICY: The County has identified areas of scenic importance and sensitivity along state highways and major County roads and has designated those areas as "Scenic Corridors." (Refer to the General Plan land use map and related designations in various area plans, which may also be regarded as "scenic highway corridors.") The County will develop and enforce policies and regulations to protect areas designated as scenic corridors from unjustified levels of visual deterioration	**Consistent.** As noted within the general plan, there are no State Scenic Highways designated by the State of California in Lassen County and also no official County Scenic Highways, as recognized by the state.
GOAL N-24: Protection of the scenic qualities of the county's night sky	
NR81 POLICY: The County shall maintain and enforce policies, development standards and mitigation measures to control lighting generated by development and to minimize the unnecessary adverse impacts of such lighting in the vicinity of the development and on the general scenic qualities of the night sky in the area.	**Consistent.** The project would be built in accordance with City of Susanville Code of Ordinances, Section 17.96.050 Lighting, and applicable Backlight-Uplight-Glare (BUG) standards established by the Illuminating Engineering Society of North America (IESNA) would also be adhered to as well as CALGreen code requirements related to light pollution reduction (see Chapter 5, Section 5.106.8). Compliance with these existing regulations and

Plan, Policy, or Regulation	Project Consistency
	standards would ensure that light levels at property lines would not create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.
NR82 POLICY: The County will encourage projects within Lassen County but outside the County's jurisdictional authority to include provisions to minimize the adverse intrusion of lighting on the surrounding area and the night sky in general.	
Lassen County General Plan – Agriculture Element	
GOAL A-1: Conservation of productive agricultural lands and lands having substantial physical potential for productive agricultural use, and the protection of such lands from unwarranted intrusion of incompatible land uses and conversion to uses which may obstruct or constrain agricultural use and value.	
AG-5 POLICY: In order to minimize the disruption and displacement of agricultural operations and lands by non-agricultural development, non-agricultural development in agricultural areas should be directed to: sites where soils do not have-significant potential for productive agricultural use; sites least likely to impact productive agricultural uses in the vicinity; sites where, or which are adjacent to where, similar non-agricultural uses already exist; and sites where adequate community services are or will be available.	**Consistent.** The project site is not zoned for agriculture and the remainder of the parcel not being used for project development could be used for agricultural operations.
Lassen County General Plan – Wildlife Element	
GOAL W-1: To protect and enhance the overall health of wildlife habitats and special resource areas to maintain healthy, abundant and diverse wildlife populations.	
WE-2 POLICY: The County supports the cooperative identification of "areas of significant wildlife value" or similar designations for areas where it is demonstrated by sound biological science that the habitat values are of significant importance to the health and/or survival of one or more species of wildlife. The County may apply a special designation to these areas, and/or agree to support specific resource management objectives, policies and voluntary programs to protect wildlife resources within these areas.	**Consistent.** The site is very disturbed and covered with invasive plant species. The site is completely invaded with perennial pepperweed (*Lepidium latifolium*) and cheatgrass (*Bromus tectorum*) as well as some Medusa head (*Elymus caput-medusae*). There is the potential for Carson wandering skipper as the host plant for the species is common across the project site. This topic will be further analyzed within the project's EIR.
WE-4 POLICY: The County recognizes that some areas which are designated and zoned for development, including but not limited to rural residential lands and areas indicated for planned development, may also have wildlife resource and open space values which need to be addressed and considered for protection. The County will address the need for protection of wildlife resources and open space values in areas which are zoned for development during the review of development proposals.	**Consistent.** As noted in the Project Description, the project site is located on an approximate 14.15-acre vacant parcel but is part of a larger 79.6-acre parcel (APN 107-280-017), meaning that should wildlife use the site as a migratory wildlife corridor or wildlife nursery site, they would still be able to move in the remaining 80 percent of the overall parcel. That said, the presence of several barbed wire livestock fences from past use as pastureland would likely be a substantial imposition to wildlife using the site as a wildlife corridor, especially as the site is bounded to the east by a busy highway (SR 36).
WE-5 POLICY: Prior to the imposition of substantial wildlife-related mitigation measures by the County, the County shall review evidence demonstrating that the proposed action or project could otherwise	**Consistent.** This Initial Study in conjunction with the project EIR details potential impacts and proposed mitigation measures, as applicable.

Plan, Policy, or Regulation	Project Consistency
have potentially significant adverse impacts to wildlife and that the proposed measures will, in fact, help accomplish practical and necessary mitigation objectives.	
GOAL W-4: Protect and enhance the wildlife habitat of riparian areas and wetlands.	
WE16 POLICY: The County supports interagency efforts to protect and restore the wildlife habitat values of lakes, riverine and riparian areas and wetlands.	**Consistent.** According to the National Wetlands Inventory Mapper, there are no riparian wetland or sensitive natural community areas located within or immediately adjacent the project site. The potential closest mapped feature is the Susan River and associated forested/shrub wetland habitat located (at the closest point), approximately 400 feet northeast from the project site. The site is predominantly flat, sloping towards the southeast at an average gradient of 0.5 percent. While there are wetlands in the vicinity of the project site to the north, these are of sufficient distance from proposed project developments to not be impacted. Additionally with a gradual slope to the southeast, this is away from the riparian areas identified.
Lassen County General Plan – Open Space Element	
GOAL 0-6: To support the protection of the public from natural hazards and from threats to health and safety which could result from damage to or contamination of public resources.	
OS19 POLICY: The County shall consider documented evidence of geologic hazards, including but not limited to Alquist-Priolo Earthquake Fault Zones, in review of proposed development projects or proposed land use designations and zoning which would facilitate residential and community development, and shall determine how the safety of the public may be advanced by the use of open space provisions relative to those hazards.	**Consistent**. The Geotechnical Investigation Report notes the USGS Quaternary Faults map shows unnamed fault segments of the Susanville – Eagle Lake area approximately 1.5-miles west of the site. These Class A faults have undergone undifferentiated Quaternary movement with unspecified movement intervals. The Geotechnical Investigation Report notes no active faulting has been mapped beneath the project site.
OS20 POLICY: The County shall continue to make protection from fire hazards a consideration in planning, land use and zoning decisions, environmental review, and project review with special concern for areas of "high" and "extreme" fire hazard.	**Consistent.** The project site is vegetated but is on the edge of an urbanized area, away from wildlands and the risks of wildfire. The project site is located outside the CAL FIRE State Responsibility Area and also outside the Local Responsibility Area Very High or High Fire Hazard Severity Zone.
OS22 POLICY: The County shall discourage development in areas subject to flooding as indicated in the most recent and effective Flood Insurance Rate Maps adopted by the Federal Emergency Management Agency; said maps being hereby incorporated by reference into this Land Use Element.	**Consistent.** The project site is designated by FEMA as Zone X - an area with a 0.2% Annual Chance Flood Hazard, areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile and is considered a moderate flood hazard area. However, the proposed bioretention basins and underground storm drain system would have adequate capacity to accommodate storm water runoff from the project site, which would be stored in the basin prior to infiltration and thus would not exacerbate flooding.
OS24 POLICY: In consideration of proposed development within areas subject to flooding, the County shall encourage the use of sites outside of the flood prone areas when such alternatives exist and options are feasible.	

Plan, Policy, or Regulation	Project Consistency
OS27 POLICY: The County recognizes that its surface and ground water resources are especially valuable resources which deserve and are in need of appropriate measures to protect their quality and quantity.	**Consistent.** With the implementation of site-specific BMPs included as part of the SWPPP and implementation of an erosion control plan that outlines erosion control measures and construction waste containment measures to ensure that waters of the United States and waters of the State are protected during and after project construction. The operation of the project would involve the use and transport of automotive fuels, lubricants, and other chemicals that could be spilled or otherwise discharged and carried to surface or groundwaters. However, the project would incorporate water quality BMPs as part of the LRWQCB mandated SWPPP to reduce the potential for discharge and would comply with all California AST and UST regulations.
Lassen County General Plan – Circulation Element	
GOAL C-1: A comprehensive, efficient and safe transportation system to serve the needs of County ·residents and to stimulate the economic progress of the County.	
CE10 POLICY: In consideration of proposed projects which would generate a substantial number of large trucks carrying heavy loads, the County shall require special mitigation measures to insure that those projects do not cause, or will adequately mitigate, significant deterioration of County roads.	**Consistent.** The proposed project access would be through an extension of Skyline Road at the Skyline Road/SR 36 intersection. As such, while there would be large trucks carrying heavy loads, they would have limited impact on County roads (namely the extension of Skyline Road), as the access road would be designed to withstand the weight of trucks and would not cause serious deterioration of the newly constructed road.
GOAL C-6: Expanded development and use of bicycle paths and pedestrian ways to reduce dependence upon automobiles.	
CE26 POLICY: The County supports development and maintenance of safe and efficient alternative transportation routes that promote non-motorized forms of transportation for residents of more densely populated areas of the county to travel between home, work, businesses and schools through the planning, acquisition, development and management of trails in the public right-of-way.	**Consistent.** The proposed project would include bicycle parking racks and a sidewalk from the site access road to SR 36 for potential connection to a future sidewalk along SR 36 to the City of Susanville.
Susanville Vicinity Area Plan	
Policy 3.1 The County shall protect noise sensitive land uses from existing or future noise generators by locating them within compatible noise environments or by requiring noise mitigation measures.	**Consistent.** The project would introduce a new source of noise during construction through heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. During operation, large semi-trailer trucks would frequent the site to refuel and stay overnight. However, there are limited receptors in the vicinity of the project site and no identified sensitive receptors such as schools, day care centers, senior living communities, hospitals, etc. With the site being adjacent to SR 36 and away from the main populous of the City of Susanville, the project is sited within a compatible noise environment.
Policy 7.1C Non-agricultural uses shall be directed to areas with soils with limited value for intensive agricultural use or in areas where similar uses already exist. Non-agricultural uses shall not interfere with agricultural operations.	**Consistent.** The project site is not zoned for agriculture and the remainder of the parcel not being used for project development could be used for agricultural operations.

Plan, Policy, or Regulation	Project Consistency
Policy 10.1 The County shall preserve and protect the cultural resources of the planning area.	**Consistent.** The project would adhere to all laws and regulations regarding preservation and protection of cultural resources. Additionally, this topic will be further analyzed within the project's EIR.
Policy 11.1A Lassen County shall conserve and enhance the wildlife and fisheries of the area and preserve and restore the ecological, recreational and aesthetic benefits of the Susan River and its tributaries.	**Potentially Consistent.** The site is very disturbed and covered with invasive plant species. The site is completely invaded with perennial pepperweed (Lepidium latifolium) and cheatgrass (Bromus tectorum) as well as some Medusa head (Elymus caput-medusae). There is the potential for Carson wandering skipper as the host plant for the species is common across the project site. This topic will be further analyzed within the project's EIR and appropriate mitigation measures will be implemented to reduce impacts.
Policy 18.1 Lassen County shall designate enough land for commercial use to meet existing and future needs of the area's population. However, new commercial uses shall not adversely affect present or future efforts to revitalize Susanville's downtown area.	**Consistent.** The project site is adjacent to SR 36 and away from the main populous of the City of Susanville. As such, the development of the site would not adversely affect present or future efforts to revitalize Susanville's downtown area.

2.18 MINERAL RESOURCES

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. Mineral Resources.				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☐

2.18.1 Discussion

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Minerals are defined as any naturally occurring chemical elements or compounds formed from inorganic processes and organic substances. The California Surface Mining and Reclamation Act of 1975 requires that all cities and counties address significant mineral resources, classified by the State Geologist and designated by the State Mining and Geology Board, in their General Plans. Mineral resources could include oil wells, natural gas wells, and mineral deposits, among others.

According to the Lassen County General Plan, in 1860, a rhyolite tuff quarry was developed at the west end of Susanville, which was used extensively in the construction of Susanville's business district. Additionally, Clay deposits in the Honey Lake Valley were first discovered in 1876 and brick kiln operations operated on an occasional basis for the next forty years.

Per California's Surface Mining and Reclamation Act of 1975 (SMARA), the State Geologist conducted a Mineral Land Classification study of naturally occurring pozzolan in the Long Valley area of southeastern Lassen County, concluding that an area encompassing 5 acres was classified MRZ-2a (CGS 2003). MRZ-2a areas are underlain by mineral deposits for which geologic information indicates that significant measured or indicated resources are present. Approximately 1.1 billion tons of pozzolan resources contained in an area of roughly 8.6 square miles was classified as MRZ-2b. MRZ-2b areas are underlain by mineral deposits for which geologic information indicates that significant inferred resources are present. Resources were calculated to a maximum depth of 100 feet. However, the study area assessed by the State geologist is along the SR 395 corridor between approximately 47 and 57 miles southeast of the project site and is centered approximately on Hallelujah junction, extending to the southern border of Lassen County and north to the SR 395 / North Red Rock Road junction. Due to the intervening distance and the absence of any mineral resources identified on project site, impacts would be less than significant and further analysis of this issue in the main body of the Draft EIR is not warranted.

Significance of impact: Less than significant.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

As defined above, while minerals are defined as any naturally occurring chemical elements or compounds formed from inorganic processes and organic substances, mineral resources could include oil wells, natural gas wells, and mineral deposits, among others. There are no known mineral resources in the vicinity of the project site and the site is not classed as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. In addition, according to the DOC Geologic Energy Management Division (CalGEM) Well Finder Map, there are no wells on the project site, although there is one Geothermal Well associated with Sierra Pacific Industries approximately 0.5 miles to the northwest (CalGEM 2024).

The site is not currently used for mineral extraction and the project would not create a loss of availability of a locally important mineral resource as none are present. Thus, the impacts associated with the proposed Project would be less than significant and further analysis of this issue in the main body of the Draft EIR is not warranted.

Significance of impact: Less than significant.

2.19 NOISE

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. Noise.				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

2.19.1 Discussion

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

The area surrounding the project site is predominately rural, with commercial uses to the north beyond the Susan River, SR 36 and pastureland to the east, several residential dwellings to the south, with pastureland beyond and pastureland with a timber mill to the west. Construction of the project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Therefore, construction of the project could generate a temporary increase in ambient noise levels in excess of applicable standards for nearby sensitive receptors. In addition, operational activities, including on-site mechanical heating, ventilation, and air conditioning (HVAC) systems and loading, refuse collection and traffic would generate noise. Therefore, further analysis on this environmental issue will be included in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

b) Generation of excessive groundborne vibration or groundborne noise levels?

The project would include construction and operational activities, which could generate temporary and permanent groundborne noise and vibration. Therefore, these issues will be analyzed further in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project is located approximately three miles northwest of Susanville Municipal Airport. The project site is located outside of the airports' 65 dBA CNEL noise contour and outside of the airport influence area, according to the updated Lassen County Noise Element (2021) and its associated Lassen County Community Noise Levels kmz (Google Earth) file. Therefore, construction or operation of the project would not expose people to excessive airport related noise levels and no impact would occur. No further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: No impact.

2.20 POPULATION AND HOUSING

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. Population and Housing.				
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

2.20.1 Discussion

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Upon annexation, which would occur prior to any construction or operation, the project would be a permitted land use within the land use and zoning designation for the project site. Although a 10-space RV park is proposed, occupancy would be limited to short-term stays and would not constitute permanent housing as the project does not include the construction of new homes. Typically, the average stay for a semi-truck driver would be 30 minutes to fuel or 8 hours if overnighting and the average stay for RV owners is exactly one night. Gas customers average 7-12 minutes per stop. The project would include various services and amenities, such as a convenience store, fast-food restaurant, and recreational facilities; however, these services and amenities are primarily intended to serve thru-motorists on SR 36, though local residents could use them as well.

The project would generate temporary construction jobs and long-term employment opportunities associated with the proposed fuel station, convenience store, and fast-food restaurant. It is expected that these jobs would be sourced from the local workforce and would not require people to relocate from surrounding communities. Therefore, the project is not expected to contribute to direct unplanned growth in the City of Susanville.

The project would not include the development of infrastructure that would attract additional development in the surrounding area. While offsite utilities would need to be brought to the site, these would be intended to serve the proposed project only. Any new development in the project vicinity would need to be conducted in accordance with Lassen County General Plan policies and City of Susanville Area Plan and land use and zoning designations, or with City General Plan policies for projects seeking annexation into the City. Therefore, the project is not expected to contribute to indirect unplanned growth in the City of Susanville.

Based on the above discussion, the project would not induce substantial unplanned population growth in the area, either directly or indirectly. This impact would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project includes construction of a full-service travel center on vacant land within a largely undeveloped area and would include construction of offsite utilities. There are no existing residences within the project site or along the offsite utilities' alignment. The nearest residential dwellings would be approximately 600 ft from the travel stop to the southwest, located on Sierra Road and Marin Street. However, the construction of the project would not directly impact those residential dwellings due to the distance from construction limits to the properties. Nor, due to the distance between the project site and these residential dwellings, would operation of the project displace any existing residents or housing units, necessitating the construction of replacement housing elsewhere. Therefore, impacts would be less than significant and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

2.21 PUBLIC SERVICES

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

2.21.1 Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

The project site is within the Susanville Fire Department (SFD) service area. The project would be designed and operated according to applicable requirements of the California Fire Code, and California Health and Safety Code. The project design would be subject to review and approval by the fire prevention and public safety bureau, who provides project review services for all new development projects. The bureau was established to provide encouragement for fire and public safety and to enforce local, state and federal requirements and laws relating to public safety as identified by the State Fire Marshal, fire prevention, and fire.

As discussed previously, the proposed project would not add new residential units or increase the residential population within the city. The project would add a new commercial development with multiple structures and use of flammable materials, and providing services and amenities that could accommodate up to 141 vehicles at any one time (70 trucks, 15 RVs, 56 automobiles). Overnight truck and RV parking would be limited to short-term stays. Typically, the average stay for a semi-truck driver would be 30 minutes to fuel or 8 hours if overnighting and the average stay for RV owners is exactly one night. Gas customers average 7-12 minutes per stop. The periodic increase in visitors to the project site would constitute an increase in the service population and could lead to a greater demand for fire prevention, medical assistance, or emergency response. However, this demand would not substantially affect SFD's existing service ratios or response times as the project site is flat and located approximately five minutes' drive from the SFD's station at 1505 Main St, Susanville, thus should a fire break out, it should not be

uncontrollable as SFD should be able to respond in a timely manner. Additionally, the California Department of Forestry and Fire Protection (CalFire) has a station on Highway 36 near Prattville Road to the north, the Susan River Fire Protection District has a facility to the south near Johnstonville and the California Department of Corrections and Rehabilitation also has a fire station to the northeast. In the event of a fire, the Susanville Interagency Dispatch Center dispatches the SFD, CalFire, the Susan River Fire Protection District and the California Department of Corrections and Rehabilitation Fire teams (Lassen County Times 2024). These stations therefore could provide firefighting capabilities in the event SFD was occupied elsewhere. Therefore, project implementation would not result in an increased need for SFD services or facilities in order to adequately respond to fire and medical emergencies.

In addition, the city's Public Safety Fire Fund is funded from general fund transfer, but also through grants and other programs. Operational sales tax revenue generated by the project would help fund existing and future fire protection needs. Therefore, the project would not create a unique demand on fire protection resources and would not interfere with existing services.

