
CITY OF SUSANVILLE
66 N. Lassen Street • Susanville CA
Quincy McCourt, Mayor
Thomas Herrera, Mayor pro tem
Russ Brown • Mendy Schuster • Kevin Stafford

Susanville City Council
Special Council Meeting • City Council Chambers
Wednesday, June 21, 2023 – 3:00 PM

CALL THE MEETING TO ORDER
ROLL CALL

1. **APPROVAL OF AGENDA:** *(Additions and/or Deletions)*
2. **BUSINESS FROM THE FLOOR:** *Any person may address the Council at this time upon any subject on the agenda or not on the agenda within the jurisdiction of the City Council. However, comments on items on the agenda may be reserved until the item is discussed and any matter not on the agenda that requires action will be referred to staff for a report and action at a subsequent meeting.*
Presentations are subject to a five-minute limit.
3. **COUNCIL DISCUSSION/ANNOUNCEMENTS:**
4. **NEW BUSINESS:**
 - 4.A [Community Study Session to discuss the Circulation Element and Land Use and Economic Development Draft Updates prepared by Mintier&Harnish and Green Dot Transportation.](#)
5. **FUTURE COUNCIL ITEMS:**
6. **ADJOURNMENT:** *I, Heidi Whitlock, City Clerk of the city of Susanville, do hereby certify that an original of the NOTICE OF CALL OF SPECIAL MEETING, June 21, 2023 at 3:00 p.m. was delivered to each and every person set forth on the list contained herein on the 16th day of June, 2023. A copy of said Notice is attached hereto.*
I declare under penalty of perjury that the foregoing is true and correct.
Dated at Susanville, California this 16th day of June, 2023.

SUSANVILLE CITY COUNCIL AGENDA ITEM

Submitted By: Heidi Whitlock, Building & Planning Division

Action Date: June 21, 2023

SUBJECT: Community Study Session to discuss the Circulation Element and Land Use and Economic Development Draft Updates prepared by Mintier&Harnish and Green Dot Transportation.

PRESENTED BY: Kelly Mumper, City Planner

SUMMARY: The City of Susanville City Council will conduct a Community Study Session for the Circulation Element and Land Use and Economic Development Draft Updates. Comments from council members, staff, and members of the public will be compiled and evaluated for potential inclusion in the draft general plan element updates.

FISCAL IMPACT: None.

ACTION REQUESTED: Provide comments to staff and the consultant team pertaining to the Circulation Element and Land Use and Economic Development Draft Updates.

ATTACHMENTS:
[SUGPU_LUCD_Public Review Draft_2023 06 14 BG.pdf](#)
[SGPU_Second Study Session Flyer_2023 06 13 NZ.pdf](#)
[SUSGP_CIRC_Public Review Draft_2023 06 16 BG.pdf](#)



3

Land Use and Community Development

This Element contains goals and policies to guide government decision-making on all matters related to land use in Susanville. It presents maps, tables, and graphs to assist the reader in understanding how Susanville has grown and why conditions are as they exist today, as well as assessing likely possibilities for future growth and change. It serves as a guide for property owners who want to know what the potential use of their land might be, and it is intended to facilitate the coordination of City land use plans and policies with those of Lassen County, the State of California, and other agencies concerned with land use in the area, such as the U.S. Forest Service and the Bureau of Land Management. [Source: Existing General Plan]

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Land Use Diagram and Designations

The General Plan designates land uses defining the type of development planned to occur throughout the city. The core of the Land Use Element is the land use diagram and description of land use designations that classify and distinguish the various land uses in the City. Corresponding levels of intensity, density, and allowable uses are defined in this section, as required by Government Code Section 65302(a). *[Source: New Text]*

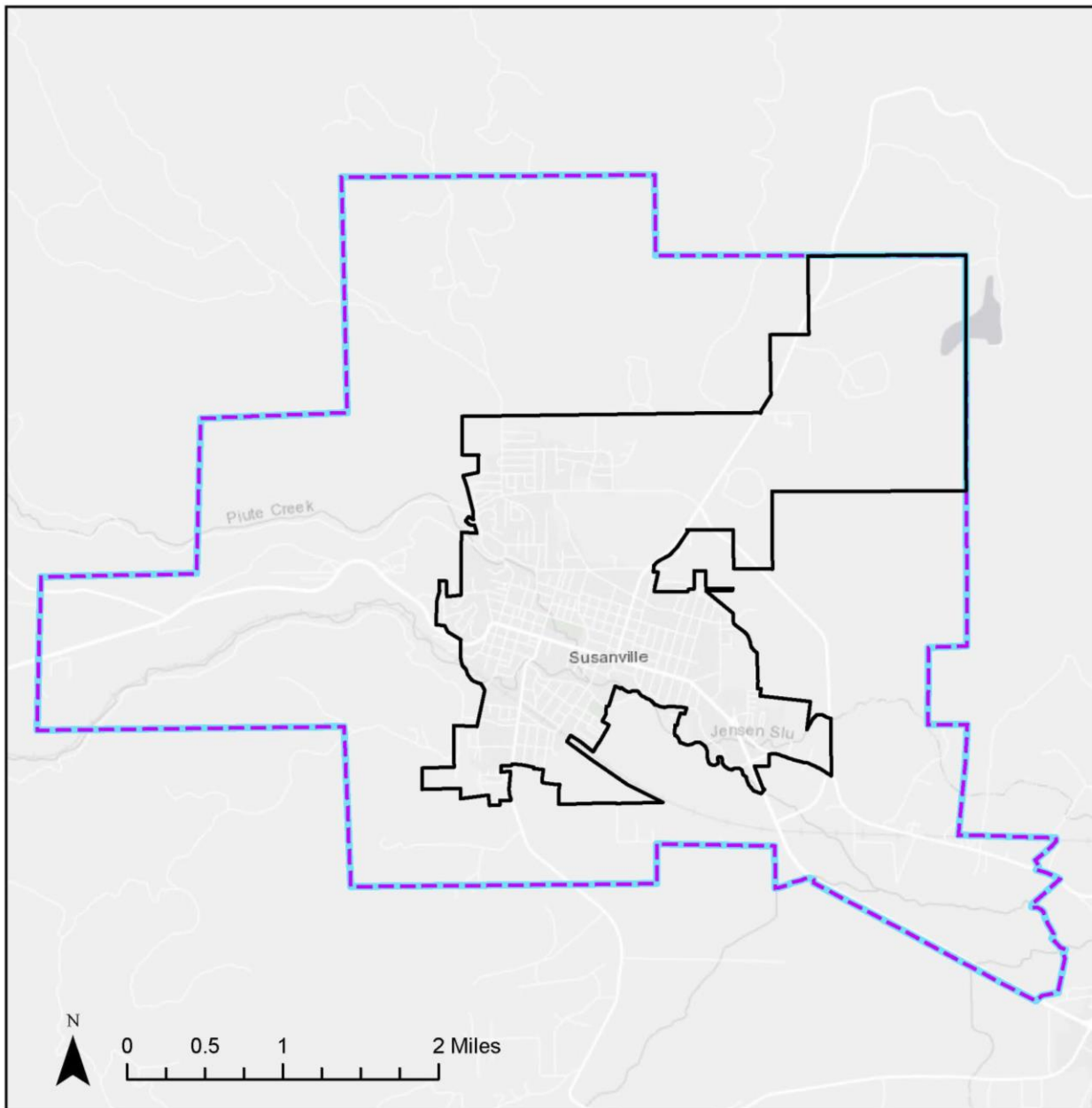
Planning Boundaries

The following planning boundaries are included as part of the Susanville General Plan:

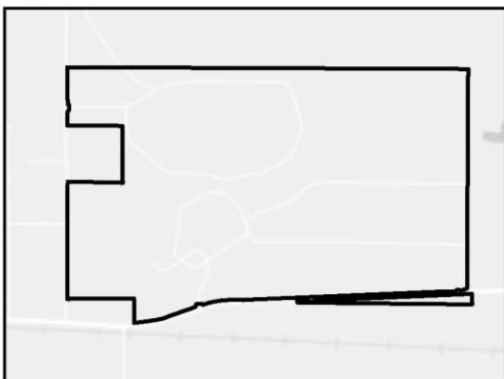
- **City Limits.** The city limits is the jurisdictional limits of the city (incorporated area). The city boundary includes the area over which the City exercises land use authority and provides public facilities and services. State law requires jurisdictions to adopt a General Plan that, at a minimum, addresses physical development within this boundary. *[Source: New Text]*

Sphere of Influence. Susanville's land use goals and policies apply beyond the City limits, including all land within the City's Sphere of Influence. Sphere of Influence (SOI) is mandated by State law to allow and encourage cities to effectively manage the nature and rate of their growth. The SOI is meant to include all land which may be influenced by – or may influence – the city, but especially those areas in which residents or users of the land may be served by City public works or may use City services and utilities. The City's SOI was established by the Lassen County Local Agency Formation Commission (LAFCO). See Figure LUD-1. *[Source: Existing General Plan, modified]*
- **Planning Area.** A General Plan, pursuant to State law, must address all areas within a jurisdiction's Planning Area. The Planning Area encompasses all incorporated and unincorporated territory that bears a relationship to the long-term physical planning of the city. *[Source: New Text]*

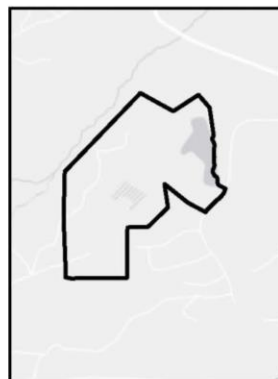
Figure LUD-1 Planning Boundaries



High Desert State Prison



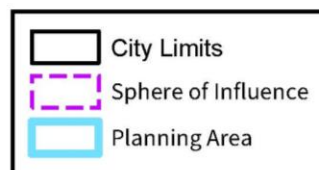
Diamond Mtn. Golf Club



Source: Mintier Harnish, 2022; City of Susanville, 2022; Lassen County LAFCO, 2017

Map Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS

Legend



The Purpose of Land Use Planning

The primary purpose of land use planning and decision-making is to establish allowable uses for all public and private properties. Any decision to designate, change the designation, or permit new land uses should consider the existing use, if any; the suitability of the new use for the site; the potential impact it may have on other uses that may be permitted in the area; and conversely, the potential impact of surrounding uses on the proposed use. *[Source: Existing General Plan]*

The Land Use Diagram is a map that designates sufficient land in locations suitable for the development of businesses and industry in order to provide employment for residents and revenue for the operation of City government, services, and facilities. In preparing the Land Use Plan map, the needs of the existing and projected population in the planning area for goods and services were considered, as well as which types of commercial activities will be economically feasible. *[Source: Existing General Plan]*

Susanville History

Early Settlement

The first inhabitants of the region were Indian tribes. Because of Susanville's location between the Great Basin and Sierra Nevada, cultural usage from both areas is believed to have occurred in prehistoric times, seasonal gathering areas, fishing sites, and more specific task sites such as food processing and tool procurement. Because of the proximity of the Susan River, Honey Lake, and various other creeks, as well as the flat land near these water sources, the Susanville area is considered extremely sensitive for both historic and pre-historic resources. *[Source: Existing General Plan]*

Archaeological and ethnographic material attest to this area being specifically used for permanent habitation well before the 1850s, with at least three Maidu villages in the Susanville area. In addition, it is believed that the Northern Paiute inhabited the area. Seven archaeological sites within the city limits and another ten within one mile of the city limits have been recorded by the California Archaeological Inventory (CAI). *[Source: Existing General Plan]*

History of Permanent Settlement

In the summer of 1853, Isaac N. Roop, whose property in Shasta City had burned, came alone on horseback to a valley he named the Honey Lake Valley. He claimed a tract of land on part of which Susanville now stands. The river, and afterward the town he laid out, were named for his daughter, Susan. *[Source: Existing General Plan]*

In 1854, Peter Lassen, and in 1856, Capt. William Weatherlow, came into the valley to mine for gold. Some of the miners claimed land, and by 1857, the permanent settlement of the county began. Taking advantage of the plentiful and nearby forests, Roop built a sawmill on the river, and by 1882, there were six sawmills in the southern part of the county-two of which were just south and west of Susanville. *[Source: Existing General Plan]*

Susanville was incorporated as a city in 1900. Mercantile business flourished alongside lumber operations with the completion of a branch of the Southern Pacific Railroad into Susanville in 1913. The line ran 106 miles from the main line at Fernley, east of Reno. In 1916, the present courthouse was built, and the Lassen Memorial Hospital was constructed just north of the present hospital. Hotel Mt. Lassen opened in 1926. *[Source: Existing General Plan]*

Shortly after the declaration of World War II in December 1941, a 36,000-acre site for the Sierra Army Depot was selected in the southern tip of Lassen County. The Depot was completed in February 1943, and turned over to the Ordnance Department for receipt, storage, and shipment of ammunition. *[Source: Existing General Plan]*

The California Conservation Center opened at its site east of Johnstonville in February, 1963, and it has had a profound effect on the residential and commercial growth of Susanville. In 1987, the California Correctional Facility (CCF) purchased over \$1,000,000 in supplies and services in Susanville. By 1989, the Center had over 1,000 full-time and 25 part-time employees, half of whom lived within 5 miles of the center of Susanville.¹ The CCF annual payroll was \$35,000,000 in 1988. *[Source: Existing General Plan]*

Because of regular flooding along the river, Susanville's earliest residential area was built on the high ground now known as Uptown. Originally the center of the town was at Main and Lassen, but the commercial area has now extended eastward along Main Street about two miles. *[Source: Existing General Plan]*

Land Use Diagram

Figure LUD-2, the General Plan Land Use Diagram, shows the distribution of the land use designations allowed within the City’s Planning Area. There are a total of 17 base land use designations that depict the types of land uses that will be allowed within the Planning Area. The diagram also includes five overlay overlay designations. Overlay designations are laid over and modify the underlying or “base” land use classification – adding special requirements (to those areas that are so designated) through design criteria, use restrictions or other special review. *[Source: Existing General Plan]*

