

6 **CONSENT CALENDAR:**

All matters listed under the Consent Calendar are considered to be routine by the City Council. There will be no separate discussion on these items. Any member of the public or the City Council may request removal of an item from the Consent Calendar to be considered separately.

- A Approve vendor warrants numbered 93874 through 94046 for a total of \$505,207.85 including \$199,938.18 in payroll warrants
- B Approve **Resolution No. 15-5173** approving and authorizing Mayor to execute Memorandum of Understanding with the Management Bargaining Unit

7 **PUBLIC HEARINGS:**

- A 1. Consider **Resolution No. 15-5169** adopting Mitigated Negative Declaration for General Plan Amendment and Rezone for APN 105-152-01, 105-152-02 and 105-152-09
- 2. Consider **Ordinance No. 15-1000** approving General Plan Amendment and Rezone GZ 14-022 for Rite Aid project: Waive first reading and introduce

8 **COUNCIL DISCUSSION/ANNOUNCEMENTS:**

Commission/Committee Reports:

9 **NEW BUSINESS:**

- A Consider **Resolution No. 15-5166** approving closure of Main Street from Cottage Street to Fair Drive on Saturday, July 18, 2015 for the Lassen County Fair Parade
- B Consider **Resolution No. 15-5170** approving agreement with Laguna Ranch LLC for fire training exercises
- C Consider **Resolution No. 15-5171** authorizing Agreement with State of California for transfer of Office of Emergency Services Equipment
- D Consider approval of sponsorship request from Lassen County Fair for 2015 Lassen County Fair events
- E Consider **Resolution No. 15-5172** approving ATP application for Riverside construction

10 **SUSANVILLE COMMUNITY DEVELOPMENT AGENCY:** No business.

11 **SUSANVILLE MUNICIPAL ENERGY CORPORATION:** No business.

12 **CONTINUING BUSINESS:** No business.

13 **CITY ADMINISTRATOR'S REPORTS:**

- A Emergency Water Regulations Report

14 **COUNCIL ITEMS:**

- A AB1234 travel reports:

15 **ADJOURNMENT:**

- *The next regular City Council meeting will be held on June 3, 2015 at 6:00 p.m.*

Reports and documents relating to each agenda item are on file in the Office of the City Clerk and are available for public inspection during normal business hours and at the meeting. These reports and documents are also available at the City's website www.cityofsusanville.org, unless there were systems problems posting to the website.

Accessibility: An interpreter for the hearing-impaired may be made available upon request to the City Clerk seventy-two hours prior to a meeting. A reader for the vision-impaired for purposes of reviewing the agenda may be made available upon request to the City Clerk. The location of this meeting is wheelchair-accessible.

I, Gwenna MacDonald, certify that I caused to be posted notice of the regular meeting scheduled for May 20, 2015 in the areas designated on May 15, 2015.

Gwenna MacDonald, City Clerk

AGENDA ITEM NO. 6A

Reviewed by: City Administrator
 City Attorney

Motion only
 Public Hearing
 Resolution
 Ordinance
 Information

Submitted by: Deborah Savage, Finance Manager

Action Date: May 20, 2015

CITY COUNCIL AGENDA ITEM

SUBJECT: Vendor and Payroll Warrants

PRESENTED BY: Deborah Savage, Finance Manager

SUMMARY: Warrants dated April 22nd through May 13th numbered 93874 through 94046

FISCAL IMPACT: Accounts Payable vendor warrants totaling \$305,269.67 plus \$199,938.18 in payroll warrants, for a total of \$ 505,207.85

ACTION REQUESTED: Motion to receive and file.

ATTACHMENTS: Payments by vendor and transmittal check registers.

Check Issue Dates: 4/24/2015 - 4/24/2015

Apr 24, 2015 11:11AM

Report Criteria:
 Report type: GL detail
 Check Voided = False

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
04/15	04/24/2015	93874	1243	AIR RESOURCES BOARD	CDIAR FOR TIG WELDER	9038068990	1	7110-430-42-46	SUPPLIES-GENERAL	130.25	130.25
04/15	04/24/2015	93874	1243	AIR RESOURCES BOARD	CDIAR FOR TIG WELDER	9038068990	2	7401-430-62-46	SUPPLIES-GENERAL	97.99	97.99
04/15	04/24/2015	93874	1243	AIR RESOURCES BOARD	CDIAR FOR TIG WELDER	9038068990	3	2007-431-20-46	SUPPLIES-GENERAL	76.09	76.09
Total 9038068990:										304.33	304.33
04/15	04/24/2015	93875	21	AIRGAS USA, LLC	AACETYLENE/ARGON//OXYGE	9926226867	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	58.97	58.97
04/15	04/24/2015	93875	21	AIRGAS USA, LLC	AACETYLENE/ARGON//OXYGE	9926226867	2	7110-430-42-46	SUPPLIES-GENERAL	70.68	70.68
04/15	04/24/2015	93875	21	AIRGAS USA, LLC	AACETYLENE/ARGON//OXYGE	9926226867	3	7401-430-62-46	SUPPLIES-GENERAL	39.68	39.68
04/15	04/24/2015	93875	21	AIRGAS USA, LLC	AACETYLENE/ARGON//OXYGE	9926226867	4	7110-430-42-44	REPAIR AND MAINTENANCE-V	100.95	100.95
04/15	04/24/2015	93875	21	AIRGAS USA, LLC	AACETYLENE/ARGON//OXYGE	9926226867	5	7401-430-62-44	REPAIR AND MAINT-VEHICLE	75.95	75.95
Total 9926226867:										346.23	346.23
04/15	04/24/2015	93876	40	AMPS ELECTRIC	BATTERY	2530	1	1000-421-10-44	FACILITY - REPAIR & MAINTEN	222.42	222.42
Total 2530:										222.42	222.42
04/15	04/24/2015	93877	44	ARAMARK UNIFORM SE	G/C TABLECLOTHES, NAPKINS	5063720727	1	7530-451-54-44	LINEN SERVICES	40.92	40.92
Total 5063720727:										40.92	40.92
04/15	04/24/2015	93878	76	BILLINGTON ACE HARD	SHELF	325878	1	1000-422-10-46	SUPPLIES-GENERAL	18.93	18.93
Total 325878:										18.93	18.93
04/15	04/24/2015	93878	76	BILLINGTON ACE HARD	PADLOCK, CLASP	325942	1	1000-422-10-46	SUPPLIES-GENERAL	22.61	22.61
Total 325942:										22.61	22.61
04/15	04/24/2015	93878	76	BILLINGTON ACE HARD	STATION SUPPLIES	326024	1	1000-422-10-46	SUPPLIES-GENERAL	73.72	73.72
Total 326024:										73.72	73.72
04/15	04/24/2015	93878	76	BILLINGTON ACE HARD	HOOK, WEATHERSTRIP	326135	1	1000-422-10-46	SUPPLIES-GENERAL	17.86	17.86

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
										17.86	17.86
										23.19	23.19
										23.19	23.19
										4.05	4.05
										4.05	4.05
										14.50	14.50
										14.50	14.50
										9.65	9.65
										5.75	5.75
										5.19	5.19
										1.33	1.33
										12.27	12.27
										8.70	8.70
										8.70	8.70
										18.36	18.36
										18.36	18.36
										316.00	316.00
										316.00	316.00
										156.45	156.45

M = Manual Check, V = Void Check

Check Issue Dates: 4/24/2015 - 4/24/2015

Apr 24, 2015 11:11AM

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 1505MAIN 040215:											
04/15	04/24/2015	93881	118	CBC INNOVIS INC	MEMBERSHIP DUES	5091504339	1	1000-417-10-48	DUES AND MEMBERSHIPS	10.00	10.00
Total 5091504339:											
04/15	04/24/2015	93882	1375	CENTRAL SANITARY SU	CENTER PULL TOWELS	598387	1	1000-422-10-46	SUPPLIES-JANITORIAL	194.66	194.66
Total 598387:											
04/15	04/24/2015	93883	161	CSK AUTO INC	AIR FILTER	2740362812	1	7530-451-52-44	REPAIR & MAINTENANCE - MIS	42.13	42.13
Total 2740362812:											
04/15	04/24/2015	93883	161	CSK AUTO INC	AIR FILTER	2740363683	1	7530-451-52-44	REPAIR & MAINTENANCE - MIS	67.34	67.34
Total 2740363683:											
04/15	04/24/2015	93884	173	DATCO SERVICES	SERVICE FEE 3/15-6/15	113916	1	1000-416-10-43	TECHNICAL SVCS	598.50	598.50
Total 113916:											
04/15	04/24/2015	93884	173	DATCO SERVICES	SUBSTANCE TEST - 02/26/15-03	26392642	1	1000-416-10-43	TECHNICAL SVCS	468.00	468.00
Total 26392642:											
04/15	04/24/2015	93885	184	DEPARTMENT OF JUSTI	FINGERPRINTS - APPS	091548	1	1000-416-10-45	FINGERPRINTING SERVICES	239.00	239.00
04/15	04/24/2015	93885	184	DEPARTMENT OF JUSTI	FINGERPRINTS - CITY EMPLOY	091548	2	1000-2205-005	LIVE SCAN STATE OF CALIFOR	96.00	96.00
Total 091548:											
04/15	04/24/2015	93886	194	DIAMOND SAW SHOP IN	FUEL CAP, STARTER ROPE	13529	1	2007-431-20-46	SUPPLIES-SMALL TOOLS	40.36	40.36
Total 13529:											
04/15	04/24/2015	93887	198	DITCH WITCH EQUIPMEN	BUSHINGS	215643	1	7401-430-62-44	REPAIR AND MAINT-VEHICLE	69.47	69.47

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 215643:											
04/15	04/24/2015	93887	198	DITCH WITCH EQUIPMEN	BUSHING, SCREWS	215687	1	7401-430-62-44	REPAIR AND MAINT-VEHICLE	101.35	101.35
Total 215687:											
04/15	04/24/2015	93888	219	ED STAUB & SONS PETR	GREASE	1274504	1	7110-430-42-44	REPAIR AND MAINTENANCE-V	43.92	43.92
04/15	04/24/2015	93888	219	ED STAUB & SONS PETR	GREASE	1274504	2	7401-430-62-44	REPAIR AND MAINT-VEHICLE	43.92	43.92
04/15	04/24/2015	93888	219	ED STAUB & SONS PETR	GREASE	1274504	3	2007-431-20-44	REPAIR AND MAINTENANCE-V	43.92	43.92
Total 1274504:											
04/15	04/24/2015	93889	238	FASTENAL COMPANY	BATTERIES	64028	1	1000-422-10-46	SUPPLIES-JANITORIAL	62.10	62.10
04/15	04/24/2015	93889	238	FASTENAL COMPANY	BATTERIES	64028	2	1000-422-10-46	SUPPLIES-GENERAL	47.32	47.32
Total 64028:											
04/15	04/24/2015	93890	870	FERGUSON ENTERPRIS	PACER PARTS	1073002	1	1000-422-10-44	HYDRANTS - REPAIR & MAINT	236.50	236.50
Total 1073002:											
04/15	04/24/2015	93891	257	FOREST OFFICE EQUIP	MONTHLY MAINT. FOLDING MA	CC6291	1	7401-430-62-44	REPAIR AND MAINTENANCE-MI	42.00	42.00
04/15	04/24/2015	93891	257	FOREST OFFICE EQUIP	MONTHLY MAINT. FOLDING MA	CC6291	2	7110-430-42-44	REPAIR AND MAINTENANCE-MI	42.00	42.00
Total CC6291:											
04/15	04/24/2015	93892	265	FRONTIER	257-0315 AMVOS AIRPORT	0315 041515	1	7201-430-81-45	COMMUNICATIONS	36.48	36.48
Total 0315 041515:											
04/15	04/24/2015	93892	265	FRONTIER	257-1051 PAW STREETS	1051 020515	1	7620-430-10-45	COMMUNICATIONS	40.31	40.31
Total 1051 020515:											
04/15	04/24/2015	93892	265	FRONTIER	257-2520 GOLF COURSE	2520 040115	1	7530-451-52-45	COMMUNICATIONS	340.13	340.13
Total 2520 040115:											

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount	
04/15	04/24/2015	93892	265	FRONTIER	257-4725 CITY HALL FAX	4725 041515	1	1000-419-10-45	COMMUNICATIONS	36.51	36.51	
04/15	04/24/2015	93892	265	FRONTIER	257-4725 CITY HALL FAX	4725 041515	2	1000-415-10-45	COMMUNICATIONS	36.50	36.50	
Total 4725 041515:											73.01	73.01
04/15	04/24/2015	93892	265	FRONTIER	257-5152 FIRE	5152 041015	1	1000-422-10-45	COMMUNICATIONS	474.71	474.71	
Total 5152 041015:											474.71	474.71
04/15	04/24/2015	93892	265	FRONTIER	257-5603 POLICE	5603 041015	1	1000-421-10-45	COMMUNICATIONS	451.33	451.33	
Total 5603 041015:											451.33	451.33
04/15	04/24/2015	93893	288		REIMBURSE HEALTH INS - SIC	042015	1	7610-2229-002	RETIREE SICK LEAVE BANK PA	409.50	409.50	
Total 042015:											409.50	409.50
04/15	04/24/2015	93894	1045	I AFC MEMBERSHIP	MEMBERSHIP 5/15 - 4	93709 042015	1	1000-422-10-48	DUES AND MEMBERSHIPS	279.00	279.00	
Total 93709 042015:											279.00	279.00
04/15	04/24/2015	93895	374	L N CURTIS & SONS	PURCHASE OF 4 TURNOUTS	134324900	1	1000-422-10-46	SUPPLIES-SAFETY ITEMS	7,477.70	7,477.70	
Total 134324900:											7,477.70	7,477.70
04/15	04/24/2015	93895	374	L N CURTIS & SONS	RESCUE BLADE	134990200	1	1000-422-10-46	SUPPLIES-SAFETY ITEMS	289.18	289.18	
Total 134990200:											289.18	289.18
04/15	04/24/2015	93896	383	LASCO	PLAQUE	1975	1	1000-411-40-46	SUPPLIES-GENERAL	40.85	40.85	
Total 1975:											40.85	40.85
04/15	04/24/2015	93897	1074	LASSEN AUTO BODY	FITTINGS	218910	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	1.70	1.70	
04/15	04/24/2015	93897	1074	LASSEN AUTO BODY	FITTINGS	218910	2	7110-430-42-44	REPAIR AND MAINTENANCE-V	1.70	1.70	
04/15	04/24/2015	93897	1074	LASSEN AUTO BODY	FITTINGS	218910	3	7401-430-62-44	REPAIR AND MAINT-VEHICLE	1.71	1.71	
Total 218910:											5.11	5.11

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
04/15	04/24/2015	93897	1074	LASSEN AUTO BODY	MIRROR	219129	1	7401-430-62-44	REPAIR AND MAINT-VEHICLE	78.57	78.57
Total 219129:											
04/15	04/24/2015	93897	1074	LASSEN AUTO BODY	GASKETS E623	6200	3	1000-422-10-44	VEHICLE - REPAIR & MAINTEN	133.16	133.16
Total 6200:											
04/15	04/24/2015	93898	411	LASSEN MOTOR PARTS	ADHESIVE	218318	1	1000-422-10-44	VEHICLE - REPAIR & MAINTEN	4.18	4.18
Total 218318:											
04/15	04/24/2015	93899	412	LASSEN REGIONAL SOLI	DUMP FEES	736007	1	2007-431-20-44	DISPOSAL	4.59	4.59
Total 736007:											
04/15	04/24/2015	93899	412	LASSEN REGIONAL SOLI	DUMP FEES	736022	1	2007-431-20-44	DISPOSAL	5.40	5.40
Total 736022:											
04/15	04/24/2015	93899	412	LASSEN REGIONAL SOLI	DUMP FEES	736038	1	2007-431-20-44	DISPOSAL	8.19	8.19
Total 736038:											
04/15	04/24/2015	93900	437	LMUD	JOHNSTONVILLE RD SPRINKLE	10262 041615	1	1000-452-30-46	ELECTRICITY	15.68	15.68
Total 10262 041615:											
04/15	04/24/2015	93901	1416		VOLUNTEER SHIFT 04/19/15	042015	1	1000-422-10-43	VOLUNTEERS	25.00	25.00
Total 042015:											
04/15	04/24/2015	93902	481	MISSION LINEN & UNIFO	WATER LINEN SER 04/07/15	250263082	1	7110-430-42-44	LINEN SERVICE	58.83	58.83
Total 250263082:											
04/15	04/24/2015	93902	481	MISSION LINEN & UNIFO	PARKS LINEN SER 04/21/15	250264271	1	1000-452-20-44	LINEN SERVICES	12.83	12.83

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
										12.83	12.83
										55.80	55.80
										55.80	55.80
										165.00	165.00
										165.00	165.00
										311.32	311.32
										33.85	33.85
										1,000.00	1,000.00
										1,000.00	1,000.00
										208.89	208.89
										7.51	7.51
										7.51	7.51
										40.76	40.76
										40.76	40.76
										144.25	144.25
										144.25	144.25

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
04/15	04/24/2015	93907	572	QUILL CORPORATION	STAPLER	3222218	1	1000-415-10-46	SUPPLIES-GENERAL	9.71	9.71
Total 3222218:											
04/15	04/24/2015	93907	572	QUILL CORPORATION	DOUBLE SIDED ADDING TAPE	3274309	1	1000-415-10-46	SUPPLIES-GENERAL	23.31	23.31
Total 3274309:											
04/15	04/24/2015	93907	572	QUILL CORPORATION	TAPE, PAPER CLIPS	3308146	1	1000-422-10-46	SUPPLIES-GENERAL	35.56	35.56
Total 3308146:											
04/15	04/24/2015	93908	1259	SIERRA AUCTION & TRAI	CLAMP	853979	1	7110-430-42-44	REPAIR AND MAINTENANCE-V	5.35	5.35
Total 853979:											
04/15	04/24/2015	93909	1076	SIERRA COFFEE AND BE	CITY HALL SERVICE 04/21/15	43812	1	1000-417-10-46	SUPPLIES-GENERAL	21.75	21.75
Total 43812:											
04/15	04/24/2015	93910	640	SIERRA ELECTRONICS	RADIO REPAIRS	208138	1	1000-421-10-44	RADIO - REPAIR & MAINTENAN	44.00	44.00
Total 208138:											
04/15	04/24/2015	93911	1436	STANISLAUS FARM SUP	WEED KILLER	1232059	1	7110-430-42-46	SUPPLIES-GENERAL	119.54	119.54
Total 1232059:											
04/15	04/24/2015	93912	806	SUSANVILLE AVIATION	FUEL	2911	1	1000-422-10-46	GASOLINE	74.70	74.70
Total 2911:											
04/15	04/24/2015	93913	686	SUSANVILLE TRUCK & A	ENGINE 626	474237	1	1000-422-10-44	VEHICLE - REPAIR & MAINTEN	148.75	148.75
Total 474237:											
04/15	04/24/2015	93914	7907	SWRCB	WATER SYS1810001 FEES 7/14-	LW1000138	1	7110-430-42-48	TAXES, FEES, PERMITS & CHA	2,821.12	2,821.12

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total LW1000138:											
04/15	04/24/2015	93915	1490	THE CSU CHICO RESEA	APN 105-152-01.02,04 &05	RF031505	1	1000-419-10-43	TECHNICAL SVCS	151.35	151.35
Total RF031505:											
04/15	04/24/2015	93916	1141	THOMPSON GARAGE DO	POLICE DEPT GARAGE DOOR	75182	1	1000-421-10-44	FACILITY - REPAIR & MAINTEN	314.89	314.89
Total 75182:											
04/15	04/24/2015	93917	530	U.S. BANK EQUIPMENT F	COPIER - FIRE DEPARTMENT	276062643	1	1000-422-10-44	RENT & LEASES EQUIP & VEHI	160.96	160.96
Total 276062643:											
04/15	04/24/2015	93918	749	VERIZON WIRELESS	CELLULAR PHONES - FIRE DEP	9743162042	1	1000-422-10-45	COMMUNICATIONS	76.02	76.02
Total 9743162042:											
04/15	04/24/2015	93919	1398	WAGE WORKS	MONTHLY ADMIN FEE	125A10389168	1	8403-2239-002	SECTION 125 - CITY	50.00	50.00
Total 125A10389168:											
04/15	04/24/2015	93920	770	WESTERN NEVADA SUP	HANDLE GAS STOCK	66199446	1	7401-430-62-46	SUPPLIES-GENERAL	117.26	117.26
Total 66199446:											
04/15	04/24/2015	93920	770	WESTERN NEVADA SUP	SPRINKLER	66200443	1	7530-451-52-44	REPAIR & MAINTENANCE - MIS	155.39	155.39
Total 66200443:											
04/15	04/24/2015	93920	770	WESTERN NEVADA SUP	VALVE	66207580	1	7110-430-42-46	SUPPLIES-GENERAL	256.73	256.73
Total 66207580:											
04/15	04/24/2015	93920	770	WESTERN NEVADA SUP	THERMOSTATS	66208418	1	7401-430-62-46	SUPPLIES-GENERAL	252.26	252.26
Total 66208418:											

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
04/15	04/24/2015	93921	1491	WEST-MARK	WINDOW PARTS	P834270001	1	1000-422-10-44	VEHICLE - REPAIR & MAINTEN	220.55	220.55
Total P834270001:										220.55	220.55
Grand Totals:										21,389.00	21,389.00

Report Criteria:
 Report type: GL detail
 Check Voided = False

Report Criteria:
 Transmittal checks included

Pay Period Date	Journal Code	Check Issue Date	Check Number	Payee	Payee ID	GL Account	Amount
04/24/2015	CDPT	04/27/2015	379	CITY OF SUSANVILLE PA	1	7650-2203-1	5,998.41-
04/24/2015	CDPT	04/27/2015	379	CITY OF SUSANVILLE PA	1	7650-2203-1	5,998.41-
04/24/2015	CDPT	04/27/2015	379	CITY OF SUSANVILLE PA	1	7650-2203-1	2,066.77-
04/24/2015	CDPT	04/27/2015	379	CITY OF SUSANVILLE PA	1	7650-2203-1	2,066.77-
04/24/2015	CDPT	04/27/2015	379	CITY OF SUSANVILLE PA	1	7650-2203-1	16,513.16-
04/24/2015	CDPT	04/27/2015	380	EMPLOYMENT DEV. DEP	6	7650-2203-1	4,783.93-
04/24/2015	CDPT	04/27/2015	381	EMPLOYMENT DEV DEP	7	7650-2203-1	1,213.26-
04/24/2015	CDPT	04/28/2015	93925	BECKY R. CALLISON	40	7650-2203-0	348.46-
04/24/2015	CDPT	04/28/2015	93926	CA STATE DISBURSEME	35	7650-2203-0	155.07-
04/24/2015	CDPT	04/28/2015	93927	CA STATE DISBURSEME	36	7650-2203-0	103.84-
04/24/2015	CDPT	04/28/2015	93928	CA STATE DISBURSEME	37	7650-2203-0	69.23-
04/24/2015	CDPT	04/28/2015	93929	NATIONWIDE RETIREME	5	7650-2203-0	550.00-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	9,212.42-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	2,070.98-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	6,153.60-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	2,978.74-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	145.04-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	105.43-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	124.39-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	849.36-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	808.88-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	798.61-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	921.97-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	301.27-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	301.27-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	15.00-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	4,304.52-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	935.18-
04/24/2015	CDPT	04/28/2015	93930	P.E.R.S.	8	7650-2203-1	2,657.95-
04/24/2015	CDPT	04/28/2015	93931	VALIC	4	7650-2203-0	2,088.78-
Grand Totals:			30				74,640.70-

Report Criteria:
 Report type: GL detail
 Check Voided = False

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
04/15	04/30/2015	93932	8115		REFUND GAS DEPOSIT	10120651013	1	7401-2228-000	DEPOSITS-CUSTOMER	90.88	90.88
Total 10120651013:											
04/15	04/30/2015	93933	817	ADAMSON POLICE PROD	AMMO	173180	1	1000-421-10-46	SUPPLIES-SAFETY ITEMS	680.99	680.99
Total 173180:											
04/15	04/30/2015	93934	21	AIRGAS USA, LLC	TIG WELDER	9038068990	1	2007-431-20-46	SUPPLIES-GENERAL	76.09	76.09
04/15	04/30/2015	93934	21	AIRGAS USA, LLC	TIG WELDER	9038068990	2	7110-430-42-46	SUPPLIES-GENERAL	130.25	130.25
04/15	04/30/2015	93934	21	AIRGAS USA, LLC	TIG WELDER	9038068990	3	7401-430-62-46	SUPPLIES-GENERAL	97.99	97.99
Total 9038068990:											
04/15	04/30/2015	93934	21	AIRGAS USA, LLC	AACETYLENE/ARGON//OXYGE	9926226867	11	7110-430-42-46	SUPPLIES-GENERAL	70.68	70.68
04/15	04/30/2015	93934	21	AIRGAS USA, LLC	AACETYLENE/ARGON//OXYGE	9926226867	12	7401-430-62-46	SUPPLIES-GENERAL	39.68	39.68
04/15	04/30/2015	93934	21	AIRGAS USA, LLC	AACETYLENE/ARGON//OXYGE	9926226867	13	7110-430-42-44	REPAIR AND MAINTENANCE-V	100.95	100.95
04/15	04/30/2015	93934	21	AIRGAS USA, LLC	AACETYLENE/ARGON//OXYGE	9926226867	14	7401-430-62-44	REPAIR AND MAINT-VEHICLE	75.95	75.95
04/15	04/30/2015	93934	21	AIRGAS USA, LLC	AACETYLENE/ARGON//OXYGE	9926226867	15	2007-431-20-44	REPAIR AND MAINTENANCE-V	58.97	58.97
Total 9926226867:											
04/15	04/30/2015	93935	37	AMERICAN PLANNING A	MEMBERSHIP 7/1/15-6/30/16	0853151545	1	1000-1430-105	PREPAID - OTHER	325.00	325.00
Total 0853151545:											
04/15	04/30/2015	93936	44	ARAMARK UNIFORM SE	G/C TABLECLOTHES, NAPKINS	5063738052	1	7530-451-54-44	LINEN SERVICES	40.92	40.92
Total 5063738052:											
04/15	04/30/2015	93936	44	ARAMARK UNIFORM SE	G/C TABLECLOTHES, NAPKINS	5063752616	1	7530-451-54-44	LINEN SERVICES	40.92	40.92
Total 5063752616:											
04/15	04/30/2015	93937	8118		REFUND GAS DEPOSIT	10306904817	1	7401-2228-000	DEPOSITS-CUSTOMER	191.83	191.83

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 10306904817:											
04/15	04/30/2015	93938	53		RETIREMENT INCENTIVE PKGE	042815	1	7610-2229-001	EARLY RETIREMENT INCENTIV	191.83	191.83
Total 042815:											
04/15	04/30/2015	93939	76	BILLINGTON ACE HARD	BATTERY, PLUGS	325406	1	1000-452-20-46	SUPPLIES-GENERAL	12.46	12.46
Total 325406:											
04/15	04/30/2015	93939	76	BILLINGTON ACE HARD	SPRINKLERS	326004	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	205.38	205.38
Total 326004:											
04/15	04/30/2015	93939	76	BILLINGTON ACE HARD	GLOVES, TRAY, ROLLER	326095	1	1000-452-20-46	SUPPLIES-GENERAL	101.01	101.01
Total 326095:											
04/15	04/30/2015	93939	76	BILLINGTON ACE HARD	FAUCET STEM	326107	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	7.63	7.63
Total 326107:											
04/15	04/30/2015	93940	152	COUSO TECHNOLOGY &	4/15-5/15 WEBSITE MAINT/HOS	541700	1	1000-417-10-43	TECHNICAL SVCS	340.00	340.00
Total 541700:											
04/15	04/30/2015	93941	6779		REFUND WATER DEPOSIT	10307850021	1	7110-2228-000	DEPOSITS-CUSTOMER	59.86	59.86
Total 10307850021:											
04/15	04/30/2015	93942	166	D & L DISTRIBUTING INC	SODAWATER FOR GOLF COU	471326	1	7530-451-54-46	SUPPLIES GENERAL	24.00	24.00
Total 471326:											
04/15	04/30/2015	93943	174	DATEMA, STEVEN K.	AIRPORT MANAGER 7/1/14 - 2/2	042815	1	7201-430-81-43	TECHNICAL SVCS	1,889.31	1,889.31
Total 042815:											

Check Issue Dates: 4/30/2015 - 4/30/2015

Apr 30, 2015 12:31PM

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
04/15	04/30/2015	93944	8114		REFUND GAS DEPOSIT	10207650001	1	7401-2228-000	DEPOSITS-CUSTOMER	191.82	191.82
Total 10207650001:											
04/15	04/30/2015	93945	1260	DIRECTV INC	G/C CABLE	25616546343	1	7530-451-52-45	COMMUNICATIONS	236.00	236.00
Total 25616546343:											
04/15	04/30/2015	93946	8116		REFUND GAS DEPOSIT	10203110602	1	7401-2228-000	DEPOSITS-CUSTOMER	166.29	166.29
Total 10203110602:											
04/15	04/30/2015	93947	219	ED STAUB & SONS PETR	TANK RENT G/C CLUB HOUSE	1116820	1	7530-451-52-46	GASOLINE	1.00	1.00
Total 1116820:											
04/15	04/30/2015	93947	219	ED STAUB & SONS PETR	TANK RENT G/C CIRCLE DR	1116821	1	7530-451-52-46	GASOLINE	1.00	1.00
Total 1116821:											
04/15	04/30/2015	93948	238	FASTENAL COMPANY	PARTS AIRPORT HANGAR	64415	1	7201-430-81-44	REPAIR AND MAINTENANCE-F	256.25	256.25
Total 64415:											
04/15	04/30/2015	93949	332	INTERSTATE GAS SERVI	GAS CONSULTING SVC 4/2015	042815	1	7401-430-62-43	PROFESSIONAL SVCS	400.00	400.00
Total 042815:											
04/15	04/30/2015	93950	8117		REFUND WATER DEPOSIT	10511600010	1	7110-2228-000	DEPOSITS-CUSTOMER	9.79	9.79
Total 10511600010:											
04/15	04/30/2015	93951	362	KAUFFMAN, BILL	CITY HALL JANITORIAL SVCS	043015	1	1000-417-10-44	CUSTODIAL	650.00	650.00
Total 043015:											
04/15	04/30/2015	93952	374	L N CURTIS & SONS	BALLISTIC HELMETS	134491100	1	1000-421-10-47	EQUIPMENT - SAFETY	1,639.38	1,639.38

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 134491100:											
04/15	04/30/2015	93953	1074	LASSEN AUTO BODY	GASKETS E623	6200	5	1000-422-10-44	VEHICLE - REPAIR & MAINTEN	133.16	133.16
Total 6200:											
04/15	04/30/2015	93954	411	LASSEN MOTOR PARTS	ADHESIVE	218318	3	1000-422-10-44	VEHICLE - REPAIR & MAINTEN	4.18	4.18
Total 218318:											
04/15	04/30/2015	93954	411	LASSEN MOTOR PARTS	FITTING	218910	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	1.70	1.70
04/15	04/30/2015	93954	411	LASSEN MOTOR PARTS	FITTING	218910	2	7110-430-42-44	REPAIR AND MAINTENANCE-V	1.70	1.70
04/15	04/30/2015	93954	411	LASSEN MOTOR PARTS	FITTING	218910	3	7401-430-62-44	REPAIR AND MAINT-VEHICLE	1.71	1.71
Total 218910:											
04/15	04/30/2015	93954	411	LASSEN MOTOR PARTS	MIRROR	219129	1	7401-430-62-44	REPAIR AND MAINT-VEHICLE	78.57	78.57
Total 219129:											
04/15	04/30/2015	93955	412	LASSEN REGIONAL SOLI	DUMP FEES	961682	1	1000-452-20-44	DISPOSAL	29.93	29.93
Total 961682:											
04/15	04/30/2015	93955	412	LASSEN REGIONAL SOLI	DUMP FEES	962259	1	1000-452-20-44	DISPOSAL	4.68	4.68
Total 962259:											
04/15	04/30/2015	93956	437	LMUD	1801 MAIN ST	8314 042215	1	1000-421-10-46	ELECTRICITY	956.75	956.75
Total 8314 042215:											
04/15	04/30/2015	93957	8119		REFUND GAS DEPOSIT	10403470001	1	7401-2228-000	DEPOSITS-CUSTOMER	144.10	144.10
Total 10403470001:											
04/15	04/30/2015	93958	445		RETIRE INCENTIVE 5/15	042815	1	7610-2229-001	EARLY RETIREMENT INCENTIV	930.00	930.00

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount	
Total 042815:											930.00	930.00
04/15	04/30/2015	93959	5115	MILES PLUMBING	CLEANOUT @FORT ROOP	2933	1	1000-452-20-43	TECHNICAL SVCS	570.90	570.90	
Total 2933:											570.90	570.90
04/15	04/30/2015	93960	1463	MILLER CLEANING SERV	P/D CLEANING	MCS1483	1	1000-421-10-44	CUSTODIAL	360.00	360.00	
Total MCS1483:											360.00	360.00
04/15	04/30/2015	93961	582	RAY MORGAN CO INC	TONER SHIPPING	659341	1	1000-411-40-46	SUPPLIES-GENERAL	20.64	20.64	
Total 659341:											20.64	20.64
04/15	04/30/2015	93961	582	RAY MORGAN CO INC	TAX	664376-1	1	1000-417-10-44	RENT & LEASES EQUIP & VEHI	9.83	9.83	
Total 664376-1:											9.83	9.83
04/15	04/30/2015	93962	8113		REFUND GAS DEPOSIT	10225600005	1	7401-2228-000	DEPOSITS-CUSTOMER	145.43	145.43	
Total 10225600005:											145.43	145.43
04/15	04/30/2015	93963	1265	SUSANVILLE PAINT CEN	PAINT	20521	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	176.84	176.84	
Total 20521:											176.84	176.84
04/15	04/30/2015	93964	7907	SWRCB	APP FEE NOTICE OF INTENT/N	042915	1	7201-430-86-48	TAXES, FEES, PERMITS & CHA	200.00	200.00	
Total 042915:											200.00	200.00
04/15	04/30/2015	93965	713		RETIRE INCENTIVE 5/15	042815	1	7610-2229-001	EARLY RETIREMENT INCENTIV	930.00	930.00	
Total 042815:											930.00	930.00
04/15	04/30/2015	93966	728	U S POSTMASTER	WATER BILLING POSTAGE	043015	1	7110-430-42-46	POSTAGE	529.92	529.92	
04/15	04/30/2015	93966	728	U S POSTMASTER	GAS BILLING POSTAGE	043015	2	7401-430-62-46	POSTAGE	273.00	273.00	

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 043015:											
04/15	04/30/2015	93967	763		REIM TRAINING FIRE MNGMNT	050415	1	1000-422-10-45	TRAVEL	802.92	802.92
Total 050415:											
04/15	04/30/2015	93968	770		WESTERN NEVADA SUP SRINKLER PROGRAMMER	66214726	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	231.36	231.36
Total 66214726:											
04/15	04/30/2015	93969	7362		REIM BREAD G/C RESTURANT	042415	1	7530-451-54-46	SUPPLIES GENERAL	3.98	3.98
Total 042415:											
04/15	04/30/2015	93970	1192		ZAMORAS TREE SERVIC REMOVED HANGING LIMBS RO	613756	1	1000-452-20-43	TECHNICAL SVCS	300.00	300.00
Total 613756:											
Grand Totals:										15,545.66	15,545.66

Report Criteria:
 Report type: GL detail
 Check Voided = False

Report Criteria:
Report type: GL detail
Check Voided = False

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
05/15	05/07/2015	93972	21	AIRGAS USA, LLC	CHLORINE	90388303149	1	7110-430-42-46	SUPPLIES-GENERAL	372.97	372.97
Total 90388303149:											
05/15	05/07/2015	93972	21	AIRGAS USA, LLC	CHLORINE	9038883472	1	7110-430-42-46	SUPPLIES-GENERAL	372.97	372.97
Total 9038883472:											
05/15	05/07/2015	93973	1233		REIM DRINKS & SNACKS G/C	050515	1	7530-451-52-46	SUPPLIES-GENERAL	254.31	254.31
Total 050515:											
05/15	05/07/2015	93974	6877		REFUND WATER OVERPAYME	10433850004	1	9999-1001-001	CASH CLEARING - UTILITIES	3.07	3.07
Total 10433850004:											
05/15	05/07/2015	93975	8123		REFUND GAS DEPOSIT	10432320210	1	7401-2228-000	DEPOSITS-CUSTOMER	135.22	135.22
Total 10432320210:											
05/15	05/07/2015	93975	8123		REFUND GAS DEPOSIT	10432320309	1	7401-2228-000	DEPOSITS-CUSTOMER	30.36	30.36
Total 10432320309:											
05/15	05/07/2015	93976	40	AMPS ELECTRIC	BYPASS VALVE	2531	1	7110-430-42-43	TECHNICAL SVCS	1,536.11	1,536.11
Total 2531:											
05/15	05/07/2015	93977	5101		REFUND GAS DEPOSIT	10503818603	1	7401-2228-000	DEPOSITS-CUSTOMER	172.81	172.81
Total 10503818603:											
05/15	05/07/2015	93978	1231	ASBURY ENVIRONMENT	WASHERS	130492909	1	2007-431-20-43	TECHNICAL SVCS	33.68	33.68
05/15	05/07/2015	93978	1231	ASBURY ENVIRONMENT	WASHERS	130492909	2	7110-430-42-43	TECHNICAL SVCS	57.64	57.64
05/15	05/07/2015	93978	1231	ASBURY ENVIRONMENT	WASHERS	130492909	3	7401-430-62-43	TECHNICAL SVCS	43.37	43.37

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 130492909:											
05/15	05/07/2015	93979	8126		REFUND WAER DEPOSIT	10529300020	1	7110-2228-000	DEPOSITS-CUSTOMER	134.69	134.69
Total 10529300020:											
05/15	05/07/2015	93980	68	BECKWITH MD, DAVID R	FIRE FIGHTER QUESTIONAIRE	042215	1	1000-416-10-43	PROFESSIONAL SVCS	26.38	26.38
Total 042215:											
05/15	05/07/2015	93980	68	BECKWITH MD, DAVID R	FIRE FIGHTER PHY & SPIROME	042315	1	1000-422-10-43	PROFESSIONAL SVCS	65.00	65.00
Total 042315:											
05/15	05/07/2015	93980	68	BECKWITH MD, DAVID R	DMV PHYSICAL	042915	1	1000-416-10-43	PROFESSIONAL SVCS	235.00	235.00
Total 042915:											
05/15	05/07/2015	93980	68	BECKWITH MD, DAVID R	DMV PHYSICAL	050115	1	1000-416-10-43	PROFESSIONAL SVCS	180.00	180.00
Total 050115:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	FASTENERS, REDUCER, NIPPL	326650	1	7401-430-62-46	SUPPLIES-GENERAL	180.00	180.00
Total 326650:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	CLEANER	326914	1	7401-430-62-46	SUPPLIES-GENERAL	23.24	23.24
Total 326914:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	PAINT	326916	1	7401-430-62-46	SUPPLIES-GENERAL	36.75	36.75
Total 326916:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	BROOM	326925	1	7110-430-42-46	SUPPLIES-GENERAL	57.93	57.93
Total 326925:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	BROOM	326925	1	7110-430-42-46	SUPPLIES-GENERAL	9.18	9.18
Total 326925:											

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	FASTENERS, CONCRETE SCRE	327040	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	2.48	2.48
Total 327040:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	FASTENERS, ROPE	327047	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	50.47	50.47
Total 327047:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	SPRINKLER	327048	1	1000-452-20-46	SUPPLIES-GENERAL	18.50	18.50
Total 327048:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	PAINT MARKER	327066	1	1000-422-10-46	SUPPLIES-GENERAL	3.76	3.76
Total 327066:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	FASTENERS	327096	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	2.13	2.13
Total 327096:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	FASTENERS, ROPE	327102	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	8.17	8.17
Total 327102:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	FASTENERS	327111	1	1000-422-10-46	SUPPLIES-GENERAL	.80	.80
Total 327111:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	PAINT	327175	1	7401-430-62-46	SUPPLIES-GENERAL	231.74	231.74
Total 327175:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	EYE LAG	327192	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	20.78	20.78
Total 327192:											
05/15	05/07/2015	93981	76	BILLINGTON ACE HARD	PIPE SEALANT, WHEEL CUTOF	327433	1	1000-422-10-44	VEHICLE - REPAIR & MAINTEN	38.95	38.95

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
										38.95	38.95
										1.13	1.13
										1.13	1.13
										39.66	39.66
										1.92	1.92
										1.92	1.92
										16.20	16.20
										4.34	4.34
										4.34	4.34
										17.37	17.37
										23.10	23.10
										29.84	29.84
										48.11	48.11
										48.11	48.11
										29.84	29.84
										23.10	23.10
										29.84	29.84
										48.11	48.11
										48.11	48.11

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
05/15	05/07/2015	93984	148	COMPUTER LOGISTICS	CISCO NETWORK FIREWALL	64910	1	1000-421-10-43	PROFESSIONAL SVCS	1,007.88	1,007.88
Total 64910:											
05/15	05/07/2015	93984	148	COMPUTER LOGISTICS	MONTHLY SER 2HRS	65008	1	1000-417-10-43	TECHNICAL SVCS	220.00	220.00
Total 65008:											
05/15	05/07/2015	93984	148	COMPUTER LOGISTICS	ANTI VIRUS-BARRACUDA 200G	65021	1	1000-417-10-43	TECHNICAL SVCS	50.00	50.00
Total 65021:											
05/15	05/07/2015	93984	148	COMPUTER LOGISTICS	EMAIL & IPHONE SUPPORT	65067	1	1000-417-10-43	TECHNICAL SVCS	355.40	355.40
Total 65067:											
05/15	05/07/2015	93985	161	CSK AUTO INC	FILTER	2740364730	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	5.53	5.53
Total 2740364730:											
05/15	05/07/2015	93985	161	CSK AUTO INC	MEGACRIMP	2740364730	1	7401-430-62-44	REPAIR AND MAINT-VEHICLE	4.47	4.47
05/15	05/07/2015	93985	161	CSK AUTO INC	MEGACRIMP	2740364730	2	7110-430-42-44	REPAIR AND MAINTENANCE-V	5.93	5.93
05/15	05/07/2015	93985	161	CSK AUTO INC	MEGACRIMP	2740364730	3	2007-431-20-44	REPAIR AND MAINTENANCE-V	3.47	3.47
Total 2740364730:											
05/15	05/07/2015	93985	161	CSK AUTO INC	STARTER FLUID	2740364788	1	7401-430-62-44	REPAIR AND MAINT-VEHICLE	8.68	8.68
05/15	05/07/2015	93985	161	CSK AUTO INC	STARTER FLUID	2740364788	2	7110-430-42-44	REPAIR AND MAINTENANCE-V	11.54	11.54
05/15	05/07/2015	93985	161	CSK AUTO INC	STARTER FLUID	2740364788	3	2007-431-20-44	REPAIR AND MAINTENANCE-V	6.74	6.74
Total 2740364788:											
05/15	05/07/2015	93985	161	CSK AUTO INC	OIL SEAL	2740365430	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	48.88	48.88
Total 2740365430:											
05/15	05/07/2015	93985	161	CSK AUTO INC	MUD FLAP	2740365698	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	25.78	25.78

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 2740365735:											
05/15	05/07/2015	93985	161	CSK AUTO INC	HEX BITS, CYLINDER	2740365735	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	25.78	25.78
Total 2740365735:											
05/15	05/07/2015	93986	1145	CUSTOMER TALK PRINT	METAL SIGNS	6993	1	7110-430-42-46	SUPPLIES-GENERAL	43.00	43.00
Total 6993:											
05/15	05/07/2015	93987	194	DIAMOND SAW SHOP IN	CHAINSAW SHARPENING	13549	1	2007-431-20-43	TECHNICAL SVCS	5.50	5.50
Total 13549:											
05/15	05/07/2015	93988	219	ED STAUB & SONS PETR	134.25 GAL PROPANE AIRPORT	0694095	1	7201-430-81-46	PROPANE	193.92	193.92
Total 0694095:											
05/15	05/07/2015	93988	219	ED STAUB & SONS PETR	67.2 GAL PROPANE G/C	S122128	1	7530-451-52-46	PROPANE	84.52	84.52
Total S122128:											
05/15	05/07/2015	93988	219	ED STAUB & SONS PETR	66.6 GAL PROPANE G/C	S125438	1	7530-451-52-46	GASOLINE	82.51	82.51
Total S125438:											
05/15	05/07/2015	93989	238	FASTENAL COMPANY	CLIPS	64441	1	7401-430-62-46	SUPPLIES-GENERAL	1.29	1.29
Total 64441:											
05/15	05/07/2015	93990	241	FEATHER PUBLISHING C	BUS CARDS	ACCT#437 01094999	1	1000-415-10-46	SUPPLIES-GENERAL	76.59	76.59
Total ACCT#437 01094999:											
05/15	05/07/2015	93990	241	FEATHER PUBLISHING C	G/C NOW OPEN ADS	ACCT#437 01096594	1	7530-451-52-45	ADVERTISING	192.15	192.15
Total ACCT#437 01096594:											

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
05/15	05/07/2015	93991	1033	FGL ENVIRONMENTAL	WEEKLY WATER SAMPLING	572113A	1	7110-430-42-43	TECHNICAL SVCS	85.00	85.00
Total 572113A: 85.00 85.00											
05/15	05/07/2015	93991	1033	FGL ENVIRONMENTAL	WEEKLY WATER SAMPLING	572420A	1	7110-430-42-43	TECHNICAL SVCS	105.00	105.00
Total 572420A: 105.00 105.00											
05/15	05/07/2015	93991	1033	FGL ENVIRONMENTAL	WEEKLY WATER SAMPLING	572653A	1	7110-430-42-43	TECHNICAL SVCS	105.00	105.00
Total 572653A: 105.00 105.00											
05/15	05/07/2015	93992	265	FRONTIER	257-1045 PMW ENGINEERING	1045 041515	1	7620-430-10-45	COMMUNICATIONS	50.43	50.43
Total 1045 041515: 50.43 50.43											
05/15	05/07/2015	93992	265	FRONTIER	257-1056 PMW SHOP	1056 042015	1	7620-430-10-45	COMMUNICATIONS	48.51	48.51
Total 1056 042015: 48.51 48.51											
05/15	05/07/2015	93992	265	FRONTIER	257-1057 PMW FAX	1057 042015	1	7620-430-10-45	COMMUNICATIONS	193.71	193.71
Total 1057 042015: 193.71 193.71											
05/15	05/07/2015	93992	265	FRONTIER	257-2845 ROLL OVER	2845 041515	1	7620-430-10-45	COMMUNICATIONS	62.63	62.63
Total 2845 041515: 62.63 62.63											
05/15	05/07/2015	93992	265	FRONTIER	257-3292 MUSEUM	3292 041015	1	1000-451-80-45	COMMUNICATION	110.74	110.74
Total 3292 041015: 110.74 110.74											
05/15	05/07/2015	93992	265	FRONTIER	257-7236 NAT GAS	7236 042015	1	7620-430-10-45	COMMUNICATIONS	193.00	193.00
Total 7236 042015: 193.00 193.00											
05/15	05/07/2015	93992	265	FRONTIER	257-7237 NAT GAS	7237 042015	1	7620-430-10-45	COMMUNICATIONS	57.68	57.68

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 7237 042015:											
05/15	05/07/2015	93993	1142	GEARY PACIFIC SUPPLY	GASKET/MOTOR WAG	2961567	1	7401-430-62-46	SUPPLIES-GENERAL	247.09	247.09
Total 2961567:											
05/15	05/07/2015	93994	8127		REFUND GAS DEPOSIT	10504900021	1	7401-2228-000	DEPOSITS-CUSTOMER	98.46	98.46
Total 10504900021:											
05/15	05/07/2015	93995	8124		REFUND WATER OVERPAYME	10527050003	1	9999-1001-001	CASH CLEARING - UTILITIES	1.78	1.78
Total 10527050003:											
05/15	05/07/2015	93996	8122		REFUND WATER DEPOSIT	10313200005	1	7110-2228-000	DEPOSITS-CUSTOMER	25.00	25.00
Total 10313200005:											
05/15	05/07/2015	93997	1380	HAUGE BRUECK ASSOCI	PROFESSIONAL SER. 03/1/15-0	14007-5	1	2007-431-34-43	PROFESSIONAL SERVICES	19,981.10	19,981.10
Total 14007-5:											
05/15	05/07/2015	93998	8121		REFUND GAS OVERPAYMENT	10122150100	1	9999-1001-001	CASH CLEARING - UTILITIES	174.40	174.40
Total 10122150100:											
05/15	05/07/2015	93999	8125		REFUND GAS DEPOSIT	10310630020	1	7401-2228-000	DEPOSITS-CUSTOMER	168.97	168.97
Total 10310630020:											
05/15	05/07/2015	94000	7980		REFUND WAER DEPOSIT	10313500004	1	7110-2228-000	DEPOSITS-CUSTOMER	28.47	28.47
Total 10313500004:											
05/15	05/07/2015	94001	335	J.W. WOOD CO INC	NIPPLES	S080077	1	7110-430-42-46	SUPPLIES-GENERAL	183.48	183.48
Total S080077:											

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
05/15	05/07/2015	94001	335	J.W. WOOD CO INC	NIPPLE	S080080	1	7110-430-42-46	SUPPLIES-GENERAL	13.09	13.09
Total S080080:											
05/15	05/07/2015	94001	335	J.W. WOOD CO INC	NIPPLES	S080754	1	7401-430-62-46	SUPPLIES-GENERAL	11.62	11.62
Total S080754:											
05/15	05/07/2015	94001	335	J.W. WOOD CO INC	ADAPTERS, NIPPLES, TAPE	S080769	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	51.64	51.64
Total S080769:											
05/15	05/07/2015	94001	335	J.W. WOOD CO INC	ADAPTERS, NIPPLES	S080773	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	3.42	3.42
Total S080773:											
05/15	05/07/2015	94002	1058	JH HEATING INC	ORIFICE, AIR DAMPER	038302	1	7401-430-62-46	SUPPLIES-GENERAL	62.67	62.67
Total 038302:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	RATCHETING WRNECH	219462	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	16.07	16.07
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	RATCHETING WRNECH	219462	2	7110-430-42-44	REPAIR AND MAINTENANCE-V	27.52	27.52
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	RATCHETING WRNECH	219462	3	7401-430-62-44	REPAIR AND MAINT-VEHICLE	20.70	20.70
Total 219462:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	SPOT MIRROR	219513	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	1.46	1.46
Total 219513:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	HYDRAULIC PLUGS	219570	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	1.40	1.40
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	HYDRAULIC PLUGS	219570	2	7110-430-42-44	REPAIR AND MAINTENANCE-V	2.38	2.38
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	HYDRAULIC PLUGS	219570	3	7401-430-62-44	REPAIR AND MAINT-VEHICLE	1.79	1.79
Total 219570:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	CAP, PLUG	219581	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	2.68	2.68
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	CAP, PLUG	219581	2	7110-430-42-44	REPAIR AND MAINTENANCE-V	4.58	4.58
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	CAP, PLUG	219581	3	7401-430-62-44	REPAIR AND MAINT-VEHICLE	3.45	3.45