Based on the above discussion, the project would not result in the need for new or expanded fire service facilities. Impacts related to fire protection would be considered less than significant and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

Police protection?

The project site is within the Susanville Police Department (SPD) service area. The project would be designed to meet applicable safety standards, including proper site distances at new intersections, adequate site access for law enforcement personnel, and the use of security lighting throughout the project site.

As discussed previously, the proposed project would not add new residential units or increase the residential population within the city. The project would add a new commercial development with multiple structures, providing services and amenities that could accommodate up to 141 vehicles at any one time (70 trucks, 15 RVs, 56 automobiles). Overnight truck and RV parking would be limited to short-term stays. Typically, the average stay for a semi-truck driver would be 30 minutes to fuel or 8 hours if overnighting and the average stay for RV owners is exactly one night. Gas customers average 7-12 minutes per stop. The periodic increase in visitors to the project site would constitute an increase in the service population and could lead to a greater demand for police services, including monitoring for potential traffic violations, disturbances, or safety concerns in the area. As such, SPD may need additional resources or personnel to manage the influx of new people coming to the area. As the service population increases, the department might need to adjust staffing, patrol schedules, or specialized units (such as commercial traffic enforcement). A higher volume of visitors may also result in more calls for service, impacting response times and possibly requiring additional funding or training. However, the project would not substantially affect SPD's existing service ratios or response times as the project site is located approximately five minutes' drive from the SPD's station at 1801 Main St, Susanville, thus should an emergency need police assistance, SPD should be able to respond in a timely manner. In addition, in the event of an emergency, Lassen County Dispatch send California Highway Patrol (who have a facility off the SR 36 / 395 intersection in Johnstonville), Lassen County Sheriff's Office (off Sheriff Cady Lane in Susanville), and Cal Fire to events (Sierra Daily News 2024) Therefore, project implementation would not result in an increased need for SPD services or facilities in order to adequately respond to police emergencies.

In addition, the city's Public Safety Police Fund is funded from general fund transfer, but also through grants and other programs. Operational sales tax revenue generated by the project would help fund existing and future police protection needs. Therefore, the project would not create a unique demand on police protection resources and would not interfere with existing services.

The project would not generate substantial new vehicle trips on SR 36, rather, the project would predominately result in the diversion of existing trips on SR 36 because the project is intended to provide amenities and rest areas for thru-motorists. Therefore, the project is not anticipated to substantially increase demand for California Highway Patrol (CHP) services or affect existing CHP service ratios or response times.

Based on the above discussion, the project would not result in the need for new or expanded police protection facilities. Impacts related to police protection would be considered less than significant and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

Schools?

The project includes the construction of a full-service travel stop on vacant land adjacent to SR 36 in the City of Susanville. The project would serve local residents and travelers on SR 36 passing through the city. The project would not include new residential land uses and would not contribute to direct population growth in the city. Temporary construction jobs and long-term employment opportunities at the proposed travel stop facilities would be sourced from the local workforce and would not require people to relocate from surrounding communities. Therefore, the project is not expected to increase enrollment at nearby schools or affect performance objectives, such as teacher to student ratios, that would require the construction of new or expanded schools. Furthermore, operational sales tax revenue generated by the project would help fund future public facilities. As such impacts would be less than significant and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

Parks?

As discussed above, the project would not include new residential land uses and would not contribute to direct population growth in the City of Susanville, although there would be an increase in the number of overnight visitors. The nearest park is Riverside Park, 1.1 miles as the crow flies, but 1.9 miles via SR 36, Riverside Drive and Limoneria Avenue or 2-miles via the abandoned railroad tracks and Alexander Avenue. Therefore, the project is not expected to increase the use of existing nearby parks and recreational facilities. Furthermore, operational sales tax revenue generated by the project would help fund future public facilities. The project would include a dog park but it is unlikely that local residents would travel to the travel stop to use the dog park specifically. As such impacts would be less than significant and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

Other public facilities?

As discussed above, the project would not contribute to residential population growth within the City of Susanville. Therefore, the project is not expected to increase the use of existing nearby public facilities, such as libraries. Furthermore, operational sales tax revenue generated by the project would help fund future public facilities. As such impacts would be less than significant and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

2.22 RECREATION

CEQA CHEKLIST ENVIRONMENTAL QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

2.22.1 Discussion

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

As discussed under Section 2.14, the project would not include new residential land uses and would not contribute to direct population growth in the City of Susanville. Overnight truck and RV parking would be limited to short-term stays. Typically, the average stay for a semi-truck driver would be 30 minutes to fuel or 8 hours if overnighting and the average stay for RV owners is exactly one night. Gas customers average 7-12 minutes per stop. The periodic increase in visitors to the project site would not constitute an increase in the service population, especially as most visitors will be thru-motorists. Therefore, the project is not expected to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Furthermore, operational sales tax revenue generated by the project would help fund future public facilities. The project would include a dog park but it is unlikely that local residents would travel to the travel stop to use the dog park specifically. As such impacts would be less than significant and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

As discussed under Section 2.14, the project would not include new residential land uses and would not contribute to direct population growth in the City of Susanville. Overnight truck and RV parking would be limited to short-term stays. Typically, the average stay for a semi-truck driver would be 30 minutes to fuel or 8 hours if overnighting and the average stay for RV owners is exactly one night. Gas customers average 7-12 minutes per stop. The periodic increase in visitors to the project site would not constitute an increase in the service population, especially as most visitors will be thru-motorists. The project would include a dog park, but it is unlikely that local residents would travel to the travel stop to use the dog park specifically; rather, the dog park would be used for temporary canine relief. No other recreational facilities are proposed. Therefore, the project is not expected to require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. Furthermore, operational sales tax revenue generated by the project would help fund future public facilities. As such impacts would be less than significant and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

2.23 TRANSPORTATION

CEQA ENVIRONMENTAL CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. Transportation/Traffic.				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

2.23.1 Discussion

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The project would not alter or conflict with any existing or planned transit facilities or conflict with the general plan policy or program as there are no existing, planned, or programmed transit services or facilities in the immediate vicinity of the project site. The project would include internal pathways and circulation for pedestrians navigating the project site. However, as the transportation impact assessment is currently ongoing, this potential impact will be analyzed in greater detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As the project site is within one-half mile of an existing major transit stop, per CEQA Guidelines Section 15064.3, the project should be presumed to cause a less than significant transportation impact. However, as the transportation impact assessment is currently ongoing, this potential impact will be analyzed in greater detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project would be required to comply with city safety standards during construction of on- and off-site improvements. Additionally, the project is subject to review by city staff to ensure appropriate traffic handling during construction, and that design standards are met to minimize any potential hazards related to the transportation circulation network.

Construction traffic impacts would be localized and temporary; however, during construction of the project, traffic operations could be degraded. For this reason, the project would be required to follow all local and Caltrans protocols to ensure safety to travelers and minimize traffic disturbance during construction activities. As mentioned in

the Project Design Features section (2.3.5) in the Project Description of this Initial Study, a CMTP which defines the scope and scheduling of planned construction activities, as well as the contractor's proposed construction site management responsibilities, shall be prepared by the contractor as Project Design Feature PDF-TR-1, to ensure minimal impacts to neighboring residents and land uses and to avoid interruption of pedestrian, vehicle, and alternative transportation modes and public transit.

During operation, the project would not include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards. Ingress and egress movements for the project would be facilitated via the segregated driveway entrances, one for trucks and one for automobiles and RVs, which would have adequate sight-lines to the SR 36/Skyline Road intersection. Access to the project site would be required to comply with all city design standards, which would ensure adequate design and construction of proposed improvements. Therefore, implementation of the project would result in less than significant impacts and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

d) Result in inadequate emergency access?

Slow-moving construction-related traffic along local roadways could reduce optimal traffic flows and could delay emergency vehicles traveling through the project area. Project construction activities could cause temporary lane closures on SR 36 and Skyline Road as the project would include a variety of offsite improvements, including installation of utility connections and junction modifications.

As mentioned in the Project Design Features section (2.3.5) in the Project Description of this Initial Study, a CMTP which defines the scope and scheduling of planned construction activities, as well as the contractor's proposed construction site management responsibilities, shall be prepared by the contractor as Project Design Feature PDF-TR-1, to ensure minimal impacts to neighboring residents and land uses and to avoid interruption of pedestrian, vehicle, and alternative transportation modes and public transit. The CMTP will facilitate communication and coordination with residents and business owners/others in the vicinity of the project site. In addition, per California Department of Transportation (Caltrans) recommendations, large-size construction truck travel would be limited to off-peak commute hours to the maximum extent feasible, details of which would be outlined in the CTMP. Furthermore, Caltrans requires a permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. Should this permit be required, details would be provided within the CTMP. Finally, Caltrans District 2 – Redding is the Caltrans District with responsibility for issuing encroachment permits. Encroachment permits act as permissive authority for the permittee to enter State highway right-of-way to construct, alter, repair, improve facilities, or conduct specified activities. Any required encroachment permits would also be detailed within the CTMP. Through limiting large-size truck travel to off-peak commute hours would help to ensure that emergency response vehicles would not be impeded. Any lane closures required for installation of utility connections and junction modifications would be subject to Caltrans permits and procedures which would additionally minimize impacts to emergency response.

Goal 5, Objective 5.3 of the Lassen County Multi-Jurisdictional Hazard Mitigation Plan Update (2018) is to 'review and improve, if necessary, emergency traffic and evacuation routes; communicate such routes to the public and communities.' Additionally, a joint Lassen County and City of Susanville Emergency Operations Plan (2019) has been prepared which describes how the County and City will organize and respond to emergencies and disasters in the community and to prevent, protect against, mitigate the effects of, respond to, and recover from the hazards and threats that pose the greatest risk to the community. Within the Emergency Operations Plan, Emergency Function (EF) 1 describes how the County and City will coordinate transportation needs during a time of a major emergency or disaster, including coordinating transportation activities to supplement the efforts of emergency response agencies to protect the public.

To prevent potentially significant construction-related traffic impacts, the project's contractor would implement a construction traffic management plan, per PDF-TR-1, prior to the initiation of any construction activities to ensure that access for all road users is maintained near the project site or impacted to the least extent feasible. Furthermore, the

project would be subject to review and approval by all applicable city departments to ensure that the proposed project complies with City requirements related to emergency response. The project would be designed and maintained in accordance with applicable standards associated with vehicular access, such that interference with existing emergency response or evacuation plans would not occur. As a condition of project approval, the City of Susanville Fire and Police Departments would review the project plans to ensure that adequate emergency vehicle access is provided. Given proper design of ingress/egress driveways and compliance with applicable standards and local regulations, operation of the project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

The project would not interfere with the City/County's emergency plans and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as part of each of those plans is to put mechanisms in place to communicate potential impacts to emergency traffic and evacuation routes. As such, construction and operation of the project would not interfere with an adopted emergency response plan and/or emergency evacuation plan. Impacts would be less than significant, and no further analysis of this issue is warranted in the Draft EIR.

Significance of impact: Less than significant.

2.24 TRIBAL CULTURAL RESOURCES

CEQA ENVIRONMENTAL CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVII. Tribal Cultural Resources.				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☒	☐	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

2.24.1 Discussion

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Assembly Bill (AB) 52 requires that, prior to release of an EIR for a project, the lead agency shall consult with Native American Tribes to identify, evaluate, and mitigate impacts to tribal cultural resources if a Tribe has formally requested consultation (OPR 2017). A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) is currently in process and results are yet to be received. However, even if the SLF search indicates an absence of site-specific resources, this does not necessarily indicate the absence of cultural resources in the project area. As such, to allow for compliance with AB 52, which mandates Native American consultation, this issue will be included in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

As above, to allow for compliance with AB 52, which mandates Native American consultation if requested, this issue will be included in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

2.25 UTILITIES AND SERVICE SYSTEMS

CEQA ENVIRONMENTAL CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVIII. Utilities and Service Systems.				
Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

2.25.1 Discussion

a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

As offsite utilities would need to be constructed to serve the project site, this issue will be included in the main body of the Draft EIR, with the exception of telecommunications facilities. During project operation, phone and internet needs would be served by existing telecommunications service providers. Although the project would require new electronic wiring, cabling, and equipment, the project would not require the construction of new or expansion of existing telecommunications facilities, such as towers and substations, that would cause significant environmental effects. As such, telecommunications facilities will be excluded from analysis in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Under Water Code sections 10910 et seq. (commonly known as SB 610), a water supply assessment (WSA) must be undertaken to determine water supply sufficiency for a 20-year projection in addition to the demand of existing and other planned future uses for any project that is subject to CEQA and proposes (1) residential development of more than 500 dwelling units; (2) commercial development of more than 250,000 square feet of floor space; (3) a retail center with more than 500,000 square feet of floor space; (4) a hotel or motel having more than 500 rooms; (5) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; (6) a mixed-use project that includes one or more of the projects specified above; or (7) a project that will demand an amount of water equal to, or greater than, the amount of water required by 500 dwelling units. Because the project does not fall under any of the identified parameters, no WSA is required for the project.

As identified in Section 2.3.1 of the Project Description (Offsite Improvements), during operation, the travel stop would have an estimated water demand of approximately 7,000 to 9,000 gallons per day (gpd) or 7.8 to 10.1 acre-feet per year (AFY). Per the Water Enterprise Financial Analysis and Rate Study for City of Susanville (IG Service 2024), Susanville's water supply is naturally occurring and locally available and the overall system is capable is delivering nearly twice the daily peak demand. As such, there would be sufficient water supplies available to serve the proposed project. Additionally, the City of Susanville's Urban Water Management Plan (UWMP) identifies city water customer needs are met by utilizing water from Bagwell Springs (located one mile north of the city), Cady Springs (located two miles west of the city) and four wells (Well #1 and Well #3 and #4 and #5) located southeast in the city (City of Susanville 2022). As identified in the UWMP, the city has a water source annual capacity of 2,785.70 million gallons (or approximately 9,948 acre feet). This figure is considerably greater in wet years as Cady Springs produces an annual average of 473 million gallons in a dry year to 788.4 million gallons in a wet year, approximately 49 percent more, The city thus has ample water rights and capacity for the projected future demand of the project (7.8 to 10.1 AFY) and future demand of other residential and commercial consumers. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

According to the Susanville Sanitary District, the Susanville Wastewater Treatment Plant (WWTP) treats approximately 1.0 million gallons of wastewater per day during dry weather and approximately 1.2 million gallons per day (mgd) in wet weather. The WWTP has the capacity to treat and discharge 2.0 mgd average monthly flow and 3.1 mgd peak wet weather flow, with a maximum hydraulic capacity of 4.0 mgd. The typical water demand to sewer demand ratio is 1.15:1, meaning that for every 115 gallons of water consumed, 100 gallons of wastewater would be generated. However, assuming all water used by the project (approximately 7,000 to 9,000 gpd or 7.8 to 10.1 AFY) resulted in an equal amount of wastewater generated, the additional 9,000 gpd would be well within the WWTP's ability to treat and discharge the generated wastewater. As such, the WWTP has sufficient capacity to serve the project's projected demand, in addition to existing use. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

CalRecycle provides a reference list of solid waste generation rates, which can be used to estimate the amount of solid waste generated by new developments. The reference list includes estimates of solid waste generation rates for

various land use types in the commercial, industrial, institutional, residential, and service sectors. These generation rates are compiled from various sources, including local agency planning guidance and environmental documents (CalRecycle 2019a). Table 2-4 includes a summary of the estimated solid waste generated by the project based on CalRecycle generation rates for the various land uses that are proposed. Although solid waste generation rates were not available for all land use types proposed under the project, the most similar land use types were selected. As shown in Table 2-4, the project is estimated to generate approximately 426 pounds (0.213 tons) per day of solid waste based on CalRecycle disposal rates.

Table 2-4 Summary of CalRecycle Proposed Land Uses

Project Land Use	Size	CalRecycle Land Use	CalRecycle Generation Rate	Estimated Solid Waste Generated from the Project
Travel Stop				
Convenience Store	7,943 SF	Commercial Retail	0.046 lb/SF/day	365 lbs/day
Fast-Food Restaurants (one w/drive-through)	5,062 SF	Restaurant	0.005 lb/SF/day	25 lbs/day
RV Park				
Overnight RV Parking	10	Motel	3.6 lb/unit/day	36 lbs/day
Total	-	-	-	**426 lbs/day**

Notes: SF = square feet; lb = pound

1 CalRecycle solid waste generation rates were not available for all land use types proposed under the project. The most similar land use types were selected.

2 CalRecycle generation rates are compiled from various sources, including local agency planning guidance and environmental documents. These rates are not officially endorsed by CalRecycle but are useful in providing a general level of information.

Source: CalRecycle 2019a.

CalRecycle's waste generation rates account for all materials discarded, whether or not they are later recycled or disposed in a landfill (CalRecycle 2019a). The Lassen Regional Solid Waste Management Authority (LRSWMA) is a joint powers agency formed in 1998 by and between the City of Susanville and the County of Lassen. LRSWMA operates two municipal solid waste landfills and nine transfer stations within Lassen County. The closest site to the project site is the Bass Hill Landfill (5.4 miles southeast by road), with the Westwood Landfill and Transfer Station 24.6 miles west (LRSWMA 2024). According to the Solid Waste Information System (SWIS), Bass Hill landfill has a remaining capacity of 603,404 cubic yards with an estimated closure date of 2032 and Westwood Landfill has a remaining capacity of 62,207 cubic yards and an estimated closure date of 2027 (CalRecycle 2019b; 2019c). The USEPA's Landfill Methane Outreach Program (LMOP) Landfill and Landfill Gas Energy Project Database (2024) notes that the Bass Hill landfill has an annual waste acceptance rate of 22,457 tons per year and Westwood landfill has 2,160 tons per year. The 426 lbs/day would equate to 155,490 lbs/year or approximately 78 tons/year, which would represent 0.35 percent of the annual waste accepted by the Bass Hill landfill site. Additionally, the Bass Hill landfill site has a maximum throughput of 300 tons per day (tpd) so the 426 lbs/day (0.213 tons/day) would be well below the 300 tpd daily capacity threshold (representing 0.071 percent). The estimated 0.213 tons/day of solid waste that would be generated during project operation would represent a negligible increase in the daily waste received at the Bass Hill landfill. Therefore, it is foreseeable that a solid waste hauler would be able to serve the project. Furthermore, solid waste that would be generated during project operation would not cause the facility to operate near maximum capacity because existing throughput is substantially lower than capacity. Based on the total available capacity of the landfill, the incremental increase in solid waste generated as a result of the project would not substantially affect landfill capacity such that additional waste disposal facilities would be required.