The Land Use Diagram is intended to be more general than the Zoning Map. While the Land Use Diagram guides zoning, it is not the same as the City’s Zoning Map. Each land use designation has corresponding compatible zoning districts. Whereas the land use designations are intentionally broad, the zoning designations are more detailed and provide specific development standards, including permitted and conditional uses, building heights, setbacks, lot coverage, parking, landscaping, and architectural review requirements. *[Source: Existing General Plan]*

Land Use Designations

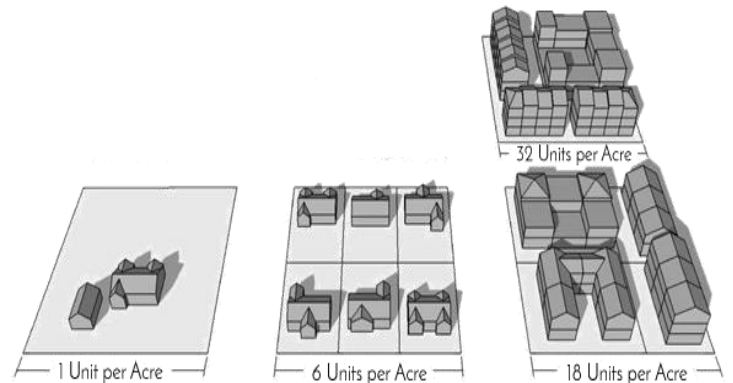
Table LUD-1 describes the land use designations along with their corresponding density/intensity standards:

- **Designation.** This provides the name of each land use designation and the acronym used when referring to the designation. *[Source: New]*
- **Color.** Each land use designation has an assigned color used in the Land Use Diagram (Figure LUD-2). *[Source: New]*
- **Description.** This describes the purpose and application of each land use designation. The City’s Zoning regulations provide further detail about uses allowed and permitted in zoning districts that implement the land use designations. *[Source: New]*
- **Density/Intensity Standards.** This describes development density or intensity. Designations allowing residential uses include a minimum and maximum density, expressed as dwelling units per acre (du/ac). *[Source: New]*

Non-residential uses include a maximum building intensity standard, expressed as Floor Area Ratio (FAR). Most non-residential land use designations also allow residential uses and include density standards as well. *[Source: New Text]*

Residential Density

Residential development is categorized by allowed density (minimum and maximum) measured in dwelling units growth per acre (du/ac). Accessory dwelling units are not included. Residential density is calculated by dividing the number of dwelling units on a site (excluding accessory dwelling units) by the gross acreage of the site. The image to the right shows prototypical examples of different residential densities for one-acre properties. *[Source: New]*



State planning law requires general plans to include standards for measuring population density.

Population density is determined by multiplying the maximum number of dwelling units allowed in a given land use designation by the average number of persons per household (as determined by the California Department of Finance). *[Source: New]*

Floor Area Ratio (FAR)

Standards of building intensity for nonresidential uses such as office, commercial, industrial, and institutional development can be defined in terms of floor area ratio (FAR). FAR is an indicator of how much building space is permitted on a given site. The ratio is typically determined by dividing the total floor area of the structure by the area of the site. In the case of mixed-use developments that include residential uses, density standards are applied to the residential component while FAR standards are applied to the nonresidential component. A site includes all contiguous parcels that will share parking or access. *[Source: New]*

While FAR provides for overall development intensity, it does not specify the form or character of the building. Different interpretations of the same FAR can result in buildings of different character. To address aesthetic standards and infrastructure needs and encourage similar interpretations of allowed FARs, other City regulations such as zoning height limits, building setbacks, lot coverage, or open space requirements guide the form of buildings with a given FAR. *[Source: New]*

3. LAND USE AND COMMUNITY DEVELOPMENT

Figure LUD-2 **Land Use Diagram**

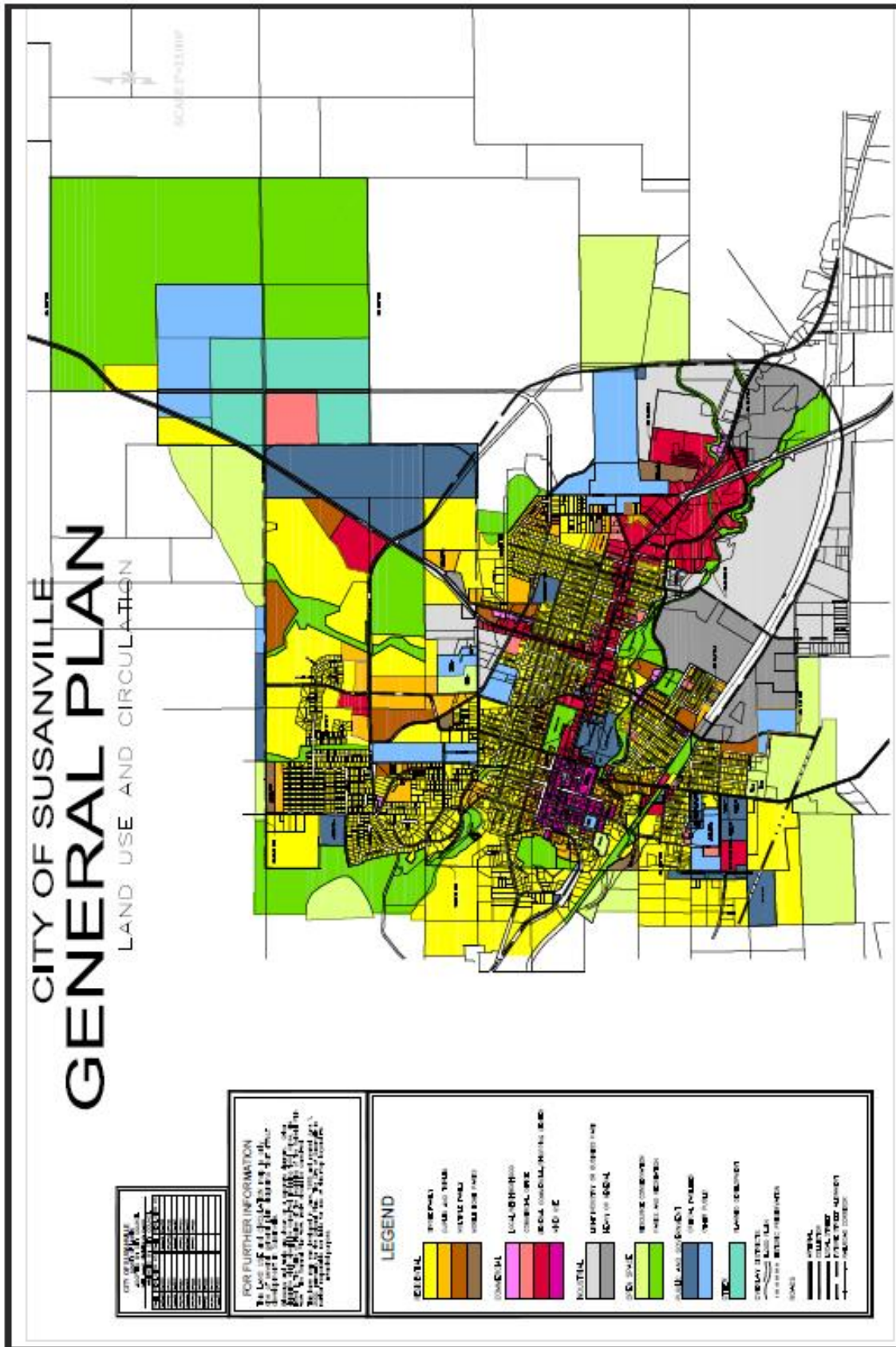


Table LUD-1: Land Use Designations

Single Family Residential (SFR)