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 219581:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	STARTER, CORE DEPOSIT	219731	1	7110-430-42-44	REPAIR AND MAINTENANCE-V	309.91	309.91
Total 219731:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	LINCH PIN	219929	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	4.79	4.79
Total 219929:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	BATTERY, CORE DEPOSIT	219969	1	7401-430-62-44	REPAIR AND MAINT-VEHICLE	113.61	113.61
Total 219969:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	IMPACT SOCKET	220002	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	11.07	11.07
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	IMPACT SOCKET	220002	2	7110-430-42-44	REPAIR AND MAINTENANCE-V	18.93	18.93
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	IMPACT SOCKET	220002	3	7401-430-62-44	REPAIR AND MAINT-VEHICLE	14.24	14.24
Total 220002:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	IMPACT WRENCH	220048	1	7110-430-42-44	REPAIR AND MAINTENANCE-V	229.59	229.59
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	IMPACT WRENCH	220048	2	2007-431-20-44	REPAIR AND MAINTENANCE-V	134.11	134.11
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	IMPACT WRENCH	220048	3	7401-430-62-44	REPAIR AND MAINT-VEHICLE	172.73	172.73
Total 220048:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	ADAPTER	220058	1	7110-430-42-44	REPAIR AND MAINTENANCE-V	1.69	1.69
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	ADAPTER	220058	2	2007-431-20-44	REPAIR AND MAINTENANCE-V	.99	.99
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	ADAPTER	220058	3	7401-430-62-44	REPAIR AND MAINT-VEHICLE	1.28	1.28
Total 220058:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	AIR BRAKE	220204	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	19.69	19.69
Total 220204:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	FITTING, O RINGS	220253	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	4.28	4.28

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 220253:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	STEEL ADAPTER	220259	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	23.64	23.64
Total 220259:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	HOSE ENDS, HOSE	220274	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	30.38	30.38
Total 220274:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	FITTINGS, COUPLER, ADAPTER	220362	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	4.52	4.52
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	FITTINGS, COUPLER, ADAPTER	220362	2	7110-430-42-44	REPAIR AND MAINTENANCE-V	7.74	7.74
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	FITTINGS, COUPLER, ADAPTER	220362	3	7401-430-62-44	REPAIR AND MAINT-VEHICLE	5.82	5.82
Total 220362:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	COUPLER, ADAPTER	220373	1	7110-430-42-44	REPAIR AND MAINTENANCE-V	6.08	6.08
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	COUPLER, ADAPTER	220373	2	7401-430-62-44	REPAIR AND MAINT-VEHICLE	4.57	4.57
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	COUPLER, ADAPTER	220373	3	2007-431-20-44	REPAIR AND MAINTENANCE-V	3.55	3.55
Total 220373:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	OIL	220665	1	7401-430-62-44	REPAIR AND MAINT-VEHICLE	6.30	6.30
Total 220665:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	PLIERS	220696	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	3.42	3.42
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	PLIERS	220696	2	7110-430-42-44	REPAIR AND MAINTENANCE-V	5.85	5.85
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	PLIERS	220696	3	7401-430-62-44	REPAIR AND MAINT-VEHICLE	4.39	4.39
Total 220696:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	HOSE END, FITTINGS	220749	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	33.08	33.08
Total 220749:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	AIR FILTER CABIN	220787	1	7401-430-62-44	REPAIR AND MAINT-VEHICLE	13.75	13.75

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 220787:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	GAS CAP	220834	1	7401-430-62-44	REPAIR AND MAINT-VEHICLE	13.75	13.75
Total 220834:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	BANDAGES	220898	1	1000-422-10-44	VEHICLE - REPAIR & MAINTEN	8.83	8.83
Total 220898:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	HOSE CLAMP, STICK HOSE	220922	1	2007-431-20-44	REPAIR AND MAINTENANCE-V	43.10	43.10
Total 220922:											
05/15	05/07/2015	94003	411	LASSEN MOTOR PARTS	HEATER A/C DOOR	221082	1	1000-422-10-44	VEHICLE - REPAIR & MAINTEN	45.61	45.61
Total 221082:											
05/15	05/07/2015	94004	1102	LASSEN PC	COMPUTER MOZY SERV 4/15 F	18803	1	1000-422-10-43	TECHNICAL SVCS	35.49	35.49
Total 18803:											
05/15	05/07/2015	94005	412	LASSEN REGIONAL SOLI	DUMP FEES	736082	1	2007-431-20-44	DISPOSAL	38.00	38.00
Total 736082:											
05/15	05/07/2015	94005	412	LASSEN REGIONAL SOLI	DUMP FEES	736104	1	2007-431-20-44	DISPOSAL	13.60	13.60
Total 736104:											
05/15	05/07/2015	94005	412	LASSEN REGIONAL SOLI	DUMP FEES	736123	1	2007-431-20-44	DISPOSAL	17.34	17.34
Total 736123:											
05/15	05/07/2015	94005	412	LASSEN REGIONAL SOLI	DUMP FEES	736137	1	2007-431-20-44	DISPOSAL	18.44	18.44
Total 736137:											

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
05/15	05/07/2015	94005	412	LASSEN REGIONAL SOLI	DUMP FEES	736162	1	2007-431-20-44	DISPOSAL	18.38	18.38
Total 736162:											
05/15	05/07/2015	94005	412	LASSEN REGIONAL SOLI	DUMP FEES	737000	1	2007-431-20-44	DISPOSAL	18.38	18.38
Total 737000:											
05/15	05/07/2015	94005	412	LASSEN REGIONAL SOLI	DUMP FEES	737944	1	7401-430-62-44	DISPOSAL	19.00	19.00
Total 737944:											
05/15	05/07/2015	94006	437	LMUD	AIRPORT VASI LIGHTS	10108 042215	1	7201-430-81-46	ELECTRICITY	36.50	36.50
Total 10108 042215:											
05/15	05/07/2015	94006	437	LMUD	LASSEN COLLEGE WELL #5	120270 042815	1	7110-430-42-46	ELECTRICITY	14.00	14.00
Total 120270 042815:											
05/15	05/07/2015	94006	437	LMUD	GOLF COURSE IRR WELL 30 HP	122907 042215	1	7530-451-52-46	ELECTRICITY	30.83	30.83
Total 122907 042215:											
05/15	05/07/2015	94006	437	LMUD	GOLF COURSE PUMP STATION	122910 042215	1	7530-451-52-46	ELECTRICITY	606.28	606.28
Total 122910 042215:											
05/15	05/07/2015	94006	437	LMUD	GOLF COURSE IRR PUMP/8TH	122929 042215	1	7530-451-52-46	ELECTRICITY	440.48	440.48
Total 122929 042215:											
05/15	05/07/2015	94006	437	LMUD	GOLF COURSE PUMP HOUSE	132052 042215	1	7530-451-52-46	ELECTRICITY	274.10	274.10
Total 132052 042215:											
05/15	05/07/2015	94006	437	LMUD	470-895 CIRCLE DR	144281 042215	1	7530-451-52-46	ELECTRICITY	88.35	88.35
Total 144281 042215:											
05/15	05/07/2015	94006	437	LMUD						448.90	448.90

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 144281 042215:											
05/15	05/07/2015	94006	437	LMUD	SOUTH ST - PUBLIC WORKS O	14590 042815	1	7620-430-10-46	ELECTRICITY	546.75	546.75
Total 14590 042815:											
05/15	05/07/2015	94006	437	LMUD	SOUTH ST ROOSEVELT AREA	1744 042815	1	1000-452-20-46	ELECTRICITY	8.24	8.24
Total 1744 042815:											
05/15	05/07/2015	94006	437	LMUD	RIVERSIDE PARK	1999 042815	1	1000-452-20-46	ELECTRICITY	36.13	36.13
Total 1999 042815:											
05/15	05/07/2015	94006	437	LMUD	CADY SPRINGS	26784 042815	1	7110-430-42-46	ELECTRICITY	30.13	30.13
Total 26784 042815:											
05/15	05/07/2015	94006	437	LMUD	1505 MAIN ST	2876 042215	1	1000-422-10-46	ELECTRICITY	788.40	788.40
Total 2876 042215:											
05/15	05/07/2015	94006	437	LMUD	472-105 JOHNSTONVILLE WAT	350161 041615	1	7112-430-42-46	ELECTRICITY	122.72	122.72
Total 350161 041615:											
05/15	05/07/2015	94006	437	LMUD	RICHMOND RD BRIDGE	35094 042815	1	2007-431-60-46	ELECTRICITY	233.12	233.12
Total 35094 042815:											
05/15	05/07/2015	94006	437	LMUD	LITTLE LEAGUE PARK AREA LI	3522 042215	1	1000-452-20-46	ELECTRICITY	32.97	32.97
Total 3522 042215:											
05/15	05/07/2015	94006	437	LMUD	N WEATHERLOW ST SIGNALS	3651 042215	1	2007-431-60-46	ELECTRICITY	121.03	121.03
Total 3651 042215:											

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
05/15	05/07/2015	94006	437	LMUD	720 SOUTH ST TANK	38646 042815	1	7620-430-10-46	ELECTRICITY	99.02	99.02
Total 38646 042815:											
05/15	05/07/2015	94006	437	LMUD	REIM DAMAGED TRAFFIC LIGH	3931	1	2007-431-20-34	REIMBURSEMENTS	1,033.98	1,033.98
Total 3931:											
05/15	05/07/2015	94006	437	LMUD	WELL #3	4559 041615	1	7110-430-42-46	ELECTRICITY	60.03	60.03
Total 4559 041615:											
05/15	05/07/2015	94006	437	LMUD	MAIN & ALEXANDER	49496 042215	1	2007-431-60-46	ELECTRICITY	106.07	106.07
Total 49496 042215:											
05/15	05/07/2015	94006	437	LMUD	MAIN & FAIRFIELD	49497 042215	1	2007-431-60-46	ELECTRICITY	106.84	106.84
Total 49497 042215:											
05/15	05/07/2015	94006	437	LMUD	MAIN & JOHNSTONVILLE SIGN	49498 042215	1	2007-431-60-46	ELECTRICITY	130.97	130.97
Total 49498 042215:											
05/15	05/07/2015	94006	437	LMUD	RIVERSIDE & MAIN SIGNAL LIG	49499 042215	1	2007-431-60-46	ELECTRICITY	210.62	210.62
Total 49499 042215:											
05/15	05/07/2015	94006	437	LMUD	AIRPORT LOT 5	51908 042215	1	7201-430-81-46	ELECTRICITY	14.42	14.42
Total 51908 042215:											
05/15	05/07/2015	94006	437	LMUD	AIRPORT HANGER 6	54333 042215	1	7201-430-81-46	ELECTRICITY	14.00	14.00
Total 54333 042215:											
05/15	05/07/2015	94006	437	LMUD	SPRING RIDGE BOOSTER	55754 042815	1	7110-430-42-46	ELECTRICITY	474.29	474.29

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 55754 042815:											
05/15	05/07/2015	94006	437	LMUD	925 SIERRA RD SPORTS CTR	60453 042215	1	1000-452-20-46	ELECTRICITY	474.29	474.29
Total 60453 042215:											
05/15	05/07/2015	94006	437	LMUD	AIRPORT OFFICE	7146 042215	1	7201-430-81-46	ELECTRICITY	14.00	14.00
Total 7146 042215:											
05/15	05/07/2015	94006	437	LMUD	AIRPORT GAS PUMP	7154 042215	1	7201-430-81-46	ELECTRICITY	348.87	348.87
Total 7154 042215:											
05/15	05/07/2015	94006	437	LMUD	GOLF COURSE CLUB HOUSE	7394 042215	1	7530-451-52-46	ELECTRICITY	22.38	22.38
Total 7394 042215:											
05/15	05/07/2015	94006	437	LMUD	GOLF COURSE CART BARN 2	7400 042215	1	7530-451-52-46	ELECTRICITY	92.31	92.31
Total 7400 042215:											
05/15	05/07/2015	94006	437	LMUD	WELL 1	7714 042215	1	7110-430-42-46	ELECTRICITY	22.98	22.98
Total 7714 042215:											
05/15	05/07/2015	94006	437	LMUD	AIRPORT HANGER 8	92715 042215	1	7201-430-81-46	ELECTRICITY	25.92	25.92
Total 92715 042215:											
05/15	05/07/2015	94006	437	LMUD	GOLF COURSE BARN 1 & 3	9312 042215	1	7530-451-52-46	ELECTRICITY	56.09	56.09
Total 9312 042215:											
05/15	05/07/2015	94006	437	LMUD	RIVERSIDE PARK LIGHT	9501 042815	1	1000-452-20-46	ELECTRICITY	14.00	14.00
Total 9501 042815:											
										66.61	66.61

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
05/15	05/07/2015	94006	437	LMUD	GEOTHERMAL PUMP #2	9503 042815	1	7301-430-52-46	ELECTRICITY	31.12	31.12
Total 9503 042815:											
05/15	05/07/2015	94006	437	LMUD	GEOTHERMAL HOSPITAL LANE	9963 042815	1	7301-430-52-46	ELECTRICITY	14.00	14.00
Total 9963 042815:											
05/15	05/07/2015	94007	452	MARTIN SECURITY SVST	470-895 CIRCLE DR 5/15	027651	1	7530-451-50-43	TECHNICAL SVCS	130.00	130.00
Total 027651:											
05/15	05/07/2015	94007	452	MARTIN SECURITY SVST	115 N WEATHERLOW 5/15-7/15	027716	1	1000-451-80-43	TECHNICAL SVCS	56.00	56.00
05/15	05/07/2015	94007	452	MARTIN SECURITY SVST	115 N WEATHERLOW 5/15-7/15	027716	2	1000-1430-105	PREPAID - OTHER	28.00	28.00
Total 027716:											
05/15	05/07/2015	94007	452	MARTIN SECURITY SVST	60 N LASSEN 5/15	027783	1	1000-417-10-43	TECHNICAL SVCS	86.00	86.00
Total 027783:											
05/15	05/07/2015	94008	480	MINERS & PISANI INC	FREIGHT	14520	1	7401-430-62-46	SUPPLIES-GENERAL	16.22	16.22
Total 14520:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	WATER LINEN SER 04/21/15	250264268	1	7110-430-42-44	REPAIR AND MAINTENANCE-V	58.83	58.83
Total 250264268:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	STREET LINEN SER 04/21/15	250264269	1	2007-431-20-44	LINEN SERVICE	13.35	13.35
Total 250264269:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	720 SOUTH ST 4/21/15	250264270	1	7620-430-10-44	LINEN SERVICE	61.53	61.53
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	720 SOUTH ST 4/21/15	250264270	2	7620-430-10-46	SUPPLIES-JANITORIAL	106.42	106.42
Total 250264270:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	GAS LINEN SER 4/21/15	250264272	1	7401-430-62-44	LINEN SERVICES	77.72	77.72

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 250264272:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	STREET LINEN SER 04/28/15	500021161	1	2007-431-20-44	LINEN SERVICE	13.35	13.35
Total 500021161:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	720 SOUTH ST 4/28/15	500021162	1	7620-430-10-44	LINEN SERVICE	61.53	61.53
Total 500021162:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	PARKS LINEN SER 04/28/15	500021163	1	1000-452-20-44	LINEN SERVICES	12.83	12.83
Total 500021163:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	GAS LINEN SER 4/28/15	500021164	1	7401-430-62-44	LINEN SERVICES	77.72	77.72
Total 500021164:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	WATER LINEN SER 05/05/15	500066022	1	7110-430-42-44	LINEN SERVICE	58.83	58.83
Total 500066022:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	STREET LINEN SER 05/05/15	500066023	1	2007-431-20-44	LINEN SERVICE	13.35	13.35
Total 500066023:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	720 SOUTH ST 5/5/15	500066024	1	7620-430-10-44	LINEN SERVICE	61.53	61.53
Total 500066024:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	PARKS LINEN SER 05/05/15	500066025	1	1000-452-20-44	LINEN SERVICES	12.83	12.83
Total 500066025:											
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	GAS LINEN SER 5/05/15	500066026	1	7401-430-62-44	LINEN SERVICES	77.72	77.72
Total 500066026:											

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
05/15	05/07/2015	94009	481	MISSION LINEN & UNIFO	GAS LINEN SER 3/24/15	S250261251	1	7401-430-62-44	LINEN SERVICES	12.69	12.69
										12.69	12.69
Total S250261251:											
05/15	05/07/2015	94010	8120		RETURN CURB DEP. 601 WILLO	050515	1	1001-2228-001	DEPOSITS-CURB, GUTTER, SID	1,060.00	1,060.00
										1,060.00	1,060.00
Total 050515:											
05/15	05/07/2015	94011	546	PAYLESS BUILDING SUP	CONCRETE	2467873	1	2007-431-20-46	SUPPLIES-GENERAL	8.06	8.06
										8.06	8.06
Total 2467873:											
05/15	05/07/2015	94012	563	POULSEN WELDING SHO	REPAIR ON CHAINED ROD	2749 042815	1	1000-422-10-44	VEHICLE - REPAIR & MAINTEN	30.00	30.00
										30.00	30.00
Total 2749 042815:											
05/15	05/07/2015	94013	572	QUILL CORPORATION	PAPER	3410710	1	7620-430-10-46	SUPPLIES-GENERAL	34.38	34.38
										34.38	34.38
Total 3410710:											
05/15	05/07/2015	94013	572	QUILL CORPORATION	PAPER, FOLDERS, TAPE, MAR	3475565	1	7620-430-10-46	SUPPLIES-GENERAL	44.14	44.14
										44.14	44.14
Total 3475565:											
05/15	05/07/2015	94013	572	QUILL CORPORATION	POSTITS	3523123	1	7620-430-10-46	SUPPLIES-GENERAL	10.95	10.95
										10.95	10.95
Total 3523123:											
05/15	05/07/2015	94013	572	QUILL CORPORATION	MARKERS	3600377	1	7620-430-10-46	SUPPLIES-GENERAL	6.44	6.44
										6.44	6.44
Total 3600377:											
05/15	05/07/2015	94014	582	RAY MORGAN CO INC	FIRE COPIER 5/26/15-6/25/15	901832	1	1000-422-10-44	RENT & LEASES EQUIP & VEHI	32.12	32.12
										32.12	32.12
Total 901832:											
05/15	05/07/2015	94015	1076	SIERRA COFFEE AND BE	PW WATER SERVICE 04/22/15	43813	1	7620-430-10-46	SUPPLIES-GENERAL	41.90	41.90
										41.90	41.90

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 43813:											
05/15	05/07/2015	94015	1076	SIERRA COFFEE AND BE	PW WATER SERVICE 04/25/15	43826	1	7620-430-10-46	SUPPLIES-GENERAL	7.25	7.25
Total 43826:											
05/15	05/07/2015	94015	1076	SIERRA COFFEE AND BE	CITY HALL SERVICE 05/6/2015	43854	1	1000-417-10-46	SUPPLIES-GENERAL	34.65	34.65
Total 43854:											
05/15	05/07/2015	94016	640	SIERRA ELECTRONICS	REPAIR RADIOS	208321	1	1000-422-10-44	RADIOS - REPAIR & MAINTENA	1,386.24	1,386.24
Total 208321:											
05/15	05/07/2015	94017	1265	SUSANVILLE PAINT CEN	WHITE PAINT	20840	1	2007-431-20-46	SUPPLIES-GENERAL	722.40	722.40
Total 20840:											
05/15	05/07/2015	94018	677	SUSANVILLE SANITARY	606 NEVADA	1274 050115	1	1000-417-10-44	SEWER	39.00	39.00
Total 1274 050115:											
05/15	05/07/2015	94018	677	SUSANVILLE SANITARY	66 N LASSEN	1276 050115	1	1000-417-10-44	SEWER	85.60	85.60
Total 1276 050115:											
05/15	05/07/2015	94018	677	SUSANVILLE SANITARY	1505 MAIN	2064 050115	1	1000-422-10-44	SEWER	42.80	42.80
Total 2064 050115:											
05/15	05/07/2015	94018	677	SUSANVILLE SANITARY	720 SOUTH ST	3203 050115	1	7620-430-10-44	SEWER	42.80	42.80
Total 3203 050115:											
05/15	05/07/2015	94018	677	SUSANVILLE SANITARY	1850 RIVER ST	3667 050115	1	1000-452-20-44	SEWER	42.80	42.80
Total 3667 050115:											

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
05/15	05/07/2015	94018	677	SUSANVILLE SANITARY	1600 RIVERSIDE DR	3668 050115	1	1000-452-20-44	SEWER	42.80	42.80
Total 3668 050115:											
05/15	05/07/2015	94018	677	SUSANVILLE SANITARY	1200 NORTH ST	3669 050115	1	1000-452-20-44	SEWER	42.80	42.80
Total 3669 050115:											
05/15	05/07/2015	94019	696	TECH SERVICES	MNTH MAINT. FEE TO AWOS III/	1590	1	7201-430-81-43	TECHNICAL SVCS	575.00	575.00
Total 1590:											
05/15	05/07/2015	94020	1474	THE SOURCE	MEMBERSHIP	2527287	1	1000-416-10-43	TECHNICAL SVCS	20.00	20.00
Total 2527287:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	ROUNDUP	66213183	1	7110-430-42-46	SUPPLIES-GENERAL	104.19	104.19
Total 66213183:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	STOCK GAS PART	66214188	1	7401-430-62-46	SUPPLIES-GENERAL	97.72	97.72
Total 66214188:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	THERMOCOUPLE	66215247	1	7401-430-62-46	SUPPLIES-GENERAL	213.00	213.00
Total 66215247:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	SANDCLOTH	66217731	1	7110-430-42-46	SUPPLIES-GENERAL	22.42	22.42
Total 66217731:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	NIPPLES	66219426	1	7401-430-62-46	SUPPLIES-GENERAL	327.07	327.07
Total 66219426:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	LOCK	66219739	1	7110-430-42-46	SUPPLIES-GENERAL	18.11	18.11

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Inv Seq	GL Account No	GL Account Title	Seq Amount	Check Amount
Total 66219739:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	TEFLON TAPE	66220871	1	7401-430-62-46	SUPPLIES-GENERAL	141.34	141.34
Total 66220871:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	PARKS PARTS	66221981	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	85.03	85.03
Total 66221981:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	PAINT	66228627	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	148.66	148.66
Total 66228627:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	REPLACED WATER HEATER	66230707	1	7401-430-62-46	SUPPLIES-GENERAL	790.71	790.71
Total 66230707:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	GAS SUPPLIES	66231097	1	7401-430-62-46	SUPPLIES-GENERAL	8.86	8.86
Total 66231097:											
05/15	05/07/2015	94021	770	WESTERN NEVADA SUP	PARKS PARTS	CM66221981	1	1000-452-20-44	FACILITY - REPAIR & MAINTEN	85.03-	85.03-
Total CM66221981:											
05/15	05/07/2015	94022	7362	WHEELER, TAMMY	PER CONTRACT G/C 5/15	050615	1	7530-451-54-43	TECHNICAL SERVICES	2,000.00	2,000.00
Total 050615:											
05/15	05/07/2015	94023	1378	ZITTO MEDIA	APRIL	356225062 042715	1	1000-422-10-45	COMMUNICATIONS	38.94	38.94
Total 356225062 042715:											
Grand Totals:										46,632.79	46,632.79

M = Manual Check, V = Void Check

Report Criteria:

Report type: GI detail

Check Voided = False

Report Criteria:

Transmittal checks included

Pay Period Date	Journal Code	Check Issue Date	Check Number	Payee	Payee ID	GL Account	Amount
05/08/2015	CDPT	05/13/2015	382	CITY OF SUSANVILLE PA	1	7650-2203-1	6,297.11-
05/08/2015	CDPT	05/13/2015	382	CITY OF SUSANVILLE PA	1	7650-2203-1	6,294.40-
05/08/2015	CDPT	05/13/2015	382	CITY OF SUSANVILLE PA	1	7650-2203-1	1,974.69-
05/08/2015	CDPT	05/13/2015	382	CITY OF SUSANVILLE PA	1	7650-2203-1	1,974.05-
05/08/2015	CDPT	05/13/2015	382	CITY OF SUSANVILLE PA	1	7650-2203-1	14,580.20-
04/24/2015	CDPT	05/13/2015	383	LABORERS TRUST FUND	9	7650-2203-1	949.50-
05/08/2015	CDPT	05/13/2015	383	LABORERS TRUST FUND	9	7650-2203-1	1,074.50-
05/08/2015	CDPT	05/13/2015	383	LABORERS TRUST FUND	9	7650-2203-1	67,352.00-
05/08/2015	CDPT	05/13/2015	384	EMPLOYMENT DEV. DEP	6	7650-2203-1	4,138.24-
05/08/2015	CDPT	05/13/2015	385	EMPLOYMENT DEV DEP	7	7650-2203-1	1,142.20-
04/24/2015	CDPT	05/13/2015	94033	AFLAC	14	8403-2239-0	510.50-
04/24/2015	CDPT	05/13/2015	94033	AFLAC	14	7650-2203-0	132.85-
05/08/2015	CDPT	05/13/2015	94033	AFLAC	14	8403-2239-0	490.55-
05/08/2015	CDPT	05/13/2015	94033	AFLAC	14	7650-2203-0	132.85-
05/08/2015	CDPT	05/13/2015	94034	BECKY R. CALLISON	40	7650-2203-0	348.46-
05/08/2015	CDPT	05/13/2015	94035	CA STATE DISBURSEME	35	7650-2203-0	155.07-
05/08/2015	CDPT	05/13/2015	94036	CA STATE DISBURSEME	36	7650-2203-0	103.84-
05/08/2015	CDPT	05/13/2015	94037	CA STATE DISBURSEME	37	7650-2203-0	69.23-
04/24/2015	CDPT	05/13/2015	94038	GOLDEN ONE CREDIT U	12	7650-2203-0	513.50-
05/08/2015	CDPT	05/13/2015	94038	GOLDEN ONE CREDIT U	12	7650-2203-0	513.50-
05/08/2015	CDPT	05/13/2015	94039	JEFFERSON PILOT FINA	22	7650-2203-1	144.45-
05/08/2015	CDPT	05/13/2015	94039	JEFFERSON PILOT FINA	22	7650-2203-1	162.96-
05/08/2015	CDPT	05/13/2015	94040	NATIONWIDE RETIREME	5	7650-2203-0	550.00-
04/24/2015	CDPT	05/13/2015	94041	NEW IMAGE RACQUETB	30	7650-2203-0	127.50-
05/08/2015	CDPT	05/13/2015	94041	NEW IMAGE RACQUETB	30	7650-2203-0	127.50-
04/24/2015	CDPT	05/13/2015	94042	OPERATING ENGINEERS	11	7650-2203-0	719.00-
05/08/2015	CDPT	05/13/2015	94042	OPERATING ENGINEERS	11	7650-2203-0	697.00-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	9,287.02-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	1,832.21-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	5,653.55-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	3,023.01-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	145.04-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	105.43-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	124.39-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	803.35-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	803.35-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	793.95-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	793.95-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	301.27-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	301.27-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	15.00-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	4,242.48-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	949.50-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	2,419.18-
05/08/2015	CDPT	05/13/2015	94043	P.E.R.S.	8	7650-2203-1	32.00-
04/24/2015	CDPT	05/13/2015	94044	PRE-PAID LEGAL SERVI	13	7650-2203-0	15.96-
05/08/2015	CDPT	05/13/2015	94044	PRE-PAID LEGAL SERVI	13	7650-2203-0	15.94-
05/08/2015	CDPT	05/13/2015	94045	UPEC, LOCAL 792	10	7650-2203-1	2,039.24-
05/08/2015	CDPT	05/13/2015	94046	VALIC	4	7650-2203-0	2,088.78-
Grand Totals:			49				147,061.52-

AGENDA ITEM 6B

Reviewed by: _____ City Administrator
 _____ City Attorney

_____ Motion Only
_____ Public Hearing
_____ Resolution
_____ Ordinance
_____ Information

Submitted By: *gm* Gwenna MacDonald, City Clerk

Action Date: May 20, 2015

CITY COUNCIL AGENDA ITEM

SUBJECT: Resolution No. 15-5173, Approving and authorizing Mayor to execute MOU with the Management bargaining unit

PRESENTED BY: Jared G. Hancock, City Administrator

SUMMARY: Attached for the Council's review is the labor agreement negotiated with the Management bargaining unit for fiscal year 2015/2017.

The MOUs reflect terms adopted in recent years.

FISCAL IMPACT: Increase in current annual salary and benefits Year 1 - \$6,139; 2 - \$6,231

ACTION REQUESTED: Motion to approve Resolution No. 15-5173 Approving and authorizing Mayor to execute MOU with the Management bargaining unit.

ATTACHMENTS: Resolution No. 15-5173
Management Unit Memorandum of Understanding

RESOLUTION NO. 15-5173
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUSANVILLE
APPROVING AND AUTHORIZING MAYOR TO EXECUTE MEMORANDUM OF
UNDERSTANDING WITH THE MANAGEMENT BARGAINING UNIT FOR
FISCAL YEAR 2015/2017

WHEREAS, the City of Susanville and representatives from the Management bargaining unit have negotiated a labor agreement according to the requirements of the Meyers-Milias-Brown Act; and

WHEREAS, the Bargaining Unit has ratified the respective agreement; and

WHEREAS, the agreement has been negotiated within the parameters established by City Council.

NOW, THEREFORE BE IT RESOLVED, by the City Council of the City of Susanville that the Memorandum of Understanding with the Management bargaining unit for the period of July 1, 2015 through June 30, 2017 is hereby approved.

BE IT FURTHER RESOLVED that the Mayor is authorized to sign the Memorandum of Understanding upon formal signing by the Unit.

APPROVED: _____
Brian R. Wilson, Mayor

ATTEST: _____
Gwenna MacDonald, City Clerk

The foregoing Resolution No. 15-5173 was adopted at a regular meeting of the City Council of the City of Susanville held on the 20th day of May, 2015 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINING:

Gwenna MacDonald, City Clerk

APPROVED AS TO FORM: _____
Peter M. Talia, City Attorney

MEMORANDUM OF UNDERSTANDING
BETWEEN THE
CITY OF SUSANVILLE
AND
THE MANAGEMENT UNIT

July 1, 2015 through and including June 30, 2017

TABLE OF CONTENTS

<u>SECTION</u>	<u>TITLE</u>	<u>PAGE(S)</u>
1.	Introduction	1
2.	Employee Rights	1
3.	City Rights	1-2
4.	Nondiscrimination	2
5.	Unit Recognition	2
6.	Unit Description	2
7.	Salary Scale, Merit Step, Career Development, and Pay Period	2-3
8.	Uniforms	3
9.	Phone Stipend	3
10.	Retirement	3
11.	Work Schedule	3
12.	Holidays	3
13.	Vacation Leave	3-4
14.	Management Leave	4
15.	Employee Sick Leave	4
16.	Military Leave	4
17.	Jury Duty	5
18.	Family Illness/Injury Leave	5
19.	Bereavement Leave	5
20.	Health, Dental and Vision Insurance	5
21.	Life Insurance	5
22.	IRS Section 125 Plan; Deferred Compensation Plan	5
23.	Flexible Benefit	6
24.	Past Practices	6
25.	Sole Agreement	6
26.	Term of the Memorandum of Understanding	7
	Signatures	7
	Exhibit A: Management Positions	8
	Exhibit B: 2015/2017 Salary Schedule	9

1. **INTRODUCTION**

The City of Susanville, hereinafter called the CITY, and Management Unit, hereinafter called the UNIT, having met and conferred in good faith, have entered into this Memorandum of Understanding (MOU) establishing wages, hours, and other terms and conditions of employment.

The purpose of the Memorandum of Understanding is to promote harmonious relations between the CITY and the employees covered herein so as to promote employer-employee relations by providing a written document enumerating the entire agreement between the employer and employees pursuant to the purpose and intent of California Government Code Section 3500.

2. **EMPLOYEE RIGHTS**

Employees of the City of Susanville have the right to form, join and participate in the activities of employee organizations of their own choosing for the purpose of representation on all matters of employer-employee relations within the scope of representation.

Employees of the City of Susanville shall also have the right to refuse to join or participate in the activities of employee organizations and shall have the right to represent themselves individually in their employment relations with the CITY.

3. **CITY RIGHTS**

The CITY retains the right, subject to and in accordance with applicable laws and the provisions of the MOU:

- A. To direct employees in the performance of their duties.
- B. To hire, promote, transfer, assign, and discipline employees.
- C. To dismiss employees because of lack of work, or in accordance with applicable provisions of the CITY's personnel ordinance and Personnel Policies and Procedures adopted by the City Council.
- D. To determine the mission of its divisions and departments, and its budget, organization, number of employees, and the numbers, types, classifications, descriptions, and grades of positions or employees assigned to an organizational unit, work project shift, or tour of duty, and the methods and technology of performing its work.
- E. To take whatever action may be appropriate to carry out its mission in situations of emergency.
- F. To direct personnel based upon City Personnel Policies and Procedures adopted by the City Council where deemed applicable by the City Council.

G. The City is in no way obligated to appoint new employees at the same salary/range as the current classifications listed in Exhibit "A".

4. **NONDISCRIMINATION**

The CITY and UNIT agree not to discriminate against any employees in accordance with applicable law. Also, it is recognized that whenever the masculine gender is referred to in this MOU, it shall include the female gender and vice versa.

5. **UNIT RECOGNITION**

The CITY agrees to acknowledge the UNIT as the only recognized employee organization representing the Management employees listed in Exhibit "A".

6. **UNIT DESCRIPTION**

This UNIT shall consist of all regular and/or probationary Management employees of the CITY listed in Exhibit "A" of this MOU.

7. **SALARY SCALE, MERIT STEP, CAREER DEVELOPMENT, AND PAY PERIOD**

A. The compensation listed at the position's range and step shall constitute entire compensation, except as provided within this Agreement.

B. The FY 2015/2017 Management Global Range and Step Matrix shall be used effective July 1, 2015. The Management Unit pay scale range shall include seven steps, beginning with Step A through Step G.

C. Members of the UNIT whose positions are exempt from the requirements of the Fair Labor Standards Act are not eligible for standby pay, call back pay, overtime pay, or any other form of overtime compensation unless expressly authorized by the City Council under Section 24 (B) of this agreement or by State or Federal Law.

D. S.D.I.: The City will pay the State Disability Insurance for the employees of this Unit.

E. Severance or lay-off payment: This severance payment provision in no way changes or modifies unit members' at-will status. If City terminates the employment of any unit member for any reason (including re-structuring or lay-off) other than member's misconduct, City shall pay unit member a severance payment of the equivalent of three months of unit member's then-current salary, with applicable payroll taxes withheld, and benefits. Misconduct means unit member's dishonesty, fraud, self-dealing or willful misconduct as that term is defined for purposes of California unemployment insurance, committed in the performance of unit member's duties and responsibilities under this agreement; or unit member's violation of any law which can be punished as a felony committed at any time. The determination of whether unit member was terminated due to misconduct is in the City's sole discretion. Upon the termination of unit member's employment, unit member is not entitled to any other compensation or payment.

If City terminates unit member's employment at any time due to unit member's misconduct, as defined above, City shall not pay unit member any severance payment. If unit member terminates his/her employment, unit member is not entitled to severance payments.

8. **UNIFORMS**

During the term of this MOU, the CITY shall provide Management personnel within public safety with a uniform allowance as follows:

Police	-	\$850.00 in June
Fire	-	\$700.00 in June

9. **PHONE STIPEND**

During the term of this MOU, the CITY shall provide Management personnel with a cell phone stipend of \$50.00 per month.

10. **RETIREMENT**

Employer Paid Member Contribution (EPMC): The City agrees to pay and report the value of EPMC to CalPERS as additional compensation. New Employees as defined by the CalPERS hired after January 1, 2013 will be subject to the mandatory provisions of AB340/PEPRA.

11. **WORK SCHEDULE**

Management personnel covered by this MOU generally work from 8:00 a.m. to 5:00 p.m. or the hours worked by employees within the respective departments, plus any additional hours associated with required meetings, emergencies, and other requirements of the job.

12. **HOLIDAYS**

Employees within the UNIT shall be entitled to holidays as specified in the Employee Manual.

13. **VACATION LEAVE**

A. Employees in this UNIT shall earn annual vacation credit prorated and accrued monthly on the following basis:

1.	136 hours first year of service	5.23 per pay period
2.	160 hours after five (5) full years of service	6.15 per pay period
3.	200 hours after ten (10) full years of service	7.69 per pay period
4.	240 hours after fifteen (15) full years of service	9.23 per pay period

B. Vacation credit will vest and become available for use upon the successful completion of the introductory period for any new employees within the UNIT, except with the approval of the City Administrator, accrued vacation time may be used during the introductory period.

- C. Maximum vacation accrual shall be 240 hours. The City Administrator may authorize increasing the maximum accrual for a defined period of time if the excess accrual was created because the City Administrator canceled an employee's scheduled vacation due to a CITY emergency.

14. **MANAGEMENT LEAVE**

Members of the UNIT shall receive 80 hours management leave per fiscal year in addition to vacation leave. Such leave will be credited July 1 of each year.

Management leave will be made available from the time of hire, at 20 hours credited for each three-month period remaining in the fiscal year during which the employee is hired, prorated for the first three-month period.

Management leave is made available in recognition of Management's responsibility to perform after-hours functions such as attending City Council meetings, citizen advisory commission/committee meetings, meeting/presentations to community groups, and participating in various CITY-related activities.

Management leave may not accrue, and any unused leave will extinguish as of June 30 each year. UNIT members may sell up to 5 days (40 hours) of unused management leave back to the CITY during each December and may sell up to 5 days (40 hours) of unused management leave back in June of each year.

15. **EMPLOYEE'S SICK LEAVE**

A. Employees within the UNIT will accrue and be able to use sick leave as set forth in the Employee Manual.

B. Under the Public Employees' Retirement System, credit for unused sick leave (Section 20965) of the Government Code shall be a benefit provided to each employee of this UNIT upon retirement and in accordance with the rules and regulations of PERS.

C. Retirees will be eligible to purchase health insurance under this plan with no vesting requirement if allowed by the plan. A credit of 50 percent of accumulated sick leave at time of retirement will be paid out per month towards 50 percent of premium, subject to CalPERS regulations. The amount of sick leave credit that could be credited toward retiree health insurance benefits will be capped at \$15,000.

16. **MILITARY LEAVE**

Military leave shall be granted in accordance with the provisions of State law. All employees entitled to military leave shall give the City Administrator and/or the City Administrator's authorized representative an opportunity, within the limits of military regulations, to determine when such leave shall be taken.

17. **JURY DUTY**

While serving on Jury Duty, employees will still be paid by the CITY on the basis of a forty (40) hour week, at their normal rate of pay, on condition that any compensation (in excess of mileage expenses) received from the court be turned over to the CITY.

18. **FAMILY ILLNESS OR INJURY LEAVE**

Family illness or injury leave may be taken in accordance with the employee manual.

19. **BEREAVEMENT LEAVE**

Bereavement Leave is provided as per the Employee Manual.

20. **HEALTH, DENTAL and VISION INSURANCE**

A. Effective July 1, 2015 the City shall pay the cost of health, dental and vision insurance premium for each unit member covered under this MOU. Each unit member shall contribute \$46 per month towards the current plan premium. City will continue to research options for the best cost-effective coverage, at its discretion. The City reserves the right to select, change, administer and shall have the right to select any carrier or other method providing coverage to fund the benefits and may adjust the amount the City shall pay for such benefits. If the insurance provider is changed and the cost is less than \$936 per month per employee, the City shall cap the amount of its contribution to an amount not less than 100 percent of the cost of the new plan.

A. Retirees will be eligible to purchase health insurance under the above plan with no vesting requirement if allowed by the plan. A credit of 50 percent of accumulated sick leave at time of retirement, will be paid out per month towards 50 percent of premium and is subject to CalPERS regulations. The amount of sick leave credit that could be credited toward retiree health insurance benefits will be capped at \$15,000.00.

C. The City shall continue to pay the administrative fee for each unit member.

21. **LIFE INSURANCE**

Each member of the UNIT will receive a \$25,000 term life insurance policy to be paid for by the CITY.

22. **IRS SECTION 125 PLAN; DEFERRED COMPENSATION**

A. The City agrees to establish an IRS Section 125 Plan for use by UNIT employees.

B. The City will contribute \$40 per pay period as a contribution to an employee's Section 125 plan; or

B. The City will match up to two percent of the employee's gross salary in a deferred compensation plan with a maximum contribution of \$40 per pay period.

23. **FLEXIBLE BENEFIT**

Each member of the UNIT shall receive a \$400.00 per year flexible benefit to be included in payroll in December of each year.

24. **PAST PRACTICES**

Nothing contained in this MOU shall be interpreted as to imply or permit the invocation of past practice, tradition, accumulation, or vesting of any employee rights or privileges other than those expressly stated herein.

The CITY and UNIT agree that only those past practices, standards, obligations and/or other commitments of the CITY to its employees which are expressly stated herein shall be in full force and effect during the term of this MOU.

All other past practices, standards, obligations or commitments, whether written or unwritten, are within the scope of Section 3 of this MOU.

25. **SOLE AGREEMENT**

A. The policies which are collected in this MOU constitute the entirety of the policies which are subject to the meet and confer obligation as agreed to by the parties. To the extent that any other agreement should be in conflict with these policies, these policies shall prevail.

B. If, during its term, the parties hereto should mutually agree to modify, amend, or alter the provisions of the MOU in any respect, any such change shall be effective only if and when reduced to writing and executed by the authorized representative of the CITY and the UNIT. Any such changes validly made shall become a part of this MOU and subject to its terms. There shall be no bargaining outside this MOU without UNIT and City Council involvement.

26. **TERM OF THE MEMORANDUM OF UNDERSTANDING**

This MOU shall remain in effect for the period of July 1, 2015, through and including June 30, 2017, or until a successor MOU is reached, unless a specific provision provides for a different commencement and/or termination date. This MOU has been ratified by both the City Council of the City of Susanville and the general membership of the UNIT.

Dated this _____ Day of _____, 2015.

Brian Wilson, Mayor

Thomas Downing, UNIT Representative

Jared G. Hancock, City Administrator

Dan Newton, UNIT Representative

James Moore, UNIT Representative

ATTEST:

Gwenna MacDonald, City Clerk

APPROVED AS TO FORM:

City Attorney

EXHIBIT "A"

**MANAGEMENT GROUP
POSITION CLASSIFICATION SCHEDULES
July 1, 2015 through June 30, 2017**

<u>Position</u>	<u>Range</u>
Police Chief	168
Fire Chief	168
Public Works Director	168

CITY OF SUSANVILLE GLOBAL RANGE AND STEP MATRIX
2015-2016 MANAGEMENT MOU

RANGE	STEP A	STEP B	STEP C	STEP D	STEP E	STEP F	STEP G
101	638.13	670.04	703.54	738.72	741.78	778.87	817.81
102	654.08	686.79	721.13	757.18	760.33	798.35	838.26
103	670.04	703.54	738.72	775.65	814.44	855.16	897.92
104	686.79	721.13	757.19	795.05	834.80	876.54	920.37
105	703.54	738.71	775.65	814.43	817.82	858.71	901.65
106	721.13	757.19	795.05	834.80	876.54	920.37	966.38
107	738.71	775.65	814.43	855.15	897.91	942.81	989.95
108	757.19	795.05	834.80	876.54	920.37	966.39	1,014.71
109	775.65	814.43	855.15	897.91	942.80	989.94	1,039.44
110	795.05	834.80	876.54	920.37	966.38	1,014.70	1,065.44
111	814.42	855.15	897.90	942.80	989.94	1,039.43	1,091.41
112	834.80	876.54	920.37	966.38	1,014.70	1,065.44	1,118.71
113	855.15	897.91	942.81	989.95	1,039.44	1,091.42	1,145.99
114	876.53	920.36	966.38	1,014.70	1,065.43	1,118.70	1,174.64
115	897.91	942.80	989.94	1,039.44	1,091.41	1,145.98	1,203.28
116	920.36	966.38	1,014.70	1,065.43	1,118.70	1,174.64	1,233.37
117	942.80	989.94	1,039.44	1,091.41	1,145.98	1,203.28	1,263.44
118	966.38	1,014.70	1,065.44	1,118.71	1,174.65	1,233.38	1,295.05
119	989.94	1,039.44	1,091.41	1,145.98	1,203.28	1,263.44	1,326.62
120	1,014.70	1,065.43	1,118.71	1,174.64	1,233.37	1,295.04	1,359.79
121	1,039.44	1,091.41	1,145.98	1,203.28	1,263.44	1,326.61	1,392.94
122	1,065.44	1,118.71	1,174.65	1,233.38	1,295.05	1,359.80	1,427.79
123	1,091.41	1,145.98	1,203.28	1,263.44	1,326.61	1,392.94	1,462.59
124	1,118.71	1,174.64	1,233.37	1,295.04	1,359.80	1,427.78	1,499.17
125	1,145.98	1,203.28	1,263.45	1,326.62	1,392.95	1,462.60	1,535.73
126	1,174.64	1,233.38	1,295.04	1,359.80	1,427.79	1,499.18	1,574.13
127	1,203.28	1,263.45	1,326.62	1,392.95	1,462.60	1,535.73	1,612.51
128	1,233.38	1,295.05	1,359.80	1,427.79	1,499.18	1,574.14	1,652.85
129	1,263.44	1,326.61	1,392.94	1,462.59	1,535.72	1,612.51	1,693.13
130	1,295.05	1,359.80	1,427.79	1,499.18	1,574.14	1,652.85	1,735.49
131	1,326.61	1,392.94	1,462.59	1,535.72	1,612.51	1,693.13	1,777.79
132	1,359.81	1,427.80	1,499.19	1,574.14	1,652.85	1,735.49	1,822.27
133	1,392.95	1,462.59	1,535.72	1,612.51	1,693.14	1,777.79	1,866.68
134	1,427.80	1,499.19	1,574.15	1,652.86	1,735.50	1,822.28	1,913.39
135	1,462.59	1,535.72	1,612.51	1,693.13	1,777.79	1,866.68	1,960.01
136	1,499.19	1,574.15	1,652.86	1,735.50	1,822.28	1,913.39	2,009.06
137	1,535.72	1,612.51	1,693.13	1,777.79	1,866.68	1,960.01	2,058.01
138	1,574.16	1,652.86	1,735.51	1,822.28	1,913.40	2,009.07	2,109.52
139	1,612.50	1,693.13	1,777.79	1,866.67	1,960.01	2,058.01	2,160.91
140	1,652.67	1,735.51	1,822.29	1,913.40	2,009.07	2,109.52	2,215.00
141	1,693.12	1,777.78	1,866.67	1,960.00	2,058.00	2,160.90	2,269.95
142	1,735.51	1,822.29	1,913.40	2,009.07	2,109.53	2,215.00	2,325.75
143	1,777.79	1,866.67	1,960.01	2,058.01	2,160.91	2,269.95	2,382.40
144	1,822.29	1,913.40	2,009.07	2,109.52	2,215.00	2,325.75	2,442.04
145	1,866.68	1,960.01	2,058.01	2,160.92	2,269.96	2,382.41	2,501.53
146	1,913.40	2,009.07	2,109.52	2,215.00	2,325.75	2,442.04	2,564.14
147	1,960.01	2,058.01	2,160.91	2,269.96	2,382.41	2,501.53	2,626.60
148	2,009.07	2,109.52	2,215.00	2,325.75	2,442.03	2,564.14	2,692.34
149	2,058.02	2,160.92	2,269.96	2,382.41	2,501.53	2,626.61	2,757.94
150	2,109.52	2,214.99	2,325.74	2,442.03	2,564.13	2,692.34	2,826.95
151	2,160.92	2,268.97	2,382.41	2,501.53	2,626.61	2,757.94	2,895.84
152	2,214.99	2,325.74	2,442.03	2,564.13	2,692.34	2,826.95	2,968.30
153	2,268.97	2,382.42	2,501.54	2,626.61	2,757.94	2,895.84	3,040.63
154	2,325.74	2,442.03	2,564.13	2,692.33	2,826.95	2,968.30	3,116.71
155	2,382.42	2,501.54	2,626.61	2,757.94	2,895.84	3,040.63	3,192.67
156	2,442.03	2,564.13	2,692.34	2,826.95	2,968.30	3,116.72	3,272.55
157	2,501.54	2,626.61	2,757.94	2,895.84	3,040.63	3,192.66	3,352.30
158	2,564.13	2,692.34	2,826.95	2,968.30	3,116.71	3,272.55	3,436.18
159	2,626.61	2,757.94	2,895.84	3,040.63	3,192.67	3,352.30	3,519.91
160	2,692.34	2,826.95	2,968.30	3,116.72	3,272.55	3,436.18	3,607.99
161	2,757.94	2,895.84	3,040.63	3,192.66	3,352.29	3,519.91	3,695.90
162	2,826.95	2,968.30	3,116.72	3,272.55	3,436.18	3,607.99	3,788.39
163	2,895.84	3,040.63	3,192.66	3,352.29	3,519.91	3,695.90	3,880.70
164	2,968.30	3,116.72	3,272.55	3,436.18	3,607.99	3,788.39	3,977.81
165	3,040.63	3,192.66	3,352.29	3,519.91	3,695.90	3,880.70	4,074.73
166	3,116.71	3,272.55	3,436.18	3,607.99	3,788.38	3,977.80	4,176.69
167	3,192.66	3,352.29	3,519.91	3,695.90	3,880.70	4,074.73	4,278.47
168	3,272.55	3,436.18	3,607.99	3,788.39	3,977.81	4,176.70	4,385.53
169	3,352.29	3,519.91	3,695.90	3,880.70	4,074.73	4,278.47	4,492.39
170	3,436.18	3,607.99	3,788.39	3,977.81	4,176.70	4,385.54	4,604.81
171	3,519.91	3,695.91	3,880.70	4,074.74	4,278.47	4,492.40	4,717.02
172	3,607.99	3,788.39	3,977.81	4,176.70	4,385.54	4,604.81	4,835.05
173	3,695.91	3,880.71	4,074.74	4,278.48	4,492.40	4,717.02	4,952.67
174	3,788.40	3,977.82	4,176.71	4,385.54	4,604.82	4,835.06	5,076.81
175	3,880.71	4,074.75	4,278.48	4,492.41	4,717.03	4,952.68	5,200.52
176	3,977.81	4,176.71	4,385.54	4,604.82	4,835.06	5,076.81	5,330.65
177	4,074.75	4,278.49	4,492.41	4,717.03	4,952.68	5,200.53	5,460.55
178	4,176.71	4,385.54	4,604.82	4,835.06	5,076.81	5,330.65	5,597.19
179	4,278.49	4,492.41	4,717.03	4,952.88	5,200.53	5,460.55	5,733.58
180	4,385.55	4,604.82	4,835.07	5,076.82	5,330.66	5,597.19	5,877.05
181	4,492.40	4,717.02	4,952.88	5,200.52	5,460.55	5,733.57	6,020.25
182	4,604.82	4,835.07	5,076.82	5,330.66	5,597.19	5,877.05	6,170.91
183	4,717.03	4,952.88	5,200.53	5,460.55	5,733.58	6,020.26	6,321.27
184	4,835.07	5,076.82	5,330.66	5,597.20	5,877.06	6,170.91	6,479.45
185	4,952.88	5,200.52	5,460.55	5,733.58	6,020.26	6,321.27	6,637.33
186	5,076.82	5,330.66	5,597.20	5,877.06	6,170.91	6,479.45	6,803.34
187	5,200.53	5,460.55	5,733.58	6,020.26	6,321.27	6,637.34	6,969.27
188	5,330.59	5,597.12	5,876.98	6,170.83	6,479.37	6,803.34	7,143.50
189	5,460.60	5,733.63	6,020.31	6,321.33	6,637.40	6,969.27	7,317.73
190	5,597.13	5,876.98	6,170.83	6,479.37	6,803.34	7,143.51	7,500.68
191	5,733.63	6,020.31	6,321.33	6,637.40	6,969.27	7,317.74	7,683.63
192	5,876.98	6,170.83	6,479.37	6,803.34	7,143.51	7,500.68	7,875.72
193	6,020.31	6,321.33	6,637.40	6,969.27	7,317.73	7,683.62	8,067.80
194	6,170.83	6,479.38	6,803.34	7,143.51	7,500.69	7,875.72	8,269.51
195	6,321.33	6,637.39	6,969.26	7,317.73	7,683.62	8,067.80	8,471.19
196	6,479.37	6,803.34	7,143.51	7,500.68	7,875.72	8,269.50	8,682.98
197	6,637.40	6,969.27	7,317.73	7,683.62	8,067.80	8,471.19	8,894.75
198	6,803.34	7,143.51	7,500.69	7,875.72	8,269.51	8,682.98	9,117.13
199	6,969.28	7,317.74	7,683.63	8,067.81	8,471.20	8,894.76	9,339.50
200	7,143.51	7,500.68	7,875.72	8,269.50	8,682.98	9,117.13	9,572.99