The project would generate standard construction and demolition debris, which may include concrete, asphalt, wood waste, glass, metals, gypsum, and cardboard. Earthmoving activities would not generate large amounts of soil waste because cut and fill for finish grading would be balanced onsite. Demolition activities would be minor as the current site is vacant land. All waste would be disposed of and recycled according to all federal, State, and local solid waste requirements, including AB 939 and the CALGreen Building Code. CALGreen stipulates that 65 percent of

construction waste shall be diverted, while AB 939 specifies 50 percent. Based on the discussion above, the project would not be expected to generate solid waste in excess of the capacity of local infrastructure. In addition, the project would comply with all applicable state and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. For these reasons, impacts related to solid waste are considered less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

All local governments, including the City of Susanville, are required under AB 939, the Integrated Waste Management Act of 1989, to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills. Cities must divert at least 50 percent of their solid waste generation into recycling. If the local jurisdiction's solid waste exceeds the target, the local jurisdiction would be required to pay fines or penalties from the State for not complying with AB 939. The waste generated by the project would be incorporated into the waste stream of City of Susanville, and diversion rates would not be substantially altered. The project does not include any component that would conflict with state laws governing construction or operational solid waste diversion and would comply pursuant to local implementation requirements. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

2.26 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire.				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

2.26.1 Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Slow-moving construction-related traffic along local roadways could reduce optimal traffic flows and could delay emergency vehicles traveling through the project area. Project construction activities could cause temporary lane closures on SR 36 and Skyline Road as the project would include a variety of offsite improvements, including installation of utility connections and junction modifications.

Goal 5, Objective 5.3 of the Lassen County Multi-Jurisdictional Hazard Mitigation Plan Update (2018) is to 'review and improve, if necessary, emergency traffic and evacuation routes; communicate such routes to the public and communities.' Additionally, a joint Lassen County and City of Susanville Emergency Operations Plan (2019) has been prepared which describes how the County and City will organize and respond to emergencies and disasters in the community and to prevent, protect against, mitigate the effects of, respond to, and recover from the hazards and threats that pose the greatest risk to the community. Within the Emergency Operations Plan, Emergency Function (EF) 1 describes how the County and City will coordinate transportation needs during a time of a major emergency or disaster, including coordinating transportation activities to supplement the efforts of emergency response agencies to protect the public.

To prevent potentially significant construction-related traffic impacts, the project's contractor would implement a construction traffic management plan, per PDF-TR-1, prior to the initiation of any construction activities to ensure that access for all road users is maintained near the project site or impacted to the least extent feasible. Furthermore, the project would be subject to review and approval by all applicable city departments to ensure that the proposed project complies with City requirements related to emergency response. The project would be designed and

maintained in accordance with applicable standards associated with vehicular access, such that interference with existing emergency response or evacuation plans would not occur. As a condition of project approval, the City of Susanville Fire and Police Departments would review the project plans to ensure that adequate emergency vehicle access is provided. Given proper design of ingress/egress driveways and compliance with applicable standards and local regulations, operation of the project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

The project would not interfere with the City/County's emergency plans and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as part of each of those plans is to put mechanisms in place to communicate potential impacts to emergency traffic and evacuation routes. As such, construction and operation of the project would not interfere with an adopted emergency response plan and/or emergency evacuation plan. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project site is vegetated but is on the edge of an urbanized area, away from wildlands and the risks of wildfire. The project site is located outside the CAL FIRE State Responsibility Area (CAL FIRE 2023) and also outside the Local Responsibility Area Very High or High Fire Hazard Severity Zone. Additionally, as shown in the Site Plan (Figure 2-3), the project would include fire hydrants, a 200,000-gallon fire water storage tank and fire booster pump to aid fire suppression. As the project site is not within a Very High or High Fire Hazard Severity Zone, the risks from wildland fires are thought to be minimal, making the risk of loss, injury, or death involving wildland fires an insignificant risk. Additionally, the project would be required to comply with all applicable fire codes and building code standards. Furthermore, the project site is flat and located approximately five minutes' drive from the SFD's station at 1505 Main St, Susanville, thus should a fire break out, it should not be uncontrollable as SFD should be able to respond in a timely manner. Additionally, the California Department of Forestry and Fire Protection (CalFire) has a station on Highway 36 near Prattville Road to the north, the Susan River Fire Protection District has a facility to the south near Johnstonville and the California Department of Corrections and Rehabilitation also has a fire station to the northeast. In the event of a fire, the Susanville Interagency Dispatch Center dispatches the SFD, CalFire, the Susan River Fire Protection District and the California Department of Corrections and Rehabilitation Fire teams (Lassen County Times 2024). These stations therefore could provide firefighting capabilities in the event SFD was occupied elsewhere. As mentioned previously, the predominant wind directions are from the west, west-north-west and west-south-west, thus wind patterns would mostly be blowing away from the project site and not towards areas of vegetation or project occupants. As such, the project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or lead to the uncontrolled spread of a wildfire. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

While the project would install a new access road, fire hydrant, fire water storage tank, fire booster pump and new utilities, the project is not within the CAL FIRE State Responsibility Area and also outside the Local Responsibility Area Very High or High Fire Hazard Severity Zone. As such, the installation of associated infrastructure would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As specified previously, the project site is predominantly flat and thus would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant, and no further analysis of this issue is warranted in the main body of the Draft EIR.

Significance of impact: Less than significant.

2.27 CUMULATIVE IMPACTS AND MANDATORY FINDINGS OF SIGNIFICANCE

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

2.27.1 Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Currently, a number of resource-specific assessments are ongoing, and as such, this topic will be assessed within the Draft EIR. In particular, the analysis of project impacts to Biological Resources related to candidate, sensitive, special-status species, and federally- or state-listed endangered, threatened, or rare species is currently ongoing, as is the analysis of impacts to historical resources and unique archaeological and paleontological resources; thus, these issues will be analyzed in further detail in the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

The proposed project would result in less than significant impacts related to aesthetics, agricultural and forestry resources, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and wildfire; therefore, the proposed project would not have any potential to contribute to a cumulatively considerable significant impact on any of these resource areas. Currently, a number of resource-specific assessments are ongoing, and as such, cumulative impacts for the topics not mentioned above will be assessed within the main body of the Draft EIR.

Cumulative impacts, as opposed to project-level impacts, are impacts on the physical environment that result from the incremental effects of the proposed project when added to other past, present, and reasonably foreseeable future projects. Three known cumulative projects have been identified within 1.5 miles of the project site.

Table 2-5 List of Cumulative Projects within 1.5 Miles of the Project Site

Project Name	Details	Distance from Project Site	Construction Status
City and Caltrans Gateway Project	Pedestrian safety improvements, curb gutter sidewalk, and landscaping.	0.25 Miles Northwest	On-Going with an expected completion date of May 2025
Thompson Family Trust 70 Space RV Park	70 Space RV Park, located at 300 Bella Way, Susanville, CA 96130	0.48 miles	Should break ground in spring of 2025
Hat Creek Mine Project	Located on approx. 460 acres of a 640-acre parcel, located approximately 1.5 miles east of State Routh 139 off of Skyline Road to the northeast of Susanville in Lassen County (APN 101-110-024)	1.10 miles at its closest part	Mining operations are estimated to begin in the spring of 2025, following permit approval
Johnstonville Road Gas and Water Line Upgrades	Increase water main line to 12" and increase gas line to 8"	0.5 miles	TBD
City and Caltrans Gateway Project	Pedestrian safety improvements, curb gutter sidewalk, and landscaping.	0.25 Miles Northwest	On-Going with an expected completion date of May 2025

The proposed project and cumulative projects identified in Table 2-5 would be consistent with the City of Susanville General Plan, the Lassen County General Plan and the Susanville Vicinity Area Plan (as applicable) and other applicable federal, state, and local regulations associated with aesthetics, agricultural and forestry resources, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and wildfire. Impacts related to agricultural and forestry resources, hazards and hazardous materials, and mineral resources are generally site-specific and not additive across a landscape. In addition, the less-than-significant impacts on these resources would not add appreciably to impacts of any cumulative projects that could result in a significant cumulative impact due to the nature of identified impacts and the intensity of known cumulative projects. Therefore, cumulatively considerable impacts related to these resource areas would not occur as a result of the project.

However, as potential impacts on air quality, biological resources, cultural resources, energy, geology and soils (paleontological resources), greenhouse gas, noise, transportation, and utilities may occur as a result of the proposed project, a discussion of cumulative impacts related to specifically these resources will be provided in the forthcoming EIR.

Significance of impact: Potentially significant impact.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Currently, a number of impact analyses related to potential impacts on human health are ongoing, and as such, this topic will be assessed within the main body of the Draft EIR.

Significance of impact: Potentially significant impact.

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Appendix A

Geological Investigation Report

GEOTECHNICAL INVESTIGATION REPORT
LOVES TRAVEL STOP & COUNTRY STORE
SOUTHEAST PORTION OF APN 107-280-017
SUSANVILLE, CALIFORNIA

A Report Prepared For:

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Project No. 21166.001
February 28, 2022

TABLE OF CONTENTS

1.0 INTRODUCTION AND SCOPE

1.1 Project Description

This report presents the results of Reno Tahoe Geo Associates' (RTGA's) geotechnical investigation for the proposed new Loves Travel Stop and Country Store to be located northwest of the intersection of State Route 36 and Skyline Road in Susanville, California. The site vicinity is shown on Plate 1 - Project Location. The proposed travel stop site is comprised of approximately 15 acres within the southeast corner of APN: 107-280-017, an 81-acre parcel located in Lassen County, California on the south side of the Susan River. The subject property is currently undeveloped land.

The portion of the property which is to be developed is bordered on the east by SR 36, on the south by former railroad right-of-way, which is now Skyline Road, on the north by the Susan River, and to the west by the remainder of the parcel. The project will involve construction of a travel stop facility with paved access roads, parking areas, auto and truck fueling areas, a convenience store, a high-mast sign, fuel tanks, and other ancillary facilities.

We assumed that the maximum anticipated wall and column loads for the store building will be about 1 kip to 3 kips per lineal foot and 30 kips to 45 kips, respectively. Vertical loads for the high-mast sign are anticipated to be less than 50 kips. A site plan showing the existing site aerial imagery and exploration locations is shown on Plate 2. Based on a preliminary site plan dated November 20, 201, a high mast sign was proposed to be located near the drilled location of boring B-01. The Country Store was located near boring B-07, and auto and truck fueling islands were proposed in the vicinity of borings B-04 and B-08, respectively. Detention and infiltration basins were located between the facility and future Skyline Road, in the vicinity of percolation tests P-1 through P-3.

1.2 Purpose and Scope of Work

The purpose of this investigation was to explore and evaluate the subsurface conditions at the project site, and to provide our geotechnical engineering recommendations for project design and construction. The scope of our services included the following:

- General geologic setting and seismicity;
- General soil and groundwater conditions at the project site, with emphasis on how the conditions are expected to affect the proposed construction;
- Recommendations for earthwork construction, including site preparation recommendations, a discussion of reuse of existing near surface soils as structural or non-structural fill, and a discussion of remedial earthwork recommendations, if warranted;
- Recommendations for temporary excavations and trench backfill;
- Recommendations for conventional shallow spread foundation design including soil bearing values, minimum footing depth, resistance to lateral loads and estimated settlements, and International Building Code Soil Class for use in structural design;
- Subgrade preparation for slab-on-grade concrete and pavement;
- Lateral earth pressures and drainage recommendations for short retaining structures;
- Potential for site soils to corrode steel, or to adversely react with concrete; and
- Pavement design based on site soil classifications assuming we are provided truck loading values.

1.3 References

The following information was provided to Reno Tahoe Geo Associates, Inc. (RTGA) over the course of this investigation and served as the basis of our understanding of the project type and scope:

Lane Engineers Inc., 2021, Conceptual Site Layout Plan for Loves Travel Stop and Country Store, Susanville, California.

In addition, the following published and unpublished references were reviewed during preparation of this report:

- ASCE, 2019, ASCE 7 Hazard Tool, accessed February 2022.

- County of San Diego, County of San Diego BMP Design Manual, Geotechnical Engineer Analysis, Section D.1 – Analysis of Infiltration Restrictions, dated January 1, 2019.
- Natural Resources Conservation Service (NRCS) Web Soil Survey accessed November 2021.
- Grose, T.L.T., Saucedo, G.J., and Wagner, D.L., 1990, Geologic map of the Susanville quadrangle, Lassen and Plumas Counties: California Division of Mines and Geology Open-File Report 91-1, 26 p. pamphlet, 1 sheet, scale 1:100,000.
- Wills, C.J., 1990, Faults in the Susanville-Eagle Lake area, Lassen County, California: California Division of Mines and Geology Fault Evaluation Report 211, 6 p., in Fault Evaluation Reports Prepared Under the Alquist-Priolo Earthquake Fault Zoning Act, Region 3 – Northern and Eastern California: California Geological Survey CGS CD 2002-03 (2002).
- U.S. Fish and Wildlife Service Website (www.https:/fws.gov/wetland/data/mapper.html
- Reno Tahoe Geo Associates (RTGA), 2022, Phase 1 Environmental Assessment, Loves Travel Stop & Country Store, Susanville, California.

2.0 FIELD EXPLORATION AND LABORATORY TESTING

2.1 Field Exploration

Explorations consisted of a total of thirteen soil borings, six shallow boreholes for percolation testing, and a Refraction Microtremor (ReMi) seismic survey. Our selection of field exploration locations was based on client recommendations, the anticipated project layout, and site access. Exploration locations are shown on Plate 2. Borehole logs are presented as Plates 3 through 15.

2.2 Borings

Thirteen borings (B-01 through B-13) were advanced on January 12 through 14, 2022. Twelve borings were drilled using 6-inch-outside-diameter (O.D.), 3-¼ inch inside diameter (I.D.), hollow-stem augers and a truck-mounted CME 55 soils sampling drill rig. One borehole (B-07) was drilled to 30 feet by the mud rotary method to allow liquefaction analysis. The maximum depth of exploration was 40 feet below the existing ground surface in boring B-07 at the high mast sign location. The intended depth of B-07 was 50 feet but practical refusal occurred due to heaving sands up the augers due to saturated sands in an otherwise dense formation. Borehole logs are presented as Plates 3 through 15. The Unified Soil Classification System (USCS) description and a key to log symbols is presented as Plate 16.

The native soils were sampled in-place every 2-1/2 to 5 feet depth by use of a 1.5-inch-inner-diameter (I.D.), 2-inch outer diameter (O.D) Standard split-spoon sampler or a 2.6-inch-I.D., 3-inch-O.D. Modified California sampler. These samplers were driven by a 140-pound automatic drive hammer with a 30-inch stroke. The number of blows to drive the sampler the final 12 inches of an 18-inch penetration (Standard Penetration Test [SPT]- ASTM D 1586) into undisturbed soil is an indication of the density and consistency of the material. Penetration resistance using the Modified California sampler is higher due to the larger diameter and greater ground resistance. Modified California sampler blow counts should be multiplied by 0.65 to obtain a rough equivalent SPT blow count. Where appropriate Shelby (push) tubes and/or California Modified split-spoon samples were collected. Ground water levels were measured where encountered.

Soil samples were packaged and sealed in the field to reduce moisture loss and disturbance and returned to our laboratory for testing. After borings were completed, they were backfilled with cement grout per State of California requirements.

2.3 Percolation Testing

Two shallow boreholes were advanced each of the three locations P-1 to P-3 for percolation testing. At each location, one boring was advanced to 3 feet depth, and a second was advanced to 5 feet depth, with a 6-inch-diameter borehole and a 4-inch-diameter plastic casing loosely installed in each. Each borehole was presoaked for approximately 24 hours before starting testing. The percolation tests were performed in general conformance with methods specified for septic testing in the State of California. Testing consisted of filling each borehole to 12 inches above its base and then measuring the rate of water level drop in minutes per inch. The tests were run for about 2 to 4 hours with no drop in water levels.

Percolation test interpretation assumes that there is infiltration of the water advanced into the casing up the sides of the borehole. Therefore, the Porchet method (County of San Diego, 2019) was used to interpret the infiltration rate (downward percolation only) from the percolation test results. Results of percolation testing are summarized on Table 1 – Percolation Testing Results. The testing, conducted primarily in the southeast portion of the site, shows the shallow clay present there is essentially impermeable from the perspective of conventional infiltration methods.

Table 1: Percolation Testing Results

Location	Description	Depth (ft.)	Percolation Rate (Minutes per Inch)	Infiltration Rate (Minutes per Inch)
Perc-1a	Sandy Clay	3	0.0	0.0
Perc-1b	Sandy, Silty Clay	5	0.0	0.0
Perc-2a	Sandy, Silty Clay	3	0.0	0.0
Perc-2b	Sandy, Silty Clay	5	0.0	0.0
Perc-3a	Silty, Sandy Clay	3	0.0	0.0
Perc-3b	Silty, Sandy Clay	5	0.0	0.0

2.4 ReMi Shear Wave Velocity Measurements

One ReMi (Refraction Micrometer) survey was also utilized to obtain shear wave velocity measurements near the store building footprint to complement our other explorations (see Plate 2). The ReMi survey consists of placing twelve geophones placed in a line at 33 feet spacing, which then record background vibration including natural microtremors, nearby traffic, and other sources. These data are processed to determine the slowest arrival time of seismic waves to interpret a shear-wave-velocity profile with depth. ReMi provides a means to obtain basic subsurface profile information on an essentially continuous basis across the explored location. One ReMi shear wave velocity array was utilized to obtain one- and two-dimensional shear wave velocity profiles. ReMi provides a means to obtain basic subsurface profile information on an essentially continuous basis across the explored location. The seismic profile was conducted to obtain general information about stiffness or soils versus depth and shear-wave velocity to a depth of 100 feet for 2019 CBC Site Class recommendations.

The average shear wave velocity measured in the upper 100 feet of the soil/bedrock horizon was 760 feet per second. The ReMi survey results are shown on Plate 17.

2.5 Laboratory Testing

Laboratory tests were performed on selected samples to aid in soil classification and to evaluate physical properties of the soils, which may affect the geotechnical aspects of project design and construction. We performed laboratory testing on selected soil samples to assess the following:

- Soil Classification (ASTM C136, C117, D422, D1140, and D4318)
- Unit Weight and Moisture Content (ASTM D2937 and D2216)

In addition, the following analytical tests were performed:

- Consolidation (ASTM D2435)
- Soluble Sulfate, Resistivity, and pH

An R-value test was not run due to observed poor soil conditions; a consolidation test was performed instead. Laboratory test results are summarized on the boring logs (Plates 3 through 15), and detailed results are provided on Plates (18 through 21).

3.0 PROJECT CONDITIONS

3.1 Site Conditions

The site is composed of approximately 15 acres which form the southeast corner of APN: 107-280-017, an 81-acre parcel located in Lassen County, California. The portion of the property which is to be developed is bordered on the east by SR 36, on the south by a former railroad embankment which is now Skyline Road, on the north by the Susan River, and to the west by the remainder of the parcel. No street address is currently assigned to the property. Access to the site was obtained through a former logging mill west of the site and then east on an unpaved road which parallels the south bank of the Susan River. The subject property is currently undeveloped land which is moderately to heavily covered by sagebrush, desert shrubs, grass, and weeds. Several barbed wire fence lines are present on the property indicating the site was likely previously used as pastureland

The subject site is located on the south side of the channel of the Susan River on basically level ground. The ground slopes towards the southeast an average gradient of 0.5 percent. The proposed site area is generally at Elevation 4,151 to 4,153 feet above mean sea level (msl) The SR 36 highway embankment and future road grade is at Elevation 4,154 at the intersection with Skyline Road, and the former railroad embankment is at Elevation 4,159 feet. The SR 36 embankment cuts off natural flow along the plain and water must divert northward to the Susan River channel. The Susan River channel is at approximately Elevation 4,145 feet.