This designation allows for single family homes and manufactured homes on a minimum lot size of 6000 square feet. The maximum density is seven dwelling units per acre (7 du/ac). Manufactured homes shall be certified under the National Manufactured Housing Construction and Safety Standards Act of 1974 and be constructed on a foundation system, pursuant to Section 18551 of the Health and Safety Code, unless 10 years have elapsed between the date of the manufacture of the manufactured home in the affected zone subject to the provisions required in Government Code Section 65852.3. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: 0-7.0 du. /ac.
- Intensity: N/A
- Corresponding zoning: R-1, R-1B-1 & B-2, R-2, MHP, AR-1

Duplex and Triplex Residential (DTR)

This designation invites flexibility in site design and type of unit. Although single family homes are allowed in limited circumstances, the majority of this designation allows for a variety of residential structure types that include more than one dwelling, as long as the maximum density does not exceed twelve (12 du/ac) dwelling units per acre. Some low intensity fourplexes and multi-family development (in structures containing more than three (3) units) may be permitted through the use permit process where compatibility with adjacent development can be assured. *[Source: Existing General Plan]*

Density/Intensity Range;

- Density: 0- 12.0 du/ac
- Intensity: N/A
- Corresponding Zoning: R-2, R-3 & R-3A, MHP

Multifamily Residential (MFR)

This designation allows a variety of residential dwelling types, except detached single family homes, to provide a mix of housing types, provide choices for all city residents and assure that the City's Regional Housing Needs Allocation is being met. Although an unlimited number of dwellings are permitted per structure, as long as the underlying density is not exceeded, more than twelve (12) dwellings in one structure requires a use permit. The permitted number of units will vary, depending on the environmental aspects of the area, existing or nearby land use, proximity to major streets, and distance to shopping and parks. The maximum density of twenty (20 du/ac) dwelling units per acre will only be allowed where infrastructure, services, and facilities are available to serve the proposed density. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: 5 - 20.0 du/ac
- Intensity: N/A
- Corresponding Zoning: R-3, R-4, MHP

Mobilehome Park Residential (MH)

This designation permits Mobile Home Parks, as defined in Section 18214 of the Health and Safety Code, with a maximum density of fourteen (14 du/ac) dwelling units per acre. This designation appears on the Land Use Diagram only where mobile home parks exist. It is the intent of the General Plan to encourage the construction of new mobile home parks in various locations within the City in all residential general plan designations. Future Mobile Home Parks in residentially designated areas shall require a Mobile Home Park (MHP) zone district, but a General Plan amendment is not required, provided the residential density of the applicable general plan designation is met (*Source: Existing General Plan, modified*)

Density/Intensity Range:

- Density: 0 - 14.0 du/ac
- Intensity: N/A
- Corresponding Zoning: MPH

Local/Neighborhood Commercial (LNC)

This designation is for the city's least intensive and smallest-scale neighborhood commercial areas which consist of small clusters of two or more commercial establishments grouped around an intersection which function as a small shopping center with shared off-street parking and access. The primary tenant is normally a convenience market or small grocery store and a variety of small shops providing other retail goods and services. Uses may not be visitor-serving (i.e., attracting tourists and functioning as strip commercial development. For example, motels, service stations and drive-through restaurants are not allowed.) Auto traffic may be generated at low levels, limited to certain hours; permitted uses are not expected to generate truck traffic except for delivery purposes. Hazardous materials may conditionally be allowed to be stored and used in volumes in excess of those found in single-family dwellings, but they may not be generated or created. Uses must be within a building and must be compatible (physically and socially) with the neighborhood. In addition to the uses in the shopping center small business and professional offices may also be permitted on individual parcels or a group of parcels. Limited residential uses, as determined by zoning, may also be appropriate in this land use category. (*Source: Existing General Plan*)

Density/Intensity Range:

- Density: 5.0 to 20.0 du/ac
- Intensity: N/A
- Corresponding Zoning: C-1, C-O

Commercial Office (CO)

This designation provides office space for firms providing administrative, professional, financial services, real estate, insurance and other types of offices. It may also include other firms providing computer, reproduction, laboratory testing, and similar services whose operation and scale are compatible with the primary office uses. Small scale retail uses, primarily for use by employees within an office complex, may also be included. For example, a pharmacy, coffee shop or cafeteria may be included when a part of a medical or other professional office complex. Generally, these areas are appropriately located along arterial or collector streets and in other areas designated on the General Plan Land Use Map as commercial. (*Source: Existing General Plan*)

Density/Intensity Range:

- Density: 5.0 to 20.0 du/ac
- Intensity: N/A
- Corresponding Zoning: C-O

General Commercial/Shopping Center (GCSC)

This designation provides a wide range of facilities for the sale of goods and provision of personal services. When applied to shopping centers, the uses are generally conducted within a building but may include outdoor sales related to the principal use. The centers may have a supermarket as an anchor tenant and may also include a department or variety store as an anchor tenants, designed to function as a commercial shopping center. When applied to other commercial areas and strip commercial along thoroughfares it will permit a variety of commercial uses including outdoor sales and service of autos and boats, fast food and drive-through restaurants or food service, restaurants, offices and uses primarily associated with the provision of finance, insurance, real estate, business services, medical, dental, professional services, service stations, repair of automobiles excluding heavy trucks, rental services, motels, hotels and similar uses. When uses are developed within a shopping center they must be designed to function as a part of the commercial center with shared access and parking etc. Hazardous materials may conditionally be allowed to be stored and used in higher volumes than in the Local/Neighborhood area. Limited residential uses, as determined by zoning, may also be appropriate in this land use category. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: Up to 20.0 du/ac
- Intensity: 0.65 FAR
- Corresponding Zoning: R-4, C-1, C-O, C-2, C-M, MHP

Mixed Use (MU)

This designation, which permits a mix of uses, is assigned to the uptown central business area generally located from Nevada Street south to Brashear Street and from Pine Street east to Gay Street north to Mill Street, east to Weatherlow Street and north to the intersection of Nevada Street and Weatherlow Street. The Elks Lodge west of Pine Street will also be included in this designation.

This category recognizes that in the uptown area of Susanville setting the strict segregation of different land use types which is typically found in urban environments is neither necessary nor practical given the existing mix of land uses. At this scale, conflicts which may result from the intermixing of land uses may be addressed in the Zoning Ordinance and City development standards relating to the type of use, screening, setbacks, and architectural design. For example, several older single-family structures have been converted to either commercial or office uses. These converted units are intermingled in blocks where existing single family residential buildings are still occupied.