CITY OF SUSANVILLE GLOBAL RANGE AND STEP MATRIX
2016-2017 MANAGEMENT MOU

RANGE	STEP A	STEP B	STEP C	STEP D	STEP E	STEP F	STEP G
101	644.51	676.74	710.57	746.10	741.78	778.87	817.81
102	660.63	693.66	728.34	764.76	760.33	798.35	838.26
103	676.74	710.58	746.10	783.41	822.58	863.71	906.89
104	693.66	728.34	764.76	803.00	843.15	885.31	929.57
105	710.57	746.10	783.41	822.58	817.82	856.71	891.65
106	728.34	764.76	803.00	843.15	885.30	929.57	976.05
107	746.10	783.40	822.58	863.70	906.89	952.23	999.85
108	764.76	803.00	843.15	885.31	929.57	976.05	1,024.85
109	783.40	822.57	863.70	906.89	952.23	999.84	1,049.84
110	803.00	843.15	885.30	929.57	976.05	1,024.85	1,076.09
111	822.57	863.70	906.88	952.23	999.84	1,049.83	1,102.32
112	843.15	885.30	929.57	976.05	1,024.85	1,076.09	1,129.90
113	863.70	906.89	952.23	999.85	1,049.84	1,102.33	1,157.45
114	885.30	929.56	976.04	1,024.84	1,076.09	1,129.89	1,186.39
115	906.89	952.23	999.84	1,049.83	1,102.32	1,157.44	1,215.31
116	929.56	976.04	1,024.84	1,076.08	1,129.89	1,186.38	1,245.70
117	952.23	999.84	1,049.83	1,102.32	1,157.44	1,215.31	1,276.08
118	976.05	1,024.85	1,076.09	1,129.90	1,186.39	1,245.71	1,308.00
119	999.84	1,049.83	1,102.32	1,157.44	1,215.31	1,276.08	1,339.88
120	1,024.85	1,076.09	1,129.89	1,186.39	1,245.71	1,307.99	1,373.39
121	1,049.83	1,102.32	1,157.44	1,215.31	1,276.08	1,339.88	1,406.87
122	1,076.09	1,129.90	1,186.39	1,245.71	1,308.00	1,373.40	1,442.07
123	1,102.32	1,157.44	1,215.31	1,276.08	1,339.88	1,406.87	1,477.22
124	1,129.89	1,186.39	1,245.71	1,307.99	1,373.39	1,442.06	1,514.17
125	1,157.44	1,215.32	1,276.08	1,339.89	1,406.88	1,477.22	1,551.09
126	1,186.39	1,245.71	1,308.00	1,373.39	1,442.06	1,514.17	1,589.88
127	1,215.31	1,276.08	1,339.88	1,406.88	1,477.22	1,551.08	1,628.64
128	1,245.72	1,308.00	1,373.40	1,442.07	1,514.18	1,589.89	1,669.38
129	1,276.08	1,339.88	1,406.87	1,477.22	1,551.08	1,628.63	1,710.06
130	1,308.00	1,373.40	1,442.07	1,514.17	1,589.88	1,669.37	1,752.84
131	1,339.88	1,406.87	1,477.22	1,551.08	1,628.63	1,710.06	1,795.57
132	1,373.40	1,442.07	1,514.18	1,589.89	1,669.38	1,752.85	1,840.49
133	1,406.88	1,477.22	1,551.08	1,628.64	1,710.07	1,795.57	1,885.35
134	1,442.08	1,514.18	1,589.89	1,669.39	1,752.86	1,840.50	1,932.52
135	1,477.22	1,551.08	1,628.63	1,710.06	1,795.57	1,885.35	1,979.61
136	1,514.19	1,589.89	1,669.39	1,752.86	1,840.50	1,932.53	2,029.15
137	1,551.08	1,628.63	1,710.06	1,795.57	1,885.34	1,979.61	2,078.59
138	1,589.90	1,669.39	1,752.86	1,840.50	1,932.53	2,029.16	2,130.61
139	1,628.63	1,710.06	1,795.56	1,885.34	1,979.61	2,078.59	2,182.52
140	1,669.40	1,752.87	1,840.51	1,932.53	2,029.16	2,130.62	2,237.15
141	1,710.06	1,795.56	1,885.34	1,979.60	2,078.58	2,182.51	2,291.64
142	1,752.87	1,840.51	1,932.54	2,029.16	2,130.62	2,237.15	2,349.01
143	1,795.56	1,885.34	1,979.61	2,078.59	2,182.52	2,291.64	2,406.23
144	1,840.51	1,932.53	2,029.16	2,130.62	2,237.15	2,349.01	2,466.46
145	1,885.35	1,979.61	2,078.59	2,182.52	2,291.65	2,406.23	2,526.54
146	1,932.53	2,029.16	2,130.62	2,237.15	2,349.01	2,466.46	2,589.78
147	1,979.61	2,078.59	2,182.52	2,291.65	2,406.23	2,526.54	2,652.87
148	2,029.16	2,130.62	2,237.15	2,349.00	2,466.45	2,589.76	2,719.27
149	2,078.60	2,182.53	2,291.65	2,406.24	2,526.55	2,652.87	2,785.52
150	2,130.61	2,237.14	2,349.00	2,466.45	2,589.77	2,719.26	2,855.22
151	2,182.53	2,291.66	2,406.24	2,526.55	2,652.88	2,785.52	2,924.80
152	2,237.14	2,349.00	2,466.45	2,589.77	2,719.26	2,855.22	2,997.98
153	2,291.66	2,406.24	2,526.55	2,652.88	2,785.52	2,924.80	3,071.04
154	2,349.00	2,466.45	2,589.77	2,719.26	2,855.22	2,997.98	3,147.88
155	2,406.24	2,526.55	2,652.88	2,785.52	2,924.80	3,071.04	3,224.59
156	2,466.45	2,589.77	2,719.26	2,855.22	2,997.99	3,147.88	3,305.28
157	2,526.55	2,652.88	2,785.52	2,924.80	3,071.04	3,224.59	3,385.82
158	2,589.77	2,719.26	2,855.22	2,997.98	3,147.88	3,305.28	3,470.54
159	2,652.88	2,785.52	2,924.80	3,071.04	3,224.59	3,385.82	3,555.11
160	2,719.26	2,855.22	2,997.98	3,147.88	3,305.28	3,470.54	3,644.07
161	2,785.52	2,924.80	3,071.04	3,224.59	3,385.82	3,555.11	3,732.86
162	2,855.22	2,997.98	3,147.88	3,305.28	3,470.54	3,644.07	3,826.27
163	2,924.80	3,071.04	3,224.59	3,385.82	3,555.11	3,732.86	3,919.51
164	2,997.99	3,147.88	3,305.28	3,470.54	3,644.07	3,826.27	4,017.59
165	3,071.03	3,224.58	3,385.81	3,655.10	3,732.86	3,919.50	4,115.48
166	3,147.88	3,305.27	3,470.54	3,644.07	3,826.27	4,017.55	4,218.46
167	3,224.59	3,385.82	3,555.11	3,732.86	3,919.51	4,115.48	4,321.26
168	3,305.28	3,470.54	3,644.07	3,826.27	4,017.59	4,218.47	4,429.39
169	3,385.82	3,555.11	3,732.86	3,919.51	4,115.48	4,321.26	4,537.32
170	3,470.55	3,644.07	3,826.28	4,017.59	4,218.47	4,429.39	4,650.86
171	3,555.11	3,732.87	3,919.51	4,115.49	4,321.26	4,537.32	4,764.19
172	3,644.07	3,826.28	4,017.59	4,218.47	4,429.39	4,650.86	4,883.40
173	3,732.87	3,919.51	4,115.49	4,321.26	4,537.33	4,764.19	5,002.40
174	3,826.28	4,017.59	4,218.47	4,429.40	4,650.87	4,883.41	5,127.58
175	3,919.52	4,115.49	4,321.27	4,537.33	4,764.20	5,002.41	5,252.53
176	4,017.59	4,218.47	4,429.40	4,650.87	4,883.41	5,127.58	5,383.96
177	4,115.50	4,321.27	4,537.33	4,764.20	5,002.41	5,252.53	5,515.16
178	4,218.47	4,429.40	4,650.87	4,883.41	5,127.58	5,383.96	5,653.16
179	4,321.27	4,537.33	4,764.20	5,002.41	5,252.53	5,515.16	5,790.91
180	4,429.40	4,650.87	4,883.42	5,127.59	5,383.97	5,653.16	5,935.82
181	4,537.33	4,764.19	5,002.40	5,252.52	5,515.15	5,790.91	6,080.45
182	4,650.87	4,883.42	5,127.59	5,383.97	5,653.17	5,935.82	6,232.61
183	4,764.20	5,002.41	5,252.53	5,515.16	5,790.92	6,080.46	6,384.49
184	4,883.42	5,127.59	5,383.97	5,653.17	5,935.83	6,232.62	6,544.25
185	5,002.41	5,252.53	5,515.16	5,790.91	6,080.46	6,384.48	6,703.71
186	5,127.59	5,383.97	5,653.17	5,935.83	6,232.62	6,544.25	6,871.37
187	5,252.53	5,515.16	5,790.92	6,080.46	6,384.49	6,703.71	7,038.96
188	5,383.90	5,653.09	5,935.75	6,232.54	6,544.16	6,871.37	7,214.94
189	5,515.21	5,790.97	6,080.52	6,384.54	6,703.77	7,038.96	7,390.91
190	5,653.10	5,935.75	6,232.54	6,544.17	6,871.38	7,214.94	7,575.69
191	5,790.96	6,080.51	6,384.54	6,703.78	7,038.96	7,390.92	7,760.47
192	5,935.75	6,232.54	6,544.17	6,871.37	7,214.94	7,575.69	7,954.47
193	6,080.52	6,384.54	6,703.77	7,038.96	7,390.91	7,760.46	8,148.47
194	6,232.54	6,544.17	6,871.38	7,214.95	7,575.69	7,954.48	8,352.20
195	6,384.54	6,703.77	7,038.95	7,390.91	7,760.46	8,148.48	8,555.90
196	6,544.17	6,871.37	7,214.94	7,575.69	7,954.47	8,352.20	8,769.81
197	6,703.77	7,038.96	7,390.91	7,760.45	8,148.47	8,555.90	8,983.69
198	6,871.38	7,214.95	7,575.69	7,954.48	8,352.20	8,769.81	9,208.30
199	7,038.97	7,390.92	7,760.46	8,148.49	8,555.91	8,983.71	9,432.89
200	7,214.94	7,575.69	7,954.48	8,352.20	8,769.81	9,208.30	9,668.72

Reviewed by: CH City Administrator
 _____ City Attorney

_____ Motion only
X Public Hearing
X Resolution
X Ordinance
 _____ Information

Submitted by: Craig Sanders, City Planner

Action Date: May 20, 2015

CITY COUNCIL AGENDA ITEM

SUBJECT: **Resolution No. 15-5169** and **Ordinance No. 15-1000** for a General Plan Amendment and Rezone for Application GZ 14-022 PM Design Group located at the 1600 block of Main Street

PRESENTED BY: Craig Sanders, City Planner

SUMMARY: PM Design Group has made application for a General Plan Amendment and Rezone on three parcels totaling 0.37 acres. Each parcel is developed with a single family residence and they are located at the southeast corner of Park Street and First Street. The three properties are currently designated Single Family Residential on the General Plan Land Use diagram and are zoned R-1. The request is to change the land use designation to General Commercial/Shopping Center and to rezone the parcels to C-2. The three parcels, when combined with the rest of the property located in the block bounded by Main Street on the south, Park Street on the west, First Street on the north and Ash Street on the east will create a 1.65 acre property to accommodate a new Rite Aid Pharmacy. The development of the site will entail the demolition of the three existing residences and a 7,124 square foot commercial building.

At its hearing on April 28, 2015, the Planning Commission adopted Resolution No. 15-1024 recommending to the City Council an amendment to the General Plan Land Use Map from Single family Residential to General Commercial/Shopping Center and rezoning the properties from R-1 to C-2. The Planning Commission found that the amendment and rezone are consistent the goals and policies of the City's General Plan and that a Mitigated Negative Declaration is the appropriate environmental document for the project. In conjunction with the General Plan amendment and rezone recommendation the Planning Commission approved an Architectural & Site Plan review for the 17,369 square foot Rite Aid building along with a use permit to allow a prescription drive-thru facility and exceptions to the parking and landscaping standards. See Planning Commission report and other attachments for additional information.

FISCAL IMPACT: If constructed, the 17,369 square foot commercial project will generate approximately \$30,400 in mitigation fees and additional revenue with increased property taxes and a small potential increase in sales tax revenues.

ACTION REQUESTED:

1. Motion to approve Resolution No. 15-5169 adopting a Mitigated Negative Declaration as the Environmental Document for General Plan amendment and Rezone GZ 14-022 and amending the General Plan Land Use Element diagram for APN 105-152-01, 105-152-02 and 105-152-09.
2. Motion to waive first reading and introduce Ordinance No. 15-1000 approving Zone Change No. GZ-14-022 for PM Design Group RITE Aid Project and Amending Zoning Map for the City of Susanville

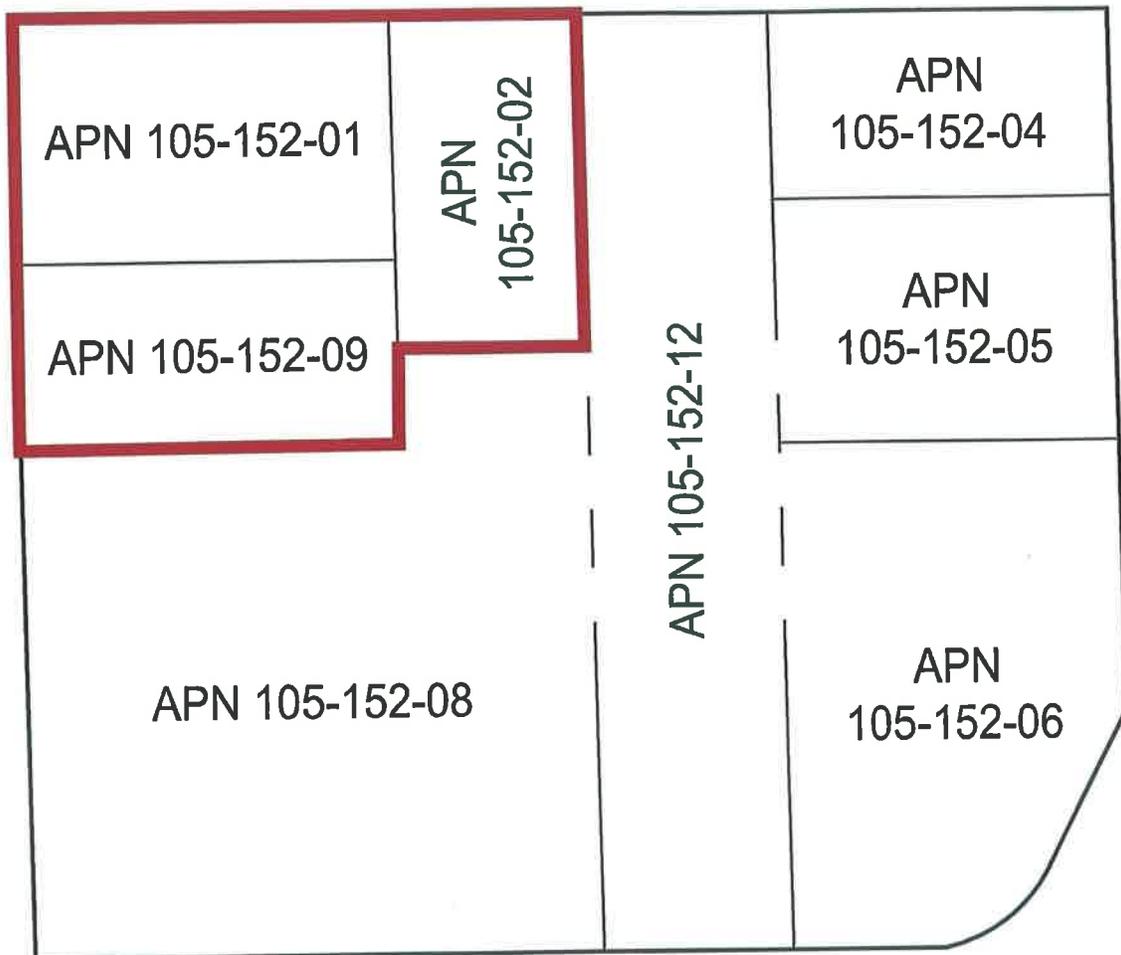
ATTACHMENTS:

- 1- Location map
- 2- City Council Resolution No. 15-5169
- 3- City Council Ordinance No. 15-1000
- 4- Planning Commission staff report
- 5- PC Resolution No. 15-1024 (GPA and Rezone)
- 6- PC Resolution No. 15-1025 (Architectural Review and U.P.)

LOCATION EXHIBIT

FIRST STREET

PARK STREET



ASH STREET (STATE HIGHWAY 139)

— Parcels subject to General Plan
Amendment and Rezone
MAIN STREET
(STATE HIGHWAY 36)

RESOLUTION NO. 15-5169

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUSANVILLE
ADOPTING A MITIGATED NEGATIVE DECLARATION AS THE ENVIRONMENTAL
DOCUMENT FOR GENERAL PLAN AMENDMENT AND REZONE GZ 14-022 AND
AMENDING THE GENERAL PLAN LAND USE ELEMENT DIAGRAM FOR
ASSESSOR'S PARCEL NUMBERS 105-152-01, 105-152-02, AND 105-152-09**

WHEREAS, the City of Susanville Planning Commission at a duly noticed public hearing held during its regular meeting of April 28, 2015, accepted public testimony and considered both written and verbal comments concerning the proposed Mitigated Negative Declaration, General Plan Amendment and Rezone; and

WHEREAS, the Planning Commission forwarded its recommendation to the City Council under Resolution Number 15-1024; and

WHEREAS, the Susanville City Council conducted a public hearing on May 20, 2015 and has considered the written information and verbal comments presented concerning the project and reviewed the environmental document for the General Plan Amendment and Rezone and finds the project, with the proposed mitigation measures, will not have a significant effect on the environment; and

WHEREAS, the Initial Study notice of intent to adopt the Mitigated Negative Declaration were distributed for public review pursuant to the provisions of Section 15073 of the California Environmental Quality Act; and

WHEREAS, the City Council based upon the recommendations of the Planning Commission and its own independent review, hereby makes the following findings of fact:

- A. The initial study identified aspects of the project which have the potential to have significant effect on the environment but the mitigation measures adopted and made conditions of the project will lessen the impacts to a level that is not significant.
- B. The proposed General Plan amendment is consistent and compatible with the goals and policies of the General Plan and the proposed use of the site is consistent with the General Commercial/Shopping Center land use designation.
- C. The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety or welfare.
- D. The proposed amendments to the land use designation and zoning will result in the entire block bounded by First Street, Ash Street, Main Street, and Park Street having the same land use designation and zoning reducing potential conflicts between residential and commercial uses that may arise from the existing condition where commercial and residential uses share a common property boundary.

NOW THEREFORE BE IT RESOLVED that the City Council takes the following actions:

- A. Adopt the Mitigated Negative Declaration as shown in Exhibit "A" attached hereto, including the mitigation monitoring program. Said environmental

document shall also be adopted for the rezoning approved by Ordinance No. 15-1000.

- B. Amend the City General Land Use Diagram changing the land use designation from Single Family Residential to General Commercial/Shopping Center for three parcels located at the southeast corner of Park Street and First Street, identified as APNs 105-152-01, 105-152-02, and 105-152-09 and as shown in Exhibit "B" attached hereto.

APPROVED: _____
Brian R. Wilson, Mayor

ATTEST: _____
Gwenna MacDonald, City Clerk

The foregoing Resolution was introduced and adopted at a regular meeting of the Susanville Planning Commission held on the 20th day of May, 2015, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Gwenna MacDonald, City Clerk

**ORDINANCE NO 15-1000
AN ORDINANCE APPROVING ZONE CHANGE NO GZ-14-022 FOR
PM DESIGN GROUP RITE AID PROJECT AMENDING THE ZONING MAP
FOR THE CITY OF SUSANVILLE**

The City Council of the City of Susanville does hereby ordain as follows:

Section 1. That certain ZONING MAP OF THE CITY OF SUSANVILLE (referred to in Title 17, Section 17.04.070 of the ZONING ORDINANCE FOR THE CITY OF SUSANVILLE), is hereby amended to provide as follows:

Three parcels of property commonly known as Assessor's Parcel Nos. 105-152-01, 02 & 09, being more precisely described as follows:

All that real property situated in the County of Lassen, State of California, described as follows:

The north 65 feet of Lots 1 and 2 in Block 37 of Hall's Addition to the Town of Susanville, as shown on the official map of said addition, recorded August 15, 1961, in the Office of the Lassen County Recorder, in Book 4 of Maps, at Page 37.
(APN 105-152-01)

BEGINNING at a point on the southeastern line of First Street, distant thereon northwesterly 150 feet from the point of intersection thereof with the northwestern line of Ash Street, as shown on that certain map entitled, "Map of East Addition to Susanville, Lassen County, California", filed January 6, 1911 in the office of the Lassen County Recorder, Lassen County, California; thence northwesterly along said line of First Street 50 feet; thence southwesterly at right angles 90 feet; thence southeasterly at right angles 50 feet, and thence northeasterly 90 feet to the point of beginning.

Being a portion of what is commonly known as Block 37 of Hall's Addition to Susanville, Recorded in Book 1 of Maps, at Page 26.
(APN 105-152-02)

Beginning at the intersection of the eastern line of Park Street with the southern line of First Street, as said streets are shown upon that certain map entitled, "Map of East Addition to Susanville, Lassen County, California", filed January 6, 1911 in the office of the Lassen County Recorder in Book 1 of Maps, at Page 24, and thence southerly along said line of said Park Street 65 feet to the actual point of beginning; thence easterly and parallel with said line of said First Street 100 feet; thence southerly and parallel with said line of said Park Street 50 feet; thence westerly and parallel to said line of said First Street 100 feet to said line of said Park Street and thence northerly along said line of said Park Street 50 feet to the point of beginning.

Being a portion of what is commonly known as Block 37 of Hall's Addition to Susanville.
(APN 105-152-09)

And as shown on the attached map labeled Exhibit A are hereby zoned as to C-2 (General Commercial and Shopping Center) zone district, as established by Chapter 17.36 of the ZONING ORDINANCE FOR THE CITY OF SUSANVILLE.

Section 2. The City Clerk shall, within fifteen (15) days after its passage, cause this Ordinance to be published at least once in the *Lassen County Times*, a newspaper of general circulation, printed, published and circulated within the City.

Section 3. If any section, subsection, sentence, clause or phrase of this ordinance is, for any reason, held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining portions of this ordinance, it being expressly declared that this ordinance and each section, subsection, sentence, clause or phrase hereof would have been prepared, proposed, adopted, approved and ratified irrespective of the fact that any one or more other sections, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

Section 4. This Ordinance shall take effect upon the thirty-first day after its passage.

APPROVED: _____
Brian R. Wilson, Mayor

ATTEST: _____
Gwenna MacDonald, City Clerk

The foregoing ordinance was adopted at a regular meeting of the City Council of the City of Susanville held on the _____ day of _____, 2015, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Gwenna MacDonald, City Clerk

APPROVED AS TO FORM: _____
City Attorney

Exhibit "A"
Resolution 15-5169

Project: Rite Aid General Plan Amendment, Rezone and Use Permit for Drive-thru facilities and exceptions to landscaping and parking standards.

Lead Agency: City of Susanville, CA

Project Description

This Initial Study and Mitigated Negative Declaration (IS/MND) evaluates the environmental effects of the proposed project to amend the General Plan land use designation and rezone three parcels totaling 0.37 acres from Low Density Residential/R-1 Single Family Residential zoning district to General Commercial/C-2 General commercial zoning district. The proposed development for the property is a 17,400 square foot Rite-Aid store includes a drive-thru facility which is a discretionary use in the C-2 zoning district requiring a Use Permit. In addition a Use permit is needed to allow a reduction in the number of required parking spaces from 87 to 76 and a reduction in the amount of the interior landscaping area requirement from 10% to approximately 5% of the paved parking area. The project site is comprised of eight assessor's parcel numbers: APN 105-152-01, 02, 04, 05, 06, 08, 09 and 12 which will be merged to form one parcel of approximately 1.65 acres. The property comprises a full block and is bounded by streets on all four sides, First Street to the north, Park Street to the west, Main Street/State Hwy 36 to the south and Ash Street/State Hwy 139 to the east. Proposed access to the site includes 2 driveway entrances/exits on Park Street, one on First Street, one on Ash Street and a right turn only entrance on Main Street. There are currently three single family homes and one commercial building on the site which are proposed to be demolished.

Findings

An IS/MND has been prepared to assess the project's potential effects on the environment and the significance of those effects. Based on the IS/MND, it has been determined that the proposed project would not have significant effects on the natural environment after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The proposed project would have no effects related to agriculture and forestry and mineral resources and population and housing.
2. The proposed project would have a less-than-significant impact on aesthetics, cultural resources, air quality, greenhouse gas emissions, biological resources, hazards and hazardous materials, noise, public services, utilities, land use and planning, and recreation.
3. Mitigation is required to avoid or reduce potentially significant impacts related to hydrology and water quality, and transportation/traffic.

The following mitigation measures have been incorporated in the Project by the City to avoid or minimize environmental impacts. Implementation of these mitigation measures would avoid or reduce the environmental impacts of the proposed project to a less-than-significant level.

HYDRO-1. Storm Water Quality and Capacity

Storm water detention shall be provided within the project to mitigate increased runoff from a 100-year storm event, in compliance with Caltrans requirements for all water direct to a Caltrans facility and from a 20-year storm event for water directed to City facilities.

The detention shall include a water/oil separator or other device to mitigate contaminated water from the parking surface and the detention structure shall allow for infiltration.

Approval of Initial Study/Mitigated Negative Declaration

Certification by Those Responsible for Preparation of this Document. The City has been responsible for the preparation of this mitigated negative declaration and the incorporated initial study. I believe this document meets the requirements of the California Environmental Quality Act, is an accurate description of the proposed project, and that the lead agency has the means and commitment to implement the project design measures that will assure the project does not have any significant, adverse effects on the environment. I recommend approval of this document.



Craig Sanders, City Planner, City of Susanville

4/29/15

Date

Adoption of Mitigated Negative Declaration by the Lead Agency. Pursuant to Section 21082.1 of the California Environmental Quality Act, the City of Susanville City Council has independently reviewed and analyzed the initial study and mitigated negative declaration for the proposed project and finds that the initial study and mitigated negative declaration for the proposed project reflect the independent judgment of the City of Susanville. The lead agency finds that the project design features will be implemented as stated in the mitigated negative declaration.

Alan Dowdy
Planning Commission Chair, City of Susanville

Date

1.0 Introduction

This Initial Study (IS) identifies and assesses the anticipated environmental impacts of the Rite-Aid General Plan Amendment, Rezone and Drive-thru Use Permit project (Project).

1.1 Environmental Review Process

The City of Susanville (City) is the lead agency under provisions of CEQA. CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The IS, prepared in accordance with the CEQA Statutes (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Administrative Code Section 15000 et seq.), presents sufficient information to allow the City to determine whether the project may have a significant effect on the environment. If the City finds substantial evidence that any aspect of the Project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the City must prepare an EIR. If the City finds no substantial evidence that the Project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the City recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration (MND) shall be prepared.

The IS provides sufficient information for Responsible and Trustee agencies to use as the basis for CEQA compliance. The IS is not, in and of itself, a decision document. The document's purpose is to evaluate the environmental consequences of implementing the project and to identify measures if necessary to avoid or mitigate significant impacts.

Although the lead agency must consider the information in the MND, the document's conclusions do not dictate the lead agency's discretion to approve or disapprove the project. The decision making document is the Notice of Determination that records the agency's decision and is circulated for public review. The minimum content requirements for a MND are:

- Description and title of the project;
- Location of the project, preferably shown on a map;
- Name of the project proponent;
- A proposed finding that the project will not have a significant effect on the environment;
- An attached copy of the Initial Study documenting reasons to support the finding; and
- Mitigation measures, if any, included in the project to avoid potentially significant effects.

Within five working days of approving a project for which a MND has been adopted, the City must file a Notice of Determination (NOD). The filing of the NOD begins a 30-calendar-day statute of limitations on court challenges to the project approval under CEQA.

1.2 Project Title

The *Rite-Aid General Plan Amendment, Rezone and Drive-thru Use Permit* (Project) serves as the project title for the proposed project.

1.3 Lead Agency

The City of Susanville serves as the lead agency for the Project.

1.4 Contact Person and Phone Number

Craig Sanders, City Planner, City of Susanville, is the project manager for the Project. His contact information is: 66 North Lassen, Susanville, CA 96130; (530) 252-5104.

1.5 Project Location

The Project is located in the City of Susanville. The property on which the Project is located bounded by First Street on the North, Park Street on the west, Main Street/State Hwy. 36 on the south, and Ash Street/State Hwy. on the east, within south central Lassen County. The Project is within the Susanville, CA United States Geological Survey (USGS) 7.5-minute quadrangle, the northeast 1/4 of Section 32 of Township 30 North, Range 12 East, M.D.B. &M.

1.6 Project Sponsor's Name and Address

PM Design Group
4470 Yankee Hill Road
Suite 100
Rocklin, CA 95677
(530) 252-5104

1.7 General Plan Designation/Zoning

The General Plan Designation for the Project site is Single Family Residential (0.37 acres) and General Commercial/Shopping Center (1.28 acres). The Project site is zoned R-1 Single Family Residential (0.37 acres) and C-2 General Commercial and Shopping Center (1.28 acres).

1.8 Surrounding Land Uses and Setting

The City land use designations include General Commercial/Shopping Center to the east and south and General Commercial/Shopping Center and Single Family Residential to the west and Single Family Residential to the north.

Uses adjacent to and within the vicinity of the Project site include a commercial shopping center to the south, motel and offices to the east, a restaurant, custom butcher shop and two single family residences to the west and two single family residences to the north.

1.10 Other Public Agencies whose approval is required

The Project requires approval from the following public agencies:

- Lahontan Regional Water Quality Control Board– Section 401 Water Quality Certification; Section 402 NPDES construction permit
- Caltrans District 2 Encroachment Permit for Main Street and Ash Street frontages (Hwy. 36 and Hwy. 139)
- Lassen County Air Pollution Control District
- City of Susanville –Architectural and Site Plan Review; Use Permit, Construction Permit Encroachment Permits for Park Street and First Street.
- Susanville Sanitation District – relocation of sewer line

1.11 Public Review

A formal public review of the Project IS/MND is accomplished with the circulation of this document, responses to comments received on this document, and through public hearings held to consider approval of the proposed action.

The IS/MND will be circulated for public and agency review from March 17, 2015 to April 17, 2015. Paper copies of the document are available for review at the following locations during business hours:

City Hall
66 North Lassen
Susanville, CA 96130

Comments on this document must be received by 11:59 p.m. on April 17, 2015. Written comments may be sent by postal, electronic mail or fax to:

Craig Sanders
City Planner
City of Susanville
66 North Lassen
Susanville, CA 96130
(530) 252-5104

1.12 Environmental Factors Potentially Affected/Areas of Known Controversy

The public input process and environmental analysis included in the preparation of the IS/MND identified key environmental issues and areas of known controversy. The environmental factors checked below could be affected by this Project.

- Blank** No impact
- L** Less than significant impact
- M** Less than significant impact with mitigation
- PS** Potentially significant

<u> </u> Aesthetics	<u> </u> Agriculture & Forestry Resources	<u> M </u> Air Quality
<u> L </u> Biological Resources	<u> L </u> Cultural Resources	<u> L </u> Geology/Soils
<u> L </u> Greenhouse Gas Emissions	<u> L </u> Hazards & Hazardous Materials	<u> M </u> Hydrology/Water Quality
<u> L </u> Land Use/Planning	<u> </u> Mineral Resources	<u> M </u> Noise
<u> L </u> Population/Housing	<u> L </u> Public Services Utilities/Service	<u> L </u> Recreation
<u> L </u> Transportation/Traffic	<u> L </u> Systems	<u> L </u> Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) 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.

By: Craig Sanders Date: April 28, 2015

Title: City Planner Representing: City of Susanville

Signature: _____

2.0 Project Description

This section describes the *Rite-Aid General Plan Amendment, Rezone and Drive-thru Use Permit* (Project). Sections 2.1, 2.2 and 2.3 describe the project location, history, objectives, and site characteristics. Section 2.4 details the project components, including design features and operation plans, while Section 2.5 details phasing and construction. Section 2.6 includes compliance measures, BMPs, and plans. Required permits and approvals are listed in Section 2.7.

2.1 Project Location

The Project is located in the City of Susanville. The property on which the Project is located bounded by First Street on the north, Park Street on the west, Main Street/State Hwy. 36 on the south, and Ash Street/State Hwy. on the east, within south central Lassen County. The Project is within the Susanville, CA United States Geological Survey (USGS) 7.5-minute quadrangle, the southeast 1/4 of Section 32 of Township 30 North, Range 12 East, M.D.B. &M. The Project is further identified as APNs 105-152-01, 02, 04, 05, 06, 08, 09, and 12.

2.2 Project History and Objectives

2.2.1 Project Site History

The property currently has a vacant commercial building on it as well as three single family residential structures. The commercial building is approximately 7,124 square feet and has been occupied by a bank from the late 1960's to 2013. A Flying A service station was located on the southeast corner of the site at one time. A single family residence was also developed on 105-152-05 in the 1960's but has since been demolished.

2.2.2 Objectives

The *Rite-Aid General Plan Amendment, Rezone and Drive-thru Use Permit* Project will provide additional commercial retail and drug store services to serve the population in Susanville and the surrounding unincorporated communities. Rite-Aid currently occupies a commercial space in the Safeway shopping center approximately 1.5 miles to the southeast just off of Main Street. Rite Aid will re-locate once the building is completed.

2.3 Site Characteristics

2.3.1 Setting

The Project site is flat and at an elevation of approximately 4,164 feet above mean sea level. It is located within the urban center of the City of Susanville adjacent to Main Street and Ash Street, the two major thoroughfares running through the city.

2.3.1.1 Current Zoning, Use, and Structures

The Project site is identified in the City of Susanville General Plan as General Commercial Shopping Center and City of Susanville Zoning as C-2 – General Commercial and Shopping Center. Lands adjacent to and within the vicinity of the Project site include commercially zoned properties on all sides. Existing roads bound the entire site with the exception of the southwest corner which

abuts a separate parcel which is developed with a single family residence. The surrounding land use designations, zoning and land uses are listed in the Table 1 below and depicted in Figure 3.

Surrounding Land Use Designations, Zoning, and Land Use Areas			
Location	General Plan	Zoning	Land use
Project Site	General Commercial and Shopping Center/Single Family Residential	C-2 – General Commercial and Shopping Center/R-1 Single Family Residential	Commercial building and 3 residences
North	Single Family Residential	R-1 – Single Family Residential	2 residences
South	General Commercial and Shopping Center	C-2 – General Commercial and Shopping Center	Grocery store, library, restaurant, general commercial uses
East	General Commercial and Shopping Center	C-2 – General Commercial and Shopping Center	Motel, vacant restaurant
West	General Commercial and Shopping Center/Single Family Residential	C-2 – General Commercial and Shopping Center/R-1 Single Family Residential	Restaurant, custom butcher, 2 residences

The site has been used off and on for commercial uses for several decades. Previous uses on the site include a gas station in the 1950's – 60's, and another residence which was removed years ago.

The site is generally level and significant earthwork in terms of cuts and fills will not be required to accommodate the proposed development. There are no water courses or drainage courses on the property. Native vegetation has been removed from the site. There are approximately 12 trees that have been planted over the years as part of landscaping which will be removed with the development of the site.

The site is served by municipal water, sewer, and electricity and no extensions of main service will be required for the project, though one existing sewer line will be re-routed as part of the project.

2.4 Project Features

The applicant, PM Design Group, has submitted an Architectural and Site Plan Review, Use Permit, General Plan Amendment, and Rezone to the City of Susanville to allow the construction of a 17,369 square foot retail commercial building to be occupied by a Rite-Aid Pharmacy. Indoor retail commercial uses are permitted in the current C-2 zoning which covers approximately 77% of the property. The remaining 23% (0.37 acres) of the site is currently zoned R-1 and is proposed to be rezoned to C-2 which will also require a general plan amendment to a commercial designation. The store will also include a drive-thru prescription pick-up service for customers. The drive-thru requires approval of a use permit by the City's Planning Commission. Access to the site will be via five driveway entrances, two on Park St., one on First St., one on Ash St., and one right-turn in driveway from main St.

2.4.4 Drainage

The site currently drains in a couple different directions however the natural slope is generally from south to north. The finished site drainage will direct water to existing storm drainage facilities in the adjacent streets. An on-site detention facility will be required to mitigate peak flow run-off from the site.

2.4.5 Parking, Access, and Roadway Improvements

Parking will be provided on-site. 75 off street parking spaces are proposed along with 6 spaces of queuing for drive-thru customers. The required number of parking spaces as per City code is 87 off street spaces a reduction to the number of spaces may be approved by the Planning Commission as part of the use permit process. The site has curb, gutter and sidewalk around most of it. Much of these frontage improvements may have to be replaced or repaired as part of the project and any missing sections will have to be installed as per City code. Four ADA parking stalls will be provided.

2.5 Phasing and Construction

2.5.1 Construction Schedule

Construction of the Rite Aid area can begin after the project is approved including all engineering and building design components have been reviewed and approved. This will most likely be in mid-2015. It is anticipated that all construction will be completed by the end of the year. The Applicant has indicated that they typically try to meet a 120 day construction timeline.

2.5.2 Construction Workers, Hours and Equipment

The on-site workforce would consist of laborers, electricians, plumbers, supervisory personnel, support personnel and construction management personnel. Construction would generally be conducted during day light hours, five to six days a week. Construction activities would be conducted in a manner consistent with City requirements regarding construction and noise disturbance. Although the City has not established standard construction hours, the General Plan requires that construction occur when populations in the area are lowest (Chapter 9 Noise Policy bu). Therefore, construction is anticipated to occur during daylight working hours.

2.6 Regulatory Compliance Measures

Regulatory compliance measures are included in the description of the Project to minimize potential environmental impacts. Regulatory compliance measures include measures such as installation of Best Management Practices (BMPs) for erosion and water quality during construction, agency permit requirements, and air quality protection measures and are considered part of the Project under CEQA processes because compliance is required to construct the Project. Regulatory compliance measures of the Project are discussed in the sub-sections below, including compliance with Lassen County Air Pollution Control District (LCAPCD) Rule 4:18.¹

2.6.1 Implement BMPs to Reduce Air Pollutant Emissions

- Maintenance of Public Thoroughfares - public thoroughfares shall be kept clean of silt, dirt, mud, and debris.²
- Traffic Limits - Traffic speeds on unpaved surfaces shall be limited to 15 miles per hour or less.

¹ <http://www.arb.ca.gov/DRDB/LAS/CURHTML/R4-18.HTM>

² Satisfies LCAPCD Rule 4:18 (d) requirement for "The prompt removal of earth or other material from paved streets onto which earth or other material for earth moving equipment, erosion by water, or other means has been deposited."

- Wind Restrictions - Grading operations shall be suspended when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.
- Idling Restrictions - Limit idling time to a maximum of 5 minutes for diesel-powered equipment.
- Haul truck covering – If “open-bodied trucks” are needed to haul soil or aggregate materials during construction, the material will be covered to prevent the generation of “airborne dust”.
- Watering - Construction areas will be watered as needed to reduce fugitive dust when disturbed for land clearing, excavation or grading.

2.6.2 Time of Day Construction Restrictions

This compliance measure restricts construction activities to between the hours of 8:00 AM and 7:00 PM if sensitive noise receptors are present. The City’s General Plan does not establish construction hours, but Chapter 9 Noise Policy states, “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.” Construction activities before or after the time restriction may occur, but must be consistent with City noise policy.

2.6.3 Construction Equipment Muffling

This compliance measure requires shrouding or shielding of impact tools and muffling or shielding intake and exhaust ports on construction equipment. General Plan Chapter 9 Noise Policy states, “Require the 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.”

2.6.4 Stormwater Pollution Prevention Plan

Ground disturbance within the Project area will exceed one acre and is subject to the construction stormwater quality permit requirements of the NPDES program. The applicant must obtain this permit from the Lahontan Regional Water Quality Control Board and provide evidence of a state-issued WDID number or filing of a Notice of Intent (NOI) and fees prior to start of construction. A SWPPP is required under Construction General Permit Order NO 2009-0009-DWQ for discharges of stormwater runoff associated with construction activity involving land disturbance. The SWPPP will be designed to address the following objectives:

1. All pollutants and their sources, including sources of sediment associated with construction, construction site erosion and all other activities associated with construction activity are controlled;
2. Where not otherwise required to be under a Lahontan permit, all non-storm water discharges are identified and either eliminated, controlled, or treated;
3. Site BMPs are effective and result in the reduction or elimination of pollutants in storm water discharges and authorized non-storm water discharges from construction activity to the Best Available Technology Economically Achievable (BAT)/Best Conventional Pollutant Control Technology (BCT) standard. BMPs must be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and/or for Industrial and Commercial, and/or other similar source;
4. Calculations and design details as well as BMP controls for site run-off are complete and correct.
5. Stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.

6. To demonstrate compliance with requirements of the NPDES permit, the Qualified SWPPP Developer will include information in the SWPPP that supports the conclusions, selections, use, and maintenance of BMPs.
7. The discharger will make the SWPPP available at the construction site during working hours while construction is occurring and shall be made available upon request by a State or Municipal inspector. When the original SWPPP is retained by a crewmember in a construction vehicle and is not currently at the construction site, current copies of the BMPs and map/drawing will be left with the field crew and the original SWPPP shall be made available via a request by radio/telephone.

2.6.5 Utility Relocation, Coordination, and Construction Avoidance

Coordination will occur with utility providers prior to construction regarding the exact location of each underground utility line either on the Project site (utility poles) or to which the Project will require a connection. Utility service providers include Lassen Municipal Utility District (LMUD), Susanville Water Department, Susanville Sanitary District, and Susanville Natural Gas Department. Underground and overhead lines will be shown on project construction specifications within the civil engineering plans.

The applicant shall coordinate with utilities to relocate overhead lines, convert overhead lines within the project to underground lines or install new underground prior to construction. The Project Applicant will coordinate with LMUD and communications companies prior to final project design to determine scheduling and specifications for relocating existing overhead lines underground.

Construction contractors will contact Underground Service Alert (USA 811/1-800-227-2600) to ensure buried lines are properly marked and located. Utility companies will be provided with an accurate schedule noting when construction occurs near their facilities. Utility facilities will be identified on construction specifications.

The nearest sewer line runs through the property and will be required to be re-located. The proposal is to relocate the sewer line within the public right-of-way on Park St. and First St. to connect with facilities in Ash St. SCSD has indicated that there is adequate capacity in both the treatment and collection facilities to serve the Project.

City water and gas exist to the property and are in the street right-of-way adjacent to the property.

2.6.6 Offsite Light and Glare Minimization

Project lighting is required to be designed in accordance with City lighting standards and is directional with baffles/shielding to reduce light splay and offsite lighting and glare disturbance.

2.6.7 Inadvertent Discovery Actions

If, during construction activities, unusual amounts of non-native stone (obsidian, fine-grained silicates, basalt), bone, shell, or prehistoric or historic period artifacts (purple glass, etc.), or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, work will cease in the immediate area of discovery and a professionally qualified archeologist will be contacted immediately for a on-site inspection of the discovery.

If any bone is uncovered that appears to be human, work will cease in the immediate area of discovery, and the Lassen County Coroner must be contacted by law (State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98). If the coroner determines that the bone most likely represents a

Native American interment, the Coroner has 24 hours to contact the Native American Heritage Commission in Sacramento so that they can identify the most likely descendants, who will then help determine what course of action shall be taken in handling the remains.

2.7 Required Permits and Approvals

The Project is in the City of Susanville, and the City is the Lead Agency for the preparation of environmental documentation for the Project under Article 4, §15051 of CEQA. After adoption of the MND, the City Council will use the information and analysis in the MND to make decisions regarding the Project.

The Lead Agency must consult with and seek comments from public agencies with jurisdiction by law with respect to projects including neighboring cities and counties, and federal, state, and local agencies that exercise authority over resources that may be affected by the Project (CEQA Guidelines §15073). A Responsible Agency has responsibility for carrying out or approving an aspect of a project and complying with CEQA (CEQA Guidelines §15041[b]), §15042, and §15381). Responsible agencies may need to review the MND or conduct separate environmental analyses and documentation for aspects of the Project. Trustee Agencies have jurisdiction by law over certain natural resources affected by a project that are held in trust for the people of California (CEQA Guidelines §15386). The following summarizes Responsible or Trustee agencies, or agencies with jurisdiction by law, for the Project.

2.7.1 Federal Agencies

- United States Environmental Protection Agency (USEPA), responsible for enforcement water and air quality laws and regulations; and
- United States Department of Fish and Wildlife (USFWS), responsible for permitting incidental take of federally-listed Threatened and Endangered Species under the federal Endangered Species Act, species protected by the Bald and Golden Eagle Protection Act, and nesting bird species listed under the Migratory Bird Treaty Act (MBTA).

2.7.2 State Agencies

- California Department of Fish and Wildlife (CDFW), responsible for impacts to wildlife under the California Endangered Species Act (CESA) and State Fish and Game (F&G) Code; rare plants under CESA and the California Native Plant Protection Act (CNPPA), and streams under F&G Code; and
- Lahontan Regional Water Quality Control Board, responsible for water quality protection and issuance of Storm Water Pollution Prevent Plans (SWPPP) pursuant to the National Pollution Discharge Elimination System (NPDES), and responsible for federal CWA §401 Water Quality Certifications or Waivers.

2.7.3 Local Agencies

- City of Susanville, responsible for municipal water supply, stormwater runoff, natural gas utilities;
- Lassen County Air Pollution Control District (LCAPCD), responsible for air quality management and attainment of State and federal air quality standards;
- Lassen Municipal Utility District (LMUD), responsible for electricity connections and supplies;

- City of Susanville Community Development Division and City Council, responsible for Project approval;
- City of Susanville Fire and Police Departments, responsible for fire suppression and emergency response services.
- Susanville Sanitation District, responsible for providing sewer services.

2.7.4 Trustee Agencies

In addition to the responsible agencies listed above, the MND will be used by “trustee agencies,” which are those state agencies having jurisdiction by law over natural resources that could be affected by the Project. Due to the urban nature of the site no Trustee agencies are expected to be affected by the project however the California Department of Fish and Wildlife has been asked for comments and they responded with “No Comment.”

3.0 Evaluation of Environmental Impacts

The following environmental analysis has been prepared using the CEQA Guidelines Appendix G: Environmental Checklist Form to complete an IS.

CEQA requires a brief explanation for answers to the Appendix G: Environmental Checklist except "No Impact" responses that are adequately supported by noted information sources.

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. The following CEQA direction applies to each checklist question.