Historic aerial photographs were reviewed as part of the 2022 RTGA Phase 1 ESA report. A former barn with associated outbuildings and a retention pond was present immediately west of the site in the 1941 aerial photograph and was still evident as recently as the 3/20/2014 Google Earth photograph but is not present in the 8/20/2019 photograph. Published maps of designated wetlands indicate the eastern border of the site is designated as a type PEM1C (emergent wetlands). The former retention pond is designated as a type PABFh (freshwater pond) wetlands.

3.2 Geologic Conditions

The ground under the subject property is described by Wagner and Saucedo (1991) as Quaternary Lake Deposits. This area was likely the extension of Honey Lake and Lake Lahontan when the climate was wetter in the Late Pleistocene (11,000 to 30,000 years before present). The NRCS

describes the site soils as Blickenstaff sandy loam. This is described as sandy loam and gravelly sandy loam with 0 to 2 percent slopes, (Map Unit Symbol MUS jc42) within Hydrologic Soil Group A. This deposit is characterized as moderately well drained with a high capacity to transmit water between 2.00 to 6.00 inches per hour.

Results of our geotechnical exploration were more consistent with the geologic map description. Borehole drilling at the site indicated near surface deposits are composed primarily of 5 to 15 feet of medium- to high-plasticity clays and silts with lesser layers of interbedded silty sand and sand/silt. The clays are assumed to be a desiccated crust in the upper portion of the former lakebed. Silty sand to poorly-graded sand with silt was dominant in this depth range on the northeast edge of the site (Borings B-05 and B-06), which may have been past channels of the Susan River.

Between 15 feet depth and 30 to 35 feet depth, the soil consisted of lightly-overconsolidated soft to firm fat clay. These materials were most likely deposited in a lacustrine environment with little desiccation to date. This material has high water contents and low strength and will be subject to consolidation settlements under additional site loads. The clay layer in some boreholes varied with depth between mostly clay (and therefore most compressible) and sandy clay layers with as low as 35-percent medium-plasticity fines. A consolidation test was performed on a sample of these materials at 20 feet depth, which indicated an overconsolidation ratio of 1.6. Strength based on pocket penetrometer readings was typically 500 to 1,500 pounds per square foot.

Starting at 35 feet depth on Boring B-01, a dense, saturated sand layer was encountered. Results of the ReMi profile indicate that this dense soil boundary is generally at 30 to 40 feet depth under the building site (shear wave velocity of at least 600 feet per second at 30 feet depth and 800 feet per second (dense) at 40 feet depth), and soil materials are consistently dense below that depth. Whether the bottom of clay layers stays consistent on the northern portion of the site or increases in depth is not known.

Groundwater was encountered at depths of 18 to 20 feet during geotechnical assessment drilling. Some locations of perched water at depths as shallow as 6 feet were also noted. Surface ponding was noted at the southeast corner of the site during the field investigation due to recent snowmelt runoff.

We suspect that the permanent groundwater table is about 10 feet below the level of the Susan River due to historic or current groundwater pumping.

3.3 Geologic Hazards

3.3.1 Seismicity

The project site lies within an area with a high potential for strong earthquake shaking from large earthquakes in western Nevada and eastern California. The maximum possible earthquake in this area that could occur locally would be in the range of magnitude 7.0 to 8.0 along the Honey Lake Fault Zone with an epicenter located approximately 20 miles southeast of the site.

3.3.2 Faults

An earthquake hazards map is not available for the project area. The published geologic hazards maps show unnamed fault segments of the Susanville – Eagle Lake area approximately 1-1/2 miles west of the site. These Class A faults have undergone undifferentiated Quaternary movement with unspecified movement intervals. No active faulting has been mapped beneath the project site.

The California Alquist Priolo Earthquake Fault Zone Act has developed and adopted the criteria for evaluation of Quaternary age earthquake faults in California. *Active Faults* are defined as those with evidence of movement within the past 11,000 years (Holocene time). Active Faults normally require that occupied structures be set back a minimum of 50 feet (100-foot-wide zone) from the ground surface fault trace. The project site does not lie within a designated Alquist Priolo Earthquake Fault Zone. Therefore, no fault setbacks for occupied structures are needed.

3.3.3 Liquefaction

Liquefaction is a nearly complete loss of soil shear strength in sandy soils that can occur during an earthquake as cyclic shear stresses generate excessive pore water pressure between the soil grains. Because the site subsurface sandy soils are unsaturated to 18 to 20 feet depth, and soils below 15 feet depth to 35 feet depth are primarily medium- to high-plasticity clays, the potential for liquefaction is minor to negligible. The presence of soft clays may amplify ground accelerations at longer period motions as described by the California Building Code.

4.0 DISCUSSION AND CONCLUSIONS

From a geotechnical engineering standpoint, the proposed travel stop and store may be developed as planned with some constraints. Based on the results of our field investigation and laboratory testing programs, we have developed the following conclusions. These conclusions may change if additional information becomes available.

- Surface soils encountered in our borings consisted predominantly of 5 to 15 feet of stiff to hard expansive clay. Expansive clays will require separation from footings and pavements by at least 2 feet of compacted granular fill, including the thickness of aggregate base and subbase layers.
- The site is underlain by medium-stiff clay layers below 15 feet depth that are weak and compressible. Settlement is predicted to range between 0.3 to 0.4 inch for 2.5 feet of fill to 2 to 2.6 inches for 10 feet of fill. The building loads are expected to be light and are separated from the compressible clay layers by at least 10 feet of low-compressibility materials such that they are not expected to induce significantly greater amounts of settlement. Settlement can be reduced by minimizing fill thickness, waiting after grading the site until fill settlements are complete, or by preloading the building or other critical components.
- Groundwater was encountered at depths of 18 to 20 feet. Perched groundwater was encountered at 6 feet atop fat clay underlying silty sand in borehole B-6. The observed groundwater should not interfere with the proposed foundation excavations. No other subsurface geologic hazards were noted.
- The percolation tests near the south edge of the site have minimal infiltration capability. There are limited areas of non-expansive soils on the northeast edge of the site which would be suitable for infiltration basins.

Specific recommendations for project design and construction including mitigation of potential problems described above are presented in Section 5.0.

5.0 RECOMMENDATIONS

5.1 Site Clearing and Preparation

Prior to construction, surface vegetation and soils with organics should be stripped and disposed of outside the construction limits or stockpiled for use in non-structural areas. We estimate the average depth of stripping to be approximately 3 inches.

Stripped topsoil, (less any debris), may be stockpiled and reused for landscape purposes. All man-made debris should be removed from the site. RTGA representative should be present during stripping and site preparation operations to observe stripping and grubbing depths. Excavations resulting from removal operations should be cleaned of all loose materials and widened as necessary to permit access to compaction equipment.

Dust control will be the responsibility of the contractor. A dust control plan should be prepared by the owner, civil engineer, or contractor prior to the start of grading.

Following site stripping and any required grubbing, we recommend all areas to receive structural fill or to be used for the future support of pavements be scarified to a depth of at least 8 inches, uniformly moisture-conditioned to near optimum moisture content, and compacted to at least 90 percent relative compaction*.

5.2 Earthwork

5.2.1 General Site Grading

For the purposes of this report, soils with greater than 30 percent fines are either fine-grained or clay soils, and granular soils are those with less than 30 percent fines. Granular soils are those not defined by either criterion above. Structural areas are portions of the site that will support the proposed structures, foundations, or pavements. Structural areas should be supported on compacted structural fill.

*Wherever referenced in this report, relative compaction should be determined by comparing the in-situ densities of the site soils to the maximum dry density and optimum moisture content as established in accordance with the ASTM D1557 Test Method.

In general, existing native site soils are fat clays which are not suitable for direct support of structures of pavements. There is an exception on the northeast corner of the site where at least two borings encountered silty sand and poorly-graded sand with silt which are suitable for structural support or reuse as structural fill. Imported structural fill, where required, should be granular and free of organics and should meet the specifications presented in Table 2. All imported fill materials should be approved by the project engineer prior to being transported to the site.

TABLE 2 - GUIDELINE SPECIFICATION FOR IMPORTED STRUCTURAL FILL

Sieve Size	**Percent by Weight Passing**	
4 Inch	100	
¾ Inch	70 – 100	
No. 4	35 – 90	
No. 40	10 – 65	
No. 200	5 – 30	
Percent Passing No. 200 Sieve	**Maximum Liquid Limit**	**Maximum Plastic Index**
5 – 20	40	15
21 – 30	30	10

Soils used for structural fill should be uniformly moisture conditioned to within two percent of optimum moisture content and placed in layers of eight inches or less in loose thickness. The lift should then be compacted with appropriate compaction equipment to achieve at least 90 percent relative compaction. Excavated native soils that do not meet the requirements presented above in Table 2 should be stockpiled in a designated area for subsequent off-site disposal or moisture conditioned as necessary and placed in landscape areas of the project. Prior to densification, the moisture content of the soils should be determined to evaluate the need for moisture conditioning. After the densification process, a firm, stable surface should be produced. No material should be placed, spread, or rolled while it is frozen or thawing, or during unfavorable weather conditions.

5.2.2 Stabilizing Fill

If construction occurs in wet weather, surface soils can be well above optimum moisture and impossible to compact. In some situations, moisture conditioning of the top 12 inches of subgrade

may allow the soil to dry sufficiently to allow compaction. Where construction schedules preclude delays or drying is ineffective, mechanical stabilization will be necessary. Mechanical stabilization may be achieved by over-excavation and/or placement of an initial 12- to 18-inch-thick lift of 12-inch-minus, 3-inch-plus, well graded, angular rock fill. The more angular and well-graded the rock is, the more effective it will be. This fill should be densified with large equipment, such as a self-propelled sheepsfoot or a large loader, until no further deflection is noted. Additional lifts of rock may be necessary to achieve adequate stability. A test section to confirm performance of any planned stabilizing fill is recommended.

The use of a geotextile will prevent mud from pumping up between the rocks, thereby increasing rock-to-rock contact and decreasing the required thickness of stabilizing fill. The geotextile should meet or exceed the following minimum properties as stated in Table 3.

TABLE 3 - MINIMUM AVERAGE ROLL STRENGTH PROPERTIES FOR GEOTEXTILE	
Trapezoid Strength (ASTM D 4533)	80 lbs.
Puncture Strength (ASTM D 4833)	120 lbs.
Grab Tensile/Elongation (ASTM D 4632)	245 @ 50 %

As an alternate to rock fill, a geotextile/gravel system may be used for stabilization. Aggregate base, Class C or D drain rock, or pit run gravels should be placed above the geotextile. Regardless of which alternate is selected, a test section is recommended to determine the required thickness of stabilization.

5.2.3 Temporary Trench Excavation and Backfill

Based on the subsurface conditions encountered within our boreholes, we anticipate that excavations for footings and utility trenches can be made with conventional equipment. Any excavations below about 10 to 12 feet below grade will encounter medium-stiff, saturated, moisture sensitive clays which will require low ground pressure equipment, performing excavations from the upper ground surface, or stabilizing fill at the bottom of the excavations. Stabilizing fill would likely consist of drain rock over a geotextile in this instance, provided concentrated construction loads are not planned in the

bottom of the excavations. If excavations are performed during high groundwater conditions, we expect the walls of the footing trenches in areas of surficial clays may potentially slump or creep below grade. Shoring or sloping of trench walls deeper than 4 feet will be necessary to protect personnel and provide temporary stability. All excavations should comply with current OSHA safety requirements for Type C soils (Federal Register 29 CFR, Part 1926).

Any excavations which extend below the site groundwater level will need to be dewatered. Only minor areas of dewatering of perched groundwater are likely within the planned depth and excavations and primarily if excavation is performed in winter or spring months. Dewatering of narrow trench excavations may be accomplished by using a system of ditches directing water inflow to sumps where water can be removed by pumps. To maintain stability of the excavation bottom, groundwater levels should be drawn down to a minimum of two feet below the lowest portion of the excavation. Surface runoff water should be prevented from entering excavations.

For the construction of underground utilities, pipe zone backfill (material beneath, and in the immediate vicinity of the pipe) should consist of clean, granular material free of clay and organic matter and be of a size such that 100 percent passes the ¾-inch sieve, not more than 10 percent passes a No. 200 sieve, and the material has a minimum sand equivalency of 30. Trench intermediate backfill (material placed between the pipe zone backfill and finished subgrade) may consist of native soil that is free of debris and organic matter and has a maximum particle size of 4 inches.

Backfill for trenches or other excavations within pavement areas, beneath slabs, and adjacent to foundations should be compacted in 6- to 8-inch layers with mechanical tampers. Jetting and flooding should not be permitted. We recommend all backfill be compacted to at least 90 percent relative compaction. The moisture content of compacted backfill soils should be within two percent of the optimum. Poor compaction in utility trench backfill may cause excessive settlements resulting in damage to the pavement structural section or other overlying improvements. Compaction of trench backfill outside of improvement areas should be a minimum of 85 percent relative compaction to resist erosion.

5.3 Seismic Design Parameters

The 2019 California Building Code (CBC), adopted by Lassen County, requires a detailed soils evaluation to a depth of 100 feet to develop appropriate seismic design criteria. Geophysical analyses of the upper 100 feet of subsurface soils were performed as described in the Section 2.1.2 ReMi Shear Wave Velocity Measurements of this report. The results of the analyses indicate average shear wave velocity of 760 feet per second in the upper 100 feet of the site soils. This would potentially indicate a Site Class D, however ASCE 7-16 indicates that a site should be classified as Site Class E where there is evidence of soils greater than 10 feet thick with an undrained strength less than 500 psf, water contents greater than 40 percent, and plasticity index of greater than 20. This limitation applies to this site, making it Site Class E.

Under the Site Class E requirements, a site-specific ground motion assessment would commonly be required for larger or more complex structures. A site-specific ground motion assessment would not be required only if:

- the structure is NOT seismically isolated or seismically damped; and
- for the short period spectral response S_s being equal to or greater than 1.0 (it is, see Table 4) the site coefficients Fa and Fv (implied) are taken from the definition for Site Class C (ASCE 7-16 11.4.8 Exception 1); and
- for the long period spectral response coefficient S_1 being greater than or equal to 0.2 (it is, see Table 4) a site-specific ground motion hazard assessment would not be required, if the fundamental period of the structure will be less than the Transitional Fundamental Period (ASCE 7-16 11.4.8 Exception 3). For this exception to be valid, the equivalent static force method is to be used for design. The Transitional Fundamental Period is 2.307 seconds; it is almost certain that single-story structures such as the Country Store will have a fundamental period less than 2.307 seconds, however we do not know if the high-mast-sign will have a fundamental period less than this.

Table 4 below provides the seismic design parameters assuming that both Exceptions 1 and 3 are valid for this site. If longer period structures such as the high-mast sign do require a site-specific ground motion analysis, RTGA can provide this evaluation.

TABLE 4 – SEISMIC DESIGN CRITERIA (2019 CBC/ASCE/SEI 7-16)	
Approximate Latitude	40.400072
Approximate Longitude	-120.63074
Spectral Response Acceleration at Short Period S_s	1.013
Spectral Response Acceleration at 1-Second Period S_1	0.351
Site Class	E
Site Coefficient F_a, decimal (determined for Site Class C, per ASCE 7-16 section 11.48 Exception 1)	1.2
Site Coefficient F_V, decimal (determined for Site Class C, per ASCE 7-16 section 11.48 Exception 1)	1.5
Site Adjusted Spectral Response Acceleration at Short Periods S_{ms},	1.216
Site Adjusted Spectral Response Acceleration at Long Periods S_{m1},	0.527
Transition Fundamental Period (seconds) between Short and Long Period Response, $Ts = S_{d1}/S_{ds} = S_{m1}/S_{ms}$	2.307
PGA_M (Adjusted Peak Ground Acceleration)	0.518

5.4 Settlements

The soil profile from 15 to 30 feet depth includes soils that have potential for significant settlement. Consolidation settlements were calculated based on the consolidation testing from Boring B-07. The consolidation settlement will require dissipation of excess pore pressure to occur over time. A summary of anticipated settlements based on thickness of fill is provided in Table 5. The higher value assumes the soil is lightly-overconsolidated and the lake clay profile is entirely clay, the lower settlement may result if the clay layer is interbedded with sandy clays or silty sand layers which reduce the overall thickness or coefficient of consolidation of the most compressible materials.

TABLE 5 – SETTLEMENT SUMMARY	
Thickness of Fill Placed (feet)	**Calculated Settlement (inches)**
2.5	0.3 – 0.4
5.0	0.6 – 0.9
7.5	1.3 – 2.2
10.0	2.3 – 4.0

Settlement can be interpolated between the fill thickness intervals listed on Table 5. Where there is 7.5 feet or greater thickness of fill placed, the settlement estimate includes as assumed increase for secondary (creep) settlement. The increase in the range of calculated settlement for fill thickness greater than 5 feet includes both primary and secondary settlement (about 0.5 inches of settlement added after 30 years).

Clays deposits that are 5-, 10-, 15- and 20-feet thickness soft clay layers are estimated to take around 1, 5, 11, and 20 months respectively to result in 50 percent of the consolidation settlement. Settlement to less than 50 percent consolidation occurs more rapidly, however settlement beyond 50 percent consolidation slows down considerably. Several of the borings indicated there are interbedded silty sands or sand layers in the lacustrine deposits below 15 feet depth which would decrease the drainage path and increase the time-rate to complete consolidation.

Options to limit settlement on this site would include limiting the thickness of fill placed for construction. It is assumed that a lightly-loaded single-story building would have distributed loading of the deeper soil layers that is roughly equivalent to placement of one foot of fill. Buried structures and tanks would theoretically decrease the weight of existing fill and soil, and would not increase the predicted settlement. The high mast sign is also assumed to have loads that are distributed over considerable width and would not increase settlement potential.

Settlement could be decreased by placing the fill and then have a holding and monitoring period so that settlement occurs before the building is constructed. The estimated settlement time rate is provided to 50 percent consolidation, so that after 1 to 20 months, only half of the settlement on Table 5 would remain after that time.

Settlement could be further decreased by preloading with heavier fill layers at the proposed structures, and then removing the fill just prior to building the structures. If a structure is to be built on 6.5 feet of fill and imposes a load of 1 foot of fill, the settlement is anticipated to be 1.3 to 2.2 inches (7.5 feet total fill thickness on Table 5). If a permanent fill of 6.5 feet and a temporary fill 4 feet thick is added (10 feet of fill loading), it will cause settlement of 1.2 to 2 inches during the 20-month period to 50 percent consolidation (half of the total predicted settlement). Once this fill is removed, all of the originally-anticipated settlement has been accomplished an no further settlement would be expected. Heavier preloading fills will require less than 50 percent consolidation to achieve effective pre-consolidation.

