



NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR SUSANVILLE TRAVEL STOP

GENERAL INFORMATION

- To:** Interested Agencies, Organizations, and Parties
- Project Title:** Susanville Travel Stop
- Review Period:** February 3, 2025 to March 5, 2025
- Lead Agency:** City of Susanville
66 N Lassen Street
Susanville, CA 96130
Contact: Dan Newton, City Manager (530) 252-5106 (phone) / 530-252-1020 (fax)
E-mail: dnewton@cityofsusanville.org
- Purpose of Notice:** In accordance with provisions of the California Environmental Quality Act (CEQA) (Public Resources Code, Division 13, Sections 21000–21177) and the CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000–15387), the City of Susanville is distributing a Notice of Preparation (NOP) to solicit comments on the scope of the Environmental Impact Report (EIR) to address the environmental impacts of development of the proposed Susanville Travel Stop (project). This NOP provides a summary of the proposed project, general background information on the scoping process, the environmental issues to be addressed in the EIR, and the anticipated uses of the EIR. This NOP is intended to satisfy the requirements of Public Resources Code section 21080.4, subdivision (a), and CEQA Guidelines Section 15082, subdivisions (a) and (b).
- Project Location:** The project site is located on an approximate 14.15-acre vacant parcel situated to the southeast of the City of Susanville (Figure 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), although the remainder of the parcel would remain undeveloped.

Project Description

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). The proposed project includes a travel stop, which would provide professional truck drivers and motorists with 24-hour access to purchase gasoline, diesel, propane, electronic items, 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 State Route (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.