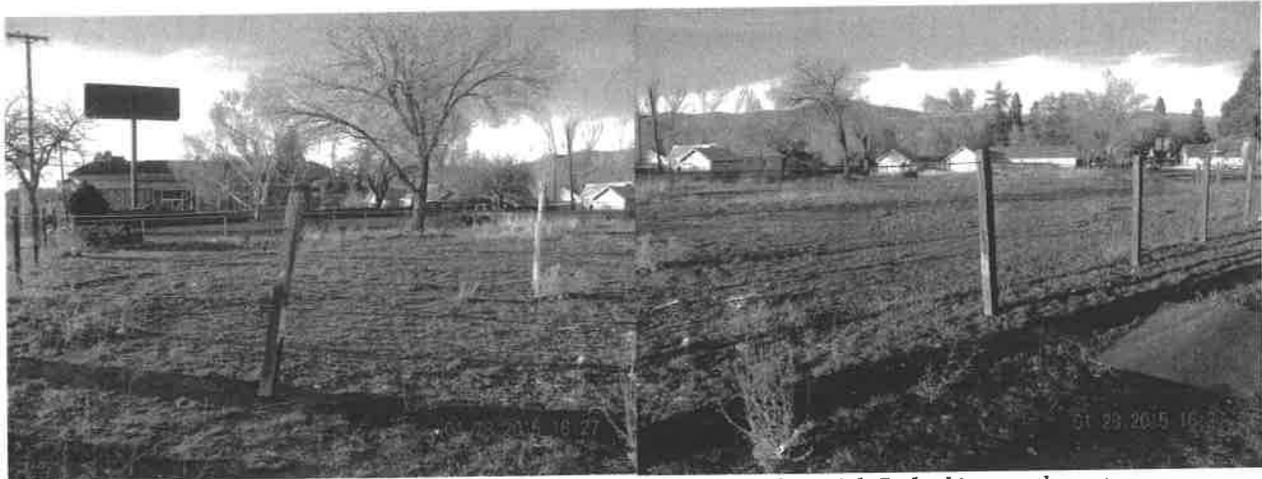
- A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- "Less than Significant Impact" applies where the project creates no significant impacts based on the criterion or criteria that sets the level of impact to a resource,
- "Less than Significant Impact 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.
- "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is potentially significant, as based on the criterion or criteria that sets the level of impact to a resource.

I. Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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) Substantially degrade the existing visual character or quality of the site and its surroundings?			√	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			√	

Environmental Setting

The Project is located on 1.65 acres of land in the central portion of the City of Susanville. The Project site is located in an area that is designated for commercial and residential development and is surrounded by lands zoned the same and which are all developed. The neighborhood is a mixture of commercial and residential uses and this property will represent that interface between the two uses. Approximately 12 trees are located on the project site there are some bushes and grasses on the property which are associated with the three developed residential lots and landscaping for the former bank parcel. There are no designated scenic vistas located on the Project site. There are 12 residences located within 200 feet of the project boundary (excluding the three homes within the project site which will be removed), all but two have frontages facing away from the project. Four residence are adjacent to the site, separated by public roadways.



View of site from Main & Ash Streets

View of site from Ash St. looking north west

I.a Substantial Adverse Effect on Scenic Vista

A significant impact would occur if the proposed Project has a substantial adverse effect on a scenic vista.

The Project site is located in the urbanized center of Susanville adjacent to Main Street (State Route 36) and Ash Street (State Route 139) two of the City's most developed thoroughfares. Nearby views include developed commercial properties (grocery store, gas station, motel, restaurant, library, etc.) and a few residences. There are no designated scenic resources on the Project site or within the Project vicinity. The development of the project site with commercial uses including outdoor sales area will not have any effect on a scenic vista.

Environmental Analysis: *No Impact.*

I.b Substantially Damage Scenic Resources within a State Scenic Highway

A significant impact would occur if the proposed Project substantially damages scenic resources within a designated state scenic highway.

There are no California Department of Transportation (Caltrans) designated eligible state scenic highways in Lassen County. A portion of State Route 299 in northwest Lassen County is eligible to be designated a state scenic highway, but is not currently designated and is not located near the Project. The Project area is not located near nor will it be visible from a designated state scenic highway.

Environmental Analysis: *No Impact.*

I.c Substantially Degrade Existing Visual Character or Quality

A significant impact would occur if the proposed Project substantially degrades the existing visual character or quality of the site and its surroundings.

Existing uses on the Project site include a 7,124 square foot commercial building and associated parking lot, three single family residences and vacant commercial land. The project will allow the development of a 17,369 square foot commercial building and associated parking with landscaping. The tenant for the building will be Rite-Aid a nation-wide pharmacy/retailer. The photo below shows a building that is similar to the proposed structure.



The development of the site with a new building, paved parking area and landscaping will be an aesthetic improvement over the current visual character of the property as shown below:



Environmental Analysis: *Less than Significant Impact.*

I.d Create New Source of Substantial Light or Glare

A significant impact would occur if the proposed Project creates a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

The property already has different sources of lighting. There are municipal streetlights located near all four corners of the site. In addition the bank building an parking lot produce several sources of light including 4 unshielded mercury vapor lights in the parking lot, six unshielded flood lights on the building and three other unshielded high intensity security lights on the building. In addition, the three residential lots on the site also create some sources of lighting. The Project will replace existing sources of lighting with new fixtures which includes on-site lighting for safety and security. City code requires the all outdoor lighting for commercial development utilize full cut-off fixture which significantly reduce stray light leaving the property and creating light pollution or interfering with other uses in the area. This should result in similar or lower amounts of stray light coming off of the property. Since lighting will be shielded per City standards as the impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

II. Agricultural and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?				√

Environmental Setting

The Project is located on 3.9 acres of land zoned C-2 – General Commercial and Shopping Center and R-1 Single Family Residential and is located within the urban core of the City of Susanville. There are no agricultural or timber resources on or near the project site. Surrounding land uses include other commercial uses, offices, vacant commercial property and a few single family residences. The Project site is not currently, nor has it recently been used for farming activities and is not located within an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, according to the State of California Resources Agency (DOC 2014 and NRCS 2014). There are no Williamson Act contracts associated with the property, and there are no forestlands on the site.

II.a Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance

A significant impact would occur if the proposed Project converts farmland designated as “prime,” “unique” or “farmland of statewide importance” to non-agricultural uses.

The California Department of Conservation (DOC) applies the United States Department of Agriculture, National Resources Conservation Service (NRCS) soil classifications to identify agricultural lands. These designations are used in planning California’s present and future agricultural land resources. Maps of important farmlands are prepared by the DOC as part of its Farmland Mapping and Monitoring Program (FMMP). No “prime,” “unique,” or “farmlands of state importance” have been mapped for Lassen County. The project site is in the middle of an urban area where agricultural uses of a commercial nature would not be compatible with the surrounding uses. Therefore, agricultural potential onsite is non-existent. Since the land is not designated as Prime, Unique, or Farmland of Statewide Importance, development of the park site will not convert designated farmland and will result in no impact. (DOC 2014, NRCS 2014)

Environmental Analysis: *No Impact.*

II.b Conflict with Existing Agricultural Zoning or Williamson Act Contract

A significant impact would occur if the proposed Project conflicts with existing zoning for agricultural use, or a Williamson Act contract.

The Project site is identified in the City of Susanville General Plan as General Commercial – Shopping Center and the City of Susanville zoning is C-2 – General Commercial and Shopping Center and R-1 Single Family Residential. The site is not zoned for agricultural uses and there are no Williamson Act contracts associated with the Project site or in the vicinity. No impact is associated with the Project.

Environmental Analysis: *No Impact.*

II.c Conflict with Existing Zoning for Forest Lands or Timberlands

A significant impact would be one that converts forest land to non-timber harvest uses; conflict with existing zoning for forest land use; or involve other changes in the existing environment, which could result in conversion of forest land to non-timber harvest use.

The Project site is identified in the City of Susanville General Plan as General Commercial – Shopping Center and Low Density Residential and the City of Susanville Zoning is C-2 – General Commercial and Shopping Center and R-1 Single Family Residential 5/16. No forest or timberland is located on or near the Project site. No impact is associated with the Project.

Environmental Analysis: *No Impact.*

II.d Loss of Forest Land or Conversion of Forestland To Non-Forest Use

A significant impact would occur if the proposed Project results in the loss of forest and or conversion of forest and to non-forest use. No forestland is on or near the Project location. No impact is associated with the Project.

Environmental Analysis: *No Impact.*

II.e Other Changes to Existing Environment

A significant impact would occur if the proposed Project involves other changes in the existing environment that due to their location or nature could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use.

The project site is located within the urban area of the City of Susanville and is surrounded by other urban uses. The development of the with a commercial use including the outdoor storage area is so far removed from any lands under agricultural production that have the potential for agricultural uses that there is no potential for the project to affect any agricultural lands. No impact is associated with the Project.

Environmental Analysis: *No Impact.*

III. Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			√	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		√		

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			√	
d) Expose sensitive receptors to substantial pollutant concentrations?		√		
e) Create objectionable odors affecting a substantial number of people?			√	

Environmental Setting

The Project lies within the Northeast Plateau Air Basin, for which the State of California has delegated air quality management responsibility to the Lassen County Air Pollution Control District (LCAPCD). Lassen County is classified as nonattainment for the state PM₁₀ ambient air quality standard. The nearest sensitive receptor is a single family dwelling located immediately adjacent to the project site. There are seven other residences located within 300 feet of the project site.

III.a Conflict with Applicable Air Quality Plan

A significant impact would occur if the proposed Project conflicts with or obstructs implementation of the applicable air quality plan. The Project lies within the Northeast Plateau Air Basin, for which the State of California has delegated air quality management responsibility to the LCAPCD. Emissions from project construction and vehicle traffic associated with park use and operations are so low as to have no potential to create dust and emissions that may conflict with applicable air quality plans. Tables 3 and 4 show the de minimis magnitude of the criteria pollutant emissions based on the use of the CalEEMod emissions model without mitigation incorporated. Nonetheless, reasonable practices for controlling fugitive dust will be implemented in accordance with LCAPCD Rule 4:18, as discussed in the Project Description. Therefore, the Project does not conflict with or obstruct implementation of the air quality plan.

Table 3										
Construction Criteria Pollutant Emissions (no mitigation)										
Pollutant:	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM10 Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total
Year / Units:	tons/year									
2015/16	0.413	1.44	1.09	0.00	0.046	0.093	0.139	0.02	0.089	0.101
Average Daily Emissions ¹ (lbs/day)	6.45	22.5	17.03	0	0.78	1.45	2.17	0.31	1.39	1.58
Construction Significance Thresholds ² (lbs/day)	54	54	None	None	BMP ³	82	None	BMP ³	54	None
Less-than-Significant?	Yes	Yes	Yes	Yes ⁴	Yes	Yes	Yes	Yes	Yes	Yes

Source: CalEEMOD

1. Total construction emissions divided by 128 construction days to calculate average daily construction emissions.

2. Sacramento Metropolitan Air Quality Management District, *Recommended Greenhouse Gas Emissions Thresholds of Significance*, Resolution 2014-028 adopted October 23, 2014.
3. BMP = Best Management Practices include compliance with LCAPCD Rule 4:18
4. SO₂ emissions are so low as not to register at the computational threshold of 0.01 tpy (20 pounds), and therefore, are concluded to be de minimis and less than significant.

Table 4

Operation Criteria Pollutant Emissions (no mitigation)

Pollutant:	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total
Units:	tons/year									
Source Category										
Area	0.088	0.00	.0002	0.00		0.00	0.00		0.00	0.00
Energy	0.0007	0.0065	0.005	0.00		0.0005	0.0005		0.0005	0.0005
Mobile	0.62	0.53	3.45	0.002	0.13	0.005	0.14	0.035	0.005	0.0393
Waste						0.00	0.00		0.00	0.00
Water						0.00	0.00		0.00	0.00
Total	0.755	0.53	3.45	0.002	0.13	0.0054	0.14	0.035	0.0055	0.04
Significance Thresholds ¹ (tpy)	10	10	None	²	BMP ³	15	15	BMP ³	10	10
Less-than-Significant?	Yes	Yes	Yes	Yes ⁴	Yes	Yes	Yes	Yes	Yes	Yes
Average Daily Emissions ⁵ (lbs/day)	4.14	2.9	18.9	0	0.71	0.029	0.77	0.19	0.03	0.22
Operation Significance Thresholds ¹ (lbs/day)	54	54	None	None	BMP ³	82	None	BMP ³	54	None
Less-than-Significant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Source: Sierra Research 2013

1. Sacramento Metropolitan Air Quality Management District, *Recommended Greenhouse Gas Emissions Thresholds of Significance*, Resolution 2014-028 adopted October 23, 2014.
2. Use of ultra-low sulfur Diesel fuel (15 ppm S) and California-regulated gasoline assures that SO₂ emissions are de minimis.
3. BMP = Best Management Practices include compliance with LCAPCD Rule 4:18.
4. SO₂ emissions are so low as not to register at the computational threshold of 0.01 tpy (20 pounds), and therefore are concluded to be de minimis and less than significant.
5. Annual operation emissions divided by 360 operating days to calculate average daily operations emissions.

Environmental Analysis: *Less than Significant Impact.*

III.b Violation of Air Quality Standards or Substantially Contribute to an Existing or Projected Air Quality Violation

A significant impact would occur if the proposed Project violates any air quality standard or contributes substantially to an existing or projected air quality violation.

Lassen County is classified as nonattainment for the state PM₁₀ ambient air quality standard. The Project includes the construction and operation of a 17,346 square foot retail building with associated parking lot and drive-thru prescription service which will result in the emission of small amounts of PM₁₀ as well as other pollutants. Temporary emissions will be associated with construction activities. The operation of the Project will not include regulated stationary sources of air pollutant emissions but will have vehicle emissions from trips associated with the retail project. These trips will not represent a significant addition to the air basin as this project is a relocation of a Rite Aid which is already open in Susanville. Overall trips within the air basin will remain essentially the same as before the project. The main air quality impacts will be the temporary impacts from construction which are largely mitigated. Tables 3 and 4 show the de minimus magnitude of the criteria pollutant emissions from construction and operation of the proposed park. Since Lassen County has not published a CEQA guidance document with significance thresholds for comparison to project emissions, Tables 3 and 4 include the recently revised Sacramento Air Quality Management District CEQA significance thresholds for comparison to project emissions. Tables 3 and 4 indicate that project emissions are so low as to have no potential to substantially contribute to an existing or projected air quality violation, and hence, no mitigation is required. Construction of the project is required to reduce fugitive dust emissions during construction by minimizing carryout and trackout of soil to city streets, and implementing fugitive dust reduction measures at disturbed surfaces in accordance with LCAPCD Rule 4:18, as included and discussed in the project description (Regulatory Compliance Measure 2.6.1). While it is the Districts responsibility to monitor and enforce the compliance measures, neighbors may be more likely to observe any violation or situations where excessive dust is generated. Violations of the regulations could result in a significant impact to local air quality. In order to make reporting potential violations easy a sign shall be required to be posted on the project site with the contact to call for air quality violations.

Environmental Analysis: *Less than Significant Impact with mitigation.*

AIR – 1 Air Quality

During all phases of construction a sign shall be posted on the northerly property line of the project site stating that anyone having dust complaints related to the construction should call the Lassen County Air Pollution Control District and include the appropriate phone number.

III.c Cumulatively Considerable Net Increase of a Criteria Pollutant

A significant impact would occur if the Project results 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 only state or federal nonattainment designation for Lassen County is related to the California PM₁₀ ambient air quality standard.

As discussed in Impact III.b, construction and operation of the Project would generate criteria pollutants at such low emission rates as to have no potential to cause a cumulatively considerable net increase, and hence, no mitigation is required. There are also no significant planned or existing nearby stationary sources of pollutants that would cause the project to contribute to a cumulatively considerable net increase in criteria pollutants.

Environmental Analysis: *Less than Significant Impact.*

III.d Expose Sensitive Receptors to Pollutant Concentrations

A significant impact would occur if the proposed Project exposes sensitive receptors to substantial pollutant concentration.

Sensitive receptors are locations where human populations, especially children, seniors, and persons with health issues are present, and where there is a reasonable expectation of human exposure to pollutants. Sensitive receptors normally refer to people with heightened sensitivity to localized concentrations of toxic air contaminants, rather than regional criteria air pollutants. The nearest sensitive receptors are the nearest residences which are approximately 50 feet from the project site. There are a total of twelve residences within a 200-foot perimeter zone around the project site and one several commercial uses. As shown in Tables 3 and 4, the largest toxic air contaminant emission is the 0.139 tons (278 pounds, unmitigated) of total PM₁₀ from dust and construction equipment exhaust. These low emission rates and short-term (35 days of demo and site preparation) construction schedule will not result in significant long-term, chronic exposures to diesel particulate matter at nearby sensitive receptors. This emission is pre-mitigation, the mitigation consisting of local air quality regulations. Any violations of required air quality compliance measures could result in local significant air quality impacts as discussed in section III.b, therefore, it is concluded that the potential exposure of the nearest sensitive receptor is less than significant with mitigation AIR-1 in section III.b.

Environmental Analysis: *Less than Significant Impact with mitigation.*

III.e Creation of Objectionable Odors

A significant impact would occur if the proposed Project creates objectionable odors impacting a substantial number of people.

The nearest sensitive receptor are the residences the closest of which are approximately 50 feet away at the site. The operation of the Project will not be a significant source of odors. Construction of the Project may have the potential to result in diesel fuel combustion odors generally associated with sulfur-containing gaseous compounds emitted from construction equipment; however, the construction period will be temporary and short-term, and California low-sulfur diesel fuel will be utilized in the construction equipment. As shown in Table 3, the potential emissions of sulfur dioxide (SO₂) from construction equipment amount to less than 0.002 tons (1 pounds) per year, and therefore, objectionable odors are not expected to be a significant concern during either Project construction or operation.

Environmental Analysis: *Less than Significant Impact.*

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>				<p style="text-align: center;">√</p>

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				√
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				√
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?				√

IV.a Substantial Adverse Effect on Species through Habitat

A significant impact would occur if the proposed Project has a substantial adverse effect on species identified as candidate, sensitive, or special status species.

The Project site is located within the United States Geological Survey (USGS) Susanville 7.5-minute topographic quadrangle. The California Department of Fish and Game Natural Diversity Database (CNDDDB 2010) was searched for records of special-status species occurrences within the Susanville 7.5 min Quad map on October 25, 2013. A field survey to assess habitat conditions and evaluate the site's potential to support special-status plant and/or animal species was performed.

Table 5 below summarizes the database searches noted above for species that may occur in the project area, provides a general habitat description and determines if suitable habitat is present onsite.

Table 5				
Regional Species and Habitats of Concern				
Common Name Scientific Name	Status	General Habitat Description (Zeiner et al 1990)	Habitat Present/Absent/Unknown	Rationale
Birds				

Table 5

Regional Species and Habitats of Concern

Common Name Scientific Name	Status	General Habitat Description (Zeiner et al 1990)	Habitat Present/Absent/Unknown	Rationale
<i>Accipiter gentilis</i> Northern goshawk	CSC	Within and in vicinity of coniferous forest. Uses old nests and maintains alternate sites. Usually nests on north slopes, near water. Dense stands of mature red fir, lodgepole pine, Jeffrey pine, and aspens are typical nest tree sites.	A	Suitable nesting and foraging habitat (coniferous forest) not present within the Project Area.
<i>Riparia riparia</i> Bank swallow	T	Predominantly a colonial breeder. Colonies range in size of 10 to 1,500 nesting pairs in California, although most colonies have 100-200 nesting pairs (Garrison et al. 1987). Requires fine-textured or sandy banks or cliffs to dig horizontal nesting tunnel and burrow. Feeds predominantly over open riparian areas, but also over brushland, grassland, wetlands, water, and cropland.	A	Nesting habitat absent from project area due to the lack of sandy banks and cliffs. Foraging habitat not likely suitable due to urbanized nature of site.
Mammals				
<i>Taxidea taxus</i> American badger	SSC	Badgers are carnivorous and eat rodents: rats, mice, chipmunks, and especially ground squirrels and pocket gophers and also eat some reptiles, insects, earthworms, eggs, birds, and carrion. Suitable habitat for badgers is characterized by herbaceous, shrub, and open stages of most habitats with dry, friable soils.	A	Suitable habitat for badgers is not available onsite with no open grassland/ruderal habitats present on the site.
Plants and Fungi				

Regional Species and Habitats of Concern				
Common Name Scientific Name	Status	General Habitat Description (Zeiner et al 1990)	Habitat Present/ Absent/Unknown	Rationale
<i>Geum aleppicum</i> Aleppo avens	List 2.2	Meadows, great basin scrub, lower montane coniferous forest. 450-1515 m. Blooms June-August.	A	Site elevation is within documented range, however the site does not support the habitat of the plant having remnants of paving over the majority of the site and has been developed or disturbed for decades
<i>Penstemon sudans</i> Susanville beardtongue	List 1B.3	Great basin scrub, lower montane coniferous forest, pinyon-juniper woodland. 1200-1775 m. Blooms June-July.	A	Site elevation is within documented range, however the site does not support the habitat of the plant having remnants of paving over the majority of the site and has been developed or disturbed for decades

C- Candidate, T-Threatened, E – Endangered, SSC- Species of Special Concern, FP - Fully Protected, CNPS Rank 1B, 2.1, 2.2, 2.3, 3, 4.2

Environmental Analysis:

Special Status Wildlife

Based on the information provided in Table 5 above and a survey of the site no suitable habitat exists for any of the species of concern. The property has been used for commercial/urban uses for decades and has been paved over approximately 70% of the site. The California Department of Fish and Wildlife reviewed the project proposal and did not raise any concerns or make any comments on the project. No natural habitat exists on the property.

Environmental Analysis: *No Impact.*

IV.b Substantial Adverse Effect on Sensitive Natural Community

A significant impact would occur if the proposed Project has a substantial adverse effect on any riparian or other sensitive natural community. Sensitive vegetation communities are natural communities and habitats that are either unique, of relatively limited distribution in the region, or of particularly high wildlife value. However, these communities may or may not necessarily contain special-status species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations. The California Department of Fish and Wildlife (CDFW) ranks sensitive communities as ‘threatened’ or ‘very threatened’ and keeps records of their occurrences in its Natural Diversity Database. Sensitive plant communities are also identified by CDFW on their List of California Natural Communities. In addition, streams, lakes, and riparian vegetation that are subject to jurisdiction by the CDFW under Sections 1600-1616 of the California Fish and Game Code are also regulated as sensitive communities. Impacts to sensitive natural communities identified in local or regional plans, policies, regulations or by the CDFW or the USFWS must be considered and evaluated under the California Environmental Quality Act (California Code of Regulations: Title 14, Div. 6, Chap. 3, Appendix G). According to a search of CNDDDB, no sensitive natural communities

have been documented from the Project site within the Susanville USGS quadrangle. No sensitive natural communities were observed during the site reconnaissance for the property.

Environmental Analysis: *No Impact.*

IV.c Substantial Adverse Effect on Wetlands

A significant impact would occur if the proposed Project has a substantial adverse effect on federally protected wetlands. The U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under Section 404 of the Clean Water Act (CWA) (33 USC 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a) and include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. Section 404 of the CWA requires a federal license or permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities). Section 401 of the CWA (33 U.S.C. 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification from the state in which the discharge originates or would originate, or, if appropriate, from the interstate water pollution control agency having jurisdiction over the affected waters at the point where the discharge originates or would originate. The responsibility for the protection of water quality in California rests with the Regional Water Quality Control Board (RWQCB).

No wetlands have been identified for the project site on the U.S. Fish and Wildlife wetlands Inventory Map. A site reconnaissance did not reveal any water features or water courses. Approximately 75% of the site has been paved or graveled or developed with structures/landscaping. The site is level with no low spots or areas that would retain water.

Environmental Analysis: *No Impact.*

IV.d Substantial Interference with Movement of Species or Use of Nursery Sites

A significant impact would occur if the proposed Project interferes substantially with the movement of fish or wildlife species, established wildlife corridors, or use of native wildlife nursery sites.

The site is located within the City of Susanville and is in the City's commercial core. The site does not provide a natural habitat for game animals though deer may be in the area around the site at various times during the year. The City of Susanville has resident deer population which fluctuates through the year with more animals being present during the fall months. The project site is not within a known migration or movement corridor for the Doyle Deer Herd (WAFWA 2005).

There are several trees on the site most of which are slated for removal. These trees are part of landscaping for single family residences or commercial landscaping. While there may be some potential that these trees could be used by for nesting by migratory birds and/or raptors which might result in disturbance or abandonment of nesting, roosting, or breeding sites in adjacent habitat, the potential for this occurring is very low due to the urban nature of the site and very active human presence. Much more attractive nesting sites are present in the Susanville area which provide better foraging opportunities. The level of impact to native wildlife nurseries is less than significant.

Environmental Analysis: *Less Than Significant Impact*

IV.e Conflict with Local Policies or Ordinances

As noted above, the site is a vacant parcel that currently has no ruderal and herbaceous vegetation growing on the site. The site has extremely limited vegetation with a few trees most of which will be removed and replaced with new trees. The City has no local policies or ordinances protecting local biological resources so there cannot be a conflict with local ordinances.

Environmental Analysis: *No Impact.*

IV.f Conflict with Conservation Plans

A significant impact would occur if the proposed Project conflicts with the provisions of an adopted Habitat Conservation Plan.

The City of Susanville is not within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Environmental Analysis: *No Impact.*

V. Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			√	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			√	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			√	
d) Disturb any human remains, including those interred outside of formal cemeteries?			√	

Environmental Setting

The following environmental setting summarizes the complete, detailed cultural setting.

Prehistory

Prior to about 2,000 B.C., there is no direct archeological evidence from Honey Lake Valley. Our assumptions on the earliest occupation of the Honey Lake Valley, are derived by extrapolation from neighboring areas. Honey Lake Valley formed a western arm of Pluvial Lake Lahontan. This area was fed by drainage from Secret Valley, about fifteen miles to the north, and Lake Madeline, which occupied the

now arid Madeline Plains. The shores of these large lakes were populated by Indians, who were heavily dependent upon shoreline resources and big game hunting. The tool kit of these people remained remarkably uniform over most of this very large area and is known under various names, the most descriptive of which is the Western Pluvial Lakes Tradition (Bedwell, 1970). This period lasts from about 9,000 to 6,000 B.C. During this span, the lakes slowly dried up and the Desert Culture arose, featuring an expansion of the range of food resources exploited, particularly the development or introduction of mano and metate technology for grinding parched seeds into flour. The Desert Culture was characterized by small groups of people, moving over a wide territory in a yearly round. This cycle of seasonal transhumance (Davis 1963) did not permit any considerable elaboration of material culture. Where the lakes had not dried completely, such as Honey Lake Valley, or where reliable rivers still ran, a more sedentary existence, with opportunity for elaboration of material culture such as shell beads, utilitarian and decorative items, and permanent housing, was possible as evidenced at the Karlo Site in Secret Valley. The start of the Karlo Period is dated on the basis of shell bead comparison to about 2,000 B.C., equivalent to the Early Horizon/Middle Horizon transition period in the Central California sequence. A grinding tool found at the Karlo Site was unknown to the Paiute, who moved into the area at a later date, which suggests the Karlo Period people are not related to the Paiute.

In the Honey Lake Valley the whole archeological sequence seems to represent a continuum of occupation by people exploiting a wide range of food resources, but strongly oriented to the relatively bountiful habitat around Honey Lake. The strong similarities with Californian cultures suggests that ancestral Maidu or Achomawi occupied the area in earlier times. In recent prehistory the territory was probably controlled by Maidu, but in protohistoric and historic times the situation became much more complex.

Ethnology

Francis Riddell did ethnographic work with the Honey Lake Paiute, the Maidu and, to an extent, the Achomawi, making him uniquely qualified to deal with the confused situation in Honey Lake Valley in the proto-historic period. The Maidu had controlled all of Honey Lake Valley, until the Paiute incursion into the area and apparently held off the newcomers from about A.D. 1300 to 1700. At this point the Maidu withdrew to the west side of the valley, centering on the Susan River, and the Wadikut band of Paiute took over the shores of Honey Lake. The technology and subsistence pattern of both peoples was quite similar. Their main villages were located near reliable water supplies and much of the subsistence base was derived from the plentiful plants and animals that depended upon the same water source. Both ranged widely for other vegetable and animal food sources, ground nuts and seeds into flour, participated in communal hunts, and probably enjoyed fairly peaceful relationships with each other, after a period of adjustment, which was aided by very different attitudes toward Honey Lake. To the Maidu, who were basically mountain people and controlled several rich valleys on both sides of the Sierra crest, Honey Lake had been merely a far eastern possession of no great importance. To the Paiute the lake represented an opportunity to avoid a life of wandering on the desert and, as such, was vitally important. The Achomawi and Washo both made their presence felt in the valley during the historic period, but the time depth of their incursions is not known.

The initial contact with whites proceeded much more slowly in Honey Lake Valley than in many areas of California. There was never a real gold rush in this area, although a lot of prospecting was done, and the white population of the valley grew slowly. The Indians managed to retain their traditional lifestyle for some time after contact.

History

William H. Nobles began establishing Nobles' trail from Shasta in 1852. The route of the trail has been marked at Susanville City Park, California Historical Landmark (CHL) 675, and on Route 395 north of Honey Lake, CHL 677. The first settler in Honey Lake Valley was Isaac Roop (Hoover, Rensch, and

Rensch 1970:145). In 1853, Isaac and Ephriam Roop built a log cabin along Noble's pass, with the intention to establish a trading post along Noble's Emigrant Trail. By 1854 he had built a log building that at various times was known as Roop's House, Roop's Hotel, and Roop's Fort (Davis nd.:9).

Nobles' trail did not greatly increase the Euro-American population of Honey Lake Valley. Roop ran his store and a few other people ran cattle and prospected. Due to the extreme isolation of the area, the settlers decided to set up their own government, forming the "Territory of Nataqua" in 1856 with Roop as secretary/recorder and Peter Lassen as surveyor. By 1859, a constitutional convention was held at Genoa, Nevada, to organize a territory (a forerunner of Nevada) to be separated from Utah, with Roop elected provisional governor. However, the federal government formed the Nevada Territory in 1861, and Honey Lake Valley was immediately claimed by both Lake County of the new territory and Plumas County, California. Despite the citizens' claim that Honey Lake Valley was part of Nevada, Plumas County in California also claimed jurisdiction over the valley, which led to a conflict known as the Sagebrush War. The conflict ended peacefully, and a survey team sent by the governors of California and the Nevada Territory determined that Honey Lake was in California. The California Legislature placed Honey Lake Valley in the newly created Lassen County (Fariss and Smith 1882:363).

At first the relations between Indian and white were uncommonly cordial, and settlers made a treaty with Paiute Chief Winnemucca providing for peaceful settlement of issues; however, that relationship deteriorated over time. In 1857, a Washo raid on a ranch in Honey Lake thoroughly harvested the ranch's potato crop and led to the "Potato War" and increased settler's fears. The murder of a settler in 1859, likely by a band of Paiute independent of Winnemucca, furthered settler's fears of hostility. "Gold fever" led to the loss of tribal lands and to general hostility throughout Paiute territory. After serious fighting along the Carson River in Western Nevada some of the defeated Paiute retreated north, bringing them opposite Honey Lake. Starving Paiute driven from Pyramid Lake often raided the valley, and at one point killed a rancher east of Susanville. This led to a skirmish with the Paiute east of Honey Lake and drove them further north. After a treaty signing with Winnemucca, large-scale violence with the Indians was ended, although the ambushing and killing of some Indians subsequently occurred. The settlers were still convinced that their safety depended upon driving all Indians from the Valley. The Susanville Rancheria, which amounted to 30 acres until the recent addition of a 120-acre adjunct is the only area ever set aside for them in the valley. In keeping with the number of tribes that claimed or visited the area prior to the advent of the whites, the land was purchased August 13, 1923, as a home for any displaced California Indians, who cared to live there (Greenway 1978:4). Indians claiming descent from the Pit Rivers, Maidu, Paiute and Washo, all came to live on the rancheria.

The Federal Desert Land Act of 1877 led to an increase in agricultural production and population in the Honey Lake region. Construction of the Fernley and Lassen Railway, completed by the Southern Pacific in 1913, provided cheaper access to outside markets, stimulating ranching and the raising of small grains. Susanville prospered as a supply center for this population and for the burgeoning logging industry west of the town. As the population of the area increased, several small agricultural communities came into existence. Clinton had a post office as early as 1896 and was merged with the Leavitt Post Office (established 1914) in 1915. The latter was merged with Litchfield in 1920 (Frickstad 1955:66-68). Johnstonville was a very early settlement. Originally known as Toadtown, because of the number of toads that appeared in the area after a rainstorm, the name was changed in 1864 in honor of a pioneer farmer in the valley, Robert Johnston (Gudde 1969:158).

V.a-b Substantial Adverse Change in Historical and Archeological Resources

A significant impact would be one that would cause a substantial adverse change in the significance of historical or archeological resources.

For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project will impact a site, it needs to be determined whether the site is an historical resource, which is defined as any site which:

- (A.) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and
- (B) Meets any of the following criteria:
 - 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - 2. Is associated with the lives of persons important in our past;
 - 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
or
 - 4. Has yielded, or may be likely to yield, information important in prehistory or history.

A records search was completed through the Northeast Information Center at CSU Chico which did not show any significant cultural or historical resources on the property but recommended that a site survey be performed. Sean Jensen, a qualified archaeologist, performed such a survey did not find any evidence of prehistoric or relevant historic resources on the site.

A request for a Sacred Lands File check was submitted to the California Native American heritage Commission (NAHC) and a response was received February 27, 2015 stating that their Sacred Lands File did not indicate that cultural resources were present in the project Area of Potential Effect (APE), but that negative result did not indicate that cultural resources were absent.

The NAHC also provided a list with the names of nine groups and/or individuals who may have knowledge of cultural resources within the project APE. A letter was sent to all names on the list requesting consultation and no comments or concerns were submitted.

The site has been significantly disturbed over time and is currently 40% paved the other 30% is developed with structures and yard areas and 30% is vacant but had been previously developed. A surface archaeological survey would at this time be unlikely to reveal any artifacts however that does not preclude the possibility the site may contain subsurface artifacts that may only be revealed upon construction. Development of the project is subject to the requirement that if, during construction activities, unusual amounts of non-native stone (obsidian, fine-grained silicates, basalt), bone, shell, or prehistoric or historic period artifacts (purple glass, etc.), or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, work will cease in the immediate area of discovery and a professionally qualified archeologist will be contacted immediately for an on-site inspection of the discovery.

If any bone is uncovered that appears to be human, work will cease in the immediate area of discovery, and the Lassen County Coroner must be contacted by law (State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98). If the coroner determines that the bone most likely represents a Native American interment, the Coroner has 24 hours to contact the Native American Heritage Commission in Sacramento so that they can identify the most likely descendants, who will then help determine what course of action shall be taken in handling the remains.

The site of the bank building was formerly the Potter Maternity home which served the community from the early 1932 to 1965 just before the bank was built. Many of Susanville's resident were born in the home during this period. A plaque in the sidewalk concrete adjacent to the bank building commemorates the home. A condition to the project will be to maintain the plaque adjacent to the Main Street sidewalk.

Since the records search and site survey found no cultural or archaeological resources on the Project site, this impact is less than significant

Environmental Analysis: *Less than Significant Impact.*

V.c Destroy a Unique Paleontological Resource or Unique Geological Feature

A significant impact would be one that would destroy a unique paleontological resource or site or unique geological feature.

There are no unique geologic features or known paleontological resources on the Project site. This impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

V.d Disturb Human Remains

A significant impact would be one that would disturb human remains.

The records search conducted for the Project reveals no indication of formal or informal burial grounds. No record or evidence of human settlement on this site has been found, and the field survey did not indicate the site had been used for burial practices. The presence of buried remains is not anticipated; however, as established in Regulatory Compliance Measure 2.6.7, if remains were to be unearthed during construction, earth disturbance would cease until the Lassen County Coroner has made necessary findings as to the origin and disposition of such remains in accordance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98. The Native American Heritage Commission may also be contacted to help determine the appropriate course of action. Due to the lack of known presence of human remains and the inclusion of Regulatory Compliance Measure 2.6.7, this impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

VI. Geology and Solis

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Expose people or structures to 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 Division of Mines and Geology 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), creating substantial 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?				√

Environmental Setting

The 1.65-acre Project site is located in central Susanville, at an elevation of approximately 4,186 feet above mean sea level. The topography of the site is very flat as it has been previously leveled and graded. Currently, the site contains sparse vegetation primarily along the road frontages, several trees, a commercial structure/parking lot and three single family residences exist on the property. The property is surrounded by commercial and residential property which has been developed and is adjacent to two State highways.

According to the USDA and the NRCS, the Project site contains Springmeyer sandy clay loam (Soil Map Unit 366. This soil is characterized by low runoff, good permeability, moderate shrink-swell potential, and is well drained.

The California Division of Mines and Geology indicates Susanville is located within the Honey Lake Fault Zone, with four quaternary (potentially active) faults and three prequaternary (inactive) faults located in or near the city. As discussed in the City of Susanville General Plan, there are no faults classified as “active” within the City’s Sphere of Influence. The four quaternary faults within the City include the “Hospital Fault”, west of the Project, “Inspiration Fault”, west of and nearest to the Project, and “Grand Fault” and “College Fault”, both located north of the Project in the northern portion of the City. None of the fault lines are located on the Project site.

VI.a-i Exposure to Loss, Injury, Death from Rupture of Known Earthquake Fault

A significant impact would occur if the Project results in exposure of people or structures to loss, injury or death from rupture of a known earthquake fault.

No substantial faults are known to be located within the Susanville area according to the Alquist-Priolo Earthquake Fault Zoning Maps and the State of California DOC. The City is not located within a mapped

Alquist-Priolo Earthquake Fault Zone. The California Division of Mines and Geology indicates Susanville is located within the Honey Lake Fault Zone, with four quaternary (potentially active) faults and three prequaternary (inactive) faults located in or near the city. As discussed in the City of Susanville General Plan, there are no faults classified as “active” within the City’s Sphere of Influence. The four quaternary faults within the City include the “Hospital Fault”, west of the Project, “Inspiration Fault”, west of the Project, and “Grand Fault” and “College Fault”, both located north of the Project in the northern portion of the City. None of the fault lines are located on the Project site. Due to the potential for seismic activity, the General Plan requires buildings to be constructed consistent with the standards established in the International Building Code (IBC). The Project buildings will be designed and constructed in accordance with the UBC to maintain safety and reduce seismic risk.

Environmental Analysis: *Less than Significant Impact.*

VI.a-ii Exposure to Loss, Injury, Death from Strong Seismic Ground Shaking

A significant impact would occur if the proposed Project results in exposure of people or structures to loss, injury or death from strong seismic ground shaking.

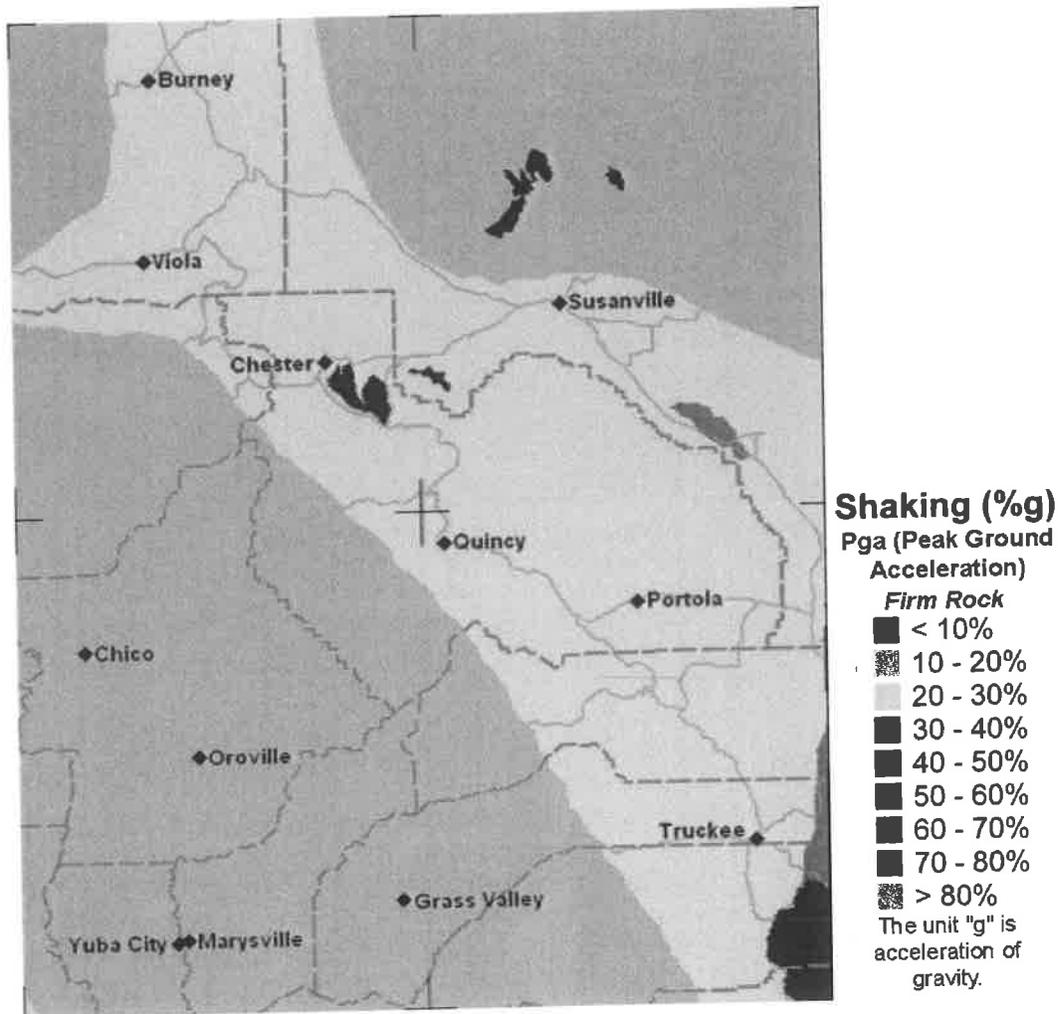
Impacts regarding strong seismic ground shaking have been discussed above in impact VI.a-i. The Project buildings are required to be designed and constructed in accordance with the California Building Code to maintain safety and reduce seismic risk. Additional information on ground motions is provided in the following text and graphic.

Ground Motions for Susanville

Ground motions (10% probability of being exceeded in 50 years) are expressed as a fraction of the acceleration due to gravity (g). Three values of ground motion are shown: peak ground acceleration (Pga), and spectral acceleration (Sa) at short (0.2 second), and moderately long (1.0 second) periods. Ground motion values are also modified by the local site soil conditions. Each ground motion value is shown for three different site conditions: firm rock (conditions on the boundary between site categories B and C as defined by the building code), soft rock (site category C), and alluvium (site category D).

Ground Motion	Firm Rock	Soft Rock	Alluvium
Pga	0.215	0.235	0.275
Sa 0.2 sec	0.517	0.564	0.669
Sa 1.0 sec	0.172	0.218	0.298

NEHRP Soil Corrections were used to calculate Soft Rock and Alluvium. *Ground Motion values were interpolated from a grid (0.05 degree spacing) of calculated values. Interpolated ground motion may not equal values calculated for a specific site, therefore these values are not intended for design or analysis.*
<http://redirect.conservation.ca.gov/cgs/rghm/pshamap/pshamap.asp?Longitude=-120.58&Latitude=40.412>
 Source: California Geological Survey



Environmental Analysis: *Less than Significant Impact.*

VI.a-iii Exposure to Loss, Injury, Death from Seismic-related Ground Failure

A significant impact would occur if the proposed Project results in exposure of people or structures to loss, injury or death from seismic-related ground failure.

Proposed structures are required to and will comply with the CBC to ensure seismic safety.

Environmental Analysis: *Less than Significant Impact.*

VI.a-iv Exposure to Loss, Injury, Death from Landslides

A significant impact would occur if the proposed Project results in exposure of people or structures to loss, injury or death from landslides.

The area within and surrounding the Project site is relatively flat and the risk of landslide activity is non-existent. No geologic landforms exist on or near the site that could result in a landslide event. Construction will be in accordance with engineering standards approved by the City, the impact will be less than significant.

Environmental Analysis: *Less than Significant Impact.*

VI.b Result in Substantial Erosion or Loss of Topsoil

A significant impact would occur if the proposed Project results in erosion of the loss of topsoil.

Grading activities associated with the construction of the Project will involve earthmoving and site clearing. These activities could expose soils to erosion processes. The extent of erosion varies depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. The site has very little slope and will continue to have a flat topography after grading and development. The site currently drains in various directions, however the general slope is from northwest to southeast according to the USGS topo map. The site will be graded to drain in various directions to direct surface runoff to road side drainage facilities that exist around the property. The slopes on the property are too low to create the water velocity for significant erosion however, since more than 1 acre will be disturbed a storm water pollution prevention plan (SWPPP) will be required to address potential storm water contaminants during construction which is proposed for the summer months between May and September of 2015. Once the site is developed paving, structures and landscaping will cover the entire site making erosion an insignificant impact

To prevent water and wind erosion during the construction period, a Stormwater Pollution Prevention Plan (SWPPP) would be developed for the Project as required for all projects that disturb more than one (1) acre in size in the State of California (Regulatory Compliance Measure 2.6.4). The SWPPP would include controls for pollutants, non-stormwater discharges, site-specific sediment and erosion control BMPs, runoff calculations and design details, site stabilization BMPs, and other measures. As part of the SWPPP, the developer will be required to provide sediment and erosion control measures to protect the topsoil. Stockpiled soils would be properly located, watered and/or covered to prevent soil loss due to wind erosion during construction. Each BMP would be mapped and detailed CASQA specifications included in the SWPPP. As a result of these efforts, loss of topsoil and substantial soil erosion during the construction period would be minimal.

Environmental Analysis: *Less than Significant Impact.*

V.I.c Location on an Unstable Geological Unit or Soil

A significant impact would occur if the proposed Project results in landslides, lateral spreading, subsidence, liquefaction, or collapse due to a location on an unstable geologic unit or soils.

Grade change will not occur in the topography to the point where the Project could expose people or structures to potential substantial adverse effects on, or offsite, such as landslides, lateral spreading, liquefaction or collapse. The Project site has a low risk of subsidence.

Environmental Analysis: *Less than Significant Impact.*

VI.d Location on Expansive Soils

A significant impact would occur if the proposed Project results in substantial risk to life or property due to location on expansive soil.

According to the USDA and the NRCS, the Project site contains Springmeyer Sandy Clay Loam (Soil Map Unit 366). This soil has moderate swelling potential and is described in Table 6.

Table 6

NRCS Soils in the Project Area

Soil Type	Springmeyer Sandy Clay Loam 0-2% Slopes
Parent Material ²	Alluvium derived from mixed rocks
Surface Runoff Class ³	Low
Slowest Permeability ⁴	Moderate to moderately high
Shrink-Swell Potential ⁵	Moderate
Corrosivity ⁶	Low/High
Drainage Class ⁷	Well drained
Available Water Capacity ⁸	Moderate (8.6 inches)
Hydrologic Soil Group ⁹	B

Source: NRCS 2015 Soil Survey Maps; Soil

Table Notes:

- Parent material. The unconsolidated and chemically weathered mineral and organic material in which the solum of a soil is formed as a result of pedogenic processes.
- Runoff. The precipitation discharged into stream channels from an area. The water that flows off the surface of the land without sinking into the soil is called surface runoff. Water that enters the soil before reaching surface streams is called ground-water runoff or seepage flow from ground water.
- Permeability. The quality of the soil that enables water or air to move downward through the profile. The rate at which a saturated soil transmits water is accepted as a measure of this quality.
- Shrink/Swell Potential provides criteria for determination of expansive soil properties.
- Ratings are for Concrete/Steel. The ratings provided are the most conservative and based on the highest % representative aggregate. Site-specific soil resistivity analysis will be necessary prior to site development.
- Drainage class (natural). Refers to the frequency and duration of wet periods under conditions similar to those under which the soil formed. Alterations of the water regime by human activities, either through drainage or irrigation, are not a consideration unless they have significantly changed the morphology of the soil. Seven classes of natural soil drainage are recognized—excessively drained, somewhat excessively drained, well drained, moderately well drained, somewhat poorly drained, poorly drained, and very poorly drained. These classes are defined in the "Soil Survey Manual."
- Available water capacity (AWC) (available moisture capacity). The volume of water that should be available to plants if the soil, inclusive of fragments, were at field capacity. It is commonly estimated as the difference between the amount of water at field capacity and the amount at wilting point with adjustments for salinity, fragments, and rooting depth. It is commonly expressed as inches of water per inch of soil. The capacity, in inches, in a 60-inch profile or to a limiting layer is expressed as: Very low 0 to 2.5; Low 2.5 to 5.0; Moderate 5.0 to 7.5; High 7.5 to 10.0; Very high more than 10.0.
- Hydrologic soil groups. Refers to soils grouped according to their runoff potential. The soil properties that influence this potential are those that affect the minimum rate of water infiltration on a bare soil during periods after prolonged wetting when the soil is not frozen. These properties are depth to a seasonal high water table, the infiltration rate and permeability after prolonged wetting, and depth to a very slowly permeable layer. The slope and the kind of plant cover are not considered but are separate factors in predicting runoff. Hydrologic Soils Group Definitions: A=low runoff potential (0.30 to 0.45 in/hr); B=moderate runoff potential (0.15 to 0.30 in/hr); C=moderately high runoff potential (0.05 to 0.5 in/hr); D=high runoff potential (less than 0.05 in/hr)

Environmental Analysis: *Less than Significant Impact.*

VI.e Inadequate Soils for Wastewater Disposal Systems

A significant impact would occur if the proposed Project results in placement of septic tanks or alternative wastewater disposal systems where sewers are not available on appropriate soils.

No septic tank or leachfield areas for wastewater is proposed for the site. Wastewater disposal will be achieved through connection to a municipal sewer system. A sewer line runs through the middle of the property which will have to be relocated. The proposed relocation will divert the line in Park Street north to another line in First Street. Susanville Sanitation District has indicated that they have capacity to serve the proposed use.

Environmental Analysis: *No Impact.*

VII. Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?			√	

Environmental Setting

The Project lies within the Northeast Plateau Air Basin, for which the State of California has delegated air quality management responsibility to the Lassen County Air Pollution Control District (LCAPCD). Currently there are no formally adopted quantitative thresholds of significance for project-related GHGs. The Sacramento Metropolitan Air Quality Management District (SMAQMD) suggests in its CEQA guidance the following significance thresholds: 1,100 metric tons per year of CO₂e emitted during project construction, and 1,100 metric tons of CO₂e per year for project operation.