Residential uses that exist within the Mixed Use area as of the effective date of this general plan amendment may be maintained and reconstructed if destroyed but new single-family residences shall be constructed on vacant parcels with a use permit. Single or multiple family residential units are permitted above existing commercial or office uses, with the density of said units being determined by use permit. Other permitted multi-family residential units that are constructed from the ground up that do not exceed a density of 20 dwelling units per acre are considered consistent. Multifamily is considered as three or more dwellings in one structure. Commercial uses may include local and tourist oriented retail uses, retail stores, service uses, cultural uses, professional office uses and related uses. The range of commercial uses permitted in the MU designation shall be determined by the adoption of a new zoning ordinance to implement this land use designation. This designation shall be shown on the General Plan Land Use Map as Mixed Use (MU). *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: 5.0 to 20.0 du/ac
- Intensity: N/A
- Corresponding Zoning: UBD, R-4

Commercial/Light Industrial (CLI)

This designation provides for a wide range of goods and services needed by residents and business firms which are inappropriate in other commercial centers due to size or operating characteristics or are not economically feasible in such centers. Uses include sale of construction and building materials, construction equipment, restaurant supplies, automobiles, and trucks. Some light industrial uses may also be permitted including vehicular repair, construction yards, truck terminals, and when found compatible with surrounding uses, fabrication of wood, metal, or other materials. This land use is not intended for typical retail sales found in shopping centers, such as grocery stores, and drug stores. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: 5.0 to 20.0 du/ac
- Intensity: N/A
- Corresponding Zoning: C-O, C-M, C-2, M-L

Light Industry/Business Park (LIBP)

This designation provides for light industrial uses. Industrial uses are often classified as to "light" or "heavy." These terms are used to distinguish between (1) the greater degree of noise, truck traffic, and outdoor storage associated with general business services and the extractive, manufacturing, processing, repairing, and packaging activities of "heavy" industry, and (2) the less intensive research and development, warehousing, and limited manufacturing activities associated with "light" industry. This designation provides suitable areas for a variety of low-intensity manufacturing, processing, assembly and distribution uses which utilize materials that generally are already in processed form, and which do not emit unacceptable or harmful levels of noise, dust, odors, smoke, bright light, vibration or involve dangerous or explosive materials.

The term Business Park includes only light or "low impact" business and office uses that are heavier than those uses typically categorized as "general commercial", and is intended for well-designed, master-planned, campus-type developments. The Commercial/Light Industrial land use designation would be consistent with this designation. A Landscaped buffer zone of at least 25 feet in width is to be provided along the edge of (and on) the industrial parcel wherever the property abuts or is across the street from a property classified for any use other than "industrial or agricultural". *[Source: Existing General Plan]*

Density/Intensity Range

- Density: N/A
- Intensity: N/A
- Corresponding Zoning: C-M, M-L, M

Heavy/General Industry (HGI)

This designation includes a variety of heavy industrial uses such as lumber mills, power generators and biomass facilities, concrete producers, and trucking operations. Provides for the intermixing of industrial uses with varying degrees of impacts, scales of operation and service requirements (including rail access). Permits the inclusion of non-industrial uses providing materials and services which are primarily used by industrial uses. A landscaped buffer zone of at least 25 feet in width is to be provided along the edge of (and on) the industrial parcel wherever the property abuts or is across the street from a property classified for any use other than "heavy or general industry or agricultural". *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: N/A
- Intensity: N/A
- Corresponding zoning: M-L, M

Resource Conservation (RC)

This designation is designed to protect agricultural uses from neighbors, and sensitive areas (like wetlands and steep slopes) from development; and to ensure that urban development occurs within the central (incorporated) area of Susanville. It is recognized that there are some uses in outlying areas that are not strictly agricultural in nature. As a result, this category (like the others) is designed for flexibility. *[Source: Existing General Plan]*

Density/Intensity Range;

- Density: N/A
- Intensity: N/A
- Corresponding Zoning: OS, AR-1, AE-20

Parks and Recreation (PR)

This designation includes active and passive parks, athletic fields, trails, and swimming pools. Buildings typically found in this category may include picnic shelters, community centers, or historic railroad depots. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: N/A
- Intensity: N/A
- Corresponding Zoning: OS

Agricultural Residential (AR)

This designation provides for parcels large enough to permit limited or part-time agricultural activities in addition to a single family residence. The minimum parcel size for this land use designation is one-half (1/2) acre and actual parcel size permitted shall be determined when the property is zoned based on terrain, soil types, utilities, access, and desired density of population. For instance, parcels may range in size from one-half (1/2) acre to larger parcels depending on the availability of sewer, water and accessibility. It is intended that these agricultural residential parcels will permit a mix of agricultural activities, permit the raising of agricultural products, including crops, livestock, and fowl. When considering a subdivision of these larger parcels the City may modify the road standards depending on location and expected traffic volumes to a lesser standard than is normally found in the urbanized area of the City. Interior roads containing two twenty four (24') foot traveled lanes with shoulders, a bike path, equestrian trail and walking path on one side will serve the circulation needs of larger parcels within this land use designation and will be consistent with the intent of the General Plan. (Resolution No. 02-3532) *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: 0 – 0.5 du/ac
- Intensity: N/A
- Corresponding Zoning: AR-1, AE-20 1

Critical Public Facilities (CPF)

Critical facilities that either are publicly owned and/or operated or serve a universal public need, are designated Public on the Land Use Map. These include schools, fire stations, the hospital, and the sanitary sewer treatment facility. They allow for flexibility if designated locations must be altered. An additional "conceptual" school site is shown on the Land Use Map in the eastern part of the Planning Area, generally east of Skyline and north of Johnstonville Road. This category includes all public and private schools, the college, and properties owned by them.

3. LAND USE AND COMMUNITY DEVELOPMENT

Three fire stations are designated on the Land Use Diagram: (1) the existing station on Main Street near Grand Avenue; (2) north of town on Skyline Drive; and (3) east of town on Skyline Drive. The two Skyline Drive locations are not precise and are shown diagrammatically on the Land Use map as circles. They will encompass up to one acre, and must be located to ensure that all commercial, institutional, and multiple-family residential uses in Susanville are within one-and one-half miles of a station. This will allow Susanville to retain its current ISO fire insurance rating, although one additional station east of SR 139 may be required. Also shown on the map is the California Department of Forestry and Fire Protection station on Highway 36 near Prattville Road. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: N/A
- Intensity: N/A
- Corresponding Zoning: PF

Other Public Facilities (OPF)

These lands are government owned. Either the City cannot exercise control over them (two Indian Rancherias); or they are expected to remain in County, State or Federal government ownership and operation and cannot easily be classified according to the land use designations in this General Plan (County fairgrounds); or the City has no urban plans for them (the BLM property south of Lassen College). *(Source: Existing General Plan)*

Density/Intensity Range:

- Density: N/A
- Intensity: N/A
- Corresponding Zoning: PF

Planned Development (PDC)

The Planned Development designation is a land use category as well as an overlay or combining zoning district. Planned developments are appropriate where design flexibility is desired and is not available through the application of standard zoning. Planned developments should be used only when long-term community benefits, which may be achieved through high quality development, are derived.