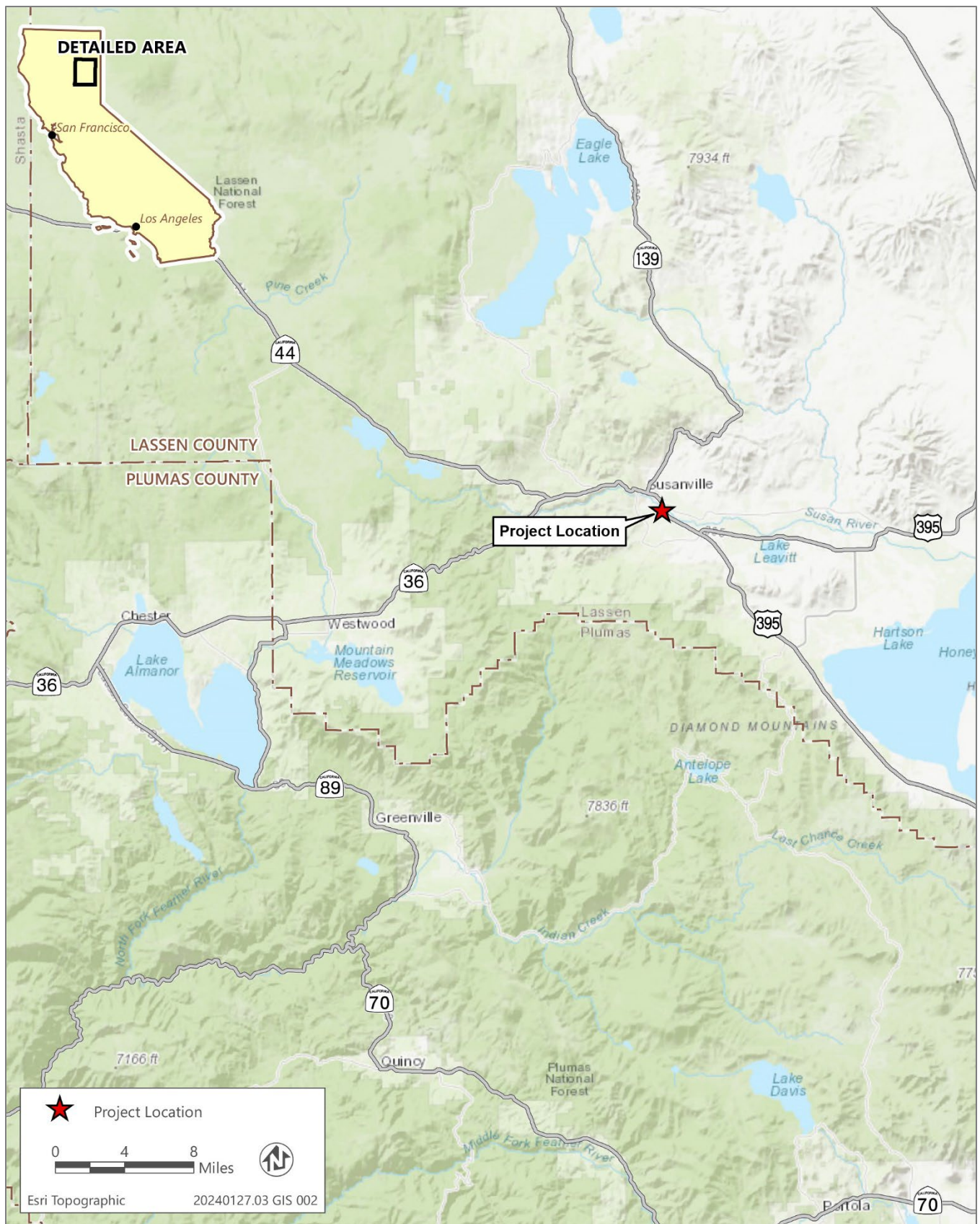


Figure 1 Regional Vicinity



Figure 2 Local Vicinity

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. Finish grading for the entire project site would be balanced onsite. The complete project site is shown in Figure 2. The site plan is shown on Figure 3 and project elevations and floor plans are shown on Figure 4 and Figure 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