5.5 Foundations

Spread Footings

It is expected that the project will involve footings to support:

- a conventional single-story store structure (with sustained dead (plus snow) loading in the range of 1 to 3 kips per lineal foot for strip footings and 10 to 20 kips for square column footings maximum) that will be supported within 2 feet of the final ground surface.
- canopy structures which may have 10 to 30 kips vertical dead plus snow load of 10 to 30 kips plus significant short-duration overturning loads or moment loading for wind or seismic conditions, within about 2 to 3 feet of the final ground surface (or more depth as necessary for uplift loading or to clear gas station utilities)
- various buried tank, environmental or fuel vaults, assumed to not exceed 8 to 10 feet depth which will be lightly loaded, and the load will largely be compensated for by buried of the footings or slabs at considerable depth. If the tanks are above-ground, the bearing capacity will be the same as for the store structure
- a high-mast sign which will consist of 1 or 2, 50- to 100-foot-high columns which will have 50 kips long-term loading on a mat foundation but will be subject to considerable wind or seismic overturning loads of very short duration. Alternatively, a deep foundation may be considered.

The most economical method of foundation support lies in spread footings bearing on at least 2 feet of compacted structural fill in areas of fat clay or on at least 2 feet of granular native soil. The bottom of footing excavations should be recompacted to at least 90 percent relative compaction and should be firm and unyielding.

Store foundations designed and constructed in accordance with the recommendations of this geotechnical report, within 2 feet of final grade, may be designed for a net allowable soil bearing pressure of 2,000 pounds per square foot for dead plus long-term live loads. The allowable soil bearing pressure was calculated using a minimum foundation width of 24 inches and an embedment depth of 18 inches. The allowable bearing pressure value may be increased by one-third for total loading conditions, including wind and seismic forces. The allowable bearing pressure is a net value; therefore, the weight of the foundation and backfill may be neglected when computing dead loads.

Canopy footings may similarly be designed for the same bearing pressures as the store footings, if they are not more than 4 feet below the existing ground surface. Greater depth of footings may be desirable to provide overturning resistance.

Footings at more than 4 feet below existing ground surface should not exceed 1,500 pounds per square foot allowable bearing pressure, due to softer clays possibly present at that depth. The allowable bearing pressure value may be increased by one-third for total loading conditions, including wind and seismic forces. The allowable bearing pressure is a net value; therefore, the weight of the foundation and backfill may be neglected when computing dead loads. Since the excavations may fill with perched groundwater after the site is completed (due to being surrounded by low-permeability clays), buried tanks should be designed to resist uplift when empty.

The high-mast sign should have a footing buried 4 feet or more existing ground surface may be designed for an allowable bearing pressure of 1,000 psf for long-term sustained loads but should be designed for short-term (wind and seismic loading) for a maximum bearing pressure of 3,000 pounds per square foot. Depending on the amount of differential settlement of the footings, a tilt could develop in the high-mast sign, therefore it is advisable that the nuts and steel on the tower base can be accessed, and the sign can be adjusted at a later date. Jacking pockets for both lowering and raising

the corners of the tower should be considered so that the sign can be adjusted without a crane supporting the tower.

Exterior foundations should be embedded a minimum of 24 inches below lowest adjacent exterior finish grade for frost protection and confinement. Interior footings should be bottomed at least 12 inches below lowest adjacent finish grade for confinement. Wall foundation dimensions should satisfy the requirements listed in the latest edition of the California Building Code.

Uplift on footings can be resisted by either total weight of the concrete foundation or total weight of soil overburden and concrete (to save on concrete). Unit weight of permeable gravel such as drain rock is estimated to be 110 pounds per cubic foot (pcf). Unit weight of structural fill or ¾-inch aggregate base compacted to 90 percent relative density can be assumed to be 125 pcf.

Resistance to lateral loads may be calculated using an allowable passive equivalent fluid unit weight of 350 pounds per cubic foot or an allowable coefficient of friction of 0.45 applied to vertical dead loads. The recommended coefficient of base friction is 0.45, which has been reduced by a factor of 1.5 on the ultimate sliding resistance. Both passive and frictional resistances may be assumed to act concurrently.

To account for overturning, the design bearing pressure including overturning or load eccentricity may consider the bearing pressure over effective footing width and length, B* and L* where:

$$B^* = B - 2 * e_B \quad ; \qquad L^* = L - 2 * e_L$$

Where B and L are the actual footing width and length, and e_B and e_L are the eccentricity of the load in length offset from the centerline of the footings. This method generally gives lower maximum applied pressures than computing the maximum edge load under trapezoidal or triangular loading.

RTGA requests the opportunity to review the draft or final footing sizes and depth, and the applied loading, to confirm that the proposed recommendations are properly sized for the appropriate bearing capacity. Differing loading conditions or differing depth or geometry may require modification of the allowable bearing pressure recommendations.

Prior to placing steel or concrete, footing excavations should be cleaned of all debris, lose or soft soil, and water. Any loose soil in the bottom of footing excavations should be recompacted to at least 92 percent relative compaction or removed to expose firm, unyielding material. All footing excavations should be observed by the project soils engineer just prior to placing steel or concrete to verify the recommendations contained herein are implemented during construction.

Alternative Foundations

Deep foundations could potentially be used for the high mast sign, including either a 2- to 3-foot diameter cast-in-place drilled shaft or a pile group with several 10-inch-square precast concrete piles. Both pile types will have comparable compressive resistance, the main choice is whether the high mast sign moments are developed in bending in a single drilled shaft, or by the action of a couple (one pile in compression, one in uplift) between four or more vertical or battered piles. Axial capacities of 2-foot-diameter and 10-inch square prestressed precast concrete piles are summarized on Plate 22. The axial compressive capacity of 3-foot-diameter drilled shafts can be obtained by multiplying the capacity for a 2-foot-diameter pile by 1.5. If the piles are only 10 to 15 feet long, the pile capacity can be supported in the crust above the soft clay layer, however they will potentially be subject to the same differential settlement as would occur for shallow foundations; the amount of differential settlement could be worse because the compressive loads would be carried far deeper than the compressive load from a spread footing, resulting in more settlement of the clays. Alternatively, axial capacity can be developed below 35 to 38 feet depth which will include down-drag on the portion of the piles above this depth due to potential settlements.

If drilled shafts or piles are utilized, a separate lateral pile analysis would be required to assess the amount of lateral movement of the foundation under lateral loading, which is not included in the current scope.

5.6 Short Retaining Walls

Short retaining walls less than 6 feet tall, including loading docks foundations with imbalanced ground levels, utility vaults/sumps, should be designed to resist the lateral earth pressure exerted by the retained, compacted backfill plus any additional lateral force that will be applied to the wall due

to surface loads placed at or near the wall. The following table presents a list of recommended soil parameters for the design of these small retaining structures of less than 6 feet in height assuming vertical back faces and a level backfill.

TABLE 6 – LATERAL EARTH PRESSURES	
Earth Pressure	**Equivalent Fluid Density**
Active	30 pcf
At-rest	50 pcf
Seismic Active Pressure	50 pcf
Allowable Passive	250 pcf
Allowable Coefficient of Friction	0.45

The at-rest earth pressure is applicable for braced walls that are restrained at the top, including building walls or vaults. Fifty percent of any uniform area surcharge placed at the top of a restrained wall may be assumed to act as a uniform horizontal pressure over the entire height of the wall. Where rotational movement is possible, the active earth pressure applies. Thirty percent of any uniform surcharge placed at the top of a non-restrained wall may be assumed to act as a uniform horizontal pressure over the entire height of the wall. The seismic active pressure, if larger than the at-rest pressure, applies to both active- and at-rest walls during earthquake conditions.

The above values are for horizontal backfill and do not include hydrostatic pressures that might be caused by groundwater or surface water trapped behind a structure. Therefore, wall backfill should be free draining and provisions should be made to collect and dispose of excess water that may accumulate behind earth retaining structures.

5.7 Concrete Slab-on-Grade Construction

The upper 24 inches of subgrade for concrete or asphalt pavements or concrete slab-on-grade floors should be prepared so that soils are non-expansive, including either placing a structural fill pad, or over-excavation of clays and replacement with structural fill if the grade change is less than 2 feet. The thickness of aggregate base and subbase materials can be included in the thickness of non-expansive materials below the base of concrete or bound asphalt layers. Prior to constructing concrete

slabs, walkways, or other flatwork, the upper 12 inches of slab subgrade should be scarified, uniformly moisture conditioned to within 2 percent of optimum moisture content, and uniformly compacted to at least 90 percent relative compaction.

Interior concrete floor slabs should have a minimum thickness of four inches. Slab thickness and structural reinforcing requirements within the slab should be determined by the design engineer. At least four inches of Type 2 aggregate base should be placed beneath slab-on-grade floors to provide uniform support. The aggregate base should be compacted to a minimum of 95 percent relative compaction. The subgrade should be protected against drying until the concrete slab is placed.

In floor slab areas where moisture-sensitive floor coverings are planned, an impermeable membrane (e.g., 15-mil Stego wrap or approved alternate) should be installed to reduce the migration of moisture vapor through the concrete slabs. Installation should conform to the specifications provided for a Class B vapor restraint (ASTM E 1745 and 1643).

5.8 Pavement Sections

Most of the site has surface soils which are fat clay, which has an assumed R-value of 3 or California Bearing Ratio of 2 (depending on the design method). The upper 24 inches of subgrade for concrete or asphalt pavements or concrete slab-on-grade floors should be prepared so that soils are non-expansive, including either placing a structural fill pad, or over-excavation of clays and replacement with structural fill if the grade is raised less than 2 feet above native soil. The thickness of aggregate base and subbase materials can be included in the thickness of non-expansive materials below the base of concrete or bound asphalt layers.

Pavement section recommendations have not been included in this report at this time because we have not been provided design truck loading values with which to make a recommendation. These recommendations will be provided in a later report, once the loading has been provided, and assuming that RTGA will have some discussion with Love's regarding their preferred methods of ground modification, if any.

Based on our experience, environmental aspects, such as freeze-thaw cycles and thermal cracking will probably govern the life of AC pavements. Thermal cracking of the asphalt pavement allows more water to enter the pavement section, which promotes deterioration and increases maintenance costs. Pavement maintenance including cracking sealing is typically required at 5 to 10 years age to provide for the 20- to 30-year pavement design life.

5.9 Corrosion

Analytical testing was conducted on a representative near-surface soil sample obtained from borehole B-4 to assess the potential for adverse reactivity with concrete and corrosivity with steel. The tested soil sample indicated non-detection for sulfate and chloride contents, a mild resistivity (12,000 ohm-cm), and a slightly basic pH (8.32). Hence, Type I-II cement may be used in concrete for this project. The resistivity value indicates a mild corrosive potential for ferrous metals in direct contact with on-site soils. Therefore, special corrosion mitigation measures such as cathodic protection may be implemented for buried steel pipes and helical piers but are not required. The test results are presented on Plate 21.

5.10 Site Drainage and Moisture Protection

Final elevations at the site should be planned so that drainage is directed away from all foundations. A system of roof gutters and drains is recommended to collect the roof drainage and direct it away from foundations unless pavement extends to the walls. No water ponding should be allowed within five feet of the building perimeter. Any surface water should be re-routed and directed to non-sensitive areas away from the building.

Negligible infiltration rates are anticipated on most of the site, as tested at percolation test P-1 through P-3 and based on soil exposed in most typical borings. However, it may be feasible to establish infiltration basins at the northeast edge of the site due to more permeable soils in that area (as encountered in Borings B-05 and B-06).

5.11 Erosion and Sediment Control

Erosion potential is dependent on numerous factors including grain size distribution, cohesion, moisture content, slope angle, and the velocity of the water or wind on the ground surface. Erosion

and sediment control should be incorporated in construction and post-construction phase planning. In general, all runoff should be temporarily directed around construction sites. Temporary control measures designed to be effective during construction should be maintained through the course of the work. When necessary, these measures may be left in place along with permanent measures during post construction period until effective landscaping or revegetation has been established. Permanent vegetation consisting of native species should be established where possible and natural vegetation should be protected and retained where possible. Clayey topsoil and natural organic debris should be stockpiled for use in revegetation or removed from site.

There are no major cut or fill slopes planned for this project. Dust potential at this site will be moderate during dry periods. Temporary (during construction) and permanent (after construction) erosion control will be required for all disturbed areas. The contractor shall prevent dust from being generated during construction in compliance with all applicable city, county, state, and federal regulations. The contractor shall submit an acceptable dust control plan to Lassen County prior to starting site preparation or earthwork. Project specifications should include an indemnification by the contractor of the owner and engineer for any dust generation during the construction period. The owner will be responsible for mitigation of dust after accepting the project.

To minimize erosion and downstream impacts to sedimentation from this site, best management practices with respect to storm water discharge should be implemented at this site.

6.0 ADDITIONAL SERVICES

6.1 Plan Review, Construction Observation, and Testing

We recommend that RTGA conduct a general review of the project plans, including subsurface drainage systems and specifications to verify our earthwork and foundation recommendations have been properly interpreted and implemented during design. In addition, the recommendations made in this report assume that an adequate program of tests and observations will be made during construction to verify compliance with these recommendations. These tests and observations should include, but not necessarily be limited to, the following:

- Observations and testing during site preparation and earthwork;
- Observations and testing during structural fill compaction;
- Observation during pile or drilled shaft installation;
- Observation and testing of construction materials (concrete, steel and wood); and
- Consultation as may be required during construction.

Additional information concerning the scope and cost of these services can be obtained from our office.

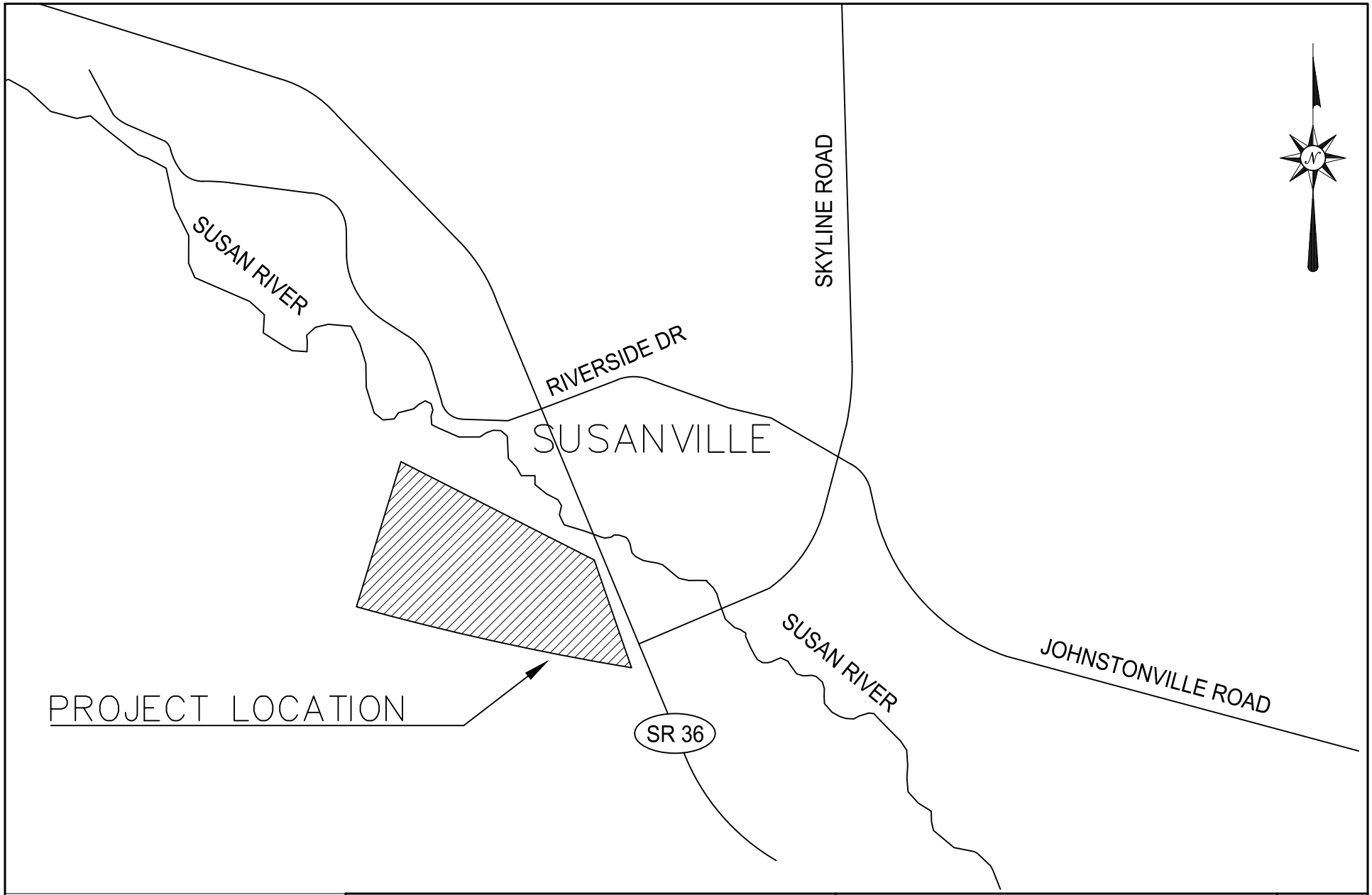
7.0 LIMITATIONS

Recommendations contained in this report are based on our field exploration, and our understanding of the proposed construction. This report has been prepared for design purposes for specific application to the currently proposed subject project in accordance with the generally accepted standards of practice at the time the report was written. No warranty, expressed or implied, is made.

The analyses and recommendations submitted are based on the field exploration performed at the locations shown on Plate 2 of this report. This report may not reflect the soil variations that may be encountered during construction. Therefore, further evaluation of site conditions may be warranted during construction.

If the scope of the proposed construction changes from those described, our recommendations should be reviewed by us and may require modification. All parties to the project including the designer, contractor, subcontractors, etc., should be made aware of this report in its entirety. The use of information contained in this report for bidding purposes should be done at the Contractor's option and risk.