VII.a Generate Greenhouse Gas Emissions, Either Directly or Indirectly, that may have a Significant Impact on the Environment

Greenhouse gases (GHGs) that have the ability to absorb energy radiating away from the earth include water vapor, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These GHGs affect the thermal balance of the atmosphere between incoming solar radiation and outgoing thermal radiation, and, hence, the temperature of the atmosphere. Natural processes and human activities emit GHGs. Except for water vapor, the listed GHGs are subject to regulation by the State of California and the federal government.

The primary climate change legislation in California is AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG emissions in California. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020, and Executive Order S-3-05 states the goal of further reducing GHGs emissions to a level 80% lower than 1990 emissions by 2050.

ARB approved the Climate Change Scoping Plan (Scoping Plan) in December 2008. The Scoping Plan “proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health.” A Mandatory Reporting Regulation has been in effect since December 2008, and a Cap-and-Trade Program was adopted in 2011 and amended in 2012.

GHG emissions from construction and operation of the Project, as calculated using the software model CalEEMod, are shown in Tables 7 and 8 respectively.

Table 7

Construction Greenhouse Gas Emissions						
Pollutant:	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Year/Units:	MT					
2015	0	43.18	43.18	0.010	0.00	43.34
Total	0	43.18	55.6	0.010	0.00	43.34

Source: CalEEMod

Table 8 Operation Greenhouse Gas Emissions						
Pollutant:	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Units: Source Category	MT/yr					
Area	0.00	0.0003	0.0003	0.00	0.00	0.0003
Energy	0.00	84.6	84.6	0.004	0.00	84.99
Mobile	0.00	173.72	173.72	0.0154	0.00	174.04
Waste	4.56	0.00	4.56	0.27	0.00	10.21
Water	0.001	0.067	0.0068	0.00001	0.00	0.07
Total	4.561	258.44	263	0.288	0.00	269.32

Source: CalEEMod 2015

The SMAQMD in its CEQA guidance has adopted 1,100 metric tons of CO₂e as the significance thresholds for GHG emitted during project construction, and 1,100 metric tons of CO₂e per year for project operation.³ As can be seen in Tables 7 and 8, project construction and operation would have lower emission rates than this significance threshold. Therefore, project construction and operation would have less than significant GHG impacts.

Environmental Analysis: *Less than Significant Impact.*

VII.b Conflict with any Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

The California Global Warming Solutions Act of 2006 (AB 32) is the “applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.” ARB’s Scoping Plan, derived from AB 32, includes the following elements that are directly relevant to the Project’s development of park facilities:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards; and
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets.

The Project is designed to support both elements with the following design features and mitigations:

- The project will use water efficient drip irrigation landscaping, as required by city code.
- The location of the site adjacent to an already highly travelled roadway and its proximity to pedestrian sidewalks, and bike lanes, will reduce vehicle miles traveled (VMT) for the Project.

³ Sacramento Metropolitan Air Quality Management District, *Resolution 2014-028 October 23, 2014*

Therefore, the Project will not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, and its impacts will be less than significant.

Environmental Analysis: *Less than Significant Impact.*

VIII. Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 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 for people residing or working in the project area?				√
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				√
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				√
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			√	

VIII.a-b Hazard to the Public or the Environment through Transport, Use, or Disposal of Hazardous Materials, Foreseeable Upset and Accident of Release of Hazardous Materials

A significant impact would occur if the proposed Project produces a substantial risk to the public from routine transportation, use, or disposal of hazardous material. A significant impact would occur if the proposed Project releases hazardous materials into the environment, creating significant hazards to the public or the environment.

Construction of the Project will require transport and use of small quantities of hazardous materials in the form of gasoline, diesel and oil. There is the potential for small spills when refueling of construction equipment occurs, however standard construction Best Management Practices (BMPs) included in the SWPPP (Regulatory Compliance Measure 2.6.4) will reduce the potential for the release of construction-related fuels and other hazardous materials to storm water contamination from spills or leaks, control the amount of runoff from the site, and require proper disposal or recycling of hazardous materials.

Project operations will not typically utilize any significant amounts of hazardous material. Landscaping maintenance will be similar to maintaining a large yard area and will use small amounts of hazardous materials, such as fuel and lubricants, fertilizers, and other site maintenance chemicals

Environmental Analysis: *Less than Significant Impact.*

VII.c Hazardous Materials Near a School

A significant impact would occur if the proposed Project emits or handles hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The nearest school is Lassen High School located approximately 1,800 feet westerly of the project site. The McKinley Elementary School is located approximately 2,000 feet to the northeast of the site. Both schools are more than ¼ mile away. This is a retail pharmacy which will have very little hazardous materials on site. This, combined with the distances from schools makes the potential for hazardous release which would affect a school extremely unlikely.

Environmental Analysis: *Less than Significant Impact.*

VIII.d Location on Hazardous Material Site

A significant impact would occur if the proposed Project is located on a list of hazardous materials sites.

The Project does not involve land that is listed as a hazardous materials site pursuant to Government Code Section 65962.5. There are two sites listed on the California Department of Toxic Substances Control Envirostor database in Lassen County. The sites are both located on Sierra Army Depot property in Herlong. There are no listed sites in Susanville.

Environmental Analysis: *No Impact.*

VIII.e-f Location near Airport Land Use Plan or Private Airstrip

A significant impact would occur if the proposed Project results in a location near a public airport or private airstrip.

The nearest airport, Susanville Municipal Airport, is over four miles southeast of the Project site. The Project will not result in a safety hazard for people working in the Project area.

Environmental Analysis: *No Impact.*

VIII.g Impaired Implementation of Emergency Plan

A significant impact would occur if the proposed Project impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan.

The Project will not interfere with implementation of an emergency response plan or evacuation.

Environmental Analysis: *No Impact.*

VIII.h Exposure to Loss, Injury or Death Due to Wildland Fires

A significant impact would occur if the proposed Project exposes people or structures to a significant risk of loss, injury or death involving wildland fires.

The property is located within an Urban Response Area for fires and is within the developed urban core of the City of Susanville. Therefore, the risk of a wildland fire affecting the property is less than significant.

Environmental Analysis: *Less than Significant Impact.*

IX. Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?		√		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			√	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			√	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface			√	

runoff in a manner which would result in flooding on- or off-site?				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		√		
f) Otherwise substantially degrade water quality?			√	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				√
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				√
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				√
j) Inundation by seiche, tsunami, or mudflow?			√	

Environmental Setting

The 1.65-acre Project site is located in central Susanville bounded by Main Street (SR 36), Ash Street (SR 139), First Street, and Park Street, at an elevation of approximately 4,186 feet above mean sea level. Located within Zone X of the flood insurance rate map, Zone X corresponds to areas of minimal flood hazard, and includes areas protected from the 1- percent annual chance flood by levees. No base flood elevations or depths are calculated within this zone and flood insurance purchase is not required. There are no lakes, dams, or other large water bodies near the site. The Susan River is the closest water body which is located approximately 850 feet south of the project site.

Surface water generally drains toward the south within the Project site, surface discharge occurring into the existing storm drainage system located within the Cal Trans right-of-way along State Highway 36 (Main Street), State Highway 139 (Ash Street) and First Street.

IX.a Violate Water Quality Standards or Waste Discharge Requirements

A significant impact would occur if the proposed Project violates water quality standards or water discharge requirements.

Construction activities, such as removal of ground vegetation, grading or other earthmoving activities, will disturb the ground surface, potentially resulting in soil erosion. The extent of erosion will be minimal due to the very minimal slopes on the site, 0-2%. The Project site is covered primarily by paving, buildings, and residential landscaping. The project will result in approximately 85.9% of the lot being covered by building and parking area. Runoff from the paved areas will contain small amounts of oils and other automotive fluids that may drip from parked cars. Some type of on-site treatment of surface runoff should be installed to reduce the amount of pollutants in this water before it reaches the Susan River. On-site infiltration and detention are typical methods of removing pollutants. During the construction period, storm

water will be captured and treated within the Project site in compliance with the Statewide Construction General Permit (Board Order No. 2009-0009-DWQ).

Regulatory compliance measures are included in the Project to ensure water quality standards and waste discharge requirements are not violated. Regulatory Compliance Measure 2.6.4 includes the preparation and implementation of the SWPPP, including controls for pollutants, non-storm water discharges, site-specific BMPs, run-off calculations and design details, stabilization BMPs, and other measures. As part of the SWPPP, the developer will be required to install erosion and sediment control measures, implement wind erosion control measures and tracking control BMPs to protect the topsoil. Stockpiled soils will be properly located, watered and/or covered to prevent loss due to wind erosion. The site-specific SWPPP includes erosion and sediment control BMPs and non-storm water and material management BMPs. Each BMP would be mapped and detailed with CASQA specifications. Implementation of the SWPPP and its BMPs directed at sediment and erosion control and proper site management in conjunction with daily and storm event monitoring would ensure water quality standards and discharge requirements are maintained throughout the construction period.

There is not adequate room on site to install a basin(s) to accommodate runoff from the proposed increase in impervious surfaces and reduced hydraulic conductivity. The soil on site has a fair to good infiltration rate (well-drained, slow to medium runoff, good to moderate permeability) and an underground detention structure would be needed to attenuate the increase in peak flow runoff. If the water will be discharged into CalTrans drainage system the facility will need to be designed for a 100 year storm event, if into a City storm drain facility the design criteria is a 20-year event. An oil water separator will need to be part of the design to trap oils from the paved areas.

HYDRO-1. Storm Water Quality and Capacity

Storm water detention shall be provided within the project to mitigate increased runoff from a 100-year storm event, in compliance with Caltrans requirements for all water direct to a Caltrans facility and from a 20-year storm event for water directed to City facilities. The detention shall include a water/oil separator or other device to mitigate contaminated water from the parking surface and shall allow for infiltration.

Environmental Analysis: *Less than Significant Impact with mitigation.*

IX.b Deplete Groundwater Supplies or Interfere with Groundwater Recharge

A significant impact would occur if the proposed Project depletes groundwater supplies or interferes substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

The Project will utilize water for irrigation and consumption (drinking fountains/restrooms). The Project will connect to the City's water line running in adjacent streets. The City derives its water source primarily from springs and uses groundwater from wells as a back-up and as a supplement during the summer season.

Approximately 1.4 acres of impervious surface coverage is proposed, which is approximately a net increase of 0.5 acres over the existing impervious surfacing on the site. An on-site infiltration system to mitigate peak flow runoff and address water quality issues is being required as a mitigation measure to water quality and drainage system capacity this system will still allow for infiltration of rainwater. As a result, the net change to impervious surfaces and resulting infiltration will be less than significant.

Environmental Analysis: *Less than Significant Impact.*

IX.c Alter the Existing Drainage Pattern to Result in Substantial Erosion or Siltation

A significant impact would occur if the proposed Project alters the existing drainage pattern of the site or area, which would result in substantial erosion or siltation on- or off-site.

A SWPPP and site-specific temporary BMPs would be in place during construction, as described in impact IX-a. Drainage patterns would not significantly as a result of Project build-out. Areas disturbed during construction would be stabilized to prevent sedimentation, erosion and siltation. The extent of erosion will be minimal due to the very minimal slopes on the site, 0-2%. Once construction is complete the site will be stable as to erosion potential with impervious surfaces and landscaping.

The Project will be required to address any increase in peak flows on-site so that the capacity of existing drainage facilities will not be significantly impacted with Hydro Mitigation Measure 1.

Environmental Analysis: *Less than Significant Impact.*

IX.d Alter the Existing Drainage Pattern to Increase the Rate or Amount of Surface Runoff

A significant impact would occur if the proposed Project alters the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site.

Drainage patterns would change minimally as a result of Project build-out. Areas disturbed during construction would be covered with vegetation, mulch, or other surfacing to protect against rainfall impact and infiltrate precipitation as the season requires. Impact analyses for Impacts IX.a,b and c also discuss potential impacts to drainage.

The Project is being required through Mitigation Measure Hydro 1 to capture and infiltrate increased surface runoff from new impervious surface with an underground detention facility which allows for infiltration and will also mitigate peak flow runoff and reduce contaminants in the drainage water before being released to the storm drain system, as discussed above for Impact IX.a and c.

Environmental Analysis: *Less than Significant Impact.*

IX.e Create or Contribute Runoff Water Exceeding Capacity of Stormwater Drainage

A significant impact would occur if the proposed Project creates or contributes runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Based on mitigation measure Hydro-1 storm water runoff would be directed toward an underground drainage detention facilities located on site. This facilities will be sized to accommodate the increase in runoff of a 20-year one hour storm event or a 100 year storm event depending on where the water is discharged. Caltrans requires their standard to mitigate is for a 100-year storm event. Additional detention volume can be accommodated underneath the parking lot to meet Cal Trans' requirements. See Hydro-1 mitigation in IX a.

Environmental Analysis: *Less than Significant Impact with Mitigation.*

IX.f Substantially Degrade Water Quality

A significant impact would occur if the proposed Project substantially degrades water quality.

Impacts to water quality have been discussed in the impact analysis for IX.a.

Environmental Analysis: *Less than Significant Impact.*

IX.g Place Housing within a 100-year Flood Hazard Area

A significant impact would occur if the proposed Project places housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

The Project site is not located within the floodplain. According to Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) Flood Insurance Rate Map (FIRM) for Community Number 06035C1942D the Project site is located within FEMA Zone "X", an area outside the 500-year flood zone with a less than 0.2 percent chance of flooding annually. Additionally no housing is proposed in the project area. Therefore, the risk of flooding and flooding to housing is extremely low.

Environmental Analysis: *No Impact.*

IX.h Place Structures within 100-year Flood Hazard Area that would impede or Redirect Flood Flows

A significant impact would occur if the proposed Project places structures within a 100-year flood hazard area, which would impede or redirect flood flows.

Impacts regarding the placement of structures in a 100-year flood hazard area that could impede or redirect flood flows have been discussed in the analysis of Impact IX.g.

Environmental Analysis: *No Impact.*

IX.i Expose People or Structures to a Risk of Loss, Injury, or Death

A significant impact would occur if the proposed Project exposes people or structures to risk of loss, injury or death involving flooding.

Due to the distance from dams to the Project site and location outside the floodplain, no impact will occur. Minor water accumulation onsite during heavy rains will not expose people or onsite facilities to loss, injury, or death.

Environmental Analysis: *No Impact.*

IX.j Hazards Due to Seiche, Tsunami, or Mudflow

A significant impact would occur if the proposed Project causes hazards of inundation by seiche, tsunami, or mudflow.

There are no lakes or major water bodies near the Project site. The Susan River is located over 0.2 mile south of the Project site. Residential neighborhoods, industrial uses, and other land uses are located between the Project site and the river. The potential for mudflow on the Project site is less than significant. There is no potential for seiche or tsunami to occur on site.

Environmental Analysis: *Less than Significant Impact.*

X. Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?				√
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			√	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				√

X.a Physically Divide an Established Community

A significant impact would occur if the proposed Project physically divided an established community.

The Project is located on a parcel that is completely bounded by city streets. The circulation pattern has already been established and will not change with the project. The Project will not physically divide any established community.

Environmental Analysis: *No Impact.*

X.b Conflict with Applicable Land Use Plan, Policy, or Regulation

A significant impact would occur if the project if the proposed Project conflicted with the City of Susanville General Plan or City of Susanville Zoning Code.

The Project site is identified in the City of Susanville General Plan as General Commercial and Shopping Center and Single Family Residential. The City of Susanville Zoning is C-2 – General Commercial and Shopping Center and R-1 Single Family Residential. As part of the project an application to amend the City’s General Plan Land Use Element and Rezone three parcels totaling 0.37 acres was made as shown in the diagram below. The request would change the land use designation from Single Family Residential to

X.c Conflict with Applicable Habitat Conservation Plan or Natural Community Conservation Plan

A significant impact would occur if the proposed Project conflicts with a conservation plan.

The Project is not located within or will not conflict with any adopted conservation plans or natural community conservation plans.

Environmental Analysis: *No Impact.*

XI. Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?				√

Environmental Setting

The Project is located on 1.65 acres in the central portion of the City along Main Street. No mineral resources exist in this location nor would extraction be allowed within the City. The Project site is not delineated on any local land use plan as a locally important mineral resource recovery site.

XI.a-b Loss of Known Mineral Resource or Locally-Important Mineral Resource Recovery Site

The state legislature adopted the Surface Mining and Reclamation Act (SMARA) in 1975, which designated Mineral Resource Zones (MRZ) for areas possessing minerals, which are of statewide or regional significance. A significant impact would occur if the proposed Project results in the loss of availability of a mineral resource of value to the region and state, or result in a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

The Project site is not delineated on any local land use plan as a locally important mineral resource recovery site. The existence of the Project will not result in the loss of availability of any mineral resources.

Environmental Analysis: *No Impact.*

XII. Noise

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

Background Information on Noise

Fundamentals of Acoustics - Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second for humans), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more

specific group of sounds. Perceptions of sound and noise are highly subjective: one person's music is another's headache.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 9 lists several examples of the noise levels associated with common situations. The Noise Element of the City's General Plan sets forth noise compatibility standards for various land uses. For commercial uses residential uses, noise levels of 70 dB CNEL//Ldn are clearly acceptable and up to 75 dB CNEL/Ldn are "normally acceptable."

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room

Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol, November 2009.

Existing Conditions

Sources of ambient noise in the Proposed Project vicinity are primarily associated with traffic along the local roadway network, primarily Main Street and Ash Street which carries the highest traffic volumes within the City of Susanville. Main Street in this location carries 11,400 AADT and Ash Street carries 5,800 AADT.

Existing Noise Receptors

Some land uses are considered more sensitive to ambient noise levels than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries and hospitals. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, the primary noise sensitive land uses are single family residences within 60 feet of the project's property line and 135 feet of the building. There are 12 homes within 200 feet of the property line and 280 feet of the building. Single family dwellings have higher noise sensitivity between the hours of 10 pm and 7 am. These homes are currently subject to noise levels from existing sources such as roadway noise which will not significantly change with the project particularly between the 10 pm to 7 am sensitivity window.

XII.a Exposure to Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance

A significant impact would occur if the proposed Project exposes people to or generates noise excessive than standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Operation Noise

To assess noise impacts due to project-related traffic increases on the adjacent local roadway network the number of trips for the entire commercial project as determined by the intersection traffic analysis prepared for the project shows a total of 88 peak hour trips generated by the project with 44 of those being pass-by trips and 44 being new trips. The majority of the trips will access the site from Main Street or Ash Street with Park Street being the next most use assess points. First Street which is the closest street to the existing single family homes is expected to carry approximately 10% of the trips or about 9 new peak hour trips. Using the traffic noise prediction model found at <http://rigolett.home.xs4all.nl/ENGELS/vlgcalc.htm>, the

estimated Ldn, at a distance of 50 feet from the roadway centerline of First Street is 53 dBA Ldn. The acceptable Ldn noise level for residential neighborhoods is 60 dB, therefore the project is not expected to result in an exceedance of the 60 dBA Ldn noise level standard. Overall traffic volumes would need to be approximately 1,000 per hour before the Ldn would reach the 60 dBA Ldn level at 50 feet from the center of the roadway.

The parking area includes 75 parking spaces and a dual lane drive-thru. The drive thru aisle access is at the rear of the building closest to First Street and off of Park Street. Cars queued or accessing the drive thru will be going 5 miles an hour or less and generating little vehicle noise. The drive aisle is approximately 120 feet from the nearest residences. Typical Sound Exposure Level (SEL) due to automobile arrivals/departures, including car doors slamming and people conversing is approximately 71 dB, at a distance of 50 feet. Based upon trip generation data, it is assumed that 88 cars will enter and leave the parking lot at peak hour and the majority will enter from main Street or Ash Street. The Ldn associated with the parking lot is 46 dBA at a distance of 50 feet. The nearest residences are located approximately 90 feet from the nearest parking area. The predicted noise levels from parking activity is 38 dBA Ldn. This is less than the 60 dBA Ldn noise level standard.

Operation noise also includes mechanical equipment such as HVAC units which will be roof mounted. The units will be located behind a solid parapet wall which provide visual screening as well as a degree of noise attenuation. The more energy efficient a condenser unit, the quieter it will be. The closest residence is approximately 170 feet from the building, an 80 dB condenser noise level at 1 foot, would be attenuated to 36 dB over that distance. The parapet wall will reduce the level further. This noise level is below the 60 dBA noise level standard.

City code does not limit or specify hours of operation for commercial uses. Based on concerns raised by a neighbor over late night noise the previous discussion on page H-45 which concluded that an 11 p.m. closing time would not significantly impact the neighboring residences because the activity between 10 p.m. and 11 p.m. very light has been amended. While the pharmacy use would not be open during the later hours and therefore the drive-thru would not be in use which eliminates that traffic from the rear of the building and during later hours parking will be in the front of the building closest to the entrance the commercial operation being open until 11 p.m. is a change in use for the site from the previous commercial operation. A review of the closing hours of other similar uses in the City such as Walgreens and Walmart reveal that 10 p.m. is their closing time which could push more customers and more activity to the Rite Aid store and increasing potential incompatibility with surrounding residential uses. Mitigation Measure NOISE-1 is therefore proposed.

Construction Noise

Construction noise was analyzed using data compiled by the US Environmental Protection Agency that lists typical noise levels at 50 feet for construction equipment and various construction activities. Noise would be generated during the construction phase by increased truck traffic on area roadways and on-site grading. A significant project-generated noise source would include truck traffic associated with transport of heavy materials and equipment to and from construction sites and the movement of heavy construction equipment on the project site, especially during site grading. This noise increase would be of short duration, and would occur during daytime hours. Construction of the Proposed Project would temporarily increase noise levels during construction but would not be significant due to the short time duration and daytime operations.

Environmental Analysis: *Less than Significant Impact with Mitigation.*

NOISE 1 – Operation Noise

The hours of operation shall not extend past 10:00 p.m.

XII.b Exposure to or Generation of Excessive Groundborne Vibration or Noise Levels

A significant impact would occur if the proposed Project exposes people to or generates excessive groundborne vibration or noise levels.

The nearest residence is within 70 feet of the Project property boundary, located immediately adjacent to the project site. As discussed in XII.a, noise levels would not exceed 60 dBA Ldn during operations.

The primary construction activities associated with the project would occur when the infrastructure such as buildings and utilities are constructed. Some construction is expected to occur within 70-80' of the house. However most of the construction will be at more than 80 feet from the house and will be of limited duration during daylight hours. Comparing Table 12, which contains the criteria for acceptable vibration levels, to Table 12, which shows potential vibration impacts, it is not expected that vibration impacts would occur which would cause any structural damage. This impact is considered to be less than significant.

Type of Equipment	Peak Particle Velocity @ 25 ft.	Approximate Velocity Level @ 25 ft.
Large Bulldozer	0.089 (inches/second)	87 (VdB)
Loaded Trucks	0.076 (inches/second)	86 (VdB)
Small Bulldozer	0.003 (inches/second)	58 (VdB)
Auger/drill Rigs	0.089 (inches/second)	87 (VdB)
Jackhammer	0.035 (inches/second)	79 (VdB)
Vibratory Hammer	0.070 (inches/second)	85 (VdB)
Vibratory Compactor/roller	0.210 (inches/second)	94 (VdB)

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006

Environmental Analysis: *Less than Significant Impact.*

XII.c Permanent Increase in Ambient Noise Levels

A significant impact would occur if the proposed Project causes a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed Project.

Upon completion of construction activities, the Project operational activity will occur between 8:00 am and 10:00 pm with the majority of the on-site business occurring between 9:00 am and 6:00 pm. The main activity that will occur outside of the building is cars entering the site parking and people entering the building. The noise associated with that activity will not exceed any thresholds of significance as discussed in XII.a.

Environmental Analysis: *Less than Significant Impact.*

XII.d Temporary or Periodic Increase in Ambient Noise Levels

A significant impact would occur if the proposed Project causes a substantial or temporary periodic increase in ambient noise levels in the project vicinity above levels existing without the proposed Project.

Upon completion of construction activities, the business and drive-thru facility will operate as a retail establishment as allowed by the zoning for the site. Temporary or periodic activities are not expected to occur as part of the business operations.

As discussed in Impact XII.a construction noise would be reduced through implementation of Project measures as discussed in the Project Description such as use of equipment muffling, reduced equipment idling, placement of equipment away from residences, and other measures. Temporary noise increases as a result of construction would comply with General Plan policies and would not result in a significant impact.

Environmental Analysis: *Less than Significant Impact.*

XII.e Exposure to Excessive Noise Levels from an Airport

A significant impact would occur if the proposed Project exposes people to excessive noise levels due to airports.

The nearest airport, the Susanville Municipal Airport, is located over four miles to the southeast of the Project; therefore the impact associated with airport noise is less than significant.

Environmental Analysis: *Less than Significant Impact.*

XII.f Exposure to Excessive Noise Levels from a Private Airstrip

A significant impact would occur if the proposed Project exposes people to excessive noise levels due to a private airstrip.

There are no private airstrips in the Project vicinity.

Environmental Analysis: *No Impact.*

XIII. Population and Housing

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				√

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

Environmental Setting

According to the U.S. Census Bureau, the population of Susanville was 17,947 residents in 2010 and 4,256 housing units (U.S. Census Bureau 2010). The 2010 population figure includes 8,319 people incarcerated in State prison facilities located within the incorporated City limits who are not part of the general population, which brings the population down to 9,628. Population estimates for 2011, 2012, and 2013 from the California Department of Finance show a continuing decline in population with residents dropping to 17,685 in 2011, 16,746 in 2012, and 15,978 in 2013, again the incarcerated population would need to be deducted to arrive at the City's general population. American Factfinder estimates for the 2010 Census show an estimated 5,205 housing units in Susanville, of which an estimated 7% were vacant (<http://factfinder2.census.gov> 2/20/14). By comparison, the 2010 U.S. Census shows a population of 34,895 residents in Lassen County and 12,710 housing units. Census estimates for 2011 show the population of Lassen County falling to 34,200, with the 2012 estimate falling again to 34,040 and 2013 still falling to 33,887.

XIII.a Induce Substantial Population Growth

A significant impact would result if the proposed Project induces substantial population growth in an area, either directly or indirectly.

The Project is a new commercial retail business which is relocating from another location within the city. The retail space will be larger than Rite Aid's current location and it is anticipated that some additional employees will be hired. It is not anticipated that the additional employees will come from outside of the community. The project will not induce or result in any increase in the population for the area other than the possibility of these few new employees. The Project will not induce population growth either directly or indirectly.

Environmental Analysis: *No Impact.*

XIII.b Displace Substantial Numbers of Existing Housing

A significant impact would result if the proposed Project displaces substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

The project involves the demolition of three single family residences and will displace three families. The City of Susanville currently has a 9.9% housing vacancy rate therefore replacement housing for the three families is not an issue. Existing residences adjacent to or near the Project will remain. There will be a less than significant impact.

Environmental Analysis: *Less than Significant.*

XIII.c Displace Substantial Numbers of Existing People

A significant impact would result if the proposed Project displaces substantial numbers of existing people, necessitating the construction of replacement housing elsewhere.

Impacts regarding the displacement of people have been discussed in Impact XIII-b. There will be a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

XIV. Public Services

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

Environmental Setting

The City of Susanville is served by the Susanville Police Department, Susanville Fire Department, Lassen Municipal Utility District, and Susanville School District, Richmond Elementary School District, Johnstonville Elementary District, and Lassen Union High District.

The Susanville Police Department is located at 1801 Main Street in Susanville and has an authorized staff level of 18 employees, 16 of whom are sworn peace officers. The 16 peace officers include the Chief of Police, a lieutenant, three sergeants, a detective, a narcotics officer, and nine patrol officers. The non-sworn staff include the community service officer and administrative assistant.

The Susanville Fire Department is located at 1505 Main Street. Staff includes the Fire Chief, a battalion chief, two fire captains, and a volunteer fire captain. Response times range from three to five minutes from the time the emergency call is received.

The Lassen Municipal Utility District (LMUD) is located in Susanville and serves approximately 10,500 customers, with 425 miles of distribution lines and 80 miles of 60kV transmission lines. LMUD operates

nine substations in the area. Currently distribution lines are located along First Street, Main Street, Ash Street and Park Street, and to the Project site.

The four school districts in Susanville provide a variety of learning opportunities for children in kindergarten through 12th grade. The Susanville School District includes Diamond View Middle School (grades 6 through 8), located within 0.25 miles of the Project site, Meadow View Elementary (grades 3 through 5), and McKinley School (grades Kindergarten through 2). The Richmond Elementary School District includes one school, Richmond Elementary, serving grades kindergarten through 8th grade. Johnstonville Elementary School District also includes one school, Johnstonville Elementary, serving grades kindergarten through 8th grade. Lassen Union High District operates Lassen High, Diamond Mountain Charter High School, and Credence Alternative Education High School.

XIV.a Substantial Adverse Physical Impacts Due to Maintaining Acceptable Service Levels

A significant impact would occur if the proposed Project requires construction of new public service facilities or expansion of such service facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, and other public services. The Project will not rely on the addition or alteration of any public services.

The subject site is within the central part of the City of Susanville and will utilize existing services provided by the City.

Fire Protection. The City of Susanville Fire Department will and currently provides fire protection services to the Project site and the existing structures thereon. The new structure will be required to be protected with a fire sprinkler system based upon the proposed size. A fire hydrant exists at the corner of Main Street and Riverside Drive and with fire protection for the building will be adequate to meet the needs of the City's Fire Department.

Environmental Analysis: *Less than Significant.*

Police Protection. The City of Susanville Police Department will continue to provide police protection services to the Project site upon development. The site is clearly visible from all adjacent roads and can be monitored through regular patrol duties. Security lighting will be present in the parking areas, and around the building. Commercial retail uses typically do not generate a high call rate for police services.

Environmental Analysis: *Less than Significant.*

Schools. The Project site is located within .25 miles of a charter school. As discussed in Impact XIII-a, the Project will not include construction of residential structures, nor change the existing planned land use. The Project will not result in an increase of population that would require additional school facilities.

Environmental Analysis: *Less than Significant Impact.*

Parks. The Project will not induce population growth, nor will the Project create a need for additional park or recreational services.

Environmental Analysis: *Less than Significant Impact.*

Other public facilities. The site will utilize electricity and natural gas. Both electrical service and natural gas service are available adjacent to the property. The quantity of electrical use will not be significant and

will not result in the need to develop new electrical generation facilities or cause substantial change to the environment.

Environmental Analysis: *Less than Significant Impact.*

XV. Recreation

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

Environmental Setting

The City of Susanville currently has three community park facilities, which are Memorial Park, Riverside Park, and Skyline Park. Memorial Park is located on North Street and includes a community center, baseball diamonds, playground, picnic facilities, skatepark, tennis courts, and other park facilities. Riverside Park is located on Riverside Drive and provides baseball diamonds, playground, picnic facilities, and other park amenities. Skyline Park is a passive recreation area with walking trails overlooking the City.

Area schools provide additional recreational resources, such as playgrounds and sports fields that may be used during non-school hours.

XV.a Increase Use of Existing Recreational Facilities

A significant impact would occur if the proposed Project substantially increases the use of existing recreational facilities such that substantial physical deterioration would occur or be accelerated.

The Project will not be generating additional population increases for the Susanville area therefore it will not increase the demand for recreational facilities nor will it place a strain on the existing recreational facilities as

Environmental Analysis: *No Impact.*

XV.b Include or Require Construction or Expansion of Recreational Facilities

A significant impact would occur if the proposed Project includes recreational facilities or requires construction of such facilities that might have an adverse physical effect on the environment.

The Project does not require or propose new or additional recreational facilities. There is no population growth associated with the Project, and construction or expansion of additional recreational facilities is not needed.

Environmental Analysis: *No Impact.*

XVI. Transportation and Traffic

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		√		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			√	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				√
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		√		
e) Result in inadequate emergency access?			√	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		√		

Environmental Setting

A traffic analysis performed for the project analysis was performed for the proposed project which primarily focused on an intersection analysis and access from Main Street and Ash Street (both State highways). The study was conducted in July of 2014 by K D Anderson & Associates (see Appendix B) and identifies existing peak hour traffic conditions and analyzes projected traffic conditions with the Project.

The Project site is located along on property that is basically surrounded by existing city streets with Main Street (State Route 36) on the south, Park Street on the west, Ash Street (State Route 139) on the east First Street on the north. The project will also have internal circulation which will allow vehicles to connect between all streets. Access from Main Street is limited to a right turn in and right turn out due to the proximity of the access point to the Ash Street intersection. All roads are 2-lane except Main Street which is 4-lane with a center turn lane.

XVI.a Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System

A significant impact would occur if the proposed Project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

The City of Susanville has not adopted specific level of service standards for roadways and intersections however the City's General Plan states the projected evening peak hour traffic levels of service (LOS) be at or better than LOS D at all times.

Cal Trans reviewed the project for impacts to High 139 and Highway 36 as well as the intersection on the two roads and did not have any concerns over traffic volumes. The traffic volumes on both State highways has been decreasing over the past 11 years. The volumes on Highway 36 (Main Street) decreased 29.2% at the project site between 2002 and 2013. Highway 139 (Ash Street) volume decreased 21.6% over the same time period. Cal Trans did raise over access points and the proximity of the access points to existing intersections. The applicant worked with Caltrans prior to project submittal and adjusted access points on the property to be acceptable to Cal Trans. The City Public Works Department did not have concerns over increases in traffic volumes on the adjacent City streets which is currently very low volume.

Environmental Analysis: *Less than Significant Impact.*

XVI.b Conflict with an Existing Congestion Management Plan

A significant impact would occur if the proposed Project conflicts with an applicable congestion management program.

There are no applicable congestion management plans for the roadways near the Project site. As discussed in XVI.a, the LOS on all roads will remain at acceptable levels. No congestion would occur and no conflict with Congestion Management Plans for the Main Street area would be affected.

Environmental Analysis: *Less than Significant Impact.*

XVI.c Result in Change in Air Traffic Patterns

A significant impact would occur if the proposed Project results in a change in air traffic patterns.

The Project is located over four miles northwest of the Susanville Municipal Airport. The construction of a park will not cause an increase in air traffic levels or cause a change in air traffic location.

Environmental Analysis: *No Impact.*

XVI.d Increase Hazards due to Design Feature

A significant impact would occur if the proposed Project substantially increases hazards due to a design feature or incompatible uses.

No new roadways are not proposed for this Project. The project will create new drive approaches on Ash Street approximately 75 feet from the center of First Street, this entrance will be a right turn in and right turn out to minimize turning conflicts. A new commercial drive entrance is also proposed on Park Street approximately 80' south of the center of First Street which will serve as one of two ways to access the drive-thru. Two approved drive access points are being removed from Main Street and one approved drive access is being removed from Ash Street. Traffic volumes are low on Park Street and First Street. First Street will primarily be used for motorists wishing to head north on Ash Street as this is the closest point to head north. The intersection is regulated by stop signs on First with no regulation on Ash. The intersection does not appear to have any design issues, sight distance is not hampered by any curves or structures.

The new drive access on Park Street has good sight distance in both directions and will allow all turning movements. It will be used as point of access for people coming to the site from the west who will turn left on from Main Street onto Park Street. As an exit it will generally be used by people heading to the west.

Most of the vehicles entering the property will be from Ash Street making a right turn in and from Main Street making either a right turn in coming from the east or a left turn onto Park Street from the center turn lane, from the west, and then directly into the parking lot. The primary exit points will be the right turn out on Ash Street for people heading both east and west on Main and Park Street for people exiting the site from the drive-thru wishing to head west on Main.

Rite Aid provided information on large truck deliveries which would occur once a week during off-peak hours. Access for trucks to the loading area at the rear of the building will generally be from Park Street with an exit out to Ash Street on either First Street (for north bound) or directly to Ash Street (for south bound).

Neither Caltrans nor the City of Susanville Public Works Department identified any hazards to the proposed circulation.

Environmental Analysis: *Less than Significant.*

XVI.e Result in Inadequate Emergency Access

A significant impact would occur if the proposed Project results in inadequate emergency access.

There will be no roadway closures required during construction or operation of the Project. Emergency vehicle routes will remain open and be unchanged as a result of the Project. As discussed in XVI.a, the Project access points and parking lot connecting to the access points will maintain adequate drive aisles, in addition to the emergency vehicle turnaround area, to allow for adequate emergency vehicle access.

Environmental Analysis: *Less than Significant Impact.*

XVI.f Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit

A significant impact would occur if the proposed Project conflicts with adopted policies, plans, or programs regarding public transit.

The local bus service, Lassen Rural Bus, runs down Main Street and has two stops near the project site, one at Ash and First Streets and one at Ash and Main Streets. The Project would not have an impact to cause changes to the existing route or service.

Environmental Analysis: *Less than Significant Impact.*

XVII. Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			√	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			√	
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			√	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			√	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			√	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			√	

g) Comply with federal, state, and local statutes and regulations related to solid waste?			√	
---	--	--	---	--

Environmental Setting

Water service in Susanville is provided by the City of Susanville, while wastewater service is provided by the Susanville Consolidated Sanitary District. Water sources include local springs (Cady Springs and Bagwell Springs) and three wells, totaling 1199.3 million gallons in annual use (Susanville Water Management Plan, 2010). Most of the water is provided through the springs (75%) according to the 2010 Water Management Plan. The Susanville Consolidated Sanitary District provides wastewater service within the City of Susanville and operates underground pipes within the vicinity of the Project site. A sewer line sewer line runs through the middle of the property which will have to be relocated due to the location of the proposed improvements. The line is proposed to be relocated in Park Street and run north to intercept an existing line in First Street. Water lines are located in adjacent streets and multiple service lines are on the property. C&S Waste Solutions currently provides trash and recycling services to the City through the Lassen Regional Solid Waste Management Authority.

XVII.a Exceed Wastewater Treatment Requirements

A significant impact would occur if the proposed Project caused water treatment requirements to be exceeded.

The Project includes water use. Wastewater will be collected to the sanitary sewer system operated and maintained by the Susanville Consolidated Sanitary District (SCSD). SCSD has reviewed the project and has stated that they have the ability and capacity to serve the project. It is estimated that approximately 250 to 300 gallons of waste water will be generated per day from the store. This is based on estimates of 20 to 25 gallons per day per employee. The nearest sewer line runs through the property but will be re-routed into an adjacent street right of way to maintain connectivity. The old line will either be removed or capped. A new service line will be extended to the new structure. There are currently 4 sewer service connections to the property, three residential and one commercial and SCSD has stated that the proposed project will not generate anymore waste water than is currently coming off of the property. Capacity exists in the system to serve the project as contained in a letter to the City dated February 11, 2015.

Environmental Analysis: *Less than Significant.*

XVII.b Require the Construction of New Water or Wastewater Treatment Facilities or Expansion of Existing Facilities

A significant impact would occur if the proposed Project caused the construction of water or wastewater systems that could cause a significant effect on the environment.

As discussed in Impact IX-b and Impact XVII-a, Project operation will generate some wastewater, and will require water for consumption and irrigation. A new water connections and a connection to the sanitary sewer line are proposed. It is estimated that annual water use will be 800,000 gallons, if irrigation occurs over a six-month period and water efficient fixtures are installed. The City of Susanville Urban Water Management Plan 2010 provides estimates of water demand over a 20-year period. These projections show water demand increasing from 1199.3 million gallons per year in 2010 to 1207.7 million gallons per year in 2015, however as the population of the city has been decreasing for the past three years this projected increase may not materialize. The increase in demand created by the proposal would not exceed the 2015 demand increase estimate.

The Project is estimated to create 108,000 gallons per year of wastewater, or less than a single family residence. Wastewater would be generated by employees and customers for bathroom facilities at the store. The addition of waste water equivalent to one new single family dwelling is not a significant impact to the current waste water treatment system.

Environmental Analysis: *Less than Significant Impact.*

XVII.d Sufficient Water Supplies Available

A significant impact would occur if the proposed Project impacts the water supply entitlements serving the project.

Water will be consumed onsite through plumbing, potable water fixtures, and for landscaping irrigation. It is estimated that annual water use will be 800,000 gallons, if irrigation occurs over a six-month irrigation period between May and October and water efficient fixtures are installed. Non-irrigation water demand (toilets, faucets, drinking fountain) is estimated to be 108,000 gallons per year, approximately the equivalent of one single family dwelling. (Public Policy Institute of California 2006, Metcalf & Eddy 1978, Alliance for Water Efficiency 2010)

The City of Susanville Urban Water Management Plan 2010 identifies existing water sources and capacity, future demand, and measures to address supply and demand issues. The Plan's estimates of water demand over a 20-year period show water demand increasing from 1199.3 million gallons per year in 2010 to 1207.7 million gallons per year in 2015. Actual water usage in the City for 2014 was 1,011.4 million gallons, less than in 2010 and less than projected for the year. The increase in demand created by the proposed use would not exceed the 2015 demand increase estimate. As stated in the Plan, the current and projected use levels, as compared with the available water supply, does not warrant a review of future water supply projects. Sufficient water supplies are available in Susanville to serve the Project.

Environmental Analysis: *Less than Significant Impact.*

XVII.e Adequate Wastewater Treatment Capacity

A significant impact would occur if the proposed Project results in a determination by the wastewater treatment provider which 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.

The project will generate wastewater at the restroom/concessions facility. It is estimated that the wastewater produced at the store would be approximately 108,000 gallons per year with utilizing low flow toilets and water efficient fixtures. This is the equivalent of approximately one single family dwelling. Susanville Consolidated Sanitary District has stated that they have ability to serve the project without any expansion to their facilities.

In 2001, the Susanville Consolidated Sanitary District expanded its wastewater treatment capacity from 1.2 million gallons per day to 2.0 million gallons per day peak month with a hydraulic capacity of 4.0 million gallons per day. This expansion was designed to serve the projected demand under the General Plan. The sanitary sewer system would have the capacity to serve the park.

Environmental Analysis: *Less than Significant Impact.*

XVII.f Sufficient Landfill Capacity and Regulatory Compliance

A significant impact would occur if the proposed Project affects the ability of a landfill to accommodate project needs.

Operation of the Project will generate solid waste. According to the California Integrated Waste Management Board 2006 Waste Disposal and Diversion Findings for Selected Industry Groups, retail stores generate approximately 0.86 tons of solid waste per employee, per year, after diversion. The store will have 8-10 employees working from 8 am to 11 pm. Assuming an average of 9 the business will generate 7.74 tons of solid waste per year to the Bass Hill Landfill in Lassen County. The City, through the Lassen Regional Solid Waste Management Authority, currently contracts with C&S Waste Solutions to provide trash and recycling services. The projected life expectancy of the Bass Hill facility is an additional 18 years, however the facility has been experiencing a 30% reduction in the waste stream since approximately 2006 and which could increase that time frame. Adequate capacity exists to accommodate solid waste generated by the project.

Environmental Analysis: *Less than Significant Impact.*

XVII.g Federal, State, and Local Statutes and Regulations Related to Solid Waste

A significant impact would occur if the proposed Project does not comply with federal, state, and local statutes and regulations relating to solid waste.

The Project will comply with federal, state, and local regulations as service would fall under City contract, which requires regulation compliance.

Environmental Analysis: *Less than Significant Impact.*

XVIII. Mandatory Findings of Significance

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		√		
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, which will cause substantial adverse effects on human beings, either directly or indirectly?		√		

XVIII.a Potential to Degrade the Quality of the Environment

The proposed Project is the development of a 17,369 square foot retail building to house a Rite Aid pharmacy along with a prescription drive-up window. The project is re-developing property which has three single family residences on it and a 7,124 square foot commercial building. The project is on 1.65 acres with associated parking and landscaping. The environmental analysis for the Project does not identify any significant and unavoidable impacts. The property has been used for commercial uses and residential uses for over 50 years and is zoned for commercial development and residential development with a request to make the whole block commercial. Frontage improvements including curb, gutter and sidewalk will be required for the development. Mitigation for drainage detention and is recommended to mitigate potential impacts for increased runoff and water quality, mitigation to change the closing time to an earlier hour mitigates noise issues and a mitigation requiring an on-site sign to address dust complaints addresses potential short term air quality impacts. As discussed in the preceding sections, potentially significant impacts can be mitigated to less than significant. The mitigation measures proposed by the Project both as part of the project and as added mitigation measures will be implemented to ensure impacts are reduced to a less than significant level.

Required Mitigation:

See Mitigation measures Air -1, Hydro -1 and Noise -1

Environmental Analysis: *Less than Significant Impact with Mitigation Incorporated.*

XVIII.b Cumulative Impacts

As shown in the impact analysis, the Project will primarily result in no impact or less than significant impacts. The Project will result in one impact that will be mitigated to less than significant; however this impact is primarily site-related. Storm drainage entering the City's storm drain system has the potential to result in a cumulative impact on storm drain capacity, however, the mitigation to detain the increased peak flow runoff mitigates the cumulative effect. By mitigating the impacts, the potential for a cumulative impact is also reduced. As discussed in the air quality and noise analyses, cumulative impacts would not occur. Impact III.c states, "...construction and operation of the Project would generate criteria pollutants at such low emission rates as to have no potential to cause a cumulatively considerable net increase. There are also no significant planned or existing nearby sources of pollutants that would cause the project to contribute to a cumulatively considerable net increase in criteria pollutants." Impact XII.a states in relation to operational noise levels that cumulative noise levels are not expected to exceed the 60 dBA Ldn noise level standard established in the City's General Plan. The Urban Water Management Plan indicates that sufficient water supplies are available to serve General Plan build-out and water consumption would not be cumulatively considerable. Population growth and new housing would not result from Project development. Connection to the sanitary sewer would not extend service to areas not already served by sewer. The Project design and compliance with applicable codes, ordinances, laws and other required regulations will reduce the magnitude of any impacts associated with construction activities and ongoing operations to a less than significant level.

Required Mitigation:

See mitigation measures Hydro 1

Environmental Analysis: *Less than Significant Impact with Mitigation Incorporated.*

XVIII.c Adverse Effects on Human Beings

The Project will have the potential to have adverse effects on human beings, either directly or indirectly as impacts affecting people, such as air quality, noise, and drainage. Potential incompatible noise impacts have been mitigated by requiring an earlier closing time for the business changing from 11:00 p.m. to 10:00 p.m., the requirement for onsite drainage detention to maintain existing drainage volumes coming off the property and treating the water quality before discharge, and the requirement to have a sign on the property providing contact information to direct dust complaints to will mitigate short term air quality impacts will mitigate these impacts to a less than significant level. No significant indirect impacts have been identified.

Environmental Analysis: *Less than Significant Impact with Mitigation Incorporated.*

4.0 Response to Comments

4.1 Response to Comments

One comment letter was received on the project from Moreno and Katheryn Antonacci who have a home at 100 Ash Street which is adjacent to the project site on the northwest corner of Main and Ash Streets. The following provides a formal response to the comments received in the letter. Each unique comment is summarized below in italics text and followed by a response to the full comment in non-italicized text. Each individual comment is assigned a numerical number corresponding to the order the comment was made. A copy of the letter is included in Appendix C

Comment 1 - Surface Water Drainage

We would like more clarification on how the increased surface water from the proposed project will be contained. We are very concerned about the relocation of the existing driveway on First Street to the new driveway location. This moves the opening from near the alley, to the front of our little house and the fence between the garage and the little house, which is below street grade. There are not city drains visible to us on First Street and the existing road has a significant slope towards our property which will move water towards our property. We have already observed runoff from the streets impacting our property and are very concerned about any increase in that runoff and the location increased size of the Rite Aid driveway on First Street.

The information presented to us in the IS/MND for this project is unclear about the drainage and flow of water. On page H-6, section 2.4.4, the report indicates that "the site currently drains in a couple different directions however the natural slope is generally from south" (the proposed Rite Aid) "to north" (our property). The finished site drainage will direct water to existing storm drainage facilities in the adjacent streets". On page H-41, Environmental Setting, the report states that "Surface water generally drains towards the south within the site, surface discharge occurring into the existing storm drainage system... and First Street." Still unclear is how the water flowing north to our property will be handled. The natural slope of the land will cause the water to flow from the south the north towards our property.

We are also concerned about the pollutants that will flow onto our property and how that will impact our use of our property. We understand that some sort of underground collection and filtration system will be put in, but are unclear as to where that water will subsequently be draining out. We also notice that in Appendix D of this document, there is no monitoring being provided after construction ends. WE are wondering about our recourse after construction if we have runoff from the project site or street oil contamination issues on our property. Again, our biggest concern.

Drainage from the site will sheet flow across the new parking areas and drive aisles, and will be collected in onsite curbs and gutters. The curbs and gutters will then convey the drainage water to on-site facilities designed to treat and store drainage water prior to exiting the site. No storm water storage nor treatment currently occurs on the site, so the proposed facilities should only enhance water quality. When the storage facilities are filled, drainage water will then exit the site into the surrounding street gutters.

All street gutters surrounding the project site ultimately convey drainage water to either to the intersection of Park Street and First Street; or to the intersection of Ash Street and First Street. From those two locations, the drainage water continues to flow north in the Ash Street or Park Street gutters, following the downhill slopes of those streets. Most of First Street along the project site has a very slight downhill slope to the west toward Park Street, though the easternmost 50 feet (approx.) of First

Street slopes toward Ash Street. It should be noted that First Street has an existing center crown that prevents the project site drainage from crossing to the opposite (north) side of the street. The north half of the First Street pavement is the only area which directly contributes drainage water to the gutter along the north side of First Street. The project will not alter the existing drainage pattern along the north side of First Street.

Drainage from the site will be limited to pre-development levels, and the project will not increase surface water drainage to offsite, downstream areas. To accomplish this, a portion of the drainage water from the project will be captured and retained in new storage facilities on the site. The storage facilities will consist of a combination of above ground basins and/or underground storage chambers which will allow for percolation into the underlying soil. Storing the water onsite in this manner will substantially reduce the amount of drainage water from the site from exiting into the adjacent streets.

From a stormwater pollution prevention and water quality standpoint, stormwater from the site will be treated by capturing the runoff before it leaves the site, and conveying it to an acceptable treatment measure. There are a variety of widely accepted measures for stormwater treatment, such as proprietary filtration units, vegetated swales, bio-retention areas, and percolation trenches. This project will likely utilize a combination of bio-retention areas, percolation, and/or proprietary filtration devices to provide stormwater quality treatment. Stormwater treatment measures for the site will be designed in accordance with California Stormwater Quality Association (CASQA) guidelines, which are utilized by multiple governmental agencies throughout the state.