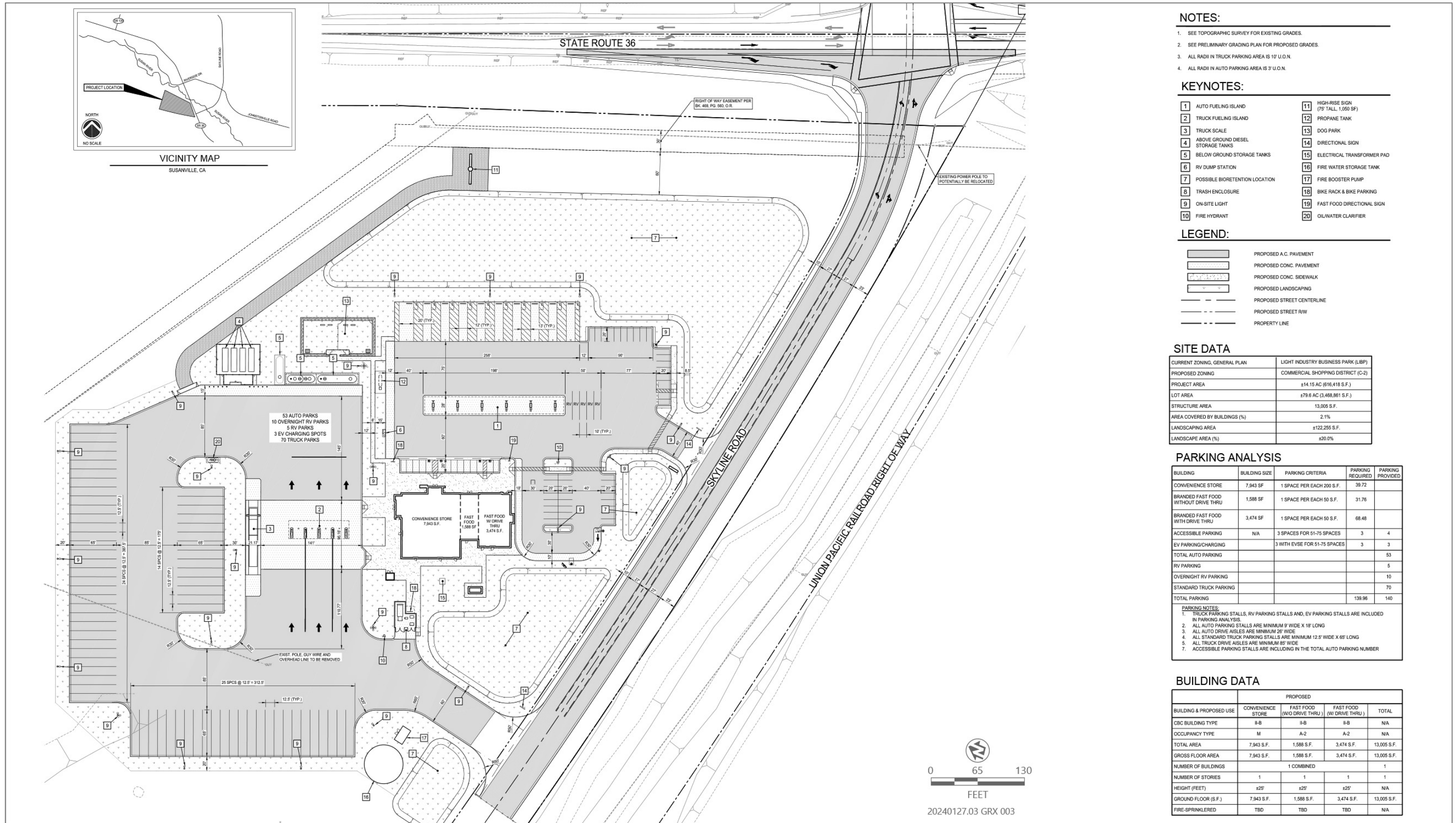


Figure 3 Site Plan



Figure 4 Building Elevation

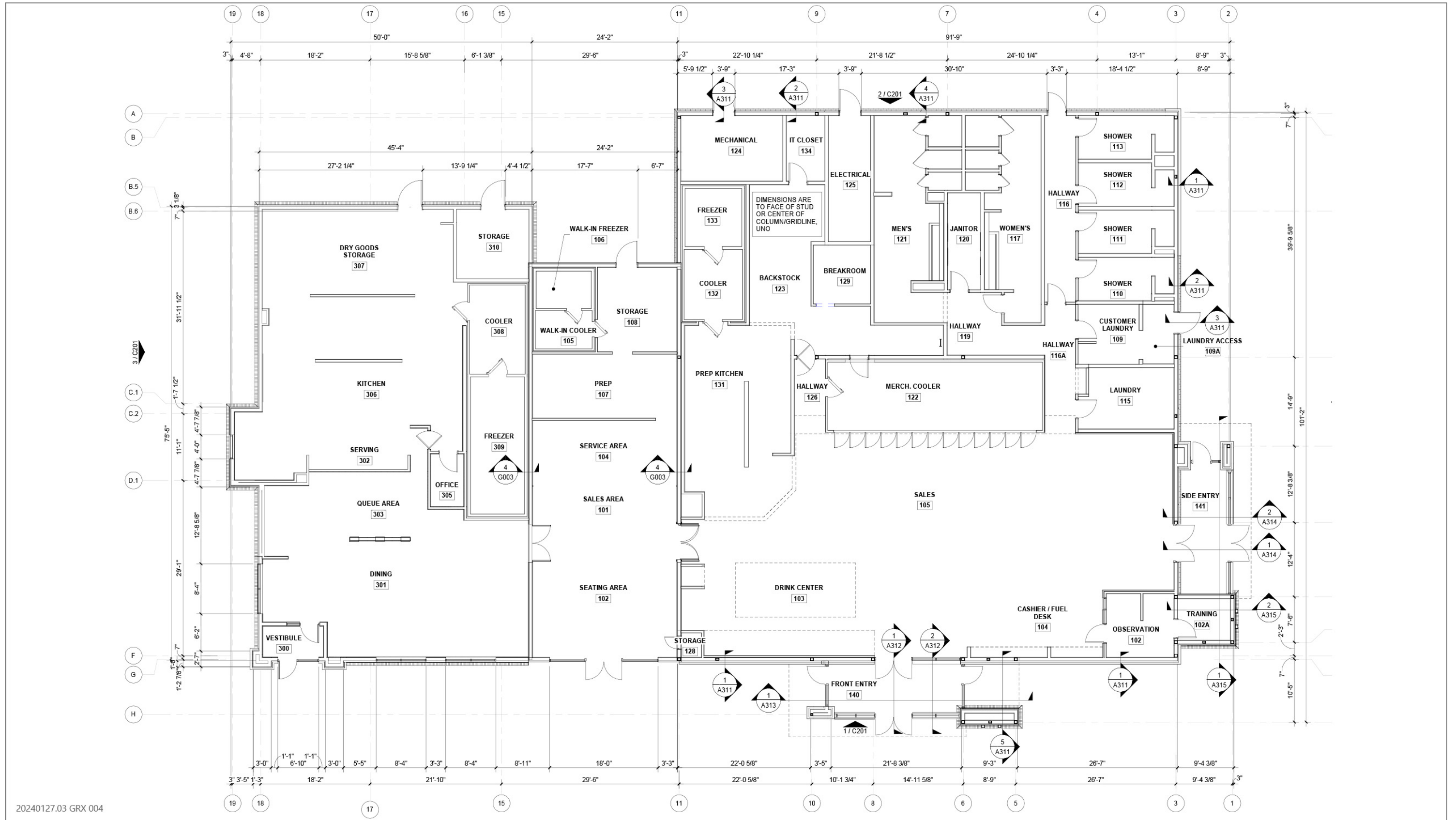


Figure 5 Floor Plan

Table 1 provides a summary of the proposed land uses.