PLATES



Not To Scale

Adapted from Lane Engineers Inc., 2021

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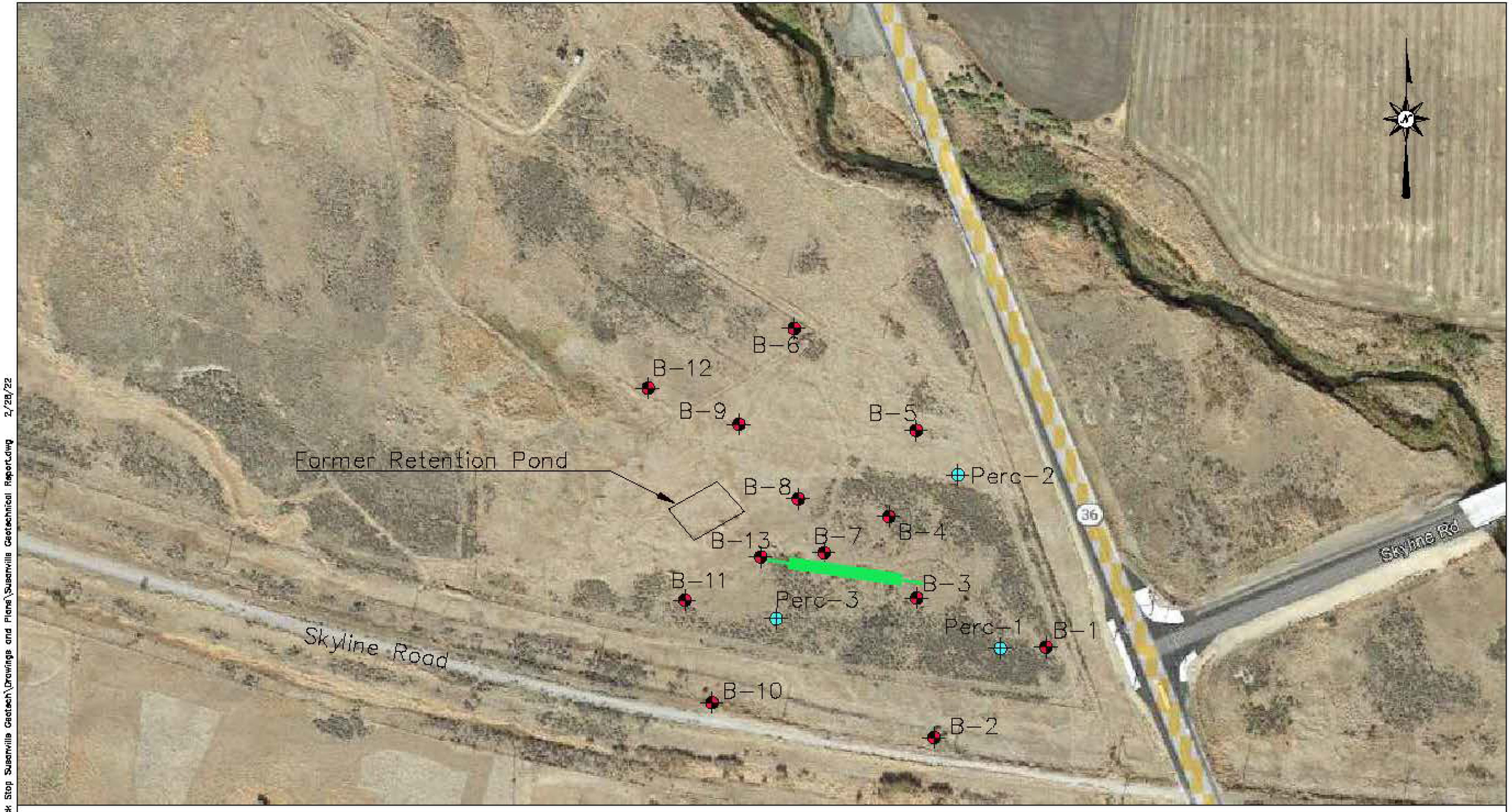
PROJECT LOCATION

GEOTECHNICAL INVESTIGATION REPORT
LOVES TRAVEL STOP
SUSANVILLE

LASSEN COUNTY CALIFORNIA

PLATE 1

J:\2021\21166.001 – Love's Truck Stop Susanville Geotech\Drawings and Plans\Susanville Geotechnical Report.dwg 2/28/22



Approximate Borehole Location

Approximate Percolation Test Location

Approximate ReMi Line Location
Thick Portion Shows Extent of 2-D Modeling

0 200 400

SCALE: 1"= 200'

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SITE MAP

GEOTECHNICAL INVESTIGATION REPORT
LOVES TRAVEL STOP
SUSANVILLE

LASSEN COUNTY CALIFORNIA

PLATE 2

J:\2021\21166.001 - Love's Truck Stop Susanville Geotech\Drawings and Plans\Susanville Geotechnical Report.dwg 2/28/22

LOG OF BORING B-01

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/13/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
					0		**BLACK FAT CLAY (CH)** organics and snow cover in top 1 foot, moist, high plastic, very stiff, some organics and roots (10YR 2/1) (est.0% G/ 13% S/ 87% F)
Percent Passing #200 = 87% Liquid Limit = 56 Plasticity Index = 35	8 10 11	21	44.4	85.4	2		
					4		PP Su=2.5 ksf
	2 5 7	12			6		stiff
	8 7 9	16			8		**DARK BROWN CLAYEY SAND (SC)** slightly moist, medium dense, medium plasticity silt, fine sand (7.5YR 3/4) (est.0% G/ 75% S/ 25% F)
SA, Percent Passing #200 =37% Liquid Limit = 33 Plasticity Index = 11	4 4 5	9	18.3		10		loose
	5 6 4	10			12		
					14		**BROWN SILTY SAND (SM)** slightly moist, medium dense, non-plastic, fine sand (7.5YR 4/3) (est.0% G/ 85% S/ 15% F)
	2 2 1	3			16		**DARK REDDISH GRAY FAT CLAY WITH SAND (CH)** slightly moist, soft, medium to highly plastic, PP Su=1.0 ksf (2.5YR 4/1)
					18		
					20		
	2 2 3	5	54.0 48.0	78.3	22		**DARK GRAY FAT CLAY WITH SAND (CH)** saturated, soft to firm, medium to highly plastic, PP Su=0.5 ksf (7.5YR 4/1) (est.0% G/ 15% S/ 85% F)
					24		very soft layer, sampler sank with no blows

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1 LOG LETTER SIZE GEOTECH.GPJ MED DATA TEMPLATE 2015A.GDT 2/28/22

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LOG OF BORING B-01

GEOTECHNICAL INVESTIGATION
LOVE'S TRAVEL STOP & COUNTRY STORES INC.
SUSANVILLE
LASSEN COUNTY CALIFORNIA

PLATE 3

LOG OF BORING B-01

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/13/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
	0 0 0	0	53.0		26		**DARK GRAY FAT CLAY WITH SAND (CH)** saturated, soft to firm, medium to highly plastic, PP Su=0.5 ksf (7.5YR 4/1) (est.0% G/ 15% S/ 85% F) *(continued)*
					28		**DARK GRAY CLAYEY SAND (SC)** saturated, firm to loose, medium to high plasticity (7.5YR 4/1) (est.0% G/ 67% S/ 33% F)
Percent Passing #200 = 33% Liquid Limit = 33 Plasticity Index = 9	5 5 10	15	51.0	87.0	30		
					32		
					34		
	8 16 40	56			36		**DARK GRAY POORLY GRADED SAND (SP)** saturated, very dense, non-plastic, coarse to fine sand (10YR 4/1) (est.0% G/ 95% S/ 5% F)
					38		
					40		REFUSAL DUE TO HEAVE @ 40' Heaving Sand
					42		
					44		
					46		
					48		
)					50		

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LOG OF BORING B-01

GEOTECHNICAL INVESTIGATION
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SUSANVILLE
LASSEN COUNTY CALIFORNIA

PLATE 3

LOG OF BORING B-02

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/13/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
					0		**BLACK SANDY FAT CLAY (CH)** organics in top one foot, moist, very stiff to hard, medium plasticity, wet due to snow cover, PP Su=2.5 ksf (10YR 2/1) (est.0% G/ 45% S/ 55% F)
	3 3 6	9	29.8		2		
					4		
	8 9 10	19			6		very stiff
	3 4 5	9			8		**DARK BROWN SILT (ML)** slightly moist, stiff, medium plasticity silt, (7.5YR 3/4) (est.0% G/ 43% S/ 57% F)
SA, Percent Passing #200 =57%	3 5 6	11	27.3		10		
					12		TERMINATED @ 11.5' No Free Water Observed
					14		
					16		
					18		
					20		
					22		
					24		

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LOG OF BORING B-02

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LASSEN COUNTY CALIFORNIA

PLATE 4

1 LOG LETTER SIZE GEOTECH.GPJ MED DATA TEMPLATE 2015A.GDT 2/28/22

LOG OF BORING B-03

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/12/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
					0		**DARK BROWN SILTY SAND (SM)** organics in top 1 foot, slightly moist, medium dense, medium plasticity silt (7.5YR 3/4) (est.0% G/ 65% S/ 35% F)
	4 4 10	14			2		
					4		
	8 10 11	21	27.4	92.9	6		**REDDISH BROWN FAT CLAY WITH SAND (CH)** slightly moist, hard, medium plasticity clay, PP Su=4.0 ksf (2.5YR 4/3) (est.0% G/ 25% S/ 75% F)
	5 5 8	13			8		hard, PP Su=4.0 ksf
					10		**DARK BROWN SANDY FAT CLAY (CH)**
	3 4 7	11	34.1	95.1			moist, stiff, medium plasticity, fine sand, PP Su=2.5 ksf (7.5YR 3/4) (est.0% G/ 45% S/ 55% F)
					12		
					14		
	2 3 2	5			16		**REDDISH BROWN FAT CLAY WITH SAND (CH)** moist, firm, high to medium plasticity (2.5YR 4/3) (est.0% G/ 25% S/ 75% F)
					18		
					20		
	3 4 6	10	58.1	85.3			**DARK GRAY SANDY FAT CLAY (CH)** saturated, firm, highly plastic, PP Su=1.5 ksf (7.5YR 4/1) (est.0% G/ 40% S/ 60% F)
					22		TERMINATED @ 21.5'
							Grouted and backfilled
					24		

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LOG OF BORING B-03

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PLATE 5

1 LOG LETTER SIZE GEOTECH.GPJ MED DATA TEMPLATE 2015A.GDT 2/28/22

LOG OF BORING B-04

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/12/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
					0		**DARK BROWN SANDY LEAN CLAY (CL)** organics in top 1 foot, moist, firm to stiff, highly to medium plasticity clay, PP Su=1.0 ksf (7.5YR 3/4) (est.0% G/ 45% S/ 55% F)
Corrosion Testing pH: 8.32 Chloride: Not Detected Sulfate: Not Detected Resistivity: 12,000 ohms-cm	3 2 4	6			2		PP Su=1.0 ksf
Liquid Limit = 40 Plasticity Index = 20	4 5 6	11	27.4	97.0	4		PP Su=2.5 ksf stiff
	3 4 5	9			6		PP Su=1.75 ksf
	4 5 7	12			8		**DARK BROWN SILTY SAND (SM)** slightly moist, medium dense, medium plasticity silt, fine sand, PP Su=2.0 ksf (7.5YR 3/4) (est.0% G/ 65% S/ 35% F)
	2 1 1	2	45.2		10		**REDDISH BROWN SANDY FAT CLAY (CH)** slightly moist soft, medium plasticity clay, PP Su=1.5 ksf (2.5YR 4/3) (est.0% G/ 40% S/ 60% F)
	3 3 2	5	55.9	81.6	12		
					14		
					16		
					18		
					20		TERMINATED @ 21.5'
					22		Grouted and backfilled
					24		

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LOG OF BORING B-04

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PLATE 6

1 LOG LETTER SIZE GEOTECH.GPJ MED DATA TEMPLATE 2015A.GDT 2/28/22

LOG OF BORING B-05

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/12/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
					0		**YELLOWISH BROWN SILTY SAND (SM)** organics in top 1 foot, slightly moist, medium dense, non-plastic (10YR 5/6) (est.0% G/ 85% S/ 15% F)
	5 8 8	16			2		
					4		
	5 5 5	10			6		
					8		**DARK BROWN SILTY SAND (SM)** slightly moist, medium dense, medium plasticity silt, fine sand (7.5YR 3/4) (est.0% G/ 65% S/ 35% F)
	8 8 11	19			10		
	4 4 6	10			12		
					14		
	2 3 3	6			16		**REDDISH BROWN FAT CLAY WITH INTERBEDDED THIN SAND LAYERS (CH)** slightly moist, soft to firm, medium plasticity clay, PP Su=1.0 ksf (2.5YR 4/3)
					18		
Percent Passing #200 = 50% Liquid Limit = 36 Plasticity Index = 16			37.0	83.1	20		**DARK GRAY SANDY FAT CLAY (CH)** saturated, soft to firm, highly plastic, PP Su=1.5 ksf (7.5YR 4/1) (est.0% G/ 50% S/ 50% F)
					22		DARK GREY CLAYEY SAND (SC) (est.0% G/ 80% S/ 20% F) TERMINATED @ 22.5' Grouted and backfilled
					24		

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LOG OF BORING B-05

GEOTECHNICAL INVESTIGATION
LOVE'S TRAVEL STOP & COUNTRY STORES INC.
SUSANVILLE
LASSEN COUNTY CALIFORNIA

PLATE 7

LOG OF BORING B-06

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/12/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
					0		**BROWN POORLY GRADED SAND (SP)** organics in top 1 foot, slightly moist, loose to medium dense, non-plastic fines, coarse to fine sand (7.5YR 4/3) (est.0% G/ 97% S/ 3% F)
	2 3 4	7			2		
					4		
SA, Percent Passing #200 =3%	7 8 12	20	6.2	98.4	6		
	9 14 9	23			8		medium dense
	3 8 11	19			10		grades siltier
					12		TERMINATED @ 11.5' No Free Water Observed
					14		
					16		
					18		
					20		
					22		
					24		

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LOG OF BORING B-06

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LASSEN COUNTY CALIFORNIA

PLATE 8

1 LOG LETTER SIZE GEOTECH.GPJ MED DATA TEMPLATE 2015A.GDT 2/28/22

LOG OF BORING B-07

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55 (MUD ROTARY DRILLING)

ELEVATION _____ DATE 1/12/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
					0		**DARK BROWN SANDY FAT CLAY (CH)** organics and snow cover in top 1 foot, very moist, very stiff, high to medium plasticity clay, PP Su=2.0 ksf (7.5YR 3/4) (est.0% G/ 45% S/ 55% F)
	5 6 11	17			2		
					4		
	7 10 12	22			6		**DARK BROWN SILTY SAND (SM)** slightly moist, medium dense, medium plasticity silt, fine sand (7.5YR 3/4) (est.0% G/ 65% S/ 35% F)
	8 12 17	29			8		
					10		**REDDISH BROWN FAT CLAY (CH)** slightly moist, stiff, high plasticity clay, PP Su=3.0 to 4.0 ksf (2.5YR 4/3) (est.0% G/ 25% S/ 75% F)
	4 6 8	14			12		
	4 7 9	16			14		**YELLOWISH BROWN SILTY SAND (SM)** slightly moist, medium dense, non-plastic (10YR 5/6) (est.0% G/ 85% S/ 15% F)
SA, Percent Passing #200 =86%	3 2 3	5	44.8		16		**REDDISH BROWN FAT CLAY (CH)** slightly moist, firm, high plasticity clay, PP Su=1.5 to 2.0 ksf (2.5YR 4/3) (est.0% G/ 14% S/ 86% F) mud rotary dirlling starts at 15.5 ft
					18		
Liquid Limit = 54 Plasticity Index = 30 Consolidation Moisture Content=52.0% Dry Density=71.4 pcf	2 3 2	5	20.9	92.1	20		**FAT CLAY WITH SAND (CH)** wet, soft, high plasticity, PP Su=<0.5 ksf (est.0% G/ 20% S/ 80% F)
					22		
					24		

)

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LOG OF BORING B-07

GEOTECHNICAL INVESTIGATION
LOVE'S TRAVEL STOP & COUNTRY STORES INC.
SUSANVILLE

LASSEN COUNTY CALIFORNIA

PLATE 9

LOG OF BORING B-07

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55 (MUD ROTARY DRILLING)

ELEVATION _____ DATE 1/12/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
	1 1 2	3	59.9		26		**FAT CLAY WITH SAND (CH)** wet, soft, high plasticity, PP Su=<0.5 ksf (est.0% G/ 20% S/ 80% F) *(continued)*
					28		
	3 2 2	4	68.1	78.4	30		PP Su=<0.5 ksf
					32		TERMINATED @ 31.5' Grouted and backfilled No Free Water Observed
					34		
					36		
					38		
					40		
					42		
					44		
					46		
					48		
					50		

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LOG OF BORING B-07

GEOTECHNICAL INVESTIGATION
LOVE'S TRAVEL STOP & COUNTRY STORES INC.
SUSANVILLE
LASSEN COUNTY CALIFORNIA

PLATE 9

LOG OF BORING B-08

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/11/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
	5 11 17	28			0 2 4		**DARK BROWN FAT CLAY WITH SAND (CH)** organics in top 1 foot, slightly moist, very stiff, medium to highly plastic, PP Su=2.0 ksf (7.5YR 3/4) (est.0% G/ 25% S/ 75% F)
	6 6 8	14			6		**DARK BROWN SILTY SAND (SM)** slighly moist, medium dense, low plasticity silt, fine sand (7.5YR 3/4) (est.0% G/ 65% S/ 35% F)
	6 7 9	16			8		
					10 12 14		**REDDISH BROWN SANDY SILT (ML)** slightly moist, medium plasticity, slightly dilative, PP Su=1.5 ksf (2.5YR 4/3) (est.0% G/ 40% S/ 60% F)
	2 2 3	5			16		**VERY DARK GREY FAT CLAY WITH SAND (CH)** moist, firm, highly plastic, PP Su=1.5 ksf (est.0% G/ 20% S/ 80% F)
	2 3 3	6			18 20		no recovery
					22		TERMINATED @ 21.5' Grouted and backfilled
					24		

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LOG OF BORING B-08

GEOTECHNICAL INVESTIGATION
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LASSEN COUNTY CALIFORNIA

PLATE 10

LOG OF BORING B-09

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/11/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
					0		**DARK BROWN SANDY FAT CLAY (CH)** organics and snow cover in top 1 foot, moist, very stiff, high plasticity clay, PP Su=3.0 ksf (7.5YR 3/4) (est.0% G/ 40% S/ 60% F)
	3 7 10	17			2		
					4		
	8 10 14	24			6		**DARK BROWN FAT CLAY (CH)** slightly moist, stiff, medium to high plasticity clay, PP Su=4.5 ksf (7.5YR 3/4) (est.0% G/ 10% S/ 90% F)
	4 4 7	11			8		**DARK BROWN SANDY FAT CLAY (CH)** slightly moist, stiff, medium to highly plastic clay, PP Su=2.5 ksf (7.5YR 3/4) (est.0% G/ 35% S/ 65% F)
	4 2 3	5			10		more sandy and firm, PP Su=2.5 ksf (est.0% G/ 40% S/ 60% F)
					12		
					14		
	4 3 3	6			16		**DARK GRAY FAT CLAY WITH SAND (CH)** wet, firm, highly plastic silt, PP Su=0.5 to 1.5 ksf (2.5Y 4/1) (est.0% G/ 25% S/ 75% F)
					18 ▼		
	3 4 5	9			20		saturated, more sandy and stiff, PP Su=0.5 ksf (est.0% G/ 20% S/ 80% F)
					22		TERMINATED @ 18' Grouted and backfilled
					24		

1 LOG LETTER SIZE GEOTECH.GPJ MED DATA TEMPLATE 2015A.GDT 2/28/22

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LOG OF BORING B-09

GEOTECHNICAL INVESTIGATION
LOVE'S TRAVEL STOP & COUNTRY STORES INC.
SUSANVILLE
LASSEN COUNTY CALIFORNIA

PLATE
11

LOG OF BORING B-10

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/13/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
	3 5 5	10			0 2 4		**DARK BROWN FAT CLAY (CH)** organics up to 1 foot, moist, stiff, medium plasticity, PP Su=3.0 ksf (7.5YR 3/4) (est.0% G/ 45% S/ 55% F)
	3 6 7	13			6		
	6 7 7	14			8		**DARK BROWN SILTY SAND (SM)** slightly moist, medium dense, medium plasticity silt (7.5YR 3/4) (est.0% G/ 65% S/ 35% F)
	6 8 10	18			10		**REDDISH BROWN FAT CLAY WITH SAND (CH)** slightly moist, very stiff, medium plasticity, PP Su=4.0 ksf (2.5YR 4/3)
					12		TERMINATED @ 11.5' No Free Water Observed
					14 16 18 20 22 24		