Comment – 2 20 Foot pylon Signs requiring variances

We are very much against the need for Rite Aid to put a Sign Pylon with a variance for a 20 foot sign on two corners of the proposed project. The one on Main Street is fine, as it is visible to most drivers without being hidden by existing trees or significantly impacting the neighbors. In our opinion two pylon signs are unnecessary and the one on Ash and First is an eyesore to the surrounding neighbors near this corner and is directly in front of our property. If there is a need for signage on Ash Street, a more acceptable solution would be something on the existing 22 foot building. Perhaps some that could be turned off or down at night so as not to impact the neighbors with additional light pollution.

Based upon the preliminary drawings presented the applicants are requesting an exception to the 15' height limitation for free standing signs for two proposed signs, one located at the corner of Park Street and Main Street and one located at the corner of First Street and Ash Street. Section 17.128.070 of the City Code regulates sign height, size and number in the C-2 zoning district. Based on the amount of property frontage, the site is permitted two free standing signs up to 150 square feet in size (75 square feet per face). As per the code no freestanding lighted signs are permitted within 50 (fifty) feet of a residential district. The proposed sign at First and Ash is not located within 50 feet of a residential district as the property immediately to the north (100 Ash Street) is in a C-2 Commercial District.

Since the applicant did not include an exception to the sign height requirement as part of their Use Permit application the Planning Commission may not consider an exception to the height.

The only environmental issue raised by the comment is the increase in light affecting residences. It appears that the house located at 100 Ash Street and the one directly across Ash Street are the only residences likely be subject to light from the sign. While the properties are developed with residences both commercially zoned. Residences in commercial zones non-conforming uses and should not have the expectation that they will the same environment as a residential area or that other properties so zoned will not be converted or redeveloped to commercial uses. The characteristics of commercial development is to typically have more external lighting than properties zoned for residential uses. For Commercially zoned

areas the proposed lighted sign is not considered a significant environmental impact. However, staff recommends that a condition be included to the Planning Commission to require that the sign illumination at Ash and First Streets be turned off when the business closes for the night.

Comment 3 -Traffic Impact

We are very concerned about the traffic impact, specifically at the intersection of Ash and First. We do not believe that the traffic flow has been adequately analyzed. For example, if a driver is heading east on Main Street and wants to enter the Rite Aid, there is no safe turn lane onto Park due to the light at Alexander. Currently you can only enter the center turn lane after Park Street. They would be required to turn left on Ash Street, and with no left access on Ash would have to turn left on First, then left in to the Rite Aid. We want to go on record as stating that we believe there will be a significant traffic impact due to this project because of limited access to the site on Main Street and Ash Street. We believe that the increased use of the left turn onto First Street from southbound Ash Street will cause a traffic impact at the intersection on Main and Ash, especially during commuting times and during the summer. We also believe that drivers wishing to turn left onto Ash from First will also have difficulty during these busy times.

Comment 4 - Oversized Vehicle Parking

We also wanted to comment about the need for oversized vehicle parking at the proposed site. The existing Rite Aid is in a shopping center with more than adequate parking for these vehicles. People who have been stopping at the existing Rite Aid on their way through town will want to continue doing so, especially if they normally have prescriptions filled at Rite Aid. This project is already proposing to decrease the number or required parking spaces and the amount of required landscaping. The plan does nothing to address the need for oversized vehicle parking. Our guess is that they will park on the public streets when they are able.

The City's zoning code does not require any RV parking spaces in off-street parking designs. Recreational vehicles make up a very small percentage of vehicle traffic. People driving RVs have the option of taking up multiple spaces within the parking lot if available, finding space on a public street, or stopping at another retailer in the City if they find parking too inconvenient for the vehicle they are driving. People who drive oversized vehicles are aware of limitations that occur with operating such a vehicle. Legally parking on a public street is not an environmental issue.

Comment 5 - Construction Schedule

To begin, on page H-7, section 2.5.1 regarding the construction schedule, the report references Tractor Supply and not Rite Aid. We would like to receive an accurate reporting of the construction schedule for this project.

The discussion of the construction schedule on page H-7 was inadvertently not updated for the Rite Aid project. Construction of the Rite Aid area can begin after the project is approved including all engineering and building design components have been reviewed and approved. This will most likely be in mid-2015. It is anticipated that all construction will be completed by the end of the year. The Applicant has indicated that they typically try to meet a 120 day construction timeline.

Comment 6 - Lighting

Next we wish to address page H-15, section I.d and the creation of new source of substantial light or glare. This report indicates that there is a less than significant impact. We believe this is incorrect.

Currently when we go out at night, the area is fairly dark with very little lighting. We can view the stars. When we go to the Walgreens on Main Street at night, a similar project to the proposed Rite Aid, the lighting present at the site prevents us from having that same view of the stars and night sky. We realize the project will require adequate lighting, but we ask that every effort be made to keep the lighting required for safety low at night. Again, not having a 20 foot sign on the corner of Ash and First would help mitigate the light pollution we will experience from this project.

The property has been used for both commercial and residential uses for decades. Until the property was purchased for the proposed project the former bank on the site had extensive outdoor lighting which was all un-shielded lights which allowed light in all directions. While the site is not lighted at this point in time it is only because the site cannot instantaneously be redeveloped. The City's requirements for shielded lights will be a significant improvement over the lights that were being used for decades on the site. The Issue of the light was addressed in comment 2 above.

Comment 7 - Operating Hours

Next we wish to discuss the proposed operating hours as indicated on page H-45, section X.b. "Operating hours are proposed to be from 8am to 11pm. In terms of noise generation, the hours of 10pm to 7am are regarded and (as?) the quiet hours for residential land uses. The 11 pm closing time is not expected to be incompatible with the adjacent residential land uses.

The 11 pm closing time is not expected to be incompatible with the adjacent residential uses..." We strongly disagree with this statement. The existing Rite Aid is in a shopping center with a 24 hour Safeway, according to my research. They currently do not stay open until 11 pm, according to my research. The Grocery Outlet across the street from the proposed Rite Aid closes at 9pm and the IGA grocery store just down the street closes at 10pm. These are similar businesses already existing in this area.

This is still a residential neighborhood, unlike the existing Rite Aid location. Just because they anticipate "the number of customers is not expected to be very great" after 10pm, it is still a significant impact and change over existing use. There would also be employees who need to close up. We respectfully ask you to reconsider allowing a closing time after 10pm.

City code does not limit or specify hours of operation for commercial uses. The discussion concluded that an 11 p.m. closing time would significantly impact the neighboring residences because the activity between 10 p.m. and 11 p.m. very light. The pharmacy use would not be open therefore the drive-thru would not be in use which eliminates that traffic from the rear of the building. During later hours parking will be in the front of the building closest to the entrance. Having a commercial operation open until 11 p.m. would be a change for the site but a change doesn't automatically qualify as a significant impact. A review of the closing hours of other similar uses in the City such as Walgreens and Walmart reveal that 10 p.m. is their closing time which could push more customers and more activity to the Rite Aid store and increasing potential incompatibility with surrounding residential uses. Mitigation Measure NOISE-1 is therefore proposed. The discussion under section XII a. has been revised.

NOISE 1 - Noise

The hours of operation shall not extend past 10:00 p.m.

Comment 8 - Noise Impacts

Now we would like to address the noise issue. Not only will there be a significant increase in the number of vehicle trips impacting the streets surrounding this project, but the project includes a drive through pharmacy. All of this contributes to additional vehicle noise impacts. Vehicles sitting with their engines idling is both a noise and pollution issue. On top of the traffic and parking noise, there is also the noise from the HVAC units needed to power the AC and refrigeration units. None of this type of noise exists currently and will be a constant noise, day and night. This impact could be significant.

The document identifies that there will be an increase in vehicles on adjacent roadways. However, the traffic increase as it relates to noise is not significant unless it raises the noise level above what is acceptable to the land use that is experiencing the noise. The primary noise affecting the subject site and the property located at 100 Ash Street is noise from the traffic on Ash Street and on Main Street. The house located at 100 Ash Street is approximately 40 feet from the centerline of Ash Street. Ash Street in this location carries approximately 5,800 average daily trips per day with a peak hour of 630 vehicles (315 in each direction). Based on these existing conditions the property at 100 Ash Street is subject to an average noise level of 63.3 dB Ldn* from Ash Street alone. This noise level was based on an average speed of 35 miles per hour, the posted speed limit.

First Street carries an extremely low level of traffic. Based on an a 1.25 hour observation conducted between 4:00 p.m. and 5:30 p.m. (a peak traffic window) on a weekday, approximately 16 vehicles per hour use First Street at an average speed of 25 miles per hour or less. In fact the road noise from Main Street at First Street overshadows the noise generated by the few vehicles which use First Street at this location when averaged out.

The project is expected to generate 172 p.m. peak hour trips, including 86 inbound and 86 outbound trips. Trips generated by commercial projects fit into two categories. Some trips will be made by patrons who would not otherwise be on the local street system and who go out of their way to reach the site. These are "new" trips. Other trips will be made by patrons who are already in the roadway network, and are therefore not adding "new" trips to the overall system. These trips are "pass-by". "Pass-by" trips are made by motorists who are already driving by the site as part of another trip. Peak hour pass-by trips are common on commuter routes as motorists stop on their way home, for example, to visit the neighborhood grocery. Pass-by trips occur along the project frontage. For this project pass-by trips would occur at the driveway entrances, and at the adjacent Main Street / Ash Street intersection. Institute of Traffic Engineers (ITE) research has suggested typical 'pass-by' percentages for various land uses where appreciable background traffic occurs. The share of project trips falling into each category varies over the day. ITE research suggests that 49% of the trips to pharmacies with drive-through windows are likely to be 'passby'. Application of this pass-by rate yields a total of 84 p.m. 'pass-by' trips. After accounting for this traffic, the project is expected to generate 88 'new' p.m. peak hour trips, 44 inbound trips and 44 outbound trips. Of these trips, approximately 30% will come and leave from Ash Street to the north and First Street, passing by the property at 100 Ash Street. The addition of 27 new peak hour vehicles and 200 new daily trips in front of the property will raise the average noise level from 63.3 to 63.4 dB Ldn which is less than significant. In terms of static noise pressure humans cannot discern a 0.1 dB difference in sound.

The letter raised the concern of noise coming from cars using the drive-thru behind the Rite Aid building. The drive thru lane access is located approximately 170 feet from the house at 100 Ash. The queueing area where vehicles will be stopped is approximately 300 feet from the residence. Vehicle noise is generated primarily from speed. Vehicles driving up to the drive-thru window will be going 5-7 miles per hour and while queued will essentially be idling. If peak your traffic is projected to be 43 vehicles entering and leaving an assumption might be made that 50% might use the drive-thru. The noise generated by 22 cars an hour travelling at 5-7 miles per hour at a distance of 170 feet is approximately 29

dB Ldn which is far less than the background noise at neighboring properties and will not be able to be discerned from background sound levels at those properties.

The residence at 100 Ash Street is in a commercial zoning district which as an acceptable noise level of up to 70 dB Ldn. The existing noise level at the property is within that range and will not exceed the 70 dB threshold with the addition of the projected traffic.

A concern was also raised over the noise that will be produced from new HVAC units which will be located on the roof of the new Rite Aid building. An analysis of the sound levels from Air conditioning units on the roof of the building was included in the body of the initial study and remains relevant.

The noise level experienced at a receptor depends on the distance between the source and the receptor, presence or absence of noise barriers and other shielding features, and the amount of noise attenuation (lessening) provided by the intervening terrain. For point or stationary noise sources, such as electric motors, a noise reduction of 6.0 to 7.5 dBA is experienced for each doubling of the distance from the source. At a distance of 170 feet the diminishment of the noise from roof mounted air conditioning will diminish to a level that is less than the acceptable levels for the land use designation.

*Ldn is the average equivalent sound level over a 24 hour period, with a penalty added for noise during the nighttime hours of 10:00 p.m. to 07:00 a.m. During the nighttime period 10 dB is added to reflect the impact of the noise. Ldn measurements are useful for assessing the impact that road, rail, air and general industry has on the local population.

Comment 9 - Construction Noise and Impact

Construction noise, dust, traffic, and pollution are inevitable with this project. I understand that the city considers this an insignificant impact, but from our perspective this is very significant and will force us to alter our plans to enjoy our property this summer.

Construction noise is simply a part of any new construction project. It is temporary and for this project will occur during daytime hours which is compatible with residential uses. The most significant noise producing component of this project will be the demolition phase which will last approximately 15 days. It is during this time period that the most noise is likely to occur. Again, the acceptable noise levels for a commercially zoned area is 70 dB Ldn.

With respect to dust the Lassen County Air Pollution Control District has the following requirements which must be adhered to during construction projects

- Maintenance of Public Thoroughfares - public thoroughfares shall be kept clean of silt, dirt, mud, and debris.⁴
- Traffic Limits - Traffic speeds on unpaved surfaces shall be limited to 15 miles per hour or less.
- Wind Restrictions - Grading operations shall be suspended when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.
- Idling Restrictions - Limit idling time to a maximum of 5 minutes for diesel-powered equipment.
- Haul truck covering – If “open-bodied trucks” are needed to haul soil or aggregate materials during construction, the material will be covered to prevent the generation of “airborne dust”.

⁴ Satisfies LCAPCD Rule 4:18 (d) requirement for “The prompt removal of earth or other material from paved streets onto which earth or other material for earth moving equipment, erosion by water, or other means has been deposited.”

- Watering - Construction areas will be watered as needed to reduce fugitive dust when disturbed for land clearing, excavation or grading.

To make the reporting of any violations of these air quality requirements easier the following mitigation measure is recommended:

AIR – 1 Air Quality

During all phases of construction a sign shall be posted on the northerly property line of the project site stating that anyone having dust complaints related to the construction should call the Lassen County Air Pollution Control District and include the appropriate phone number.

In addition, diesel-fueled engines used in the construction of the project as required by California regulations to use ultralow sulfur diesel fuel, which contains no more than 15 ppm of sulfur to reduce air quality impacts. The section on air quality has been amended to address the above comments.

Comment 10 - Adverse Effect on Human beings

Finally we wish to discuss page H-65, section XVIII. C regarding Adverse Effects on Human Beings. We disagree that this project will not result in substantial adverse effects on human beings. We believe this project will directly impact our air quality, noise levels, light pollution and traffic levels. We disagree that "the project will directly benefit the community by providing commercial options potentially reducing trips to the nearest urban area, Reno". Perhaps this is again a reference to the recently constructed Tractor Supply as there is already a Rite Aid and a Walgreens in town.

The comment is correct the discussion was inadvertently left over from a previous project and the following discussion is provided and will be revised in the document with a finding of potential adverse impact.

The Project will have the potential to have an adverse effects on human beings, either directly or indirectly as impacts affecting people, such as air quality, noise, and drainage. Potential incompatible noise impacts have been mitigated by requiring an earlier closing time for the business changing from 11:00 p.m. to 10:00 p.m., the requirement for onsite drainage detention to maintain existing drainage volumes coming off the property and treating the water quality before discharge, and the requirement to have a sign on the property providing contact information to direct dust complaints to will mitigate short term air quality impacts will mitigate these impacts to a less than significant level. No significant indirect impacts have been identified.

5.0 List of Preparers

5.1 Lead Agency:

City of Susanville
Craig Sanders, City Planner

5.2 Consultants:

K D Anderson & Associates

Jonathan Flecker

Genesis Society

Sean Jensen

6.0 References

6.1 References

- Alliance for Water Efficiency. 2010. <http://www.allianceforwaterefficiency.org>.
- California Department of Conservation. 2014. Farmland Mapping and Monitoring Program, Lassen County 2010. <http://www.conservation.ca.gov/dlrp/finmp>. .
- California Department of Conservation. 2012. Probabilistic Seismic Hazards Mapping Ground Motion Page. <http://redirect.conservation.ca.gov/cgs/rghm/pshamap/pshamap.asp?Longitude=-120.58&Latitude=40.412>.
- California Department of Toxic Substances Control. 2013. Envirostor Database. .
- California Natural Diversity Database (CNDDDB). 2010. Query of the California Natural Diversity Database for special-status species occurrences within 10 miles of the project site. Biogeographic Data Branch, California Department of Fish and Wildlife, Sacramento. 2014.
- California Office of Historic Preservation (CAL/OHP). 1990. California Historical Landmarks. California State Department of Parks and Recreation, Sacramento.
- City of Susanville. 1991. Susanville General Plan 1990-2010. As revised December, 2006.
- City of Susanville. 2014. City Fire Department. www.cityofsusanville.net/fire-department/.
- City of Susanville. 2014. City Police Department. www.cityofsusanville.net/police-department/.
- City of Susanville. 2010. Urban Water Management Plan.
- Federal Emergency Management Agency (FEMA). 2013. National Flood Insurance Program (NFIP) Flood Insurance Rate Map (FIRM) for Community Number 06035C1944D.
- Federal Transit Administration. 2006. Transit Noise and Vibration Impact Assessment Guidelines. May 2006.
- Institute of Transportation Engineers' (ITE). 2012. Trip Generation Manual, 9th Edition.
- Metcalf & Eddy, inc. 1978. Wastewater Engineering: Treatment, Disposal, Reuse. McGraw-Hill Book Company, New York.
- Mundie and Associates. 1990. Final Environmental Impact Report for the Susanville General Plan. SCH# 89050810. January 1990.
- Public Policy Institute of California. Ellen Hanak and Matthew Davis. 2006. Lawn and Water Demand in California. www.ppic.org.
- Riddell, Francis A. 1956c. Archaeological Research in Lassen County, California. University of California Archaeological Survey Report 33:44-49
- Transportation Research Board. 2000. Chapter 17. Highway Capacity Manual.
- U.S. Census Bureau. 2010. American Factfinder. <http://factfinder2.census.gov>.
- U.S. Department of Agriculture, Natural Resources Conservation Service. 2013. Web Soil Survey. <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>.

APPENDIX A

Rite Aid Traffic Simulation Analysis

KD Anderson & Associates, Inc.

Transportation Engineers

July 15, 2014

Mr. Jerry Powell
PMZ REAL ESTATE
3800 Geer Road, Suite 105
Turlock, CA 95382

**RE: SIMULATION ANALYSIS - MAIN STREET, BETWEEN ALEXANDER AVENUE AND
ASH STREET FOR PROPOSED RITE AID SITE, SUSANVILLE, CA**

Dear Mr. Powell:

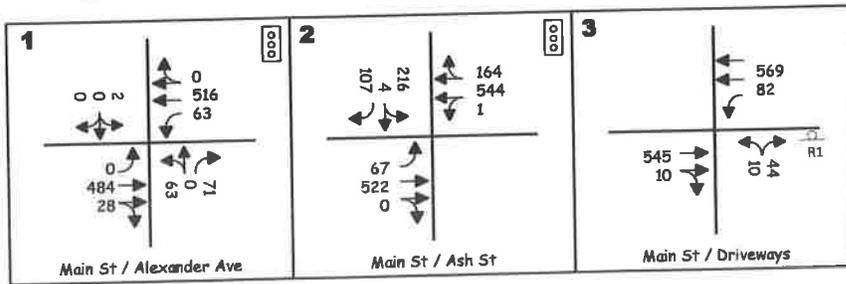
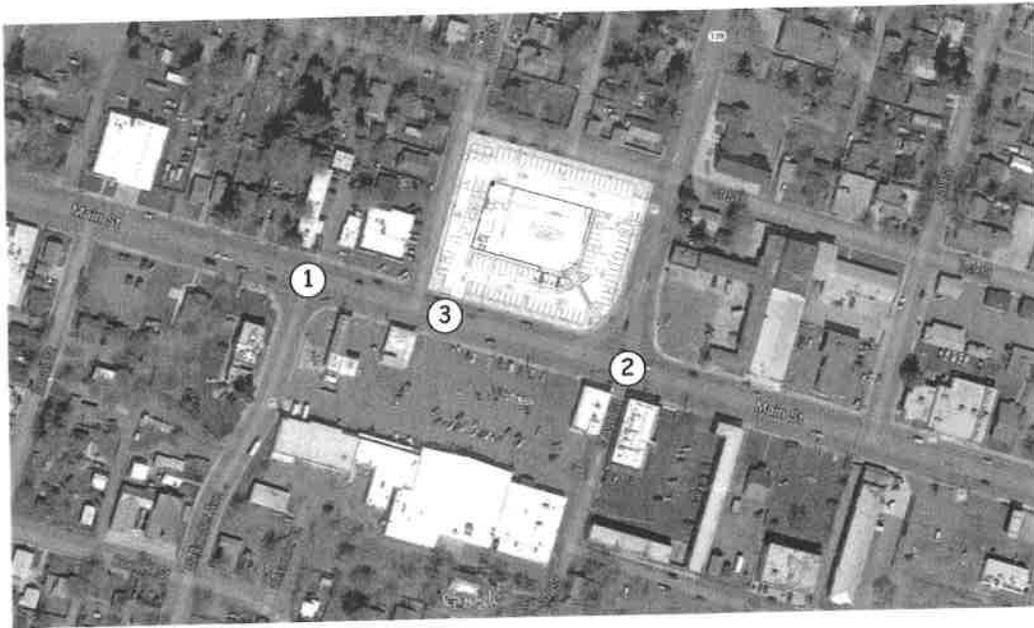
KD Anderson & Associates, Inc. has completed simulation analysis for the traffic patterns along State Route (SR) 36 (Main Street) between Alexander Avenue and Ash Street (SR 139) in Susanville. You intend to construct a 17,370 square foot Rite Aid Pharmacy with Drive-Through capability in the north block of Main Street bordered by Park Street to the west and Ash Street to the east. The proposed project includes full access along Main Street, just east of Park Street, and along Ash Street near the First Street intersection and is shown in Figure 1. The driveway is proposed across from the existing Grocery Outlet driveway.

Caltrans has expressed reservations about full access on Main Street. This analysis investigates Existing and Existing plus Approved / Pending Projects plus Project queuing conditions in the left turn lanes along Main Street. Specifically, we investigated the left turn queues along eastbound Main Street at Ash Street and westbound Main Street at Alexander Avenue to determine what effect the project would have on existing traffic conditions. The queues at the driveway were also investigated to determine if the existing two way left turn lane (TWLTL) provides adequate storage. We did not consider future conditions as a SR 36 bypass is identified in the City's General Plan and when built, is expected to reduce traffic along Main Street:

Traffic Counts

Traffic counts were conducted at the two adjacent signalized intersections, at Main Street and Alexander Avenue and at Main Street and Ash Street. Driveway counts at the Grocery Outlet were interpolated based on the volume differences between Alexander Avenue and Ash Street intersections. The counts were conducted on July 8, 2014 for the two-hour p.m. peak between 4:00 and 6:00. This generally represents the highest volumes during the day. The peak hour was developed based on the four highest consecutive 15-minute periods during this two-hour period. Figure 2 presents the traffic counts for the study intersections.






 NORTH
 N.T.S.

Legend

-  PM Peak Hour Volume
-  Signal
-  Stop Sign

**EXISTING TRAFFIC VOLUMES
AND LANE CONFIGURATIONS**

Existing Conditions - SimTraffic Evaluation

Analysis Criteria. For this analysis Level of Service was not used to provide a basis for existing traffic conditions. This analysis examined left turn queuing along Main Street between Alexander Avenue and Ash Street. Various software programs have been developed to assist in calculating intersection Level of Service and queuing, and the level of sophistication of each program responds to factors that affect the overall flow of traffic. Synchro-SimTraffic software was used to account for the effects of the closely spaced traffic signals along Main Street at Alexander Avenue and Ash Street. Caltrans District 2 was contacted to obtain signal information for use with Synchro-SimTraffic. This timing data was used for the analysis. The simulation results reflect the average of the mean 10 one-hour simulation runs selected from a 20 run sample.

SimTraffic Results – The analysis used SimTraffic to determine existing left turn queues. These simulation queues were validated based on queue observations. Queues were observed each cycle and the SimTraffic simulations were adjusted to reflect the 95% queue. Table 1 presents information regarding current p.m. peak period queuing in the opposing left turn lanes at the two study intersections, the eastbound left turn to Ash Street and the westbound left turn to Alexander Avenue. The available storage is presented along with current peak hour traffic volumes and the 95th percentile queue length.

The westbound left turn queue at Alexander Avenue is about 103', about four to five vehicles while the eastbound left turn queue at Ash Street is about 125', about five to six vehicles. Left turns into the Grocery Outlet driveway are about 54'. The available storage between the eastbound left turn at Ash Street and the Grocery Outlet driveway is about 51'. The queues are contained within the TWLTL.

**TABLE 1
 EXISTING QUEUES**

Location	Available Queue Length (feet)	PM Peak Hour		
		VPH	Queue (feet)	Distance between Opposing Queues (feet)*
Main Street (SR 36) / Alexander Avenue				
WB Left Turn	80' / 180'	63	103'	
Main Street / Grocery Outlet Driveway				
WB Left Turn	0' / 140'	82	54'	51'
Main Street (SR 36) / Ash Street (SR 139)				
EB Left Turn	90' / 230'	67	125'	

xx / yy – left turn lane distance / total distance of left turn lane and two-way left turn lane
 * - distance = [available queue length – (sum of opposing queues)]

KDA

Existing plus Approved / Pending Projects plus Project Conditions

A worst case scenario was evaluated with the project to determine the effect the project would have on Main Street. This included any approved and / or pending projects and the project itself. City of Susanville staff was contacted to identify any approved / pending projects. One project was identified, the Tractor Supply Company project at the Main Street / Laurel Street intersection. This project traffic was added to the existing traffic conditions to develop the Existing plus Approved / Pending projects base volumes.

Project Characteristics

Trip Generation. The proposed project will construct a 17,370 square foot pharmacy with a drive-through window. The Institute of Transportation Engineers (ITE) publishes trip generation rates for a variety of land uses including pharmacies. The trip generation of the project was computed using trip generation rates published in *Trip Generation* (Institute of Transportation Engineers, 9th Edition, 2012) based on the projected use of the site. A p.m. peak hour assessment was conducted as this time period typically provides the highest peak hour volume of adjacent street traffic. The p.m. peak hour also generates the highest trips.

Table 1 displays the p.m. peak hour trip generation for the proposed project on a thousand square foot basis. The project is expected to generate 172 p.m. peak hour trips, including 86 inbound and 86 outbound trips.

Trips generated by commercial projects fit into two categories. Some trips will be made by patrons who would not otherwise be on the local street system and who go out of their way to reach the site. These are "new" trips. Other trips will be made by patrons who are already in the roadway network, and are therefore not adding "new" trips to the overall system. These trips are "pass-by".

"Pass-by" trips are made by motorists who are already driving by the site as part of another trip. Peak hour pass-by trips are common on commuter routes as motorists stop on their way home, for example, to visit the neighborhood grocery. Pass-by trips occur along the project frontage. For this project pass-by trips would occur at the driveway entrances, and at the adjacent Main Street / Ash Street intersection.

ITE research has suggested typical 'pass-by' percentages for various land uses where appreciable background traffic occurs. The share of project trips falling into each category varies over the day. ITE research suggests that 49% of the trips to pharmacies with drive-through windows are likely to be 'pass-by'.

Table 2 presents the "pass-by" reductions assumed for this study. Application of this pass-by rate yields a total of 84 p.m. 'pass-by' trips. After accounting for this traffic, the project is expected to generate 88 'new' p.m. peak hour trips, 44 inbound trips and 44 outbound trips.

KDA

**TABLE 2
 PROJECT TRIP GENERATION**

Land Use	Amount	PM Trip Rate		PM Trips	
		In	Out	In	Out
Total Trips					
	19.37 ksf	9.91		172	
Pharmacy with Drive Through (LU 881)		In	Out	In	Out
		50%	50%	86	86
Pass-By Trips					
Pharmacy with Drive Through (LU 881)		49%		(42)	(42)
		Total New Trips		44	44

ksf - thousand square feet

Trip Distribution & Trip Assignment

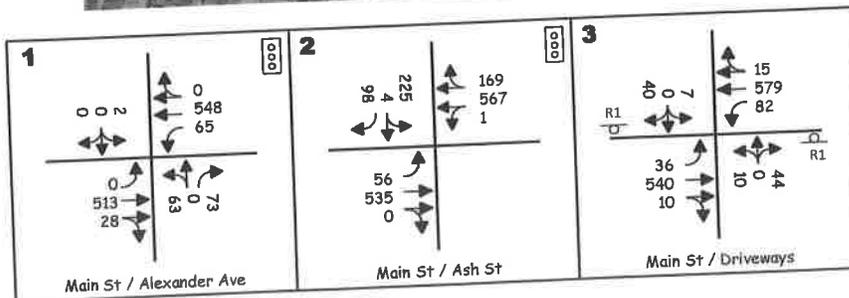
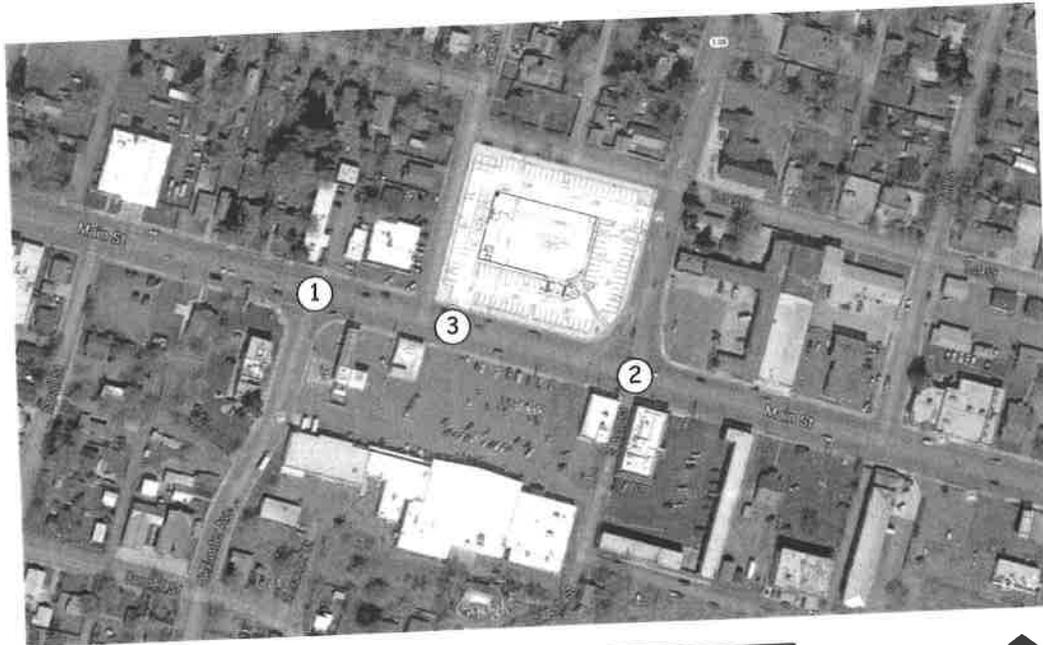
The distribution of project traffic was determined based on review of existing traffic counts and the travel patterns in the area. Project trips are expected to be oriented to the east, west and north. Table 3 presents the projected trip distribution percentages.

**TABLE 3
 PROJECT TRIP DISTRIBUTION**

Route	% of Total Trips
To / from Main Street west	45%
To / from Main Street east	20%
To / from Ash Street north	30%
To / from Park Street north	5%
Total	100%

Volumes along the eastbound movements at Ash Street are projected to decline based on pass-by trips entering the Rite-Aid site and exiting via Ash Street. Westbound pass-by traffic generally is expected to use the driveway along Main Street to enter and exit the site. Figure 3 presents the projected EPAP plus Project PM volumes at the study intersections.

KDA




 NORTH
 N.T.S.

Legend

-  XX PM Peak Hour Volume
-  Signal
-  Stop Sign

**EXISTING PLUS APPROVED PROJECTS PLUS PROJECT
TRAFFIC VOLUMES AND LANE CONFIGURATIONS**

SimTraffic Results – Table 4 presents the projected queues and available distance between opposing left turn lanes during the p.m. peak hour of the EPAP plus Project scenario. The available storage is presented along with the projected peak hour traffic volumes and the 95th percentile queue lengths. The westbound left turn queue at Alexander Avenue is projected to decrease insignificantly from 103’ to 102’ while the eastbound left queue at the project driveway is projected to be about 55’. The total left turn / TWLTL distance is about 180’, allowing 23’ between opposing queues. The eastbound left turn queue at Ash Street is projected to decrease from 125’ to 118’. This is related to the projected decrease in left turns as a result of pass-by trips entering the project driveway. The opposing westbound queue into Grocery Outlet is projected to decrease by two foot to 52’. The total left turn / TWLTL distance is about 230’, allowing 60’ between opposing queues. All queues are projected to be contained within the TWLTL.

**TABLE 4
 EPAP PLUS PROJECT QUEUES AT INTERSECTIONS**

Location	Available Queue Length (feet)	PM Peak Hour			PM plus Project Peak Hour		
		VPH	Queue (feet)	Distance between Opposing Queues (feet)*	VPH	Queue (feet)	Distance between Opposing Queues (feet)*
Main Street (SR 36) / Alexander Avenue							
WB Left Turn	80' / 180'	63	103'		65	102'	
Main Street / Grocery Outlet Driveway							
EB Left Turn	0' / 90'	n/a	n/a		36	55'	23'
WB Left Turn	0' / 140'	82	54'	51'	82	52'	60'
Main Street (SR 36) / Ash Street (SR 139)							
EB Left Turn	90' / 230'	67	125'		56	118'	

xx / yy – left turn lane distance / total distance of left turn lane and two-way left turn lane

n/a – not applicable

* - distance = [available queue length – (sum of opposing queues)]

Conclusions

The proposed Rite Aid project will consist of a stand-alone 17,370 square foot building bounded by Main Street, 1st Street, Park Street and Ash Street. Full access is proposed along both Main Street and Ash Street through the use of the two-way-left-turn lane that currently provides access to the Grocery Outlet on the opposite side of the street. The project will generate 172 trips, of which 88 are new trips and 84 are pass-by trips. A SimTraffic simulation was conducted to determine whether the project will create queues that could impact traffic along Main Street, specifically in the left turn lane at Alexander Avenue and Ash Street along the project frontage. SimTraffic simulations were completed for two scenarios, the Existing Condition and an Existing plus Approved Projects plus Project (EPAPPP) condition. Both scenarios considered the p.m. peak hour only. Following Caltrans methodology, 20 runs were completed with average reported for the median 10 of the 20 runs.

KDA

Mr. Jerry Powell
PMZ Real Estate
July 15, 2014
Page 9

The results indicate that the existing left turn queues are about 125' at Ash Street and about 103' at Alexander Avenue. These results are consistent with queues observed at both locations. The mid-block westbound queue to enter the Grocery Outlet driveway is about 54', leaving about 51' between maximum queues, should they occur simultaneously.

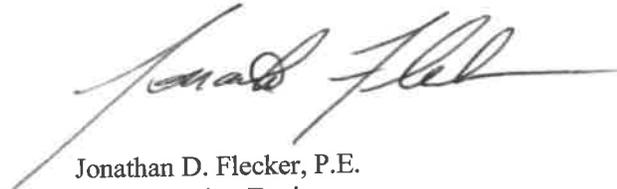
Under the EPAPP condition the queues are projected to decrease insignificantly by 1' at Alexander Avenue and decrease by 7' at Ash Street. The decrease at Ash Street is due to the reduction in left turn volumes as a result of pass-by traffic entering the Rite Aid driveway and departing north on Ash Street, effectively bypassing the Main Street / Ash Street intersection. The mid-block queue for westbound Grocery Outlet traffic is projected to decrease minimally by 2' to 52' providing 60' between Grocery Outlet and Ash Street queues. The mid-block queue for eastbound Rite Aid traffic is projected to be 55', providing 23' between the Alexander Avenue left turns and Rite Aid left turns.

The simulation results show that adequate space is available between Alexander Avenue and Ash Street to accommodate each of the left turn movements without backing up into a through lane along Main Street.

Should you have any questions please free to contact me at (916) 660-1555 or you may reach me via e-mail at jflecker@kdanderson.com.

Sincerely,

KD Anderson & Associates, Inc.



Jonathan D. Flecker, P.E.
Transportation Engineer

cc: Marcelino Gonzalez, Caltrans District 2
Craig Sanders, City of Susanville

Attachments

KDA

Queuing and Blocking Report
Baseline

Exist PM
7/14/2014

Intersection: 1: Alexander Ave/Driveway & Main St (SR 36)

Movement	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	237	222	99	171	174	154	86	38
Average Queue (ft)	109	77	56	54	59	71	38	3
95th Queue (ft)	207	175	103	154	152	132	72	19
Link Distance (ft)	1351	1351		149	149	474	474	122
Upstream Blk Time (%)				2	1			
Queuing Penalty (veh)				6	3			
Storage Bay Dist (ft)			75					
Storage Blk Time (%)	15		9	2				
Queuing Penalty (veh)	0		23	2				

Intersection: 2: Ash St/Ash St (SR 139) & Main St (SR 36)

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	TR	LT	TR	LT	R
Maximum Queue (ft)	123	247	242	312	324	410	236
Average Queue (ft)	71	90	96	159	140	193	47
95th Queue (ft)	125	202	197	264	254	339	180
Link Distance (ft)		262	262	1490	1490	987	
Upstream Blk Time (%)		0	0				
Queuing Penalty (veh)		1	0				
Storage Bay Dist (ft)	100						180
Storage Blk Time (%)	9	4				11	0
Queuing Penalty (veh)	25	3				12	0

Intersection: 3: Driveway & Main St (SR 36)

Movement	EB	EB	WB	WB	WB	NB
Directions Served	T	TR	L	T	T	LR
Maximum Queue (ft)	26	34	39	154	147	77
Average Queue (ft)	1	2	25	38	10	36
95th Queue (ft)	18	20	54	101	65	66
Link Distance (ft)	149	149		262	262	162
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			1			
Storage Blk Time (%)			3	1		
Queuing Penalty (veh)			10	1		

Network Summary

Network wide Queuing Penalty: 85

Intersection: 1: Alexander Ave/Driveway & Main St (SR 36)

Movement	FB	EB	WB	WB	WB	NB	NB	SB
Directions Served	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	282	244	96	167	160	173	81	41
Average Queue (ft)	123	87	58	43	46	67	38	4
95th Queue (ft)	234	203	102	123	120	138	68	24
Link Distance (ft)	1351	1351		154	154	474	474	122
Upstream Blk Time (%)				1	0			
Queuing Penalty (veh)				4	1			
Storage Bay Dist (ft)			75					
Storage Blk Time (%)	16		10	2				
Queuing Penalty (veh)	0		27	1				

Intersection: 2: Ash St/Ash St (SR 139) & Main St (SR 36)

Movement	FB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	TR	LT	TR	LT	R
Maximum Queue (ft)	120	165	169	318	333	414	250
Average Queue (ft)	65	55	63	155	143	204	43
95th Queue (ft)	118	130	134	267	263	343	174
Link Distance (ft)		257	257	1490	1490	987	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100						180
Storage Blk Time (%)	8	2				13	0
Queuing Penalty (veh)	23	1				14	0

Intersection: 3: Driveway/Project Driveway & Main St (SR 36)

Movement	FB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	55	125	90	39	139	98	94	92
Average Queue (ft)	18	24	4	28	40	6	38	38
95th Queue (ft)	52	79	39	55	96	48	75	75
Link Distance (ft)		154	154		257	257	163	141
Upstream Blk Time (%)		0	0					0
Queuing Penalty (veh)		0	0					0
Storage Bay Dist (ft)	1			1				
Storage Blk Time (%)	3			4	1			
Queuing Penalty (veh)	8			10	0			

Network Summary

Network wide Queuing Penalty: 89

April 10, 2015

Mr. Jerry Powell
PMZ REAL ESTATE
3800 Geer Road, Suite 105
Turlock, CA 95382

**RE: SUPPLEMENTAL ANALYSIS – RITE AID TRIP DISTRIBUTION AND TRUCK ACCESS
ASH STREET (SR 139) AT MAIN STREET (SR 36), SUSANVILLE, CA**

Dear Mr. Powell:

KD Anderson & Associates, Inc. has completed our supplemental analysis for the proposed Rite Aid project in the northwest quadrant Main Street (SR 36) and Ash Street (SR 139). This analysis considered the trip assignments to and from the site. In addition, an *AutoTurn* assessment was conducted to verify turning patterns for two larger sized design vehicles expected at the site.

Trip Distribution and Assignment

Our July 2014 analysis identified that the project is expected to generate 172 p.m. peak hour trips, with 86 inbound and 86 outbound. The distribution of project traffic was determined based on review of existing traffic counts and the travel patterns in the area. Table 1 presents the projected trip distribution percentages. Traffic was assigned to the driveways and adjacent roadway network based on the trip distribution and potential routes available into and out of the project.

**TABLE 1
PROJECT TRIP DISTRIBUTION**

Route	% of Total Trips
To / from Main Street west	45%
To / from Main Street east	20%
To / from Ash Street north	30%
To / from Park Street north	5%
Total	100%

Table 2 presents the projected movements into and out of the project site. Limited access is available along Main Street and Ash Street with right-in movements along Main Street totaling 15 trips. Along Ash Street 29 inbound trips are projected with the right-in only access while 12 trips are projected to exit via a right-only movement. Both of these driveways will serve Main Street east of the project site. Park Street will provide access to traffic from Main Street west of the project site. The total projected inbound

peak hour traffic turning onto Park Street is 35 vehicles with most traffic expected to make a left turn from eastbound Main Street onto Park Street. Outbound peak hour traffic is expected to reach about 43 vehicles with almost all of the traffic heading west along Main Street. Finally, northbound traffic along Ash Street (7 vehicles) is projected to use the driveway access proposed along First Street to enter the site while this driveway will provide outbound access onto northbound Ash Street and is expected to serve 31 vehicles.

**TABLE 2
 PROJECT TRIP ASSIGNMENT**

Site Driveway Access	# Trips
Main Street Westbound Right-In	15
Ash Street Southbound Right-In	29
Eastbound Right-Out	12
Park Street Northbound Right-In	35
Westbound Left-Out	43
First Street Westbound Left-In	7
Northbound Right-Out	31
Total Trips	86 In 86 Out

Design Vehicle Access

Two types of larger vehicles are expected to access the Rite Aid site. Deliveries made to Rite Aid will include 45' long semi-trailer trucks on a weekly basis as well as smaller single unit vehicles. In addition, motorists in motor homes may also shop at the store while vacationing in the Lassen County area. An *AutoTurn* assessment was completed to confirm that these vehicles can enter and exit the driveways.

AutoTurn software implements procedures described in the American Association of State and Highway Transportation Officials (AASHTO) document *A Policy on Geometric Design of Highways and Streets*, and the Caltrans *Highway Design Manual*. The program is a CADD based program that simulates low speed turning maneuvers for highway vehicles. The program is used to define vehicle tire tracking and sweep paths in order to design roadway features to meet minimum design vehicle constraints.

Results. Figures 1 and 2 show the turning tracks for motor homes for both inbound and outbound directions. Motor homes will be able to enter the site along driveways on each of the four perimeter streets. Motor homes departing the site will also be able to use all full access or right-out only exit points without overtopping the curbs. The motor homes will use both through lanes when entering westbound Main Street. This is due to the tight curb returns and is not an unusual occurrence.

KDA

Figures 3 and 4 show the turning tracks for a WB-40 semi-trailer truck. This is the type of truck expected to be used by Rite Aid. Access to the site will need to occur using Park Street as shown in Figure 3. This is due to the restricted turn movements at the Main Street and Ash Street driveways and is the most direct route to the loading zone at the back of the store. Trucks can use the driveway along Ash Street to exit the site and travel back to the SR 36 / SR 139 intersection. The proposed design allows them to not overtop the curb while also not encroaching into the opposing travel lane.

Conclusions

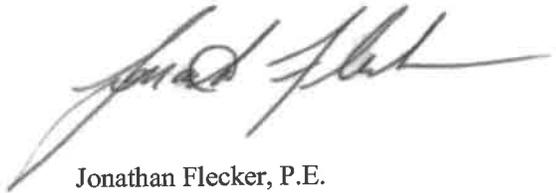
The proposed Rite Aid store in the northwest quadrant of Main Street (SR 36) and Ash Street (SR 139) is expected to have customers approaching the store from throughout Susanville. The primary entrances will be along Ash Street for southbound traffic, along Main Street for westbound traffic along Park Street for eastbound and northbound traffic. Traffic exiting the site will use either Ash Street or Park Street to head back to Main Street while traffic heading north on Ash Street will use First Street.

Inbound access to the site by semi-trailer trucks should be limited to the Park Street driveway. This provides a direct access to the store's loading zone in the back of the store and these size trucks can complete turns to the driveway without overtopping the curbs. When departing, trucks should proceed to the Ash Street driveway, complete a right turn onto Ash Street and head back to the Main Street / Ash Street intersection. This movement can be completed without overtopping curbs. Similar to motor homes when entering Ash Street the semi-trailer trucks will use both southbound lanes along Ash Street but will not encroach into the opposing lane when completing the turn.

If you have any questions or need additional information please contact me at (916) 660-1555.

Sincerely yours,

KD Anderson & Associates, Inc.