Table 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: Information provided by project applicant and compiled by Ascent Environmental in 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 be 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 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 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.

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 processing of an annexation application 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.

PROBABLE ENVIRONMENTAL IMPACTS

Pursuant to Public Resources Code section 21003(e) and CEQA Guidelines Section 15064, the discussion of effects on the environment in the EIR shall be focused on those impacts that the City has determined may be potentially significant. The EIR also will evaluate the cumulative impacts of the project when considered in conjunction with other related past, present, and reasonably foreseeable future projects. Although, at this very early stage of the environmental review process, it is impossible to know with certainty the precise nature and extent of the environmental effects that will be identified as preparation of the Draft EIR gets underway in earnest, it is possible to identify key categories of environmental effects that the proposed project will implicate. The City has determined that the EIR will evaluate the following environmental impacts in the main body of the Draft EIR, with other categories of impacts being addressed in less detail in the Initial Study Checklist attached as an appendix to the Draft EIR (and also included as an attachment to this NOP):

- ▶ **Air Quality/Greenhouse Gas Emissions:** This project is located within Lassen County Air Pollution Control District (APCD) jurisdiction. During construction and operation, the project would emit criteria air pollutants, primarily through vehicular operation. The Draft EIR will quantify the project's construction- and operation-related emissions of criteria air pollutants and precursors (e.g., reactive organic gases [ROG], nitrogen oxides [NO_x], sulfur dioxide [SO₂], carbon monoxide [CO], respirable particulate matter [PM₁₀], and fine particulate matter [PM_{2.5}]). The Draft EIR will also evaluate the potential for substantial concentrations of toxic air contaminants perceived by nearby land uses as a result of project implementation. Greenhouse gas (GHG) emissions, particularly from any additional truck and automobile trips, will be assessed in the EIR. The Draft EIR will recommend mitigation measures, if necessary.

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

- ▶ **Biological Resources:** The Draft EIR will include a description of the special-status plant and wildlife species known to occur within the project site, and a determination of whether suitable habitat exists on-site to support any special-status species. The chapter will also assess impacts to riparian habitat or other sensitive natural community and effects on state or federally protected wetlands. The chapter will be based a survey of the project site and any off-site infrastructure alignments. Mitigation measures to reduce impacts to sensitive resources will be developed and recommended as necessary.
- ▶ **Cultural Resources and Tribal Cultural Resources:** The Draft EIR will evaluate potential effects to archaeological resources from implementation of the proposed project, focusing on any unique archaeological resources, historical resources, or tribal cultural resources. These chapters will be based on a site-specific technical report. A records search will be conducted to identify any documented historical or archaeological resources on or immediately adjacent to the project site. In accordance with Assembly Bill 52, Native American tribes that have traditional lands or cultural places located within the project site and vicinity will be consulted. The Draft EIR will provide mitigation measures as needed.
- ▶ **Energy:** The Draft EIR will discuss the potential impacts of the project's energy usage, emphasizing any inefficient, wasteful, or unnecessary energy consumption, including an analysis of any change in vehicle miles traveled. The analysis will be informed by reference to Appendix F of the CEQA Guidelines. The Draft EIR will provide mitigation measures as needed.
- ▶ **Geology and Soils:** The Draft EIR will summarize the setting and identify any unique geological features within the project site. The chapter will also include an assessment of potential impacts to paleontological resources from project implementation. The Draft EIR will provide mitigation measures as needed.
- ▶ **Noise and Vibration:** The Draft EIR will evaluate noise increases because of traffic and construction, and ground vibration due to construction and truck movements. The significance of transportation noise impacts will be determined in relation to the City's General Plan. The Draft EIR will provide mitigation measures as needed.
- ▶ **Transportation/Traffic:** The Draft EIR will include a project-specific technical traffic study that evaluates potential project impacts on traffic and Vehicle Miles Travelled, and suggests mitigation measures as needed.
- ▶ **Utilities and Service Systems:** The Draft EIR will evaluate and discuss potential impacts related to construction of new water, wastewater, natural gas, and electricity utilities associated with the project, and provide mitigation measures as needed. The Draft EIR will evaluate the impacts associated with construction of the proposed utilities installation.