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LOG OF BORING B-10

GEOTECHNICAL INVESTIGATION
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LASSEN COUNTY CALIFORNIA

PLATE 12

LOG OF BORING B-11

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/11/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
	2 2 2	4			0		**DARK BROWN SILTY SAND (SM)** moist due to snow melt, loose, low plasticity silt, fine sand (7.5YR 3/4) (est.0% G/ 65% S/ 35% F)
					2		
					4		
	6 6 4	10			6		**DARK BROWN POORLY GRADED SAND (SP)** moist, loose to medium dense, non-plastic (7.5YR 3/4) (est.0% G/ 95% S/ 5% F)
							DARK BROWN FAT CLAY WITH SAND (CH) saturated, stiff, high plasticity clay, groundwater likely perched on clay layers below, PP Su=1.0 ksf (7.5YR 3/4) (est.0% G/ 25% S/ 75% F)
	3 3 4	7			8		**DARK BROWN SANDY FAT CLAY (CH)** saturated, firm, high plasticity clay, PP Su=0.5 ksf (7.5YR 3/4) (est.0% G/ 40% S/ 60% F)
					10		
	2 2 2	4					firm to soft, PP Su=0.5 ksf
					12		TERMINATED @ 11.5' Grouted and backfilled
					14		
					16		
					18		
					20		
					22		
					24		

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LOG OF BORING B-11

GEOTECHNICAL INVESTIGATION
LOVE'S TRAVEL STOP & COUNTRY STORES INC.
SUSANVILLE
LASSEN COUNTY CALIFORNIA

PLATE 13

LOG OF BORING B-12

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/12/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
					0		**DARK BROWN FAT CLAY (CH)** organics up to 1 foot, moist, stiff, high to medium plasticity, very fine sand, PP Su=1.5 ksf (7.5YR 3/4) (est.0% G/ 45% S/ 55% F)
	4 4 5	9			2		
					4		
	7 15 20	35			6		hard, PP Su=4.5 ksf
	6 7 9	16			8		**DARK BROWN SILTY SAND (SM)** slightly moist, medium dense, medium plasticity silt, non-plastic (7.5YR 3/4) (est.0% G/ 65% S/ 35% F)
	6 7 11	18			10		**REDDISH BROWN FAT CLAY WITH SAND (CH)** slightly moist, very stiff, medium plasticity clay, PP Su=4.5 ksf (2.5YR 4/3) (est.0% G/ 25% S/ 75% F)
					12		TERMINATED @ 11.5'
							No Free Water Observed
					14		
					16		
					18		
					20		
					22		
					24		

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LOG OF BORING B-12

GEOTECHNICAL INVESTIGATION
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SUSANVILLE
LASSEN COUNTY CALIFORNIA

PLATE 14

1 LOG LETTER SIZE GEOTECH.GPJ MED DATA TEMPLATE 2015A.GDT 2/28/22

LOG OF BORING B-13

LOCATION SEE LOCATION MAP

EQUIPMENT CME-55

ELEVATION _____ DATE 1/11/22

LABORATORY TESTS	FIELD BLOWS /6in	BLOWS/FT	MOISTURE CONTENT (%)	DRY DENSITY (pcf)	DEPTH (ft)	SAMPLE	
					0		**DARK BROWN SANDY FAT CLAY (CH)** organics up to 1 foot in depth, moist, stiff, highly plastic to medium plasticity clay, very fine sand, PP Su=1.5 ksf (7.5YR 3/4) (est.0% G/ 40% S/ 60% F)
	3 3 6	9			2		
					4		
	10 12 12	24			6		very stiff, PP Su=4.5 ksf
	3 7 8	15			8		**REDDISH BROWN SILTY SAND (SM)** dry medium density, medium plasticity silt, very fine sand (2.5YR 4/3) (est.0% G/ 60% S/ 40% F)
	7 7 10	17			10		**DARK BROWN LEAN CLAY (CL)** dry, very stiff, low to medium plasticity clay, PP Su=3.0 ksf (7.5YR 3/4) (est.0% G/ 60% S/ 40% F)
					12		TERMINATED @ 11.5'
					14		No Free Water Observed
					16		
					18		
					20		
					22		
					24		

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LOG OF BORING B-13

GEOTECHNICAL INVESTIGATION
LOVE'S TRAVEL STOP & COUNTRY STORES INC.
SUSANVILLE
LASSEN COUNTY CALIFORNIA

PLATE 15

UNIFIED SOIL CLASSIFICATION CHART

MAJOR DIVISIONS				TYPICAL NAMES
COARSE GRAINED SOILS	GRAVELS More than half coarse fraction is larger than No.4 sieve size	CLEAN GRAVELS WITH LITTLE OR NO FINES	GW	WELL GRADED GRAVELS, GRAVEL SAND MIXTURES
			GP	POORLY GRADED GRAVELS, GRAVEL SAND MIXTURES
		GRAVELS WITH OVER 12% FINES	GM	SILTY GRAVELS, POORLY GRADED GRAVEL–SAND–SILT MIXTURES
			GC	CLAYEY GRAVELS, POORLY GRADED GRAVEL–SAND–SILT MIXTURES
	SANDS More than half coarse fraction is smaller than No.4 sieve size	CLEAN SANDS WITH LITTLE OR NO FINES	SW	WELL GRADED SANDS, GRAVELLY SANDS
			SP	POORLY GRADED SANDS, GRAVELLY SANDS
		SANDS WITH OVER 12% FINES	SM	SILTY SANDS, POORLY GRADED SAND–SILT MIXTURES
			SC	CLAYEY SANDS, POORLY GRADED SAND–SILT MIXTURE
FINE GRAINED SOILS	SILTS AND CLAYS Liquid limit less than 50		ML	INORGANIC SILTS & VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS, OR CLAYEY SILTS WITH SLIGHT PLASTICITY
			CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
			OL	ORGANIC CLAYS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS Liquid limit greater than 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDY OR SILTY SOILS, ELASTIC SILTS
			CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
			OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
HIGHLY ORGANIC SOILS			Pt	PEAT AND OTHER HIGHLY ORGANIC SOILS
ROCK				COBBLES/BOULDERS
				GRANITIC BEDROCK
				VOLCANIC BEDROCK

KEY TO TEST DATA

				Shear Strength, psf	Confining Pressure, psf	
LL	–	Liquid Limit (in %)	Tx	320	(2600)	Unconsolidated Undrained Triaxial
PL	–	Plastic Limit (in %)	TxCU	320	(2600)	Consolidated Undrained Triaxial
Gs	–	Specific Gravity	UC	2000		Unconfined Compression
SA	–	Sieve Analysis		Friction Angle; Cohesion, psf		
Consol	–	Consolidation	DS	36°	400	Consolidated Drained Direct Shear

SAMPLE DESIGNATION

- STANDARD PENETRATION TEST SAMPLE
- 2½" OD MODIFIED CALIFORNIA SAMPLE
- 3" OD MODIFIED CALIFORNIA SAMPLE
- SHELBY TUBE SAMPLE
- AUGER CUTTINGS SAMPLE
- LOCATION OF ROCK CORING
- OTHER "UNDISTURBED" SAMPLE
- OTHER BULK OR CLASSIFICATION SAMPLE

KEY TO SYMBOLS

▽ OBSERVED WATER LEVEL

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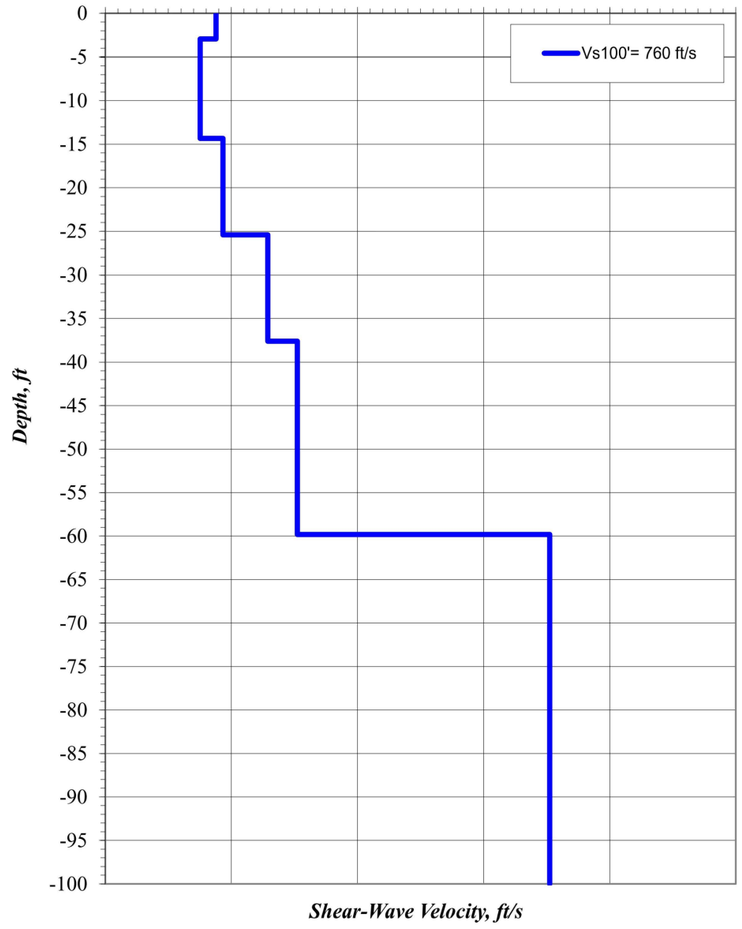
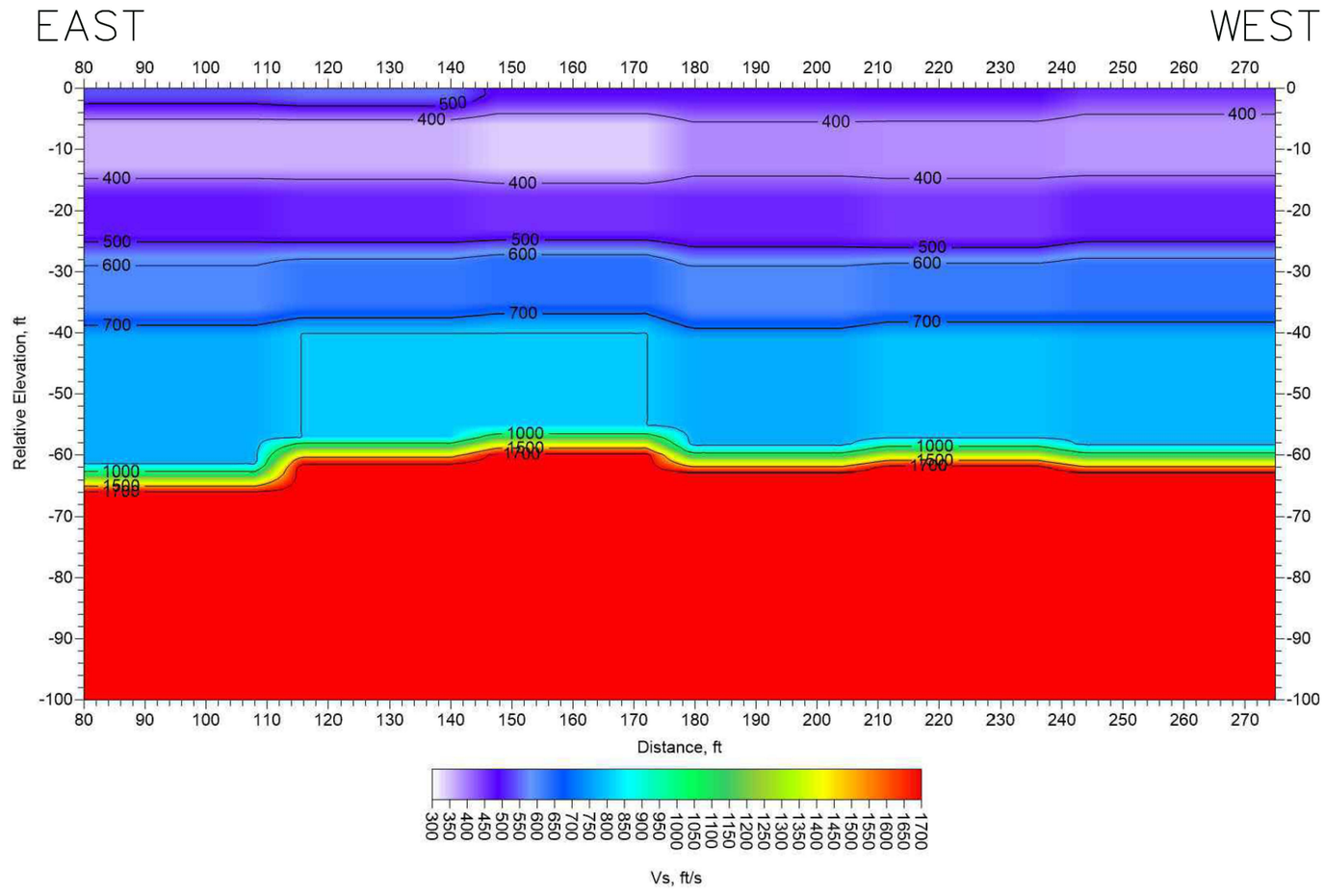
USCS CHART

GEOTECHNICAL INVESTIGATION REPORT
LOVES TRAVEL STOP
SUSANVILLE

LASSEN COUNTY **CALIFORNIA**

PLATE 16





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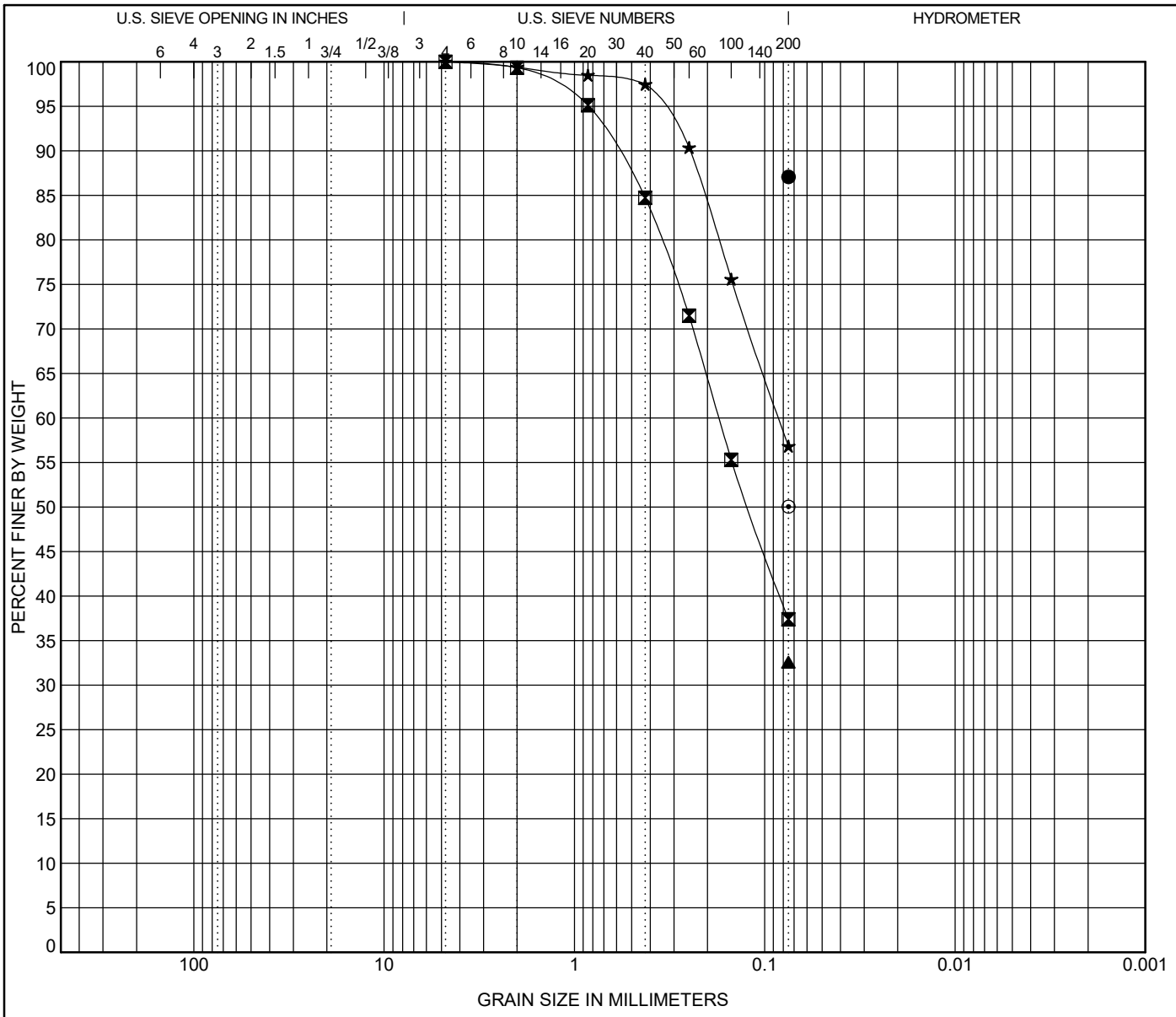
REMI LINE RESULTS

GEOTECHNICAL INVESTIGATION REPORT
LOVES TRAVEL STOP
SUSANVILLE

LASSEN COUNTY CALIFORNIA

PLATE
17



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

	Specimen Identification		Classification	LL	PL	PI	Cc	Cu
●	B-01	2.5	FAT CLAY(CH)	56	21	35		
⊠	B-01	10.0	CLAYEY SAND(SC)	33	22	11		
▲	B-01	30.5	SILTY SAND(SM)	33	24	9		
★	B-02	11.0	SANDY SILT(ML)					
⊙	B-05	20.5	SANDY LEAN CLAY(CL)	36	20	16		

	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	B-01	2.5	0.075						87.1	
⊠	B-01	10.0	4.75	0.174			0.0	62.6	37.4	
▲	B-01	30.5	0.075						32.6	
★	B-02	11.0	4.75	0.084			0.0	43.2	56.8	
⊙	B-05	20.5	0.075						50.0	