As a general plan land use designation and/or a separate zone district, planned developments can determine appropriate uses of the parcel and density as well as change site development standards, as long as the underlying provisions of the general plan are met. These uses and density would be enumerated into the ordinance zoning the parcel to Planned Development.

As an overlay combining district, planned developments combine with an existing zone district to change site development standards. The planned development cannot increase the density over the underlying zone, although it can reduce the density otherwise allowed. Also, a planned development overlay cannot allow uses not allowed in the underlying zone district, but can limit the uses otherwise allowed. These overlay districts require that a specific development plan be prepared and approved through the planned development use permit process for the parcel prior to any other land use approval by the City.

Planned developments as standalone districts require that a specific development plan be prepared for a large (usually undeveloped) area prior to any land use approved by the City. The plan would be required to present land use concepts and road systems. It would not qualify as a specific plan, which is regulated by state law, nor would it be an actual subdivision map. Instead, it would allow for consolidated overall project and environmental review.

Where areas under different ownerships abut, the City will attempt to provide guidance and mediation so that plans can be coordinated. It is recognized; however, this will not always be possible. The process for review and approval may be established through design review or zoning. Alternately, the City may, by ordinance, establish this process to be a part of the environmental review under CEQA, and require a conceptual plan as part of the cumulative impact analysis portion of the environmental documentation or zoning.

-Existing Planned Development Districts without a valid development plan shall be established by a planned development use permit prior to any further land use approvals by the City. Existing planned development overlay zones may be reverted to the underlying district if approved plans expire or become invalid. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: 8 du/ac, but cannot exceed the base zone.
- Intensity: Cannot exceed the base zone.
- Corresponding Zoning: All zones with PD

Flood Plain Overlay(FP)

This category includes areas subject to inundation in a 100-year storm, as well as all areas within 25 feet of the banks of waterways. In Susanville, these areas are found along Piute Creek, the Susan River, and Jensen and Brockman Sloughs. The channel of a river or other watercourse and the adjacent land areas necessary to discharge the “base flood”---usually called the “floodway”---may not be built upon or used for any purpose other than for parks or open space. By contrast, some development can occur in a flood plain, with restrictions.

3. LAND USE AND COMMUNITY DEVELOPMENT

In some areas the overlay that applies to the flood plain and waterway is coterminous. There are two purposes for this overlay. The community wants to regulate the way development occurs in the flood plain, first, so that upstream and downstream impacts are minimized, and second, to ensure that surface access is retained. Ultimately, as indicated on the Trails Map in the Circulation Chapter, the City desires to create a network of trails along all waterways. Therefore, the overlay applies to 25 feet on either side of waterway banks, or the flood plain line, whichever distance is greatest. Future development in these areas will require dedication of at least surface rights to a public agency or non-profit organization. The full 25-foot width need not be dedicated. The provision of a 25-foot width is to insure the integrity of waterways and to provide room for trails and paths. While the City has an adopted Flood Plain Ordinance, this General Plan adds a requirement of “no net if a filled or elevated pad is created in the flood plain, an equivalent volume of soil must be removed from the flood plain at the same elevations within the flood plain in order to carry out the purpose stated above-to minimize upstream and downstream flooding. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: Cannot exceed the base zone.
- Intensity: Cannot exceed the base zone.
- Corresponding Zoning: All zones

Historic Preservation Overlay (HP)

An historic building or site is one which is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts. The purpose of this overlay district is to preserve historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition. For the most part, this overlay district will be applied. To residential and commercial buildings in the Uptown area and the railroad depot neighborhood. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: Cannot exceed the base zone.
- Intensity: Cannot exceed the base zone.
- Corresponding Zoning: All zones

Design Review Overlay (DR)

The influence of design review standards on the physical appearance of the city should be consistent with local character and the desire to create an appealing developed environment. Unlike most other land use programs, design review programs deal almost exclusively with design issues involving aesthetics that may include architectural style, building size and dimension, landscaping, color pattern, lighting, signing; and in congested urban settings, how motorized and non-motorized transit modes can be best interlinked. Typical design review programs provide guidance to commercial and industrial development, as well as for large residential projects. General design criteria may be developed for other smaller projects and implemented through various development standards contained in or as a result of the zoning ordinance. If a design review program is well thought-out and allowed to be implemented over time, it has the potential to be one of the most important planning tools to affect the physical appearance and character of a community. Design review zoning should be applied to identify areas where special design considerations are needed to promote a design theme for a community center, large commercial or industrial areas, or for a major highway corridor. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: Cannot exceed the base zone.
- Intensity: Cannot exceed the base zone.
- Corresponding Zoning: All zones

Combining Lot Size (CLS)

The combining lot size overlay is established to achieve compatibility in lot sizes. For example, in a rural area with lot sizes significantly larger than the minimum 6000 square feet, the combining lot size district can require new lots and setbacks in a subdivision to be larger, to retain the existing rural character of an area. *[Source: Existing General Plan]*

Density/Intensity Range:

- Density: Cannot exceed the base zone.
- Intensity: Cannot exceed the base zone.
- Corresponding Zoning: All zones

Goals and Policies

Balanced Land Use Mix

This General Plan emphasizes a balanced mix of land uses and infill development within the city limits. New development will occur where existing roads, water, and sewer are in place and in a manner that minimizes the impact of development on existing infrastructure and services. The General Plan focuses on city-centered growth and provides the policy framework to guide future development toward land uses that support walking, biking, and transit ridership. This approach is intended to maintain Susanville's small-town atmosphere and encourage sustainable land use patterns, while increasing opportunities to grow the local economy. *[Source: Existing General Plan]*

Goal LUD-1

To promote high-quality development of a well-balanced and functional mix of land uses that preserves and enhances Susanville's quality of life. *[Source: Existing Goal 3.1, modified]*

Policies

- LUD-1.1: Land Use Compatibility.** The City shall ensure compatibility between land uses to protect, maintain, and enhance the quality of life in the city by addressing traffic, noise, lighting. Height/bulk differences, and other sources of incompatibility through the use of physical separation, buffering, screening and other techniques. *[Source: Existing Policy 3.1-A, modified]*
- LUD-1.2: Design and Compatibility Standards.** The City shall adopt objective design and compatibility standards to ensure that all land uses become long-term assets to the community. *[Source: Existing Policy 3.1-B, modified]*
- LUD-1.3: Infill Development.** The City shall support and promote infill development that is compact, mixed-use, and pedestrian-friendly. *[Source: New Policy]*
- LUD-1.4: Residential Land Use.** The City shall designate a full range of residential land uses that provide for a variety of housing types, locations, and densities, including accessory dwelling units. *[Source: New Policy]*
- LUD-1.5: Commercial Land Use.** The City shall designate a mix of commercial uses, including retail, general, and tourist commercial, to promote both the tourist economy and the needs of residents of Susanville. *[Source: New Policy]*
- LUD-1.6: Mixed-use.** The City shall encourage mixed-use developments with a residential component to further enhance the range of housing opportunities provided to residents. *[Source: New Policy]*
- LUD-1.7: Industrial Land Use.** The City shall encourage the development of more industrial uses to expand the City's job base. *[Source: New Policy]*