Jonathan Flecker, P.E.
Transportation Engineer

Attachments

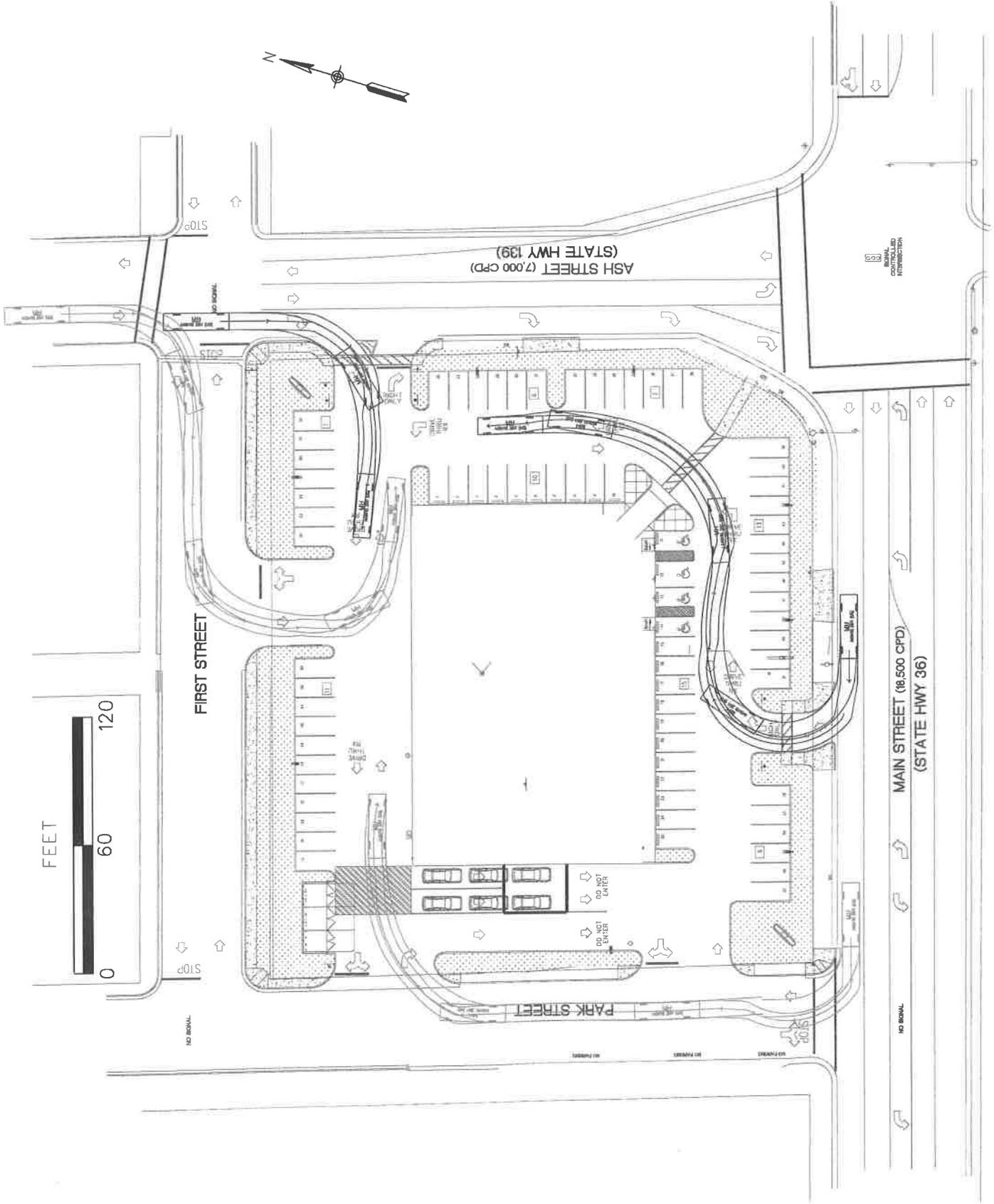


FIGURE 1
MOTOR HOME INGRESS

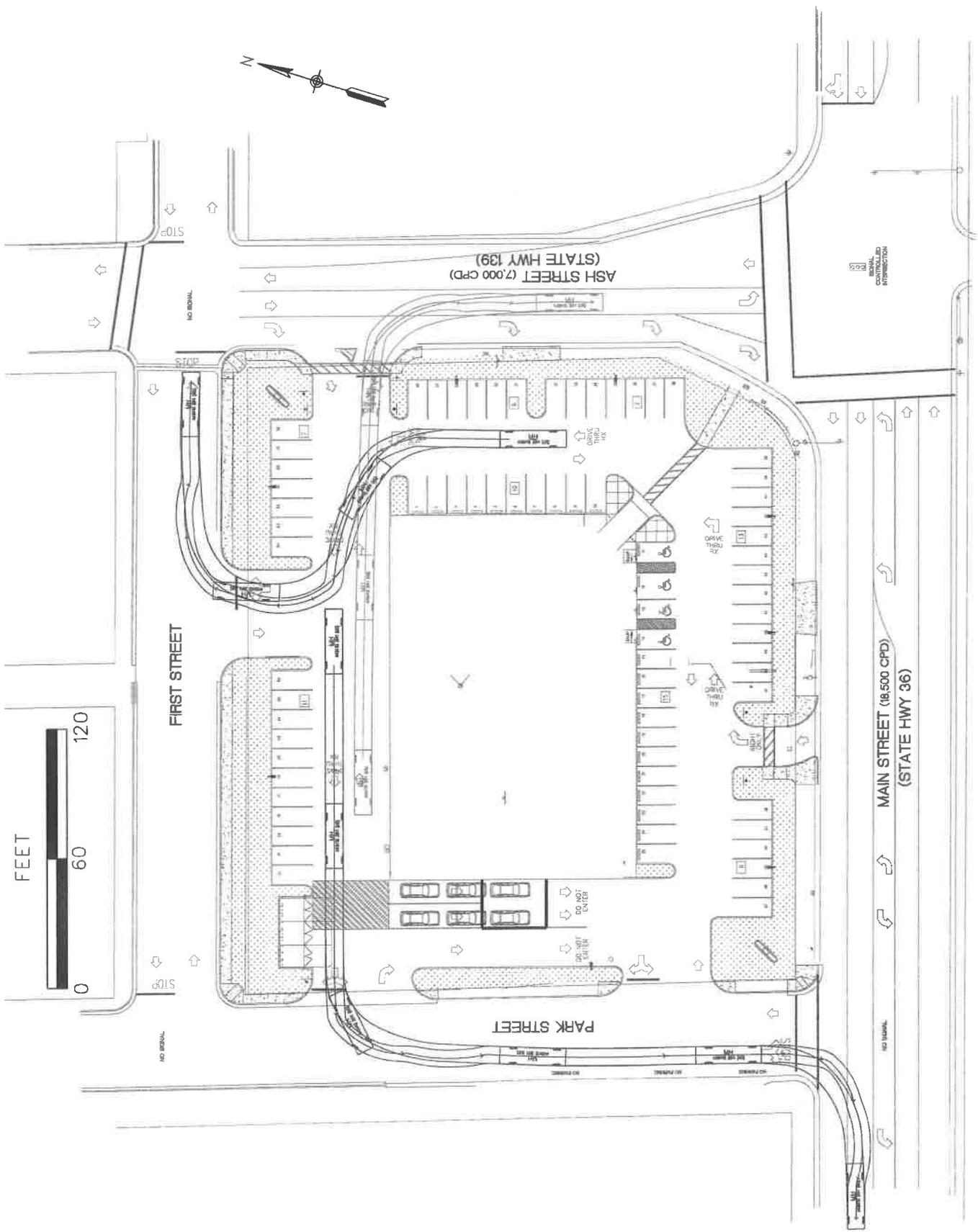


FIGURE 2
MOTOR HOME EGRESS

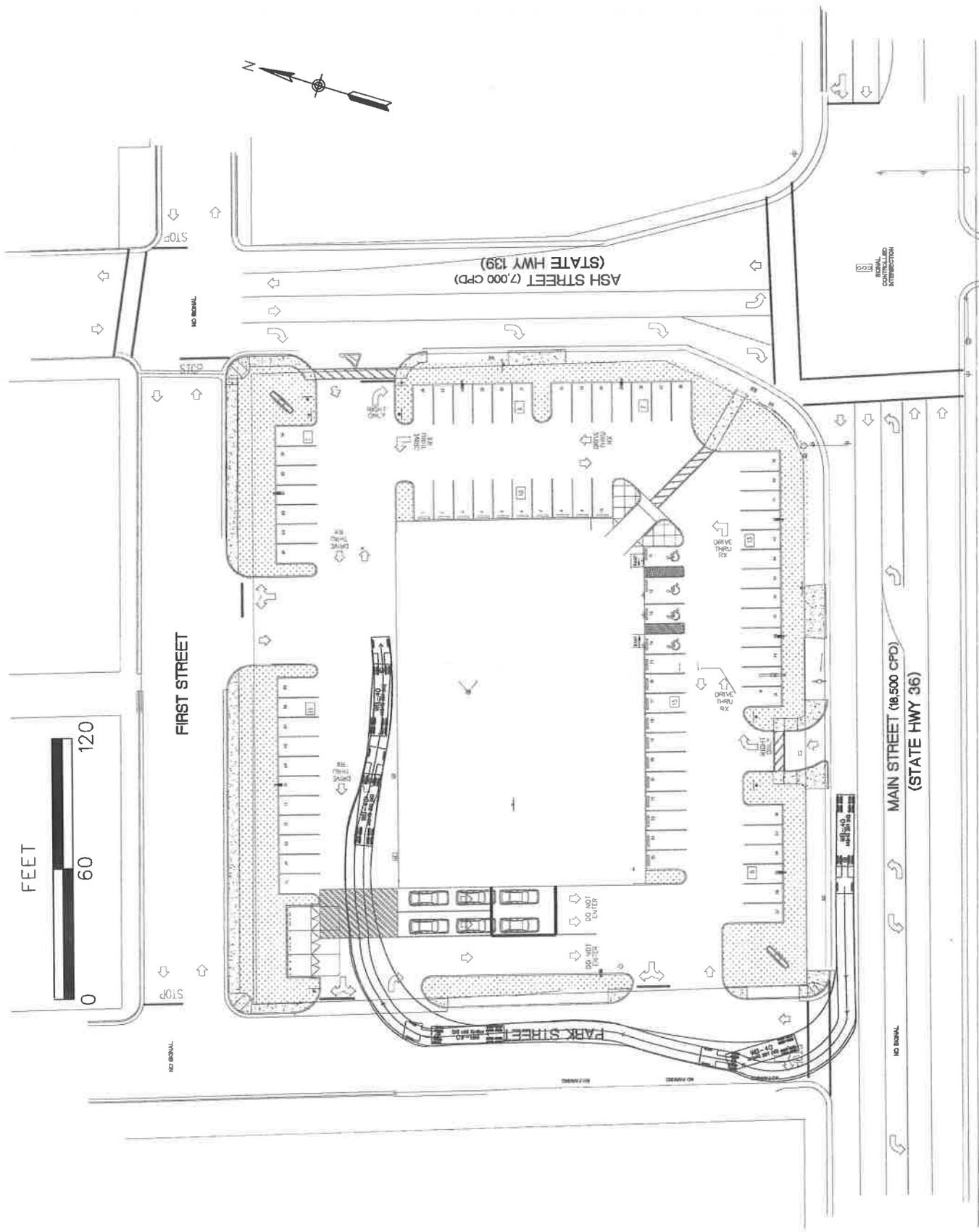


FIGURE 3
SEMITRAILER INGRESS

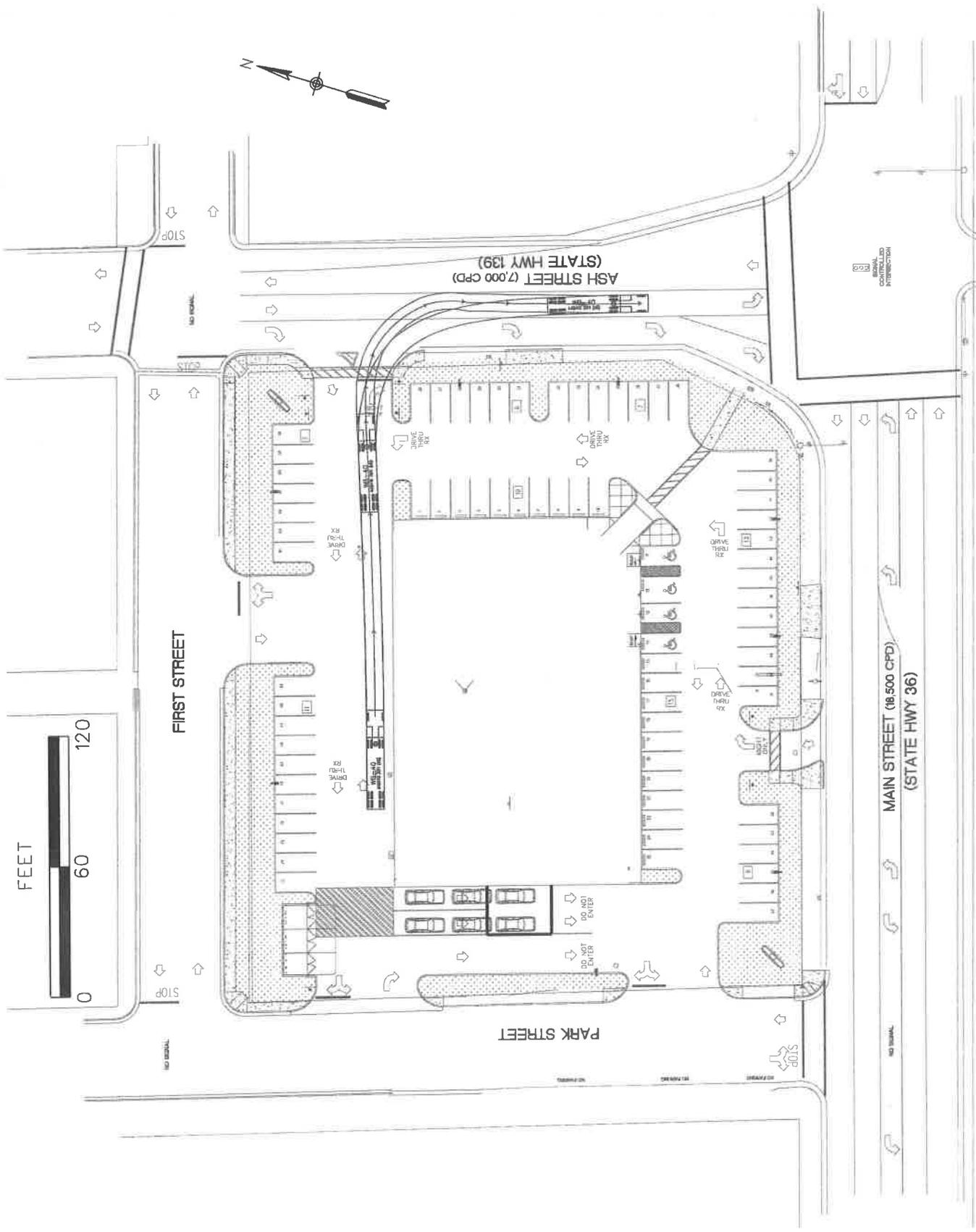


FIGURE 4
SEMITRAILER EGRESS

APPENDIX B

Consultation Comment Letters

Cal Trans Region 2 – February 3, 2015
Lahontan Regional Water Quality Control Board - February 2, 2015
California Dept. of fish and Wildlife – February 5, 2015
Susanville Sanitary District - February 11, 2015
Native American Heritage Commission - February 27, 2015

DEPARTMENT OF TRANSPORTATION
OFFICE OF COMMUNITY PLANNING
1657 RIVERSIDE DRIVE
REDDING, CA 96001
PHONE (530) 229-0517
FAX (530) 225-3020
www.dot.ca.gov/dist2/



*Serious drought.
Help save water!*

February 3, 2015

Mr. Craig Sanders
City of Susanville, Planning Division
66 N. Lassen Street
Susanville, CA 96130

IGR/CEQA Review
Las-36-25.28
Rite Aid UA 14-021/GZ 14-022
Request for Comments

Dear Mr. Sanders:

Thank you for the opportunity to review the request to amend the General Plan land use designation, a zone amendment, and a use permit submitted on behalf of PM Design Group to develop a 17,400 square foot Rite Aid pharmacy at the northwest corner of the intersection of State Route (SR) 36 (Main Street) and SR 139 (Ash Street).

The proposal includes two driveways on Park Street, one on First Street, a right-in/right-out driveway on SR 139, and a right-in only driveway on SR 36. Through early consultation we have worked with the applicants and the City to agree that the proposed access requirements reduce potential conflicts on the transportation system.

We look forward to continue working with the City and the applicants in obtaining a Caltrans encroachment for all work in the state highway right of way. Improvements will include pedestrian access meeting Americans with Disability Act (ADA) requirements, utilities, driveways, and drainage.

Prior to the hearing please provide our office with a copy of the notice of the public hearing on this matter. Copies of the staff report and recommended conditions of approval are also requested. If you have any questions, or if the scope of this project changes, please call me at (530) 225-3369.

Sincerely,

A handwritten signature in black ink, appearing to read "Marcelino Gonzalez".

MARCELINO GONZALEZ
Local Development Review
District 2

Craig Sanders

From: Payne, Dale@Waterboards <dale.payne@waterboards.ca.gov>
Sent: Monday, February 02, 2015 11:15 AM
To: csanders@cityofsusanville.org
Subject: Comments on Rite-Aid Proposed Project UA-14-021/GZ-14-022

Hi Craig,

Lahontan Water Board staff have reviewed the submitted documents for the above project, and our comments follow. The proposed project will cause greater than 1 acre of soil disturbance, and will therefore require the City of Susanville to apply for and receive a Statewide Stormwater Construction General Permit which must include and implement adequate post-construction stormwater controls. Information on the permit can be found at:

http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml

If you have any questions, please contact me at 530-542-4564.

Thank you,
Dale Payne



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Region 1- Northern
601 Locust Street, Redding, CA 96001
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director



February 5, 2015

Mr. Craig Sanders
City Planner
City of Susanville, Planning Division
66 N. Lassen Street
Susanville, CA 96130

**Subject: Project Review and Consultation for UA-14-021/GZ-14-022 Main St.
and Ash St., Susanville, Lassen County**

Dear Mr. Sanders:

The California Department of Fish and Wildlife (Department) has reviewed the consultation request for the above-referenced project (Project). The Department's review of this Project is pursuant to our role as the State's trustee for fish and wildlife resources under the California Environmental Quality Act, California Public Resources Codes § 21000 et seq. The Project is a proposal to develop a 17,400 square foot Rite-Aid store on 1.65 acres located at the northwest corner of Main and Ash Streets in Susanville. The Project site currently contains three single family homes and one commercial building which are proposed to be demolished. Based on the information provided and Department review, we have no comments at this time. If the Project description changes in any way or additional biological resource information becomes available, the Department should be notified and provided an opportunity to offer comments regarding the updated information.

We appreciate the opportunity to review this Project. If you have any questions, please contact me at (530) 225-2138, or by email at Kristin.Hubbard@wildlife.ca.gov.

Sincerely,

Kristin Hubbard

Kristin Hubbard
Environmental Scientist

ec: Mr. Craig Sanders
City of Susanville, Planning Division
csanders@cityofsusanville.org

Mss. Kristin Hubbard and Amy Henderson
California Department of Fish and Wildlife
Kristin.Hubbard@wildlife.ca.gov; Amy.Henderson@wildlife.ca.gov



SUSANVILLE SANITARY DISTRICT

February 11, 2015

45 S. Roop St.
P.O. Box 152
Susanville, CA 96130
Office: (530) 257-5665
Fax: (530) 251-5328

Planning Department

Re: Use Permit/Architectural & Site Review:

Dear Craig Sanders,

The Susanville Sanitary District offers the following comments on the proposed 17,400 sq.ft Rite Aid Store at Main and Ash Street in Susanville, CA. This proposed project is within the SSD sewer service boundary and can connect to the gravity sewage collection system. The proposed building site sits over an existing sewer main line that will need to be abandoned and redirected. An option is to divert the sewage flow from the adjacent manhole in Park Street North down to an existing manhole in Park Street. All abandoned sewer mains will need to be capped per the Susanville Sanitary District (SSD) Standards. This property can be served by a gravity sewer system designed and built at the owner's expense. All improvement plans must be submitted the SSD for review and approval before construction begins.

It has been determined per your drawing submittal that the subject property is likely to be equivalent to 4 EDU's. The sewer connection permit fees due to the District are as follows:

- 1 existing Commercial EDU's @ \$1,612.00 = \$1,612.00 Connection Fees Credit
- 3 existing Residential EDU's @ \$1,612.00 = \$4,836.00 Connection Fees Credit

A total of 4 EDU's Credit from existing capacity

4 new Commercial EDU's @ \$1,612.00 = \$0.00 Connection Fees (credit noted above)

Non-refundable repair dep.	\$	200.00
Inspection fee (2) site visits	\$	<u>75.00</u>
TOTAL Due	\$	275.00

NOTE: ALL FEES MUST BE PAID BEFORE ANY CONSTRUCTION/GROUND BREAKING BEGINS.

PLANS

Susanville Sanitary District (SSD) will require engineering plans signed and stamped by a professional registered engineer on all sewer main line extensions, including service lateral line connections.

REVIEW

Plans for sewer improvements, and building plans shall be submitted for review and approval prior to any construction occurring. SSD shall receive three sets to approved construction plans relative to any sewer improvements and one set of building plans. Upon construction completion SSD shall receive one set of reproducible "as built" for main line sewer improvements.

INSPECTION

All sewer mainlines shall be constructed in "County Road Right of Way" or a dedicated easement and conform to SSD material and construction standards. All sewer lines, lateral, manholes or other sewer improvements must be inspected and approved by SSD staff prior to back filled or burial.

FEES & PERMITS

Inspection fees and/or plan review fees must be paid prior to any construction occurring. Permit or connection fees shall be paid before building permit is issued for the structure.

GREASE TRAPS OIL / WATER SEPARATORS

Grease Traps and Oil / Water Separators shall be submitted for review and approval prior to construction.

NOTICE: 48 hour notice shall be given to schedule an inspection. Inspections are not to be scheduled on weekends or holidays.

Thank you for the opportunity to comment on this project.

Sincerely,



Randy O'Hern
General Manager

STATE OF CALIFORNIAEdmund G. Brown, Jr., Governor**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95831
(916) 373-3710
Fax (916) 373-5471



February 27, 2015

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

Sent by Fax: (530) 257-4725
Number of Pages: 2

Re: Rite Aid Store with Drive-Thru, Lassen County.

Dear Mr. Sanders,

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3712.

Sincerely,

A handwritten signature in cursive script that reads "Katy Sanchez".

Katy Sanchez
Associate Government Program Analyst

APPENDIX C

Comment letters

One comment letter was received on the project from a neighbor living adjacent to the project site at 100 Ash Street. The letter is included in this appendix..

CITY OF SUSANVILLE
RECEIVED

APR 13 2015

BUILDING & PLANNING

April 10, 2015

CITY OF SUSANVILLE
RECEIVED

APR 31 2015

13 CBS

BUILDING & PLANNING

To: Craig Sanders, City Planner
City of Susanville
66 North Lassen
Susanville, CA 96130
(530) 252-5104

Re: Initial Study/Mitigated Negative Declaration
Project: Rite Aid General Plan Amendment, Rezone and Use Permit for Drive-thru
Facilities and exceptions to landscaping and parking standards.

From: Moreno and Kathryn L. Antonacci
Homeowners
100 Ash Street
Susanville, CA 96130
(760)803-8442

We wish to comment on the proposed project and the proposed amendments and exceptions required by the Rite Aid project.

We would like to address our three major concerns with this project, as adjacent property owners. Then we will address our other concerns and any comments regarding more minor issues with the project or the document as we received it.

1) Surface Water and Drainage

We would like more clarification on how the increased surface water from the proposed project will be contained. We are very concerned about the relocation of the existing driveway on First Street to the new driveway location. This moves the opening from near the alley, to the front of our little house and the fence between the garage and the little house, which is below street grade. There are no city drains visible to us on First Street and the existing road has a significant slope towards our property which will move water towards our property. We have already observed runoff from the streets impacting our property and are very concerned about any increase in that runoff and the location and increased size of the Rite Aid driveway on First Street.

The information presented to us in the IS/MND for this project is unclear about the drainage and flow of water. On page H-6, section 2.4.4, the report indicates that "the site currently drains in a couple different directions however the natural slope is generally from south" (the proposed Rite Aid) "to north" (our property). The finished site drainage will direct water to existing storm drainage facilities in the adjacent streets." On page H-41, Environmental Setting, the report states that "Surface water generally drains toward the south within the site, surface discharge occurring into the existing storm drainage system...and First Street." Still unclear is how the water flowing north to our property will be handled. Can someone please explain to us the existing storm drain system on First Street. The natural slope of the land will cause the water to flow from the south to the north towards our property.

We are also concerned about the pollutants that will flow onto our property and how that will impact our use of our property. We understand that some sort of underground collection and filtration system will be put in, but are unclear as to where that water will subsequently be draining out. We also notice that in Appendix D of this document, there is no monitoring being provided after construction ends. We are wondering about our recourse after construction if we have runoff from the project site or street oil contamination issues on our property. Again, our biggest concern is the runoff that is unimpeded as it exits the driveway and flows across the street into our property.

2) 20 foot Pylon Signs requiring Variances

We are very much against the need for Rite Aid to put a Sign Pylon with a variance for a 20 foot sign on two corners of the proposed project. The one on Main Street is fine, as it is visible to the most drivers without being hidden by existing trees or significantly impacting the neighbors. In our opinion two pylon signs are unnecessary and the one on Ash and First is an eyesore to the surrounding neighbors near this corner and is directly in front of our property. If there is a need for signage on Ash Street, a more acceptable solution would be something on the existing 22 foot building. Perhaps something that could be turned off or down at night so as not to impact the neighbors with additional light pollution.

3) Traffic Impact

We are very concerned about the traffic impact, specifically at the intersection of Ash and First. We do not believe that the traffic flow has been adequately analyzed. For example, if a driver is heading east on Main Street and wants to enter the Rite Aid, there is no safe turn lane onto Park due to the light at Alexander. Currently you can only enter the center turn lane after Park Street. They would be required to turn left on Ash Street, and with no left access on Ash would have to turn left on First, then left into the Rite Aid. We want to go on record as stating that we believe there will be a significant traffic impact due to this project because of limited access to the site on Main Street and Ash Street. We believe that the increased use of the left turn onto First Street from southbound Ash Street will cause a traffic impact at the intersection of Main and Ash,

especially during commuting times and during the summer. We also believe that drivers wishing to turn left onto Ash from First will also have difficulty during these busy times.

4) Oversized Vehicle Parking

We also wanted to comment about the need for oversized vehicle parking at the proposed site. The existing Rite Aid is in a shopping center with more than adequate parking for these vehicles. People who have been stopping at the existing Rite Aid on their way through town will want to continue doing so, especially if they normally have prescriptions filled at Rite Aid. This project is already proposing to decrease the number of required parking spaces and the amount of required landscaping. The plan does nothing to address the need for oversized vehicle parking. Our guess is that they will park on the public streets when they are able.

We would like to address some other issues with either the document or the impacts as stated.

5) Construction Schedule

To begin, on page H-7, section 2.5.1 regarding the construction schedule, the report references Tractor Supply and not Rite Aid. We would like to receive an accurate reporting of the construction schedule for this project.

6) Lighting

Next we wish to address page H-15, section I.d and the creation of new source of substantial light or glare. This report indicates that there is a less than significant impact. We believe this is incorrect. Currently when we go out at night, the area is fairly dark with very little lighting. We can view the stars. When we go to the Walgreens on Main Street at night, a similar project to the proposed Rite Aid, the lighting present at the site prevents us from having that same view of the stars and night sky. We realize the project will require adequate lighting, but we ask that every effort be made to keep the lighting required for safety low at night. Again, not having a 20 foot sign on the corner of Ash and First would help mitigate the light pollution we will experience from this project.

7) Operating Hours

Next we wish to discuss the proposed operating hours as indicated on page H-45, section X.b. "Operating hours are proposed to be from 8am to 11pm. In terms of noise generation, the hours of 10pm to 7am are regarded and (as?) the quiet hours for residential land uses. The 11pm closing time is not expected to be incompatible with the adjacent residential uses...". We strongly disagree with this statement. The existing Rite Aid is in a shopping center with a 24 hour Safeway, according to my research. They currently do not stay open until 11pm, according to my research. The Grocery Outlet across the street from the proposed Rite Aid closes at 9pm and the IGA grocery store just down the street closes at 10pm. These are similar businesses already existing in this area.

This is still a residential neighborhood, unlike the existing Rite Aid location. Just because they anticipate "the number of customers is not expected to be very great" after 10pm, it is still a significant impact and change over existing use. There would also be employees who need to close up. We respectfully ask you to reconsider allowing a closing time after 10pm.

8) Noise Impacts

Now we would like to address the noise issue. Not only will there be a significant increase in the number of vehicle trips impacting the streets surrounding this project, but the project includes a drive through pharmacy. All of this contributes to additional vehicle noise impacts. Vehicles sitting with their engines idling is both a noise and pollution issue. On top of the traffic and parking noise, there is also the noise from the HVAC units needed to power the AC and the refrigeration units. None of this type of noise exists currently and will be a constant noise, day and night. This impact could be significant.

9) Construction Noise and Impact

Construction noise, dust, traffic, and pollution are inevitable with this project. I understand that the city considers this an insignificant impact, but from our perspective this is very significant and will force us to alter our plans to enjoy our property this summer.

10) Adverse Effect on Human Beings

Finally we wish to discuss page H-65, section XVIII.c regarding Adverse Effects on Human Beings. We disagree that this project will not result in substantial adverse effects on human beings. We believe this project will directly impact our air quality, noise levels, light pollution and traffic levels. We disagree that "the Project will directly benefit the community by providing commercial options potentially reducing trips to the nearest urban area, Reno". Perhaps this is again a reference to the recently constructed Tractor Supply as there is already a Rite Aid and a Walgreens in town.

In conclusion, we would have preferred to be invited to participate in the planning of this project earlier, before our only opportunity to comment was regarding this Initial Study/Mitigated Negative Declaration. We believe we could have found an equitable and amicable solution to our concerns without having to submit this official document. We sincerely hope that even though our questions and comments are required to be submitted within the constraints of this process at this time, that we can still find a way to work together to address our concerns and move forward.

Again, we understand the need for the city to develop. We just hope that the parties involved can find some way to lessen the impact on our property and it's value to us as owners and for resale.

We appreciate the opportunity we have been given to address our concerns. Overall, we believe that this is not a bad project for the city or the lots involved. We do have some significant concerns about the drainage from the project site onto our property and the pylon sign planned for the corner of Ash and First. We look forward to discussing this further with the city.

Thank you for your time and attention.

Sincerely,



Kathryn L. Antonacci


Moreno Antonacci

APPENDIX D

Mitigation Monitoring and Reporting Program

CEQA Guidelines Section 15097 requires the adoption of a program by a public agency for monitoring or reporting on the project revisions or measures it has imposed to mitigate or avoid significant impacts of a project. The plan implementation and impact mitigation measures that are incorporated into the Project are contained in the Sierra Community Park Project Initial Study. Detailed descriptions of each measure are included below.

The following mitigation measures are those measures that are required for construction and operation of Sierra Community Park. Each of the mitigation measures includes a description of the measure that is required to be completed, the impacts that are mitigated, and the lead, implementing, and the monitoring agency. Also included is the timing associated with the implementation of the mitigation measure.

HYDRO-1. Storm Water Quality and Capacity

Description	Storm water detention shall be provided within the project to mitigate increased runoff from a 100-year storm event, in compliance with Caltrans requirements for all water direct to a Caltrans facility and from a 20-year storm event for water directed to City facilities. The detention shall include a water/oil separator or other device to mitigate contaminated water from the parking surface and the detention structure shall allow for infiltration.
Impacts Mitigated	Impacts to storm water system capacity and water quality.
Mitigation Level	Mitigate peak flow runoff to City and State drainage infrastructure.
Lead Agency	City of Susanville
Implementing Agency	City of Susanville, Caltrans
Monitoring Agency	City of Susanville, Caltrans
Timing	
Start:	Project design stage
Complete:	At completion of construction with on-going maintenance of any active filtration device

NOISE-1. Operation Noise

Description	The hours of operation shall not extend past 10:00 p.m.
Impacts Mitigated	Noise incompatibility with residential uses
Mitigation Level	Make the hours of operation compatible with residential land uses.

Lead Agency City of Susanville
Implementing Agency City of Susanville
Monitoring Agency City of Susanville

Timing

Start: Project opening
Complete: Continuous requirement of the business

AIR-1. Air Quality

Description

During all phases of construction a sign shall be posted on the northerly property line of the project site stating that anyone having dust complaints related to the construction should call the Lassen County Air Pollution Control District and include the appropriate phone number.

Impacts Mitigated

Impacts from site construction dust generation.

Mitigation Level

Mitigate excessive dust generation and ensure contractor is following air quality regulations.

Lead Agency

City of Susanville

Implementing Agency

City of Susanville

Monitoring Agency

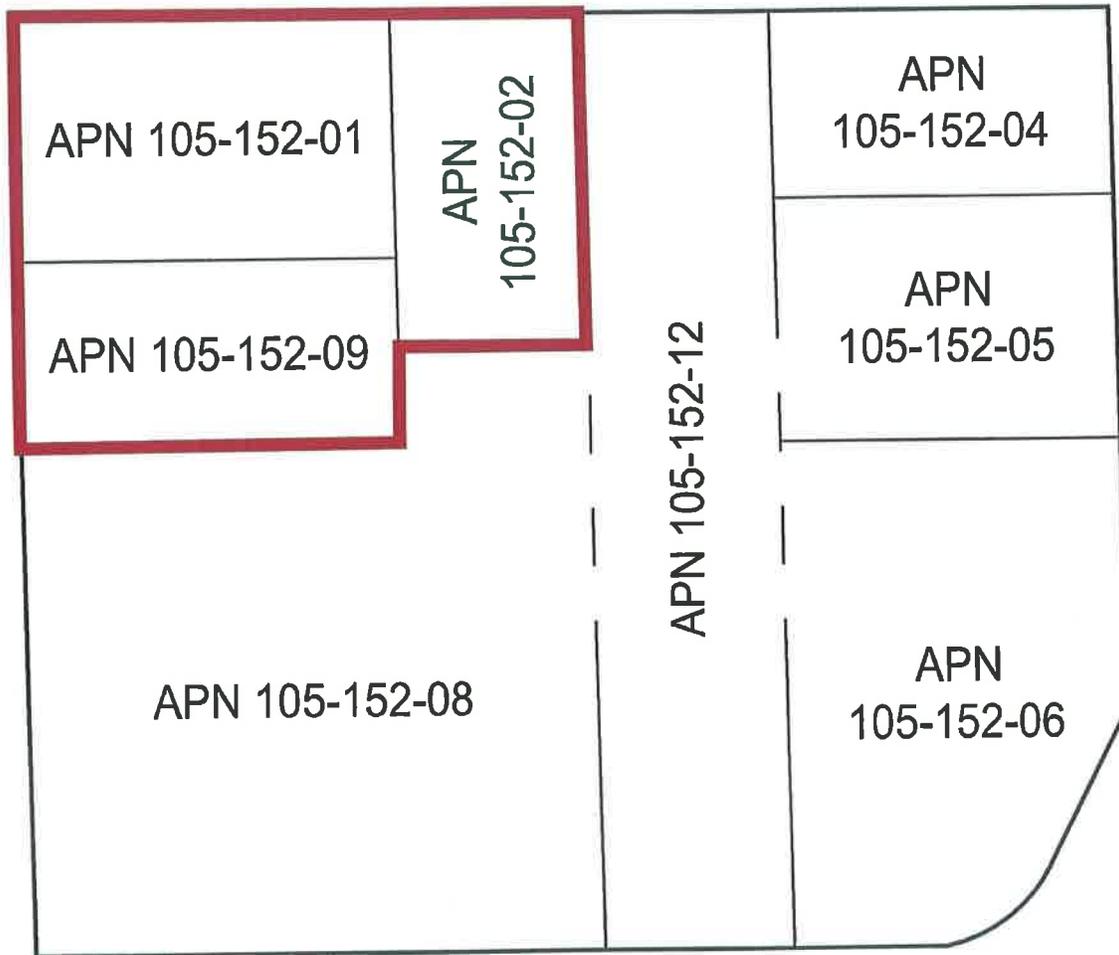
City of Susanville, Lassen County Air Pollution Control District

Timing

Start: Beginning of site work
Complete: At completion of construction

FIRST STREET

PARK STREET



ASH STREET (STATE HIGHWAY 139)

— Parcels subject to General Plan
Amendment and Rezone
MAIN STREET
(STATE HIGHWAY 36)

**CITY OF SUSANVILLE PLANNING COMMISSION
STAFF REPORT
April 28, 2014, 2014**

FILE NUMBER	Use Permit # U/A 14-021 and GZ 14-022		
APPLICANT	PM Design Group, David Lundy.		
OWNER	Laguna Harbour LLC and Laguna Ranch LLC		
REPRESENTATIVE	PM Design Group, David Lundy		
REQUEST	An amendment to the General Plan land use designation and Rezoning of three parcels totaling 0.37 acres from Low Density Residential/R-1 Single Family Residential zoning district to General Commercial/C-2 General Commercial zoning district and an Architectural and Site Plan Review for a new 17,369 square foot retail building and a Use Permit to allow a drive-thru and request for a reduction in parking and landscaping requirements.		
ASSESSOR'S PARCEL NO.	105-152-01, 02, 04, 05, 06, 08, 09 and 12		
PARCEL SIZE	1.65 Acres		
LOCATION	1600 block of Main Street bounded by Main Street on the south, Ash Street on the east, First Street on the north and Park Street on the west.		
EXISTING ZONING	C-2 – General Commercial and Shopping Center and R-1 Single Family Residential		
SURROUNDING ZONING AND LAND USE	ZONING		LAND USE
	North	C-2 and R-1	Single family residences
	South	C-2	Shopping center, restaurant, grocery store
	East	C-2	Single family residence, motel
	West	C-2 and R-1	Restaurant and residences
GENERAL PLAN DESIGNATION	General Commercial/Shopping Center and Single Family Residential		
ENVIRONMENTAL DETERMINATION	CEQA Negative Declaration with mitigation measures		

COMMENTS RECEIVED:

Caltrans, Susanville Sanitation District, Department of Fish and Wildlife, Native American

Heritage Commission – See attached letters.

Susanville Fire Department – Demolition work shall be in accordance with California Fire Code Chapter 33, Hydrant requirement and location as per, Install a Knox box at approved location, FDC location on north wall of receiving room.

PROPOSAL: The applicant is proposing to construct a new 17,369 square foot commercial building which will be occupied by a Rite Aid store. The project encompasses an entire city block bounded by Main Street on the south, Ash Street on the east, First Street on the north and Park Street on the west. There are currently three single family homes and a 7,124 square foot commercial building on the site. All structures are proposed to be demolished.

The proposed building will be located near the center of the site with the drive-thru being located on the west side of the building, nearest Park Street. Parking will occupy the area surrounding the building on the other three sides. Five access points are proposed: right turn in and right turn out driveways on both Main and Ash Streets; a drive way approach on First Street approximately 125 feet west of Ash Street; and two driveway approaches on Park Street.

The applicant is requesting an exception to the parking requirement contained in the code from 87 parking spaces to 75 spaces plus 6 queuing spaces in the drive-thru area. There is also a request for an exception to the landscaping requirements to allow 6.75% of the parking area to be landscaped instead of the 10% required by the code.

ANALYSIS:

General Plan and Zoning: The Project site has two land use designations as shown on the City of Susanville General Plan land use diagram. General Commercial and Shopping Center cover the majority of the site (approximately 1.28 acres) and Single Family Residential (approximately 0.37 acres). The zoning is likewise split between C-2 (General Commercial and Shopping Center) and R-1 (Single family Residential). As part of the project an application to amend the residential portion to a commercial designation was submitted. The request affects three existing lots which are each developed with a single family residence. If approved, the three residences will be demolished, along with the existing commercial building to make room for the proposed Rite Aid store. The change would result in the entire block having a commercial land use designation and zoning.

Generally speaking, the land use conflicts between commercial and residential uses are not significant. Much of the City's designated commercial land abuts a residential land use designation without issue or problem. Commercial land currently abuts residential land within the project site. The requested change will alter the commercial/residential interface from property lines to streets, offering an increased buffer between the two uses.

The conversion of 0.37 acres and the loss of three dwelling units will not impact the availability of housing within the City. There is currently an approximate 9.9% residential

vacancy rate in Susanville which is an indication that there is an adequate supply of housing for the demand.

Access & Circulation: The site has frontage on four streets: Main Street; Ash Street; First Street; and Park Street. Access is proposed from all four streets. The Main Street access will be a right turn in and right turn out only. The applicants originally wanted this access to have full turning movements but Cal Trans wouldn't grant encroachments for an unrestricted access due to the proximity to Ash Street. There were similar issues with the Ash Street driveway access and the result was a compromise of right turn in and right turn out approaches. There will be one driveway approach on First Street which will be located approximately 65 feet easterly of the existing driveway approach on the street and will be approximately 125 feet from Ash Street. There will be two driveway approaches on Park Street one closer to Main Street and one closer to First Street. The location of these driveway approaches was worked out with Cal Trans and the City Public Works Department prior to submittal of an application to the City.

City Code requires that frontage improvements be installed when the buildings are constructed. There are some frontage improvements around the perimeter of the site however some of the improvements are in poor condition. The City's Public Works Department will require that all frontage improvements be installed where they are absent and repaired where needed.

Work done within the Main Street and Ash Street right-of-ways are subject to Cal Trans design requirements (see attached letter from Cal Trans) and encroachment permits.

The issue of increased vehicles using the First and Ash Street intersection was raised by a neighbor who felt that increased left turning movements would create a hazardous condition at this intersection. Neither Cal Trans nor the City Public Works Department indicated that there would be problems at this intersection. While Ash Street does carry about 630 peak hour vehicles there are still ample breaks in traffic to allow the projected number of vehicles to safely make left turns at this intersection. A traffic engineer was also retained to look at the overall traffic generated by the project including turning movements at this intersection and reached the same conclusion. Copies of his letters are attached to this report. No access or circulation problems are anticipated.

Parking: The site plan that was submitted as part of the Architectural and Site Plan/Use Permit Application which shows a total of 75 off street parking spaces none of which are compact spaces. There is also room for 6 cars to be queued in the two drive-thru aisles which accounts for a total of 81 spaces. The City code requires one parking space per 200 square feet (5 spaces per 1,000 square feet) of gross building area for a total of 87 spaces. Staff researched parking demand studies for pharmacies with and without drive-thru services and found the actual parking demand is far less than what is required by our code. The Institute of Traffic Engineers has done 14 parking surveys for this land use which resulted in the following:

Table 2: ITE Demand Analysis for Pharmacies with a Drive-through
Peak Period Saturday, 11: 00 a.m. - 2:00 p.m.

Number of Study Sites 14
Average Size of Study Sites 10,900 sq. ft. GFA
Average Peak Period Parking Demand 2.10 per 1,000 sq. ft. GFA
Standard Deviation 0.65
Coefficient of Deviation 31%
Range .97-3.58 vehicles per 1,000 sq. ft. GFA
85th Percentile 2.59 vehicles per 1,000 sq. ft. GFA
363rd percentile 1.87 vehicles per 1,000 sq. ft. GFA

It should also be noted that pharmacies without drive-through have a higher incidence of parking use at a peak hour maximum of 3 spaces per 1,000 sq. ft. GFA. Although pharmacies may have a high volume of traffic, the trips and parking are short term when compared to other shopping center uses.

The average parking demand at the peak period is 2.1 parking spaces per 1,000 square feet of gross floor area. The highest observed parking demand from the studies was 3.58 parking spaces per 1,000 square feet. Using the average of 2.1 spaces per 1,000 square feet only 37 spaces would be required. At upper observed demand of 3.58 spaces per 1,000 sq. ft. 62 spaces would be required.

The data above fits well with observations at the Walgreens pharmacy in Susanville where only a fraction of the parking on the site is used. The Walgreens was required to provide parking at the 1 space per 200 square foot ratio which now seems excessive given the actual usage.

Staff recommends that the Planning Commission grant an exception to the City's parking requirements and also recommends that five additional parking spaces be eliminated and converted to landscaping area. Staff recommends parking spaces numbered 38, 45, 58, 64 and 65 be used for this purpose to better meet the landscaping requirements in the code. This would add 810 square feet of landscaping area.

The issue of parking for recreational vehicles was raised by a neighboring land owner. The City's zoning code does not require any RV parking spaces in off-street parking designs. Recreational vehicles make up a very small percentage of vehicle traffic. People driving RVs have the option of taking up multiple spaces within the parking lot, finding space on a public street, or stopping at another retailer in the City if they find parking too inconvenient for the vehicle they are driving. People who drive oversize vehicles are aware of limitations that occur with operating such a vehicle. For the Rite Aid site there is room for an RV to park directly behind the building while still leaving room in the drive aisle for circulation. There are also 2-3 locations on adjacent streets where oversize vehicles may park.

Landscaping and Buffering: The zoning code requires ten feet of landscaping between off street parking areas and adjacent roads as well as an addition 10% of the paved parking area to be landscaped. The details from the code are:

Large Parking Areas: Open parking areas, excluding underground or structural parking, which contain twenty (20) or more spaces, shall be

landscaped to a minimum of ten (10) percent of the gross lot area used for off-street parking and access thereto, exclusive of any landscaped strip abutting the street right-of-way or area used for walkways or driveways. This required landscaping shall be located within or adjacent to the parking lot and shall include one tree, of a species suited to the area climate zone, for every eight parking spaces. One landscaped planting area at least one hundred forty (140) square feet in size, parallel to parking spaces, is required for each twelve (12) parking spaces unless approved otherwise by the community development director;

From the site plan submitted the paved parking area is 40,307 square feet with a landscaping area outside of the roadway buffer of 2,722 square feet which represents 6.75% of the paved parking area. If the Planning Commission approves the conversion of 5 parking spaces to landscaping the ratio of the landscaped area outside of the 10 foot buffer would increase to 8.7%. Adequate landscaping area parallel to the parking spaces would also be provided on the plan. The submitted landscaping plan shows plant species, trees, ground cover appears to meet the City's requirements for vegetative cover, street trees, etc.

The site is somewhat penalized when comes to landscaping because of the four road frontages which requires a large area to be eliminated from the landscaping calculation. Overall (with the elimination of 5 parking spaces) there will be 13,491 square feet of landscaping which represents 17.8% of the site. Staff recommends that the Planning Commission approve the revised landscaping plan which includes the elimination of 5 parking spaces.

Property Lines & Setbacks: The location of the proposed building meets all of the building setback requirements of the C-2 zoning district.

Water Quality & Drainage: The proposed development of the site with the required landscaping represents an approximate 100% increase in impervious surfaces for the site which will generate an increase in runoff from the property. The project proposes to capture and detain surface water runoff from the site to mitigate peak runoff flows to pre-construction conditions.

Grading activities associated with the construction of the project will involve earthmoving and site clearing. These activities could expose soils to erosion processes. The site has very little slope and will continue to have a flat topography after site preparation. The site currently drains to the north and will continue to do so after development. The slopes on the property are too low to create the water velocity for significant erosion however, since more than one (1) acre will be disturbed a storm water pollution prevention plan (SWPPP) in accordance with Lahontan Regional Water Quality Control Board will be required to address potential storm water contaminants.

Once the site is developed storm water will be directed to on-site drainage detention facilities which will treat storm water quality and quantity. Initial design ideas are to utilize part of the landscaping area along First Street as a detention area though underground

detention vaults may also be utilized. Any underground detention vault would also be designed to allow for infiltration. These drainage features use the natural filtering ability of the soil to remove pollutants in storm water runoff. Infiltration facilities store runoff until it gradually exfiltrates through the soil and eventually into the water table. This practice has high pollutant removal efficiency and can also help recharge groundwater. Ultimately water is discharged into curbside drainage features which convey the water in road side curbs to the north into drainage inlets. A condition is included to require the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The property is not located within a FEMA flood plain.

Utilities: In general, all utilities exist to the site. Electric power, natural gas and water are located in adjacent roads and will just have to be extended into the property with service lines. There is a sewer line which runs from west to east through the middle of the property which will have to be relocated. The Susanville Sanitation District has conceptually approved relocation of the line in Park Street running north to First Street and intercepting an existing line there. Sewage generation from the proposed use will be approximately equal to the sewage generation from the current land uses on the site. The relocation of the sewer line will be coordinated with the City Public Works Department which currently has plans to do a paving overlay project on Park Street.

Signage: Based upon the preliminary drawings presented, the applicants are proposing two freestanding signs which are 20 feet in height which exceeds the 15' height limitation in the City Code. One is proposed for the corner of Park Street and Main Street and one will be located at the corner of First Street and Ash Street. The applicant did not request an exception to the sign height requirements as part of their application and the Commission cannot at this time consider granting any exception and the 15-foot height standard. The applicant has been informed that a separate use permit will be required if an exception to the sign height is desired. Based on the amount of property frontage, the site is permitted two free standing signs up to 150 square feet in size (75 square feet per face). As per the code, no freestanding lighted signs are permitted within 50 (fifty) feet of a residential district. The proposed sign at First and Ash is not located within 50 feet of a residential district as the property immediately to the north (100 Ash Street) is in a C-2 Commercial District.

The property owner at 100 Ash Street does have concerns of the increased illumination from the sign affecting the residential use of their property. It appears that the house located at 100 Ash Street and the one directly across Ash Street from the project site are the only residences likely to be subject to light from the sign. While the properties are developed with residences both are commercially zoned.

Residences in commercial zones are non-conforming uses and owners should not have the expectation that the properties will have the same environment as a residential area or that adjacent commercially zoned properties will not be converted or redeveloped to commercial uses. The characteristics of commercial development is to typically have more external lighting than properties zoned for residential uses. For commercially zoned areas the proposed lighted sign is not considered a significant environmental impact. However, staff recommends a condition requiring sign's illumination be turned off when

the business closes for the night and is including in the proposed resolution.

Architectural Design: The C-2 zone district requires an architectural review for all new structures which includes an analysis of the compatibility with the City's Design Guidelines. The proposed building will be concrete masonry (CMU) construction using mostly split faced blocks with some smooth faced accenting. The architectural design incorporates varying building heights, pop-outs, cornicing along the rooflines, and a curved entrance feature. Color elevations are attached. The building will be set back from Main Street approximately 90 feet. The maximum height of the building will be 27' 10". The following architectural guidelines are applicable:

"New development shall be designed so as not to overwhelm the existing visual character with incompatible elements." With the Rite Aid building being setback from Main Street 90 feet this building façade will be in proportion to the site and will be more attractive than other commercial in the area which is immediately adjacent to the right-of-way. The guideline is met.

"Building Color shall be used to establish continuity and compatibility within the neighborhood without creating monotony." The proposed colors and materials consist primarily of earth tones with accent striping and bronze and off-white metal trims. Two different colors of CMU block will be used on the on the building to provide variety. The guideline is met

"Building color should be used to enhance the character of the visual environment and not be used to compete for attention with other buildings." Proposed colors fit into the surrounding area, guideline met.

"Different colors should be utilized to enhance or "bring out" different building materials where appropriate." Two colors of CMU block will be used, the proposed metal awing will be a different color, and accent stripe of the lighter colored CMU block will be used to break up larger expanses of the metal building on the side. The guideline is met

"The use of subdued shades for the primary color is encouraged while the use of brighter more intense shades should be reserved for trim and details." Proposed color scheme meets this guideline.

"Rooftop mechanical equipment should be screened from view and the screening materials incorporated into the building design as much as possible." Based on the elevation drawing complete screening is being provided for the roof-mounted HVAC units. The building will have a minimum 2' tall parapet around the entire roof which will provide an effective screen for all roof mounted equipment. This guideline has not been met.

"The visual impact of off-street parking areas should be reduced by appropriate landscaping." Landscaping as proposed will meet this guideline.

"Adequate lighting should be provided within off-street parking areas for safety reasons." A Parking lot lighting plan has not been submitted but will be required as part of the

building permit. The light fixtures will have to include cutoff shielding to meet City requirements for reducing light spillage onto roads and other properties.

“Off-street parking areas should be paved with asphalt, concrete or other suitable material to City standards.” Paving proposed, guideline met

“Landscaping plans should have a unifying concept, such as a mixture of plant species which serve functions such as screening or shading.” 14 different species trees and shrubs are proposed in the landscaping plans. Twenty-three trees are proposed around the perimeter of the property with larger species proposed for the northerly property line which will provide a more substantial visual buffer between the commercial site and residential properties once they are grown. The trees and shrubs along Main Street adjacent to the outdoor storage/sales area will also help to visually screen the storage area.

“The scale and function of landscape materials should be appropriate to the site, structures and neighborhood.” The proposed landscaping, when mature, will fit in with the scale of the building, guideline met.”

“Existing landscape elements should be incorporated into the landscape plans.” There are no existing landscaping features that would be feasible to retain and fit into the proposed development plan of the site.

“Appropriate automatic irrigation systems should be installed and maintained for landscaped areas except where it is impractical to do so.” A water efficient automatic watering system is proposed, guideline met.

“Water conservation measures should be incorporated into the landscaping and irrigation system.” A drip irrigation system is required, guideline met.

The proposed building and site development appear to meet the City’s Design Guidelines.

The project site is level thus the issue of cuts and fills or significant changes to topography are not a consideration. There are no natural features needed to be preserved, nor any significant views that need to be considered for the site.

The proposed building is located in a commercial area which abuts residentially zoned property on approximately 25% of its perimeter. With respect to the surrounding commercial development, there is no consistent architectural theme for any of the buildings in the area and therefore no clear standard to be applied to this building. Because Rite Aid is a national chain they do have certain distinctive trademark building characteristics, particularly certain colors. The proposed building incorporates Rite Aid’s current design theme.

Staff has determined that the project is consistent with the goals and policies of the Susanville General Plan, the City’s Design Guidelines, and that the zoning and use is compatible with land uses adjacent to the project site.

Use Permit Considerations: The proposal includes drive-thru for prescription pick up which requires a use permit under the C-2 zoning district. A use permit is also required to approve an exception to the parking and landscaping standards in the code as discussed earlier in this report.

With respect to the drive-thru, the proposal is for a dual lane facility which has the ability to serve two vehicles at a time. The drive-thru lanes are on the westerly side of the building closest to Park Street and the access running around the rear of the building. Exit from the drive-thru will vary depending on where the customer is heading. Customers wishing to head west on Main Street will most likely exit on Park Street turning left to reach Main Street and then turn right. People wishing to go going east on Main Street would exit at the Ash Street driveway, turn right and then left on Main at the signal light. Customers wishing to head north on Ash Street will likely exit on Park Street, turn right and either turn right on First Street to Ash or continue up Park Street turning right at another cross street to get to Ash to make the left turn north. The drive-thru meets the City's 6 car queuing requirement.

The rear of the building will be visible from First Street allowing a view of the loading/truck delivery area from the public street and the side yards of adjacent residences. There will be a 17-foot wide landscaping area between the street and parking lot along this road frontage which will help screen this side of the building. Due to the visibility of the rear of the building staff recommends including a condition restricting any outdoor storage of any kind.

In the past the City has received complaints regarding the outdoor sales of seasonal item such as plants at the existing Rite Aid store. The complaints have been about maintain appropriate ADA access along the area in front of the store. When contacted Rite Aid has promptly moved the plant rack to create adequate access. It is assumed that Rite Aid will continue to have accessory outdoor display of seasonal items such as plants at the new location which is considered accessory and not a major component of the business operation.