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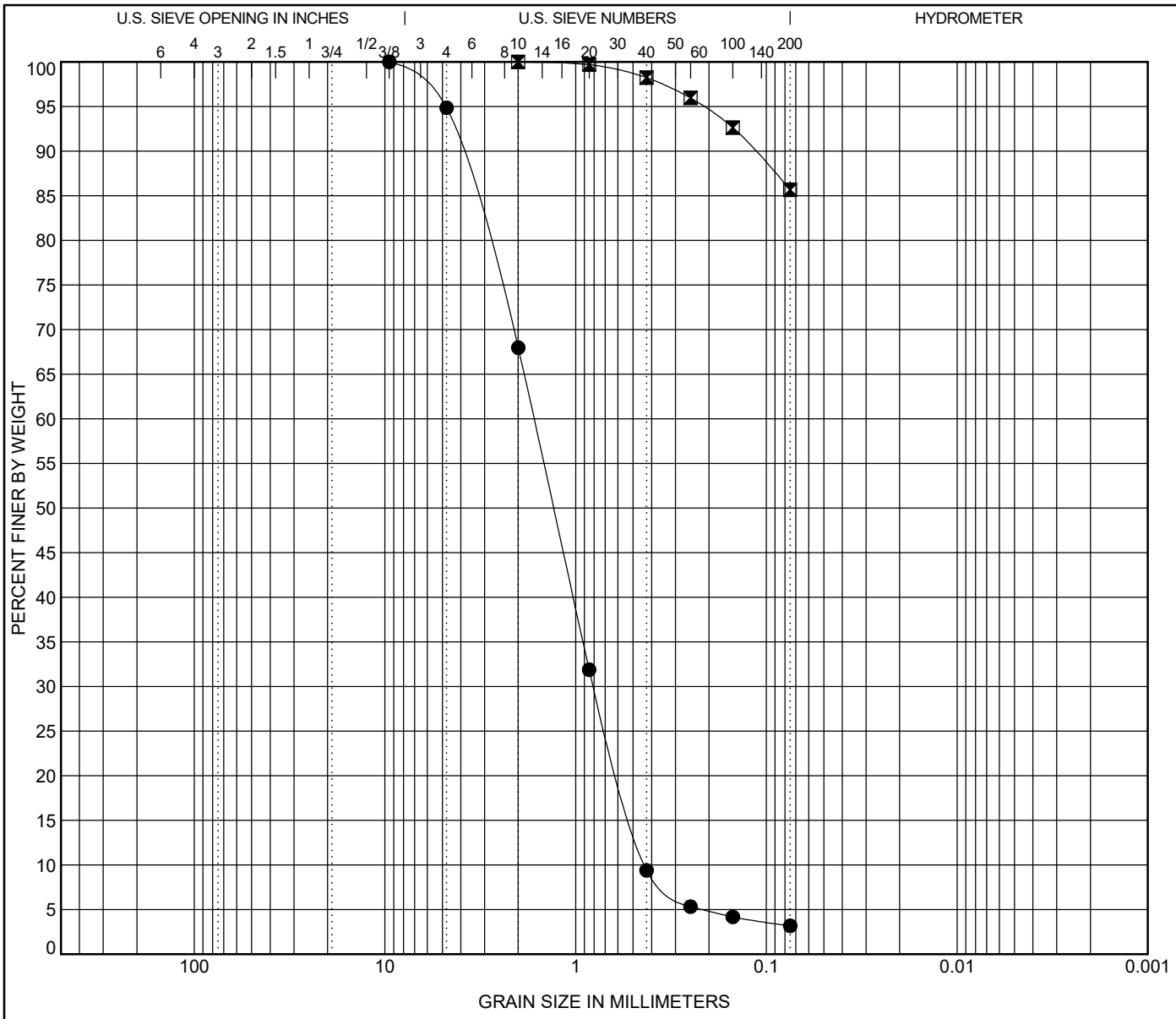
GRAIN SIZE ANALYSIS

GEOTECHNICAL INVESTIGATION
LOVE'S TRAVEL STOP & COUNTRY STORES INC.
SUSANVILLE

LASSEN COUNTY CALIFORNIA

PLATE
18
1 of 2

GRAIN SIZE GEOTECH.GPJ MED DATA TEMPLATE 2015A.GDT 2/28/22



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

	Specimen Identification		Classification	LL	PL	PI	Cc	Cu
●	B-06	6.0	POORLY GRADED SAND(SP)				0.90	3.82
⊠	B-07	15.0	FAT CLAY(CH)					

	Specimen Identification		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	B-06	6.0	9.5	1.656	0.802	0.433	5.1	91.7	3.2	
⊠	B-07	15.0	2				0.0	14.3	85.7	

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GRAIN SIZE ANALYSIS

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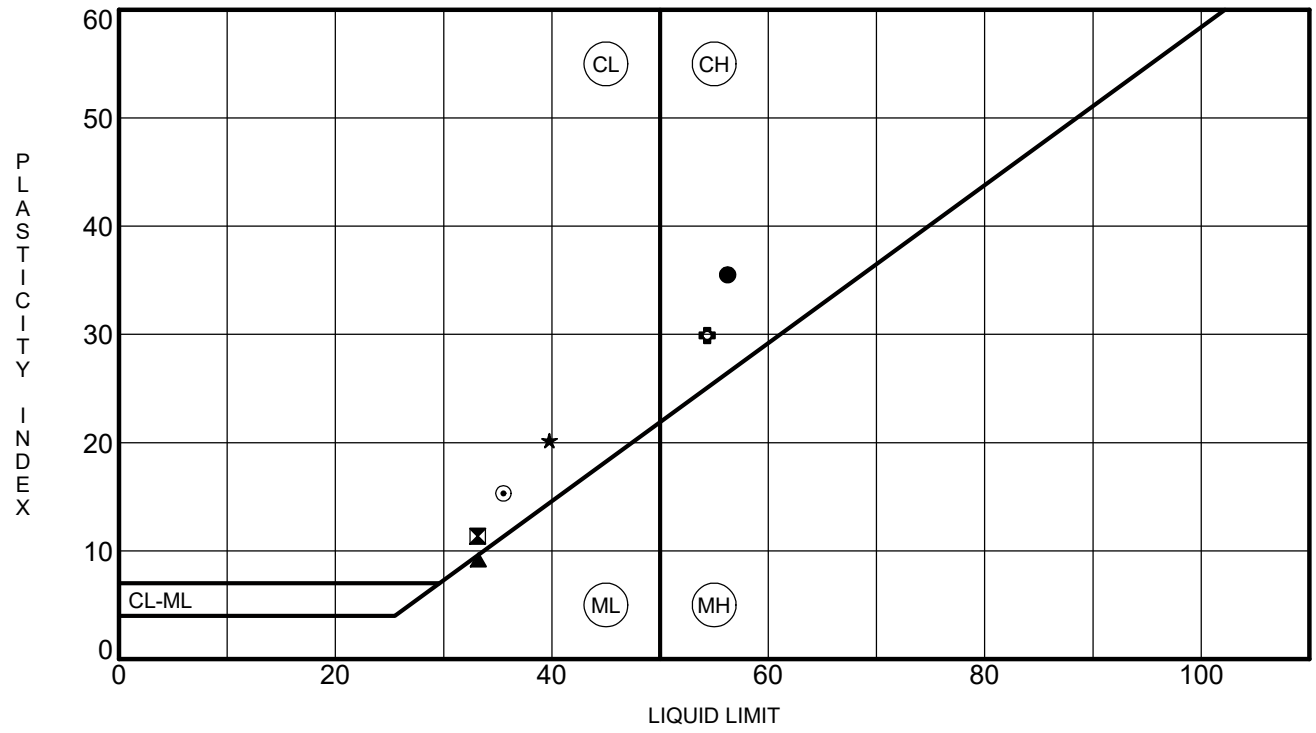
SUSANVILLE

LASSEN COUNTY CALIFORNIA

PLATE 18 2 of 2

GRAIN SIZE GEOTECH.GPJ MED DATA TEMPLATE 2015A.GDT 2/28/22



	Specimen Identification		LL	PL	PI	Fines	Classification
●	**B-01**	**2.5**	**56**	**21**	**35**	**87**	**FAT CLAY(CH)**
⊠	**B-01**	**10.0**	**33**	**22**	**11**	**37**	**CLAYEY SAND(SC)**
▲	**B-01**	**30.5**	**33**	**24**	**9**	**33**	**SILTY SAND(SM)**
★	**B-04**	**5.5**	**40**	**20**	**20**		**SANDY LEAN CLAY(CL)**
⊙	**B-05**	**20.5**	**36**	**20**	**16**	**50**	**SANDY LEAN CLAY(CL)**
✿	**B-07**	**20.5**	**54**	**24**	**30**		**FAT CLAY WITH SAND(CH)**

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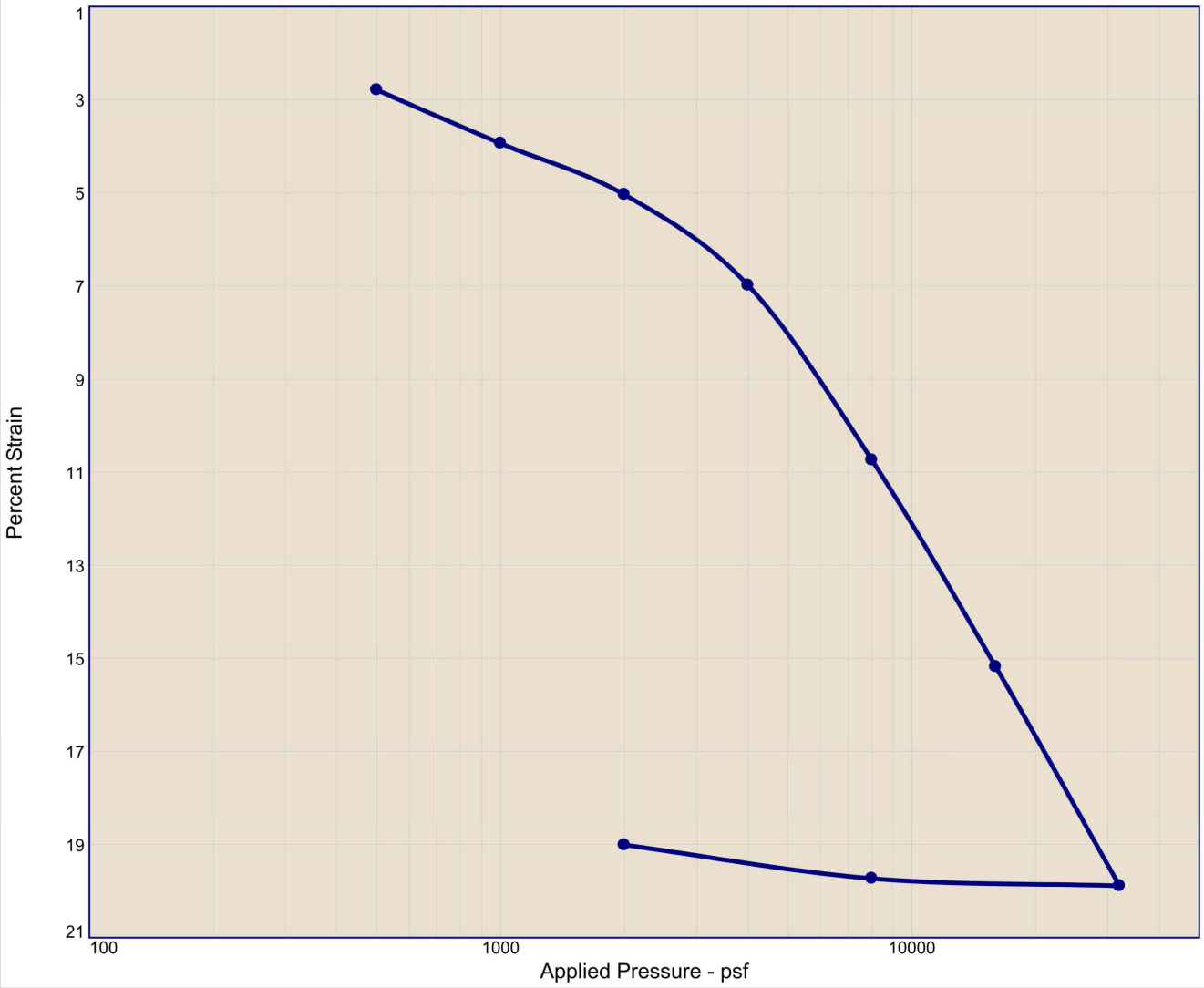
ATTERBERG LIMITS

GEOTECHNICAL INVESTIGATION
LOVE'S TRAVEL STOP & COUNTRY STORES INC.
SUSANVILLE

LASSEN COUNTY CALIFORNIA

PLATE
19

CONSOLIDATION TEST REPORT



MATERIAL DESCRIPTION	USCS	AASHTO

LL	PI	Sp. Gr.	Overburden (psf)	Dry Dens. (pcf)		Moisture		Saturation		Void Ratio		P_c (psf)	CR
				Init.	Final	Init.	Final	Init.	Final	Init.	Final		
54	30	2.76	2500	71.4		52.0 %	36.8 %	101.6 %	100.0 %	1.414	0.955	3600	0.15

Preparation Process: IN SITU

Condition of Test: INUDATED

D2435 Method	RR	Swell Press. (psf)	Swell %
ASTM	0.02	NA	NA

Project No. 2428 **Client:** RENO TAHOE GEO ASSOCIATES

Project: RTGEO - TESTING AS ORDERED

Loc.: LOVE'S TRUCK STOP #21166.001, B-7 **Sample No.:** 36134

CME CONSTRUCTION MATERIALS ENGINEERS, INC.

Remarks:

Checked By: N. ANDERSON

Title:

PLATE

Tested By: M. PONTONI

Reno Tahoe Geo Associates, Inc.
P.O. Box 18449
Reno, Nevada 89511
CONSULTING CIVIL ENGINEERS
TEL (775)853-9100
FAX (775)853-9199

JOB # 21166.001 APPR: JWP DATE: 2/18/2022

CONSOLIDATION TEST REPORT

GEOTECHNICAL INVESTIGATION REPORT
LOVES TRAVEL STOP
SUSANVILLE

LASSEN COUNTY CALIFORNIA

PLATE 20

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Western Environmental Testing Laboratory
Analytical Report

Reno Tahoe Geo Associates, Inc.
P.O. Box 18449
Reno, NV 89511
Attn: Elaine Pinnow
Phone: (775) 853-9100 Fax: NoFax
PO\Project: *Loves Truck Stop- Susanville / 211166.001*

Date Printed: 2/8/2022
OrderID: *22010654*

Customer Sample ID: B-4 at 2.5-4.0 feet
WETLAB Sample ID: 22010654-001

Collect Date/Time: 1/12/2022 12:00
Receive Date: 1/25/2022 12:33

Analyte	Method	Results	Units	DF	RL	Analyzed	LabID
General Chemistry							
Paste pH	SW846 9045D	8.32	pH Units	1		1/26/2022	NV00925
Resistivity	SM 2510B	12000	ohms.cm	1	1.0	1/26/2022	NV00925
Anions by Ion Chromatography							
Chloride	EPA 300.0	ND	mg/kg	10	10	1/26/2022	NV00925
Sulfate	EPA 300.0	ND	mg/kg	10	15	1/26/2022	NV00925
Sample Preparation							
10:1 DI Water Extraction	WL 10.0	Complete		1		1/25/2022	NV00925
Saturated Paste Preparation	CSTPM S:1.0	Complete		1		1/26/2022	NV00925

DF=Dilution Factor, RL = Reporting Limit (minimum 3X the MDL), ND = Not Detected <RL or <MDL (if listed)

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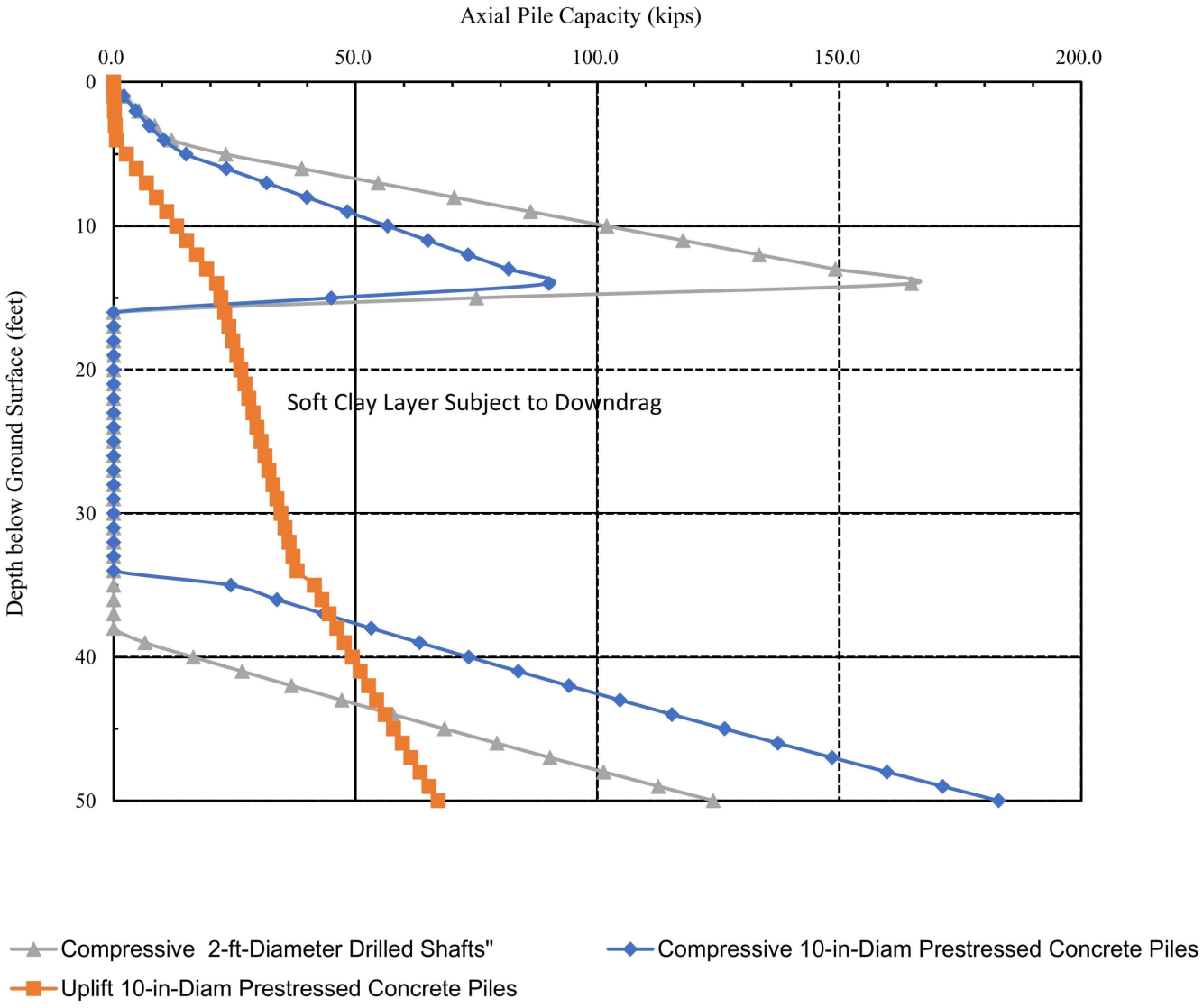

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FOUNDATION CAPACITY vs. DEPTH

GEOTECHNICAL INVESTIGATION REPORT
LOVES TRAVEL STOP
SUSANVILLE

LASSEN COUNTY CALIFORNIA

PLATE 22