- LUD-1.8: Open Space and Recreational Land Use.** The City shall maintain and designate an adequate amount of open space and recreational land uses to meet the needs of residents and visitors. *[Source: New Policy]*
- LUD-1.9: Public and Institutional Land Use.** The City shall designate institutional land uses to meet the social, economic, cultural, spiritual, and educational needs of the community. *[Source: New Policy]*

Residential

Residential neighborhoods will continue to be the predominant development pattern in Susanville. The magnitude of change anticipated for these areas is substantially less than what is anticipated for other areas of the city. Changes proposed in residential neighborhoods are more subtle, focusing on how to enhance the quality of these areas by improving characteristics such as connectivity, pedestrian safety, neighborhood character, and housing choice. *[Source: New Text]*

Goal LUD-2

To provide a variety of housing types that offer choices for Susanville residents and create complete, livable neighborhoods. *[Source: New Goal]*

- LUD-2.1: Higher Density Housing.** The City shall encourage higher density housing to be located throughout the community rather than concentrated through a few small areas. *[Source: Existing Policy 3.1-C, modified]*
- LUD-2.2: Regional Housing Needs Fair Share.** The City shall provide an adequate amount of appropriately zoned land to accommodate new housing units to meet the City's fair share regional housing needs allocations. *[Source: New Policy]*
- LUD-2.3: Existing Neighborhoods.** The City shall attempt to maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, streets, water supply, wastewater, and drainage while implementing required State housing laws *[Source: New Policy]*
- LUD-2.4: Neighborhood Infill.** The City shall allow infill development as required by State Law, including ADUs, JADUs, and density bonus. *[Source: New Policy]*

Commercial

Commercial uses are intended to provide areas for retail sales and services demanded by residents and visitors. These locations are for commerce, employment, entertainment, culture, and appropriately sited residential uses. Pedestrian-oriented activities are encouraged with public spaces and uses that draw a variety of people and offer a welcome setting. Commercial uses shall be designed to operate in harmony with adjacent neighborhoods and uses through the siting of buildings, transitions in scale, and appropriate land use mix. *[Source: New Text]*

Goal LUD-3

To ensure that existing and proposed commercial development in the city is consistent with the overall character of the city. *[Source: New Goal]*

- LUD-3.1: Neighborhood Commercial.** The City shall establish neighborhood commercial centers in new residential areas and designate them on the Land Use diagram. *[Source: Existing Policy 3.8-K and Existing Program 3.8-K-12, modified]*
- LUD-3.2: New Commercial Development.** The City shall ensure that new commercial development is appropriately located and is consistent with the Community Character Element of the General Plan. *[Source: New Policy]*
- LUD-3.3: High-Quality Building Design.** The City shall require distinctive and high-quality commercial building design, construction, and site planning that respects the character of Susanville. *[Source: New Policy]*
- LUD-3.4: Commercial Amenities and Impact Mitigation.** The City shall require new or expanded commercial or office areas to include provisions for adequate off-street parking, pathways connecting building entries to sidewalks, bicycle parking, mitigation of traffic impacts, adherence to architectural and low-water landscaping standards, and mitigation of potential land use conflicts with adjacent residential uses. *[Source: New Policy]*

Industrial

Industrial areas provide for manufacturing, warehousing, lumber mills, and similar uses that range from to manufacturing and other industrial areas. The industrial land use designations support “clean” industries that take advantage of the education and skills of the local and regional population. Industrial land use policies promote improvements in site planning to create places with attractive architecture and landscaping, and make employment areas accessible to vehicles, pedestrians, bicyclists, and transit. *[Source: New Text]*

Goal LUD-4

To encourage, facilitate, and support the development of new employment and industrial uses. *[Source: New Goal]*

- LUD-4.1: Attract Industrial Uses.** The City shall encourage and support new development of industrial uses that provide jobs for city residents, increase the tax base, and are designed and operated in a way that is compatible with surrounding uses. *[Source: Existing Policy 3.8-J, modified]*

- LUD-4.2: Industrial Design Standards.** The City shall ensure that new industrial development contributes to the overall attractiveness of the community through appropriate site design, and architectural design. *[Source: New Policy]*
- LUD-4.3: Industrial Area Screening.** The City shall require industrial development to screen loading and open storage areas so that they are not visible from public roadways. *[Source: New Policy]*

Growth Management

The General Plan emphasizes infill development within the city limits, allows for limited growth at the city's edge, and supports land uses that are rural, agricultural, forest beyond the city's boundaries. New development will generally occur primarily where existing roads, water, and sewer are in place and in a manner that minimizes the impact of development on existing infrastructure and services. The General Plan focuses on city-centered growth and provides the policy framework to guide future development toward land uses that support walking, biking, and transit ridership. This approach is intended to maintain Susanville's small town atmosphere and encourage sustainable land use patterns, while increasing opportunities to grow the local economy. *[Source: New]*

Goal LUD-5

To keep Susanville relatively compact, surrounded by open space, agriculture, and forest. *[Source: Existing Goal 3.2]*

Policies

- LUD-5.1: Well-defined City Boundaries.** The City shall maintain well-defined boundaries at the edge of urban development. *[Source: Goal 3.3]*
- LUD-5.2: Discourage Urban Sprawl.** The City shall discourage urban sprawl. *[Source: Existing Policy 3.3-B]*
- LUD-5.3: Open Space at the City Perimeter.** The City shall make every effort to maintain a wide band of open space at its perimeter. *[Source: Existing Policy 3.3-C, modified]*
- LUD-5.4: 100-year Flood Plain.** The City shall discourage development in the 100-year flood plain. The City shall require a Conditional Use Permit for development proposed in the 100-year flood plain, or where feasible, purchase the land. *[Source: Existing Policy 3.3-D and Existing Programs 3.3-D-2 and 3.8-H-8, modified]*
- LUD-5.5: Preserving Agricultural Land.** The City shall encourage agricultural land preservation within and outside the city boundaries. *[Source: Existing Program 3.8-H-9, modified]*
- LUD-5.6: Manage Growth.** The City shall encourage but also manage, plan, and control the rate of growth. *[Source: Existing Goals 3.4 and 3.5, modified]*
- LUD-5.7: Orderly and Harmonious Development.** The City shall promote the orderly and harmonious development of Susanville and its surroundings. *[Source: Existing Goal 3.6]*

LUD-5.8: New Development Location. The City shall ensure that all new development takes place within the city boundaries and its sphere of influence, according to City standards. *[Source: Existing Goal 3.7, modified]*

Goal LUD-6

To encourage annexation of lands within the City's sphere of influence that are proposed for urban development and assure logical and continuous growth. *[Source: Existing Goals 3.8 and 14, modified]*

Policies

- LUD-6.1: Annex Contiguous Land.** The City shall work with Lassen County, Susanville Consolidated Sanitary District (SCSD) and Lassen Municipal Utilities District (LMUD) seek to annex lands within its sphere of influence that are contiguous to its city limits. *[Source: Existing Policy 3.8-E and Existing Program 14.62, modified]*
- LUD-6.2: Priority Annexations.** The City shall prioritize the annexation of the Barry Reservoir for open space and the surrounding areas for industrial and commercial light industrial uses along skyline road and the existing county industrial area near Johnsonville Road. *[Source: New Policy]*
- LUD-6.3: Annexation Prior to Development.** The City shall encourage annexation of areas to the city prior to their development. *[Source: Existing Policy 14.ab]*
- LUD-6.4: Airport Annexation.** The City shall actively pursue annexation of the airport property to the city. *[Source: New Policy]*
- LUD-6.5: Expand the Sphere of Influence.** The City shall seek to expand its sphere of influence southward and westward. *[Source: Existing Policy 3.8-F]*
- LUD-6.6: Municipal Services Outside the City.** The City shall fully use its powers to extend or withhold utilities and services, and shall not extend municipal services to areas outside the city, except upon conformance to the City's General Plan and annexation to the city. *[Source: Existing Policy 3.8-G]*
- LUD-6.7: City-Centered Development.** The City shall work with Lassen County and the Susanville Consolidated Sanitary District to establish mutually reinforcing the goal of city-centered development to prevent the conversion of rural, agricultural, forest, and open space lands to urban use inside Susanville's sphere of influence but outside the city limits. *[Source: Existing Policy 3.8-H]*
- LUD-6.8: Promote Growth Objectives.** The City shall work with Lassen County to promote Susanville's growth and planning objectives within the Susanville sphere of influence. *[Source: Existing Program 3.8-H-5]*
- LUD-6.9: Promote Open Space Outside the City.** The City shall urge the County to actively promote open space, forest, and agricultural uses on lands beyond the city limits. *[Source: Existing Policy 3.8-I, modified]*

LUD-6.10: Community Education About Planning. The City shall educate the citizenry regarding planning procedures and the objectives, benefits, and costs of planning. *[Source: Existing Policy 3.8-L]*

Airport Land Use

The Susanville Municipal Airport is the sole airport in the vicinity of the city. The most recent plans incorporating the Susanville Municipal Airport include the 1980 Master Plan Report for the Susanville Municipal Airport as well as the 1987 Airport Land Use Plan. The Susanville Municipal Airport, which is owned by the City, is located 5 miles southeast of Susanville. The airport has one paved and lighted runway, one graded dirt runway, and one helipad for helicopter operations. The airport's building facilities include a privately owned series of hangars and administration building. *[Source: New]*

Goal LUD-7

To provide for orderly growth of the Susanville Municipal Airport while safeguarding public safety for those who live and work near the airport. *[Source: Existing Goals 3.9 and 3.10, modified]*

Policies

- LUD-7.1: Interagency Coordination.** The City shall coordinate and work with Lassen County, the SCSD, LMUD, and other agencies to protect the viability and growth potential of the airport and ensure that any future land uses in the airport area are compatible with airport use. *[Source: Existing Policies 3.9-M and 3.10-O, modified]*
- LUD-7.2: Airport Land Use Plan Support.** The City shall support the policies and guidelines of the Airport Land Use Plan (ALUP) adopted by the Lassen County Airport Land Use Commission (ALUC) including noise, airspace, safety, and referral area policies. ALUP Figure 3, Referral Areas and Table 1, Land Use Compatibility Guideline are adopted here by reference. *[Source: Existing Policy 3.10-N and Existing Programs 3.10-Q-16 and 3.10-Q-17, modified]*
- LUD-7.3: Industrial Zoning.** The City shall preserve industrial zoning designations in the airport vicinity to prevent further residential encroachment. *[Source: New Policy]*
- LUD-7.4: Hanger Development.** The City shall encourage public and private development of hangars at the airport, according to City specifications. *[Source: Existing Policy 3.10-P]*
- LUD-7.5: Airport Expansion.** The City shall promote the internal and external expansion of the airport. *[Source: Existing Policy 3.10-Q]*
- LUD-7.6: Airport Property Development.** The City shall pursue development of its airport property, including the runway, in a manner that enhances and maximizes airport facility use. *[Source: Existing Policy 3.10-R and Existing Program 3.10-Q-18, modified]*
- LUD-7.7: FAA Grants.** The City shall identify and pursue FAA grants for capital improvement and other airport development projects, including but not limited to Runway. *[Source: Existing Program 3.10-Q-19]*

LUD-7.8: Airport Users and Partners. The City shall identify and pursue potential users of the airport that could locate at the airport and/or contribute financially to the airport's development, such as the United States Forest Service and the California Department of Corrections. *[Source: Existing Program 3.10-Q-20]*

General Plan Use and Maintenance

The Susanville General Plan is designed to be a living document that reflects the City's needs and desires, which will evolve over time. The effectiveness of the General Plan ultimately depends on how the City implements and maintains the General Plan over its lifetime. This section is designed to ensure that the City provides for regular review and updating of this General Plan to ensure that it reflects the community's needs and aspirations, as well as consistency with changes in State law. *[Source: New]*

Goal LUD-8

To promote the effective use and implementation of the General Plan Land Use Diagram. *[Source: New Goal]*

Policies

LUD-8.1: Land Use Diagram. The City shall maintain and implement a Land Use Diagram describing the types of allowed land uses by geographic location and the density of allowed uses within each designation. *[Source: New Policy]*

LUD-8.2: Zoning Designations. The City shall ensure that zoning designations and maps are consistent with the Land Use Diagram (Figure LUD-2) In addition, the City shall ensure that amendments to the General Plan land use designations, Land Use Diagram or General Plan text are consistent with the relevant goals and policies. *[Source: New Policy]*

Goal LUD-9

To provide a clear framework for the ongoing administration, maintenance, and implementation of this General Plan consistent with State law. *[Source: New Goal]*

Policies

LUD-9.1: General Plan Annual Report. The City shall provide an annual report on the status of the General Plan to the citizens of Susanville. *[Source: Existing Program 3.8-L-13]*

LUD-9.2: General Plan Review. The City shall conduct a technical review of the General Plan every five years and revise and update as necessary to assure compliance with State law and responsiveness to current City needs, including adequate municipal revenues to maintain a high level of public services. *[Source: New Policy]*

LUD-9.3: Implementation Program Monitoring. The City shall maintain and annually review the General Plan Implementation Programs. As part of this process, the City shall update the prioritization of

programs based on applicability, relevance, timing of initiation, and availability of funding. *[Source: New Policy]*

LUD-9.4: Eight Year Review of the Housing Element. The City shall, as directed by the California Department of Housing and Community Development (HCD), update and implement a Housing Element every eight years that provides policy and programs to encourage the provision of safe, well-designed, accessible, sanitary, and affordable residential areas where people of all ages can live, work, and play. This includes an equitable distribution of parks and public facilities to all residential areas consistent with legal requirements. *[Source: New Policy]*

Future Growth and Annexations