CEQA: The project has been reviewed under CEQA and an initial study was prepared for the use permit as the general plan amendment, rezoning, and use permit are discretionary actions. The initial study identified potentially significant impacts in three areas, air quality, hydrology/water quality and land use compatibility as discussed below.

Air Quality – the demolition and construction of the project has the potential to create dust which may impact nearby residences. Construction activities are subject to Lassen County Air Pollution Control District (LCAPCD) Rule 4:18 :

- Maintenance of Public Thoroughfares - public thoroughfares shall be kept clean of silt, dirt, mud, and debris.
- Traffic Limits - Traffic speeds on unpaved surfaces shall be limited to 15 miles per hour or less.

- Wind Restrictions - Grading operations shall be suspended when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.
- Idling Restrictions - Limit idling time to a maximum of 5 minutes for diesel-powered equipment.
- Haul truck covering – If “open-bodied trucks” are needed to haul soil or aggregate materials during construction, the material will be covered to prevent the generation of “airborne dust”.
- Watering - Construction areas will be watered as needed to reduce fugitive dust when disturbed for land clearing, excavation or grading.

To further assure compliance during all phases of construction a sign shall be posted on the northerly property line of the project site stating that anyone having dust complaints related to the construction should call the Lassen County Air Pollution Control District and include the appropriate phone number.

Hydrology, storm water capacity – There will be an approximate 100% increase in the amount of impervious surfacing on the site compared to the existing conditions. To address this increase, on-site detention facilities will need to be constructed to maintain peak runoff to pre-construction levels. The following mitigation measure is required:

Storm water detention shall be provided within the project to mitigate increased runoff from a 100-year storm event, in compliance with Caltrans requirements for all water direct to a Caltrans facility and from a 20-year storm event for water directed to City facilities. The detention shall include a water/oil separator or other device to mitigate contaminated water from the parking surface and shall allow for infiltration.

Noise – Though the site is developed with three homes and a commercial building which was a bank, the proposed use will represent a change in the operating characteristics of the site. The hours of operation were proposed to be from 8 a.m. to 11 p.m. City code does not limit or specify hours of operation for commercial uses. The city’s general plan has policies which state that noise generating activities between 10 p.m. and 7 a.m. are not generally compatible with residential uses. Even though customer visits are expected to be limited after 10:00 p.m. a mitigation measure for a 10:00 p.m. closing time is being required. The 10:00 p.m. time is consistent with other businesses such as IGA Market, Walmart, and Walgreens.

With all of the above mitigation measures the project is found to have a less than significant impact on the environment and a negative declaration with mitigation measures is recommended for adoption by the Planning Commission.

RECOMMENDATION: Find that the project has been reviewed under the California Environmental Quality Act that the project will not have a significant effect provided the incorporated mitigation measures are adhered to and recommend that the City Council amend the City’s General Plan Land Use Element and zoning for three parcels totaling 0.37 acres from Single Family Residential/R-1 to General Commercial and Shopping

Center/C-2 by Resolution 15-1024 and approve Use Permit/Architectural Site Plan Review U/A-14-022 for PM Design Group by adopting Resolution 15-1025.

ATTACHMENTS:

1. Resolution No. 15-1024
2. Resolution 15-1025
3. Site Plan
4. Initial study/mitigated negative declaration
5. Comment letters (included in the Initial study document)

RESOLUTION NO 15-1024
A RESOLUTION OF THE SUSANVILLE PLANNING COMMISSION
RECOMMENDING TO THE SUSANVILLE CITY COUNCIL ADOPTION OF A
MITIGATED NEGATIVE DECLARATION AS THE ENVIRONMENTAL
DOCUMENT AND RECOMMENDING APPROVAL OF A RESOLUTION
AMENDING THE GENERAL PLAN LAND USE ELEMENT AND AN
ORDINANCE REZONING 0.37 ACRES FROM R-1 TO C-2

WHEREAS, the City of Susanville has received an application for a general plan amendment to the City of Susanville General Plan Land Use diagram changing the land use designation from Single Family Residential to General Commercial/Shopping Center and rezoning from R-1 to C-2 three parcels located at the southeast corner of Park Street and First Street, identified as APNs 105-152-01, 02, and 09; and

WHEREAS, the City completed an initial study for the project and identified no potentially significant environmental impacts and a draft Mitigated Negative Declaration has been prepared as the environmental document for the project; and

WHEREAS, the Initial Study, draft Mitigated Negative Declaration and Notice of Intention to Adopt the Negative Declaration were distributed for public review pursuant to the provisions of Section 15073 of the California Environmental Quality Act; and

WHEREAS, the Susanville Planning Commission at a duly noticed public hearing held during its regular meeting of on April 28, 2015, considered both written and oral comments presented concerning the proposed Negative Declaration, proposed ordinance, and proposed general plan amendment.

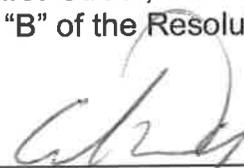
NOW, THEREFORE, BE IT RESOLVED, the City of Susanville Planning Commission recommends that the City Council adopt the Negative Declaration as included as "Exhibit A" to this resolution and made part hereof, as the environmental document for the project based on the following findings of fact:

- A. The initial study identified no potentially significant effects that would occur by the general plan amendment or amendments to the city's zoning map,
- B. There is no significant evidence before the City that the project may have a significant impact on the environment.
- C. The proposed General Plan amendment is consistent and compatible with the goals and policies of the General Plan and any implementation programs that may be affected.

- D. The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety or welfare.
- E. The proposed amendments to the land use designation and zoning will result in the entire block bounded by First Street, Ash Street, Main Street, and Park Street having the same land use designation and zoning reducing potential conflicts between residential and commercial uses that may arise from sharing a common property boundary.

BE IT FURTHER RESOLVED, the Planning Commission hereby recommends that the City Council adopts a Resolution amending the City's General Plan Land Use Element diagram from Single Family Residential to General Commercial/Shopping Center and recommends that the City Council also approve an ordinance rezoning from R-1 to C-2 three parcels located at the southeast corner of Park Street and First Street, identified as APNs 105-152-01, 02, and 09 and as shown in Exhibit "B" of the Resolution.

APPROVED: _____


Alan Dowdy, Chairperson
Planning Commission
City of Susanville, State of California

ATTEST: _____


Gwenna MacDonald, City Clerk
Secretary to the Planning Commission

The foregoing Resolution was introduced and adopted at a regular meeting of the Susanville Planning Commission held on the 28nd day of April, 2015, by the following vote:

AYES: Robinette, Dowdy, Stark, Lozano
NOES: None
ABSENT: None
ABSTAIN: Jambois


Gwenna MacDonald, City Clerk
Secretary to the Planning Commission

RESOLUTION NO 15-1025
A RESOLUTION OF THE SUSANVILLE PLANNING COMMISSION
ADOPTING A NEGATIVE DECLARATION WITH MITIGATION MEASURES
AND APPROVING THE USE PERMIT AND ARCHITECTURAL DESIGN AND
SITE PLAN REVIEW FOR PM DESIGN GROUP
FILE NUMBER UA-14-021

WHEREAS, PM Design Group Inc. has submitted an Architectural Design and Site Plan Review application to permit the construction of an 17,341 square foot commercial building and a Use Permit for drive-thru facilities and to grant exceptions to the city's parking and landscaping requirements for property located in a C-2 General Commercial and Shopping Center and R-1 Single Family Residential zone district identified as Assessor's Parcel Numbers 105-152-01, 02, 04, 05, 06, 08, 09, and 12 located on the 1600 block of Main Street, bounded by Main Street, Ash Street, First Street, and Park Street; and

WHEREAS, PM Design Group made a concurrent application for a general plan amendment to the City of Susanville General Plan Land Use diagram to change the land use designation from Single Family Residential to General Commercial/Shopping Center and rezoning from R-1 to C-2 three parcels located at the southeast corner of Park Street and First Street, identified as APNs 105-152-01, 02, and 09; and

WHEREAS, the City completed an initial study for the project and identified no potentially significant environmental impacts and a draft Mitigated Negative Declaration has been prepared as the environmental document for the project; and

WHEREAS, the Initial Study, draft Mitigated Negative Declaration and Notice of Intention to Adopt the Negative Declaration were distributed for public review pursuant to the provisions of Section 15073 of the California Environmental Quality Act; and

WHEREAS, the Susanville Planning Commission at a duly noticed public hearing held during its regular meeting of on April 28, 2015, considered both written and oral comments presented concerning the proposed Negative Declaration, Conditional Use Permit and Architectural Design and Site Plan Review project; and after considering the Negative Declaration including the proposed mitigation measures project and comments.

NOW, THEREFORE, BE IT RESOLVED, the City of Susanville Planning Commission:

A. Makes the following findings:

1. That the proposed project, with the approval of the concurrent application for a general plan amendment and rezoning of three

parcels within the project boundary, would be consistent with the General Plan and would be consistent with the C-2 zoning district.

2. That the establishment, maintenance, or operation of the subject use, and facilities applied for will not, under the circumstances of the particular use, with the conditions imposed thereon, be detrimental to or contrary to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the proposed use and will not be injurious or detrimental to property or improvements in the neighborhood or the general welfare of the city.
 3. The conditions imposed upon approval of this use are necessary to further the public health, safety, peace comfort and general welfare of the city.
 4. The proposed new structure meets the City of Susanville Design guidelines, specifically that the proposed building mass, architectural style and materials used, and paint colors are consistent with other structures in the surrounding area and within the same zoning and is consistent with character of the neighborhood.
 5. The exception to the City's adopted parking requirements for the proposed use, which is a Pharmacy with drive-thru facilities, is supported by studies performed by the Institute of Traffic Engineers which show that the use, even at peak demand hours, will have adequate parking with the number of spaces proposed.
 6. The exception to the landscaping code section which requires 10% of the parking area to be landscaped exclusive of the 10-foot required landscaping along street frontages is supported by the additional landscaping is being installed within public right of ways adjacent to streets and that the overall percentage of landscaping area to the paved parking area is 33.5% and landscaping makes up 17.8% of the site.
 7. The project has the potential to have significant effect on the environment but the mitigation measures adopted and base conditions of the project and changes to the project will lessen the impacts to a level that is not significant.
- B. Approves Use Permit and Architectural Design and Site Plan Review (UA-14-021) and for PM Design Group (Rite Aid) to permit the construction of an 17,369 square foot commercial building with drive-thru facilities and an exception to the City's parking and landscaping standards to allow a total

of 75 off street parking spaces and interior landscaping of 6.5% instead of 10% in accordance with the site plan stamped "RECEIVED April 27, 2015 CITY OF SUSANVILLE CALIFORNIA" and included in the attached staff report, except as modified by the following terms, agreements and conditions contained in this Resolution:

AREA/ SITE SPECIFIC CONDITIONS

1. All exterior lighting fixtures shall be full cut-off fixtures and shall be installed in a manner and location that ensures no light will interfere with vehicles on any roadway or with adjoining land uses. The parking lot lighting shall be placed in a manner to also provide pedestrian lighting along Main Street and Ash Streets. A light plan shall be submitted with the building permit plans for the project.
2. Meet the requirements of the City of Susanville Department of Public Works for the installation of roadway frontage improvements in accordance with Susanville Municipal Code 12.20.10. Meet the requirements of Caltrans for work within the right-of-way on Hwy 139 (Ash Street) and Hwy 36 (Main Street).
3. All roof mounted equipment shall be screened from public view with a parapet wall or roof top screening.
4. Refuse containers must be large enough for refuse and emptied regularly to prevent overflow and trash enclosures shall be designed and constructed to city standards.
5. Obtain a sign permit from the City of Susanville. Proposed signs must meet the City's sign requirements for size and location. The freestanding sign proposed to be located in the landscaped area near the corner of First Street and Ash Street, if illuminated, shall be turned off no later than 10:00 p.m. and remain off until sunrise.
6. Storm water detention shall be provided within the project to mitigate increased runoff from a 100-year storm event, in compliance with Caltrans requirements for all water direct to a Caltrans facility, and from a 20-year storm event for water directed to City facilities. The detention shall include a water/oil separator or other device to mitigate contaminated water from the parking surface and shall allow for infiltration. Meet the design requirements of the City of Susanville Department of Public Works. Maintenance of the detention facility shall be the responsibility of the property owner. (MM)

7. The business hours shall be no later than 10 p.m. on any day of the week. (MM)
8. Approval of this resolution is not effective unless and until the City Council approves the concurrent application for a general plan amendment and rezone of three parcels within the project boundary from single family residential to general commercial/shopping center and rezoning from R-1 to C-2.
9. All lots within shall be merged into one parcel and a record of survey recorded prior to an occupancy permit being issued.
10. A portion of the site was formerly the location of the Potter Maternity home which served the community from the early 1932 to 1965 just before the bank was built. A plaque commemorating the home is in the concrete near the bank entrance. The plaque must be preserved and re-installed near the same location adjacent to the sidewalk.

GRADING AND DRAINAGE

11. All activities associated with a building site shall be conducted in a manner to control fugitive dust emissions through the use of dust palliative agents or the use of water to mitigate offsite impacts in accordance with Lassen County Air Quality District adopted regulations. A sign shall be posted on the northerly property line of the project site during all phases of construction stating that anyone having dust complaints related to the construction should call the Lassen County Air Pollution Control District and include the appropriate phone number. (MM)
12. If in the course of development, any archaeological, historical, or paleontological resources are uncovered, discovered, or otherwise detected or observed, construction activities in the affected area shall cease and a qualified archaeologist shall be contacted to review the site and advise the City of the site's significance. If the findings are deemed significant by the Environmental Review Officer, appropriate mitigation shall be required prior to any resumption of work on the project.

UTILITIES

13. The owner/developer shall pay the cost for rearrangement, relocation, or removal of any utilities caused by any construction activity, whether inside or outside of the project where such work is a condition of or necessary to serve the project.

14. The improvement plans for the water supply and natural gas service shall be reviewed and approved by the City prior to the installation of the facilities.
15. Water supply main lines, meters, appurtenant facilities, and service connections to the site shall be installed in accordance with the construction and testing standards of the City of Susanville and improvement plans for said facilities shall be approved by the City prior to the issuance of building permits.
16. Prior to the issuance of building permits, the developer shall pay all inspection, capital improvement and facilities fees, connection and other capacity charges or fees as established by the City for the water supply and natural gas.
17. All natural gas mains and service lines and appurtenances for the proposed project will be installed by the City of Susanville or its qualified contractor to City construction standards. Gas line trenching will be provided by the developer and can be installed in a common trench with water per City Standards. Construction costs may be offset by installing gas lines in common trenches with water lines.
18. Meet the requirements of the Susanville Sanitary District (SSD) and include their requirements in the final design plans for a building permit. Owner/developer shall comply with all Susanville Sanitary District requirements.
19. The project shall meet all requirements of the City of Susanville Fire Department including the installation of a Knox Box by the front door. Addressing shall meet Fire Department/City requirements.

LANDSCAPING

20. Prior to issuance of a building permit, an irrigation and landscaping plan (including the species, size and placement of trees and shrubs) shall be submitted to the Community Development Department for approval. Trees and shrubs required by code shall be a minimum 15 gallon containers for trees and 2 gallon containers for shrubs. Size of additional plantings not required by code may be alternate sizes. The landscape and irrigation improvements identified in the approved plan shall be installed prior to the issuance of a Certificate of Occupancy unless otherwise provided for. All landscaping shall be maintained in a healthy and growing condition.
21. All disturbed areas on the site shall be planted and maintained with shrubs or native plant material and a permanent water-

efficient irrigation system, or covered with weed mat and rock or other appropriate barrier to keep the site weed free. Once installed the landscaping shall be maintained in a living and weed condition.

GENERAL

22. Approval of this use permit is contingent upon the establishment, maintenance, and operation of the subject use not being detrimental or contrary to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the proposed use and not being injurious or detrimental to property or improvements in the neighborhood or the general welfare of the city. This permit may be revoked by the Planning Commission for non compliance with these terms.
23. Structures shall be provided with street address markers that are located with respect to the nearest roadway so as to be clearly visible at all times. Numbers shall meet the requirements of the City Code. Street address numbers shall be obtained from the City of Susanville Building Division
24. This permit will become null and void if the approved use has not begun within one year from the date of adoption of this resolution unless an extension of the life of the permit is approved by the Planning Commission. It is the applicant's responsibility to request an extension within a reasonable time frame, if needed.
25. The requirements of all concerned governmental agencies having jurisdiction by law, including but not limited to the issuance of appropriate permits, shall be met.
26. All contractors and sub-contractors involved in the project shall obtain a City of Susanville Business License and maintain said license in force for the duration of the project.

APPROVED:



Alan Dowdy, Chairperson
Planning Commission
City of Susanville, State of California

ATTEST:  _____

Gwenna MacDonald, City Clerk
Secretary to the Planning Commission

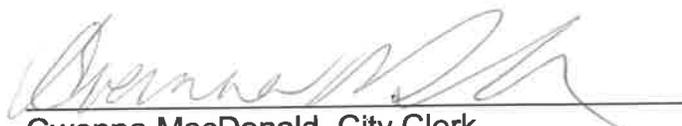
The foregoing Resolution was introduced and adopted at a regular meeting of the Susanville Planning Commission held on the 28th day of April, 2015, by the following vote:

AYES: Robinette, Dowdy, Stark, Lozano

NOES: None

ABSENT: None

ABSTAIN: Jambois

 _____

Gwenna MacDonald, City Clerk
Secretary to the Planning Commission

Reviewed by: City Administrator
 City Attorney

Motion only
 Public Hearing
 Resolution
 Ordinance
 Information

Submitted by: Kristin Shepard, Administrative Specialist

Action Date: May 20, 2015

CITY COUNCIL AGENDA ITEM

SUBJECT: **Resolution Number 15-5166** approving closure of Main Street (State Route 36) from Cottage Street to Fair Drive on Saturday, July 18, 2015, from 9:30 a.m. to 11:30 a.m. for the Lassen County Fair Parade and authorizing Mayor to execute a Caltrans encroachment permit application.

PRESENTED BY: Dan Newton, Public Works Director

SUMMARY: The Lassen County Fair Office is requesting City Council support for the Lassen County Fair Parade event. Specifically, the Fair Office is asking for closure of Main Street (State Route 36) from Cottage Street to Fair Drive on Saturday, July 18, 2015, between the hours of 9:30 a.m. to 11:30 a.m. and for the City to facilitate the application process to Caltrans for an encroachment permit for the street closure. Caltrans does not charge the City an Encroachment Permit fee, but they do require the City to accept all liability for this event as the Encroachment Permit Permittee.

A total of six (6) Public Works Department employees will set up and take down traffic control signs and assist the ten (10) Police Officers with traffic control.

FISCAL IMPACT:	Public Works Estimated	\$2,660
	Police Department Estimated	<u>\$2,063</u>
	TOTAL ESTIMATED COST	\$4,723

ACTION REQUESTED: Motion to approve **Resolution Number 15-5166** approving closure of Main Street (State Route 36) from Cottage Street to Fair Drive on Saturday, July 18, 2015, from 9:30 a.m. to 11:30 a.m. and authorizing Mayor to execute a Caltrans Encroachment Permit application for this event.

ATTACHMENTS: Resolution Number 15-5166
 Letter of request from the Lassen County Fair Office
 Caltrans Encroachment Permit Application

RESOLUTION NUMBER 15-5166

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUSANVILLE SUPPORTING CLOSURE OF MAIN STREET (STATE ROUTE 36) FROM COTTAGE STREET TO FAIR DRIVE ON SATURDAY, JULY 18, 2015, FROM 9:30 A.M. TO 11:30 A.M. FOR THE LASSEN COUNTY FAIR PARADE AND AUTHORIZING MAYOR TO EXECUTE AN ENCROACHMENT PERMIT APPLICATION REQUIRED BY CALTRANS FOR THE STREET CLOSURE

WHEREAS, the Lassen County Fair Office is requesting City Council support for the Lassen County Fair Parade; and

WHEREAS, the Fair Office is more specifically asking for closure of Main Street (State Route 36) from Cottage Street to Fair Drive on Saturday, July 18, 2015, between the hours of 9:30 a.m. to 11:30 a.m. and authorizing the Mayor to execute an Encroachment Permit Application required by Caltrans for this street closure; and

NOW, THEREFORE, BE IT RESOLVED, the Susanville City Council hereby authorizes closure of Main Street (State Route 36) from Cottage Street to Fair Drive for the Lassen County Fair Parade to be held on Saturday, July 18, 2015, from 9:30 a.m. to 11:30 a.m.

BE IT FURTHER RESOLVED that the Susanville City Council supports application for an encroachment permit from Caltrans for this event and authorizes the Mayor to execute said permit.

APPROVED: _____
Brian R. Wilson, Mayor

ATTEST: _____
Gwenna MacDonald, City Clerk

The foregoing Resolution was adopted at a regular meeting of the City Council of the City of Susanville, held on the 20th day of May, 2015, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINING:

Gwenna MacDonald, City Clerk

APPROVED AS TO FORM: _____
City Attorney

STANDARD ENCROACHMENT PERMIT APPLICATION

TR-0100 (REV. 03/2015)

Please type or print clearly your answers. Complete ALL fields, write "N/A" if not applicable. This application is not complete until all requirements have been approved.

Permission is requested to encroach on the State Highway right-of-way as follows:

FOR CALTRANS USE	
PERMIT NO. _____	
DIST/CO/RTE/PM _____	
SIMPLEX STAMP _____	
DATE OF SIMPLEX STAMP _____	

1. COUNTY Lassen		2. ROUTE 36 & 139		3. POSTMILE Various	
4. ADDRESS OR STREET NAME Main Street/ Ash Street				5. CITY Susanville	
6. CROSS STREET (Distance and direction from project site) Various			7. PORTION OF RIGHT-OF-WAY Entire Street		
8. WORK TO BE PERFORMED BY <input checked="" type="checkbox"/> OWN FORCES <input type="checkbox"/> CONTRACTOR			9. ESTIMATED START DATE 07/18/15		10. ESTIMATED COMPLETION DATE 07/18/15
11. EXCAVATION	MAX. DEPTH NA	AVG. DEPTH NA	AVG. WIDTH NA	LENGTH NA	SURFACE TYPE NA
12. ESTIMATED COST WITHIN STATE HIGHWAY RIGHT-OF-WAY			FUNDING SOURCE(S) <input type="checkbox"/> FEDERAL <input type="checkbox"/> STATE <input type="checkbox"/> LOCAL <input type="checkbox"/> PRIVATE		
13. PIPES	PRODUCT TYPE NA	DIAMETER NA	VOLTAGE / PSIG NA	14. CALTRANS' PROJECT CODE (ID) NA	

15. Double Permit Parent Permit Number _____
Applicant's Reference Number / Utility Work Order Number _____

16. Have your plans been reviewed by another Caltrans branch? NO YES (If "YES") Who? _____

17. Completely describe work to be done within STATE Highway right-of-way:

Attach 6 complete sets of plans (folded to 8.5" x 11") and any applicable specifications, calculations, maps, etc.

Conduct Lassen County Fair Parade on State Highway Route 36 (Main Street) from Cottage Street to Fair Drive on Saturday, July 18, 2015, from 9:30am through 11:30am. The Susanville Police and Public Works Departments will place detour signs and direct traffic.

Attached Items: detour map, letter of request from the Lassen County Fair Office, letter of support from the Susanville Police Department, letter of support from the California Highway Patrol, & Resolution #15-5166 supporting the event.

18. Is a City, County or other public agency involved in the approval of this project?

- YES (If "YES", check type of project AND attach environmental documentation and conditions of approval)
 - COMMERCIAL DEVELOPMENT BUILDING GRADING OTHER _____
 - CATEGORICALLY EXEMPT NEGATIVE DECLARATION ENVIRONMENTAL IMPACT REPORT OTHER _____
- NO (If "NO", please check the category below which best describes the project AND answer questions A - K on page 2)
 - DRIVEWAY OR ROAD APPROACH, RECONSTRUCTION, MAINTENANCE OR RESURFACING
 - PUBLIC UTILITY MODIFICATIONS, EXTENSIONS, HOOKUPS
 - FLAGS, SIGNS, BANNERS, DECORATIONS, PARADES AND CELEBRATIONS
 - OTHER _____
 - FENCE
 - MAILBOX
 - EROSION CONTROL
 - LANDSCAPING

PERMIT NO. _____

The following questions must be completed when a City, County or other public agency IS NOT involved in the approval of this project.

Your answers to these questions will assist Departmental staff in identifying any physical, biological, social or economic resources that may be affected by your proposed project within State Highway right-of-way and to determine which type of environmental studies may be required to approve your application for an encroachment permit.

It is the applicant's responsibility for the production of all required environmental documentation and supporting studies and in some cases this may be costly and time consuming. If possible, attach photographs of the location of the proposed project. Please answer these questions to the best of your ability. Provide a description of any "YES" answers (type, name, number, etc.)

A. Will any existing vegetation and/or landscaping within State Highway right-of-way be disturbed?
No

B. Are there waterways (e.g. river, creek, pond, natural pool or dry streambed) adjacent to or within the limits of the project or State Highway right-of-way?
No

C. Is the proposed project located within five miles of the coast line?
No

D. Will the proposed project generate construction noise levels greater than 86 dBA (e.g. jack-hammering, pile driving)?
No

E. Will the proposed project incorporate land from a public park, recreation area or wildlife refuge open to the public?
No

F. Are there any recreational trails or paths within the limits of the proposed project or State Highway right-of-way?
No

G. Will the proposed project impact any structures, buildings, rail lines or bridges within State Highway right-of-way?
No

H. Will the proposed project impact access to any businesses or residences?
No

I. Will the proposed project impact any existing public utilities or public services?
No

J. Will the proposed project impact existing pedestrian facilities, such as sidewalks, crosswalks or overcrossings?
No

K. Will new lighting be constructed within or adjacent to State Highway right-of-way?
No

19. Will this project cause a substantial change in the significance of a historical resource (45 years or older), or cultural resource? YES NO
(If "YES", provide a description)

20. Is this project on an existing State Highway or street where the activity involves removal of a scenic resource including a significant tree or stand of trees, a rock outcropping or a historic building? YES NO (If "YES", provide a description)

21. Is work being done on the applicant's property? YES NO (If "YES", attach 6 complete sets of site and grading plans.)

22. Will the proposed project require the disturbance of soil? YES NO
If "YES", estimate the area within State Highway right-of-way in square feet AND acres: _____ (ft²) AND _____ (acres)
estimate the area outside of State Highway right-of-way in square feet AND acres: _____ (ft²) AND _____ (acres)

23. Will the proposed project require dewatering? YES NO
If "YES", estimate total gallons AND gallons/month. _____ (gallons) AND _____ (gallons/month)
SOURCE: STORM WATER NON-STORM WATER
(*See Caltrans SWMP for definitions of non-storm water discharge: <http://www.dot.ca.gov/hq/env/stormwater/index.htm>)

24. How will any storm water or ground water be disposed of from within or near the limits of the proposed project?
 Storm Drain System Combined Sewer / Storm System Storm Water Retention Basin
 Other (explain): _____

STANDARD ENCROACHMENT PERMIT APPLICATION

TR-0100 (REV. 03/2015)

PERMIT NO. _____

PLEASE READ THE FOLLOWING CLAUSES PRIOR TO SIGNING THIS ENCROACHMENT PERMIT APPLICATION.

The applicant, understands and herein agrees that an encroachment permit can be denied, and/or a bond required for non-payment of prior or present encroachment permit fees. Encroachment Permit fees may still be due when an application is withdrawn or denied, and that a denial may be appealed, in accordance with the California Streets and Highways Code, Section 671.5. All work shall be done in accordance with the California Department of Transportation's (Department) rules and regulations subject to inspection and approval.

The applicant, understands and herein agrees to the general provisions, special provisions and conditions of the encroachment permit, and to indemnify and hold harmless the State, its officers, directors, agents, employees and each of them (Indemnitees) from and against any and all claims, demands, causes of action, damages, costs, expenses, actual attorneys' fees, judgments, losses and liabilities of every kind and nature whatsoever (Claims) arising out of or in connection with the issuance and/or use of this encroachment permit and the placement and subsequent operation and maintenance of said encroachment for: 1) bodily injury and/or death to persons including but not limited to the Applicant, the State and its officers, directors, agents and employees, the Indemnities, and the public; and 2) damage to property of anyone. Except as provided by law, the indemnification provisions stated above shall apply regardless of the existence or degree of fault of Indemnities. The Applicant, however, shall not be obligated to indemnify Indemnities for Claims arising from the sole negligence and willful misconduct of State, its officers, directors, agents or employees.

An encroachment permit is not a property right and does not transfer with the property to a new owner.

COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990: All work within State Highway right-of-way shall be conducted in compliance with all applicable Federal, State and Local Access laws, regulations and guidelines including but not limited to the Americans with Disabilities Act Accessibility Guidelines (ADAAG), the Public Rights-of-Way Guidelines (PROWG), the Department's current Design Information Bulletin 82, "Pedestrian Accessibility Guidelines for Highway Projects", the Department's Encroachment Permits Manual and encroachment permit.

DISCHARGES OF STORM WATER AND NON-STORM WATER: All work within State Highway right-of-way shall be conducted in compliance with all applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Department, to govern the discharge of storm water and non-storm water from its properties. Work shall also be in compliance with all other applicable Federal, State and Local laws and regulations, and with the Department's Encroachment Permits Manual and encroachment permit. Compliance with the Department's NPDES permit requires amongst other things, the preparation and submission of a Storm Water Pollution Protection Plan (SWPPP), or a Water Pollution Control Program (WPCP), and the approval of same by the appropriate reviewing authority prior to the start of any work. Information on the requirements may also be reviewed on the Department's Construction Website at:

<http://www.dot.ca.gov/hq/construc/stormwater>

25. NAME OF APPLICANT OR ORGANIZATION

City of Susanville

ADDRESS OF APPLICANT OR ORGANIZATION WHERE PERMIT IS TO BE MAILED (Include City and Zip Code)

66 North Lassen Street, Susanville, CA 91630

E-MAIL ADDRESS

kshepard@cityofsusanville.org

PHONE NUMBER

(530) 257-1041

FAX NUMBER

(530) 257-1057

26. NAME OF AUTHORIZED AGENT / ENGINEER (A "Letter of authorization" is required if different from #25)

Dan Newton

IS A LETTER OF AUTHORIZATION ATTACHED? YES NO**ADDRESS OF AUTHORIZED AGENT / ENGINEER (Include City and Zip Code)**

720 South Street, Susanville, CA 96130

E-MAIL ADDRESS

dnewton@cityofsusanville.org

PHONE NUMBER

(530) 257-1041

FAX NUMBER

(530) 257-1057

27. NAME OF BILLING CONTACT (Same as #25 Same as #26)**BILLING ADDRESS WHERE INVOICE(S) IS/ARE TO BE MAILED** (Include City and Zip Code)**E-MAIL ADDRESS****PHONE NUMBER****FAX NUMBER****28. SIGNATURE OF APPLICANT OR AUTHORIZED AGENT****29. PRINT OR TYPE NAME**

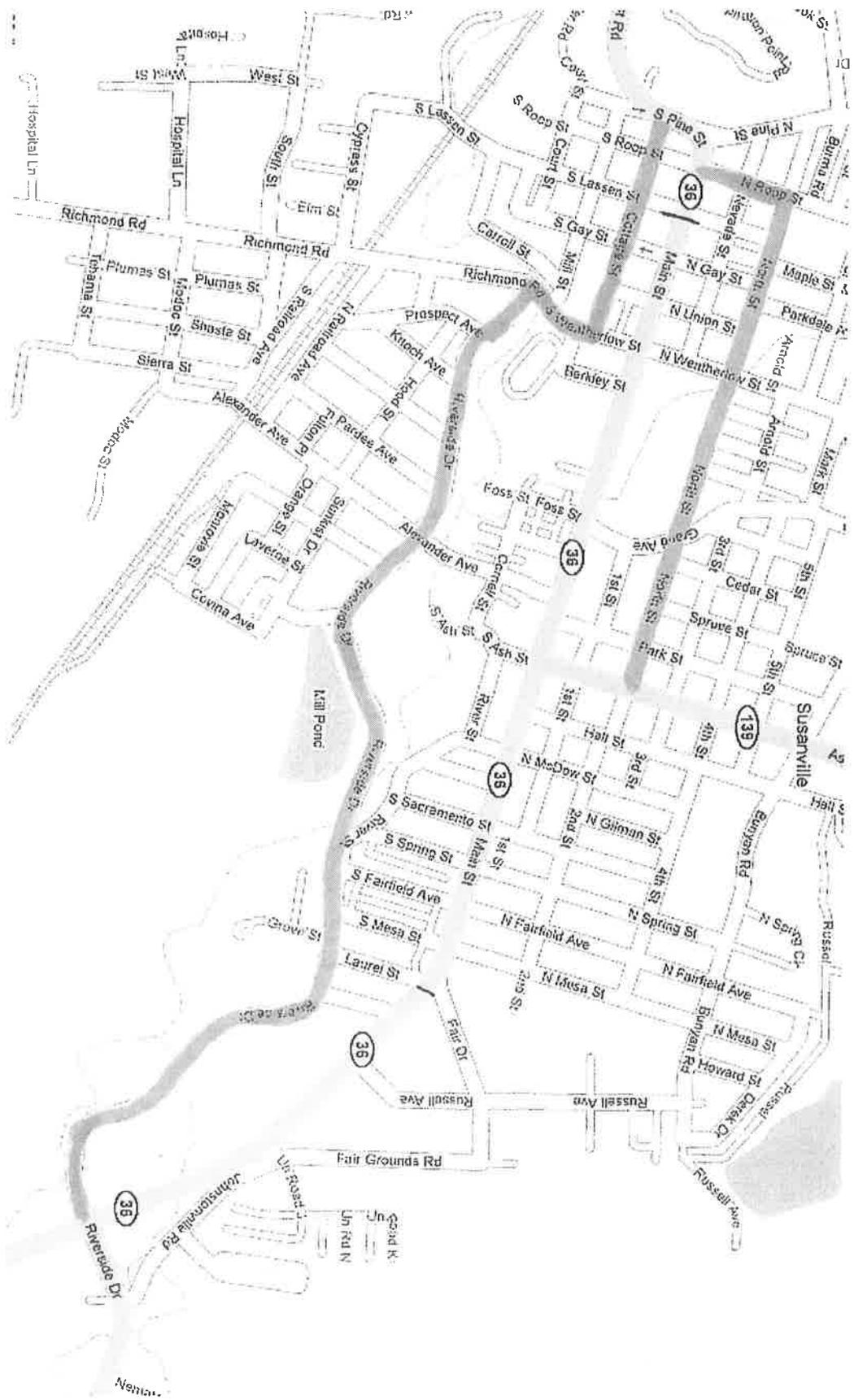
Brian Wilson

30. TITLE

Mayor

31. DATE

Detour routes for the Lassen County Fair Parade



Lassen County Fair

"RemarkaBULL"



195 Russell Avenue
Susanville, CA 96130
Telephone (530) 251-8900
Fax (530) 251-2715
Email lcfair@co.lassen.ca.us
www.lassencountyfair.org

Susanville Public Works Dept.

APR 09 2015
RECEIVED

Jim Wolcott, Fair Manager

March 23, 2015

City of Susanville
Susanville City Council
66 North Lassen
Susanville, Ca 96130

Attn: To Whom It May Concern

The Lassen County Fair would like to request that Main Street be closed from the top, at the Elk's Lodge to Fair Drive on Saturday July 18th, 2015 from 9:30-11:30 for the Lassen County Fair Parade.

Sincerely,

A handwritten signature in cursive script that reads "Jim Wolcott".

Jim Wolcott
Lassen County Fair Manager

Reviewed by: City Administrator
 City Attorney

- Motion only
- Public Hearing
- X Resolution
- Ordinance
- Information

Submitted by: Arlene F. Zelano, Administrative Assistant

Action Date: May 20, 2015

CITY COUNCIL AGENDA ITEM

SUBJECT: Resolution No. 15-5170 authorizing execution of Hold Harmless/Indemnification Agreement with Laguna Ranch LLC

PRESENTED BY: James M. Moore, Fire Chief

SUMMARY: The Fire Department has an opportunity to conduct valuable firefighting training on private property located at 1615 Main Street, owned by Laguna Ranch LLC. The property, consisting of three residential structures and one commercial structure, is scheduled for demolition as part of a large commercial development. It provides the opportunity for the fire department to conduct firefighting training exercises, excluding controlled burning, within all structures on the property. The City will pay Laguna Ranch LLC one dollar for use of the property for a specified number of days, and with the execution of the indemnification agreement, there will be no financial liability assumed by the City for the purpose of conducting training.

FISCAL IMPACT: \$1.00 payable to Laguna Ranch LLC

ACTION REQUESTED: Motion to approve Resolution No. 15-5170, Hold Harmless Indemnification Agreement and the Mayor to sign Agreement.

ATTACHMENTS: Resolution No. 15-5170
Hold Harmless/Indemnification Agreement

RESOLUTION NO. 15-5170
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUSANVILLE
APPROVING AND AUTHORIZING MAYOR TO EXECUTE HOLD
HARMLESS/INDEMNIFICATION AGREEMENT FOR FIRE TRAINING
PURPOSES WITH LAGUNA RANCH LLC FOR PREMISES AT 1615 MAIN
STREET, SUSANVILLE, CALIFORNIA

WHEREAS, the City of Susanville operates a fire department and provides specialized fire training to its employees and volunteer firefighters; and

WHEREAS, the City Council acknowledges that providing this specialized training is in the best interest of the public health, safety, and welfare; and

WHEREAS, Laguna Ranch, LLC owns structures located at 1615 Main Street which are scheduled for demolition; and

WHEREAS, Laguna Ranch, LLC has agreed to allow the Fire Department to conduct fire training on the premises prior to the destruction of the buildings; and

WHEREAS, it is necessary to execute an indemnification agreement with Laguna Ranch, LLC to utilize the property for training purposes for the Susanville Fire Department.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Susanville shall enter into a Hold Harmless/Indemnification Agreement for fire training purposes with Laguna Ranch, LLC and authorize Mayor to sign the agreement.

APPROVED: _____
Brian R. Wilson, Mayor

ATTEST: _____
Gwenna MacDonald, City Clerk

The foregoing Resolution No. 15-5170 was adopted at a regular meeting of the City Council of the City of Susanville, held on the 20th day of May, 2015 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINING:

Gwenna MacDonald, City Clerk

APPROVED AS TO FORM: _____
City Attorney

**HOLD HARMLESS/INDEMNIFICATION AGREEMENT BETWEEN
THE CITY OF SUSANVILLE AND LAGUNA RANCH LLC. for
1615 Main Street, Susanville, California**

This Agreement is made and entered into this 20th day of May, 2015 by and between the City of Susanville, (hereinafter referred to as "CITY"), and Laguna Ranch LLC (hereinafter referred to as "OWNER").

RECITALS

WHEREAS, OWNER owns the property at **1615 Main Street, Susanville, California** (hereinafter "the Property") that contains three single family residences, and one commercial building that OWNER intends to demolish; and

WHEREAS, City of Susanville Fire Department has requested permission to conduct firefighting technique training exercises (excluding controlled burning), within all the structures located on the Property; and

WHEREAS, in the interests of promoting proper firefighting techniques and enhanced training and the benefits such enhanced techniques and training would provide to the citizens of the CITY, OWNER is willing to authorize the City of Susanville Fire Department to conduct firefighting technique training operations within the structures between the dates of _____ and _____, provided that the CITY is willing to indemnify and hold OWNER harmless with regard to such firefighting training; and

WHEREAS, the CITY deems it in the best interest of the public health, safety, and welfare to enter into such Hold Harmless and Indemnification Agreement so as to permit its firefighters conduct firefighting training within all the structures located on the Property.

NOW THEREFORE, based upon the forgoing recitals and one dollar and no cents (\$1.00) paid in-hand by the CITY to OWNER, receipt of which is hereby acknowledged. It is mutually agreed by and between the parties as follows:

1. The foregoing recitals are incorporated into this Agreement as evincing the intent of the parties and as substantive provisions.
2. OWNER hereby authorizes the City of Susanville Fire Department to conduct firefighting technique training sessions within all the structures and upon the real Property from the dates of _____ through _____. This permission does not extend to burning the structures, which is not authorized, but instead is prohibited under the terms of this Agreement.
3. That the CITY, if necessary, shall provide all necessary staffing for crowd control and prohibit the entry of unauthorized persons onto the Property during the time the CITY's Fire Department staff is engaged in firefighting technique training at the Property.
4. The CITY hereby agrees to defend, indemnify, and hold harmless, OWNER, its employees, agents, and assigns, against any and all losses, damages, claims, demands, suits, liabilities, injuries, payments, costs, losses, actions, cause of action, and expenses in any manner resulting from, arising out of, or connected with the practice firefighting techniques and training by the CITY at the Property. In addition, the CITY agrees to defend, indemnify and

Reviewed by: City Administrator
 City Attorney

- Motion only
- Public Hearing
- Resolution
- Ordinance
- Information

Submitted by: Arlene F. Zelano, Administrative Assistant

Action Date: May 20, 2015

CITY COUNCIL AGENDA ITEM

SUBJECT: Resolution No. 15-5171 authorizing Agreement with State of California for Type III OES Engine 8335

PRESENTED BY: James M. Moore, Fire Chief

SUMMARY: The Susanville Fire Department has been assigned an Office of Emergency Services (OES) fire engine to assist with statewide emergencies. By housing this engine and being a part of the statewide network, the City able to use the engine to assist with mutual aid in the County and use it for emergencies within the City.

The new engine being assigned to our Department (OES 8335) will be a Type 3 4x4 engine which means it has off road capability and requires staffing of three personnel. The OES engine in the city's possession now (OES 316) will be turned in to the State when we pick up the new engine.

FISCAL IMPACT: N/A

ACTION REQUESTED: Motion to approve Resolution No. 15-5171 executing the Agreement with the State of California to accept OES 8335 and authorize the Mayor to sign.

ATTACHMENTS:

- Resolution No. 15-5171

RESOLUTION NO. 15-5171
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUSANVILLE
APPROVING AGREEMENT FOR TEMPORARY TRANSFER OF VEHICULAR
EQUIPMENT – TYPE III ENGINE

WHEREAS, the City of Susanville Fire Department has a State of California OES Type I fire engine, OES Engine 316; and

WHEREAS, the State of California recognizes the need for the Susanville Fire Department to upgrade to a new OES Type III fire engine, OES Engine 8335; and

WHEREAS, the Susanville Fire Department has a need for an OES engine to provide mutual aid within the State of California and the local operational area; and

WHEREAS, the City Council acknowledges that upgrading to a new OES engine will be a valuable asset to the fire department and our community.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Susanville approves the Agreement for Temporary Transfer of Vehicular Equipment – Type III Engine form and authorizes the Mayor to sign the agreement.

APPROVED: _____
Brian R. Wilson, Mayor

ATTEST: _____
Gwenna MacDonald, City Clerk

The foregoing Resolution No. 15-5171 was adopted at a regular meeting of the City Council of the City of Susanville, held on the 20th day of May, 2015 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINING:

Gwenna MacDonald, City Clerk

APPROVED AS TO FORM: _____

Reviewed by: JGH City Administrator
_____ City Attorney

- Motion Only
- Public Hearing
- Resolution
- Ordinance
- Information

Submitted By: Gwenna MacDonald, City Clerk

Action Date: May 20, 2015

CITY COUNCIL AGENDA ITEM

SUBJECT: 2015 Lassen County Fair Sponsorship

PRESENTED BY: Jared G. Hancock, City Administrator

SUMMARY: Each year the Lassen County Fair sponsors a number of events during Fair week which this year, will be held July 15 through 19, 2015. In the past, the City has provided support through additional security staffing during shows and events, street closure assistance for the parade, and monetary contributions. The Lassen County Fair has requested a contribution of \$2,500 from the City of Susanville to support 2015 Lassen County Fair activities. Staff recommends providing funding through the fiscal year 2015/2016 Civic Promotions budget.

FISCAL IMPACT: \$2,500 from Civic Promotions fund 1000.466.33.4599

ACTION REQUESTED: Motion to approve the donation of \$2,500 to the Lassen County Fair from 2015/2016 civic promotion budget

ATTACHMENTS: Letter of request.

Lassen County Fair

"RemarkaBULL"



195 Russell Avenue
Susanville, CA 96130
Telephone (530) 251-8900
Fax (530) 251-2715
Email lcfair@co.lassen.ca.us
www.lassencountyfair.org

Jim Wolcott, Fair Manager

May 14, 2015

City of Susanville
Susanville City Council
66 North Lassen
Susanville, Ca 96130

Attn: City Clerk

The Lassen County Fair would like to request your \$2,500 sponsorship for 2015 Lassen County Fair Events. We appreciate your support during the fourth of July and during fair week. We hope we can continue to build a lasting relationship between the City and the Fair. We look forward to the event.

Sincerely,

Jim Wolcott
Lassen County Fair Manager

Received

MAY 14 2015

City of Susanville
City Clerk's Office

Reviewed by: YCH City Administrator
 City Attorney

- Motion Only
- Public Hearing
- X Resolution
- Ordinance
- Information

Submitted By: Gwenna MacDonald, City Clerk

Action Date: May 20, 2015

CITY COUNCIL AGENDA ITEM

SUBJECT: **Resolution No. 15-5172** supporting the Riverside Drive Multi-Use Trail and supporting pursuit of Active Transportation Funds for Construction

PRESENTED BY: Jared G. Hancock, City Administrator

SUMMARY: The City has multiple local, State, and Federally funded rehabilitation, reconstruction, complete streets, bicycle, and pedestrian projects being developed and implemented over the next three years and procured the services of Green DOT Transportation Solutions to assist with project development, management, programming, and delivery of these projects.

The City has been developing the Riverside Drive Multi-Use Trail project which is comprised of a one-half mile long Class 1 trail that would connect the existing Susan River Trail with the Bizz Johnson Trail. It includes a stand-alone bicycle and pedestrian bridge over the Susan River; and would provide a critical bicycle and pedestrian link in our community between residential areas, schools, key commercial areas, parks and community services.

Green DOT Transportation Solutions has identified a funding opportunity through the Active Transportation Program (ATP). It is a statewide grant program that encourages bicycling and walking, especially for children traveling to school and for residents of disadvantaged communities. The application for funding requires a resolution of support from the City Council to provide authority for submitting the application for funding.

FISCAL IMPACT: None.

ACTION REQUESTED: Motion to approve Resolution No. 15-5172 supporting the Riverside Drive Multi-Use Trail and supporting pursuit of Active Transportation Funds for Construction

ATTACHMENTS: Resolution No. 15-5172

RESOLUTION NUMBER 15-5172
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUSANVILLE
SUPPORTING THE RIVERSIDE DRIVE MULTI-USE TRAIL AND
THE PURSUIT OF ACTIVE TRANSPORTATION FUNDS FOR CONSTRUCTION

WHEREAS, the City of Susanville has been developing the Riverside Drive Multi-Use Trail for over 10 years and has completed the environmental work, will have design complete by December 2015, and will be ready for construction funding in 2016; and

WHEREAS, the Riverside Drive Multi-Use Trail project is a .5 mile long class 1 trail separated from Riverside Drive that connects the existing Susan River Trail, a class 1 trail along the Susan River, and Riverside Park and includes a stand-alone bicycle and pedestrian bridge over the Susan River; and

WHEREAS, the Riverside Drive Multi-Use Trail is a critical bicycle and pedestrian link in our community between residential areas, schools, key commercial areas, parks and community services; and

WHEREAS, the Riverside Drive Multi-Use Trail is the missing link in the popular 1.2 mile long Susan River Trail and it provides access to the 30 mile long renowned Bizz Johnson Recreational Trail; and

WHEREAS, this addition to the City's bicycle and pedestrian network will improve the economic prosperity within the City by providing utilitarian transport to school, work and commerce and attracting visitors to enjoy the world class recreational bike and walking trails in the City; and

WHEREAS, this addition to the City's bicycle and pedestrian network will make the City of Susanville a more active community and help the City reach its goal of providing the residents and future residents of the City an excellent quality of life; and

WHEREAS, the City of Susanville wishes to encourage walking and biking as a healthy activity for youth, families, and seniors.

NOW, THEREFORE, BE IT RESOLVED:

1. The City of Susanville requests the State of California award the City of Susanville, its residents and visitors, an Active Transportation Grant for the Riverside Drive Multi-Use Trail.
2. The City commits its resources to a successful delivery of this project and meeting all associated Federal and State requirements of the funding resource.
3. The City Clerk shall certify to the adoption of this Resolution.

APPROVED:

Brian R. Wilson, Mayor

ATTEST:

Gwenna MacDonald, City Clerk

The foregoing Resolution was adopted at the regular meeting of the City Council on the City of Susanville, held on the 20th day of May, 2015, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINING:

Gwenna MacDonald, City Clerk

APPROVED AS TO FORM: _____
City Attorney

Reviewed by: City Administrator
 City Attorney

 Motion only
 Public Hearing
 Resolution
 Ordinance
 X Information

Submitted by: Dan Newton, Public Works Director

Action Date: May 20, 2015

CITY COUNCIL AGENDA ITEM

SUBJECT: Emergency Water Regulations Report

PRESENTED BY: Dan Newton, Public Works Director

SUMMARY: The State Water Resources Control Board (State Water Board) has adopted its emergency water regulation, which requires the City of Susanville to achieve a 36% reduction in potable water production between the months of June 2015 and February 2016 as compared to the same months in 2013.

Staff has analyzed production reports and developed a Water Conservation Attainment Plan for Council's consideration at a future meeting. Staff's recommendation is to focus on outdoor watering in the summer months. Per staff's analysis, a reduction of 50% in water produced for outdoor watering will result in a 36% conservation of potable water produced over the next 9 months.

The draft plan is being reviewed by legal counsel. Staff is not prepared to present the plan at this time but is seeking direction on some of the key plan elements.

Some of the key plan elements are as follows:

- Attempt to achieve a 36% reduction in potable water production by focusing on summer outdoor watering
- Public awareness and education
- Distribution of low flow shower heads
- Definition of terms and enforcement of Water Board Regulations and stage II of the City's Water Shortage Contingency Plan

The conservation requirement will become effective on June 1, 2015. Staff is requesting Council provide direction on the key plan elements and the possible need to call a special meeting to address the plan before June 1, 2015.

FISCAL IMPACT: None

ACTION REQUESTED: Receive report, provide direction to staff.

ATTACHMENTS: None