The following topics will not be discussed in the main body of the Draft EIR but rather will be discussed solely in the Initial Study attached to the Draft EIR as an appendix (and also included as an attachment to this NOP):

- ▶ **Aesthetics.** The Susanville Vicinity Area Plan does not identify any scenic vistas in the vicinity of the city and there are no eligible or officially designated scenic highways or trees, rock outcroppings, and historic buildings within a state scenic highway in the project's vicinity. Adherence to City of Susanville Code of Ordinances regarding lighting and glare would ensure no significant impacts, and this topic will not be discussed in the main body of the Draft EIR.
- ▶ **Agriculture and Forestry Resources:** The project site is zoned Industrial Park and is currently vacant. There are no agricultural lands (including lands classified by the California Resources Agency as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) or forest lands within or in proximity the project site. Therefore, no impacts on agriculture and forestry resources are anticipated, and this topic will not be discussed in the main body of the Draft EIR.
- ▶ **Hazards and Hazardous Materials.** 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 would ensure less than significant impacts, and this topic will not be discussed in the main body of the Draft EIR.

- ▶ **Hydrology and Water Quality.** 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. For all construction activities disturbing one acre of land or more, California also mandates the development and implementation of Stormwater Pollution Prevention Plans (SWPPP). During construction, per the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (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. Additionally, 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 Aboveground Storage Tank (AST) and Underground Storage Tank (UST) regulations and this topic will not be discussed in the main body of the Draft EIR.
- ▶ **Land Use and Planning.** 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 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 will 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, the project would be consistent with the general plan and zoning land use designations upon annexation and this topic will not be discussed in the main body of the Draft EIR.
- ▶ **Population and Housing; Public Services and Recreation.** 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 intended to serve thru-motorists on SR 36 and would not require people to relocate from surrounding communities or lead to population growth in the community necessitating additional emergency services, or recreational facilities. Therefore, the project is not expected to contribute to direct unplanned growth in the City of Susanville and this topic will not be discussed in the main body of the Draft EIR.
- ▶ **Wildfire:** The project site and vicinity are not within a local responsibility area that is classified as a High or Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection. There are no lands within the City that are classified as state responsibility areas or VHFHSZs. Therefore, no impacts related to wildfire are anticipated, and this topic will not be discussed in the main body of the Draft EIR.

ALTERNATIVES TO BE EVALUATED IN THE EIR

In accordance with the State CEQA Guidelines Section 15126.6, the EIR will describe a range of reasonable alternatives to the project that are capable of meeting most of the projects' objectives, and that would avoid or substantially lessen any of the significant effects of the project. The EIR will also identify any alternatives that were considered but rejected by the lead agency as infeasible and briefly explain the reasons why. The EIR will provide an analysis of the No-Project Alternative and will also identify the environmentally superior alternative.

OPPORTUNITY FOR PUBLIC COMMENT

Agencies and interested parties may provide the City with written comments on topics to be addressed in the EIR for the project. Because of time limits mandated by State law, comments should be provided no later than 5 p.m. on **March 5, 2025**. Please send all comments to:

Contact: Dan Newton, City Manager
Phone: (530) 252-5106
Email: dnewton@cityofsusanville.org

Responsible agencies that will need to use the EIR when considering permits or other approvals for the project should provide the name of a contact person, phone number, and email address. Comments provided by email should include "**Susanville Travel Stop**" in the subject line, and the name and physical address of the commenter in the body of the email.

The City will host a virtual EIR Scoping Meeting to gather additional input on the scope (content and focus) of the EIR analysis. The date, time, and access information for the scoping meeting is listed in the section below.

Copies of current and future environmental documents related to the Susanville Travel Stop will be available for review at the following locations:

City Hall
66 N Lassen Street
Susanville, CA 96130

Or online at the following website: <https://www.cityofsusanville.net/rooptown/planning/>.

All comments on environmental issues received during the public comment period will be considered in the preparation of the Draft EIR, which is anticipated to be available for public review in Summer 2025.

PUBLIC SCOPING MEETING

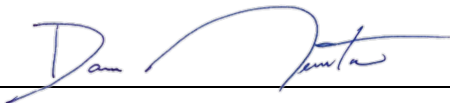
The City will hold a virtual public scoping meeting to inform interested parties about the project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. The meeting time and access information are as follows:

February 20, 2025, from 6:00 p.m. to 7:00 p.m.

Join the Meeting Remotely

By Computer: To join the meeting by computer, log in to: <https://us06web.zoom.us/j/86894161635?pwd=VS3NdNaaj0nUQRbsBbVJrZaYcBVYxl.1>

Telephone Only: To join the meeting by telephone only, dial 1 (669) 444 9171 and use meeting ID: 868 9416 1635 passcode: 404461.

Signature: 

Date: 1/30/2025

Name: Dan Newton

Title: City Manager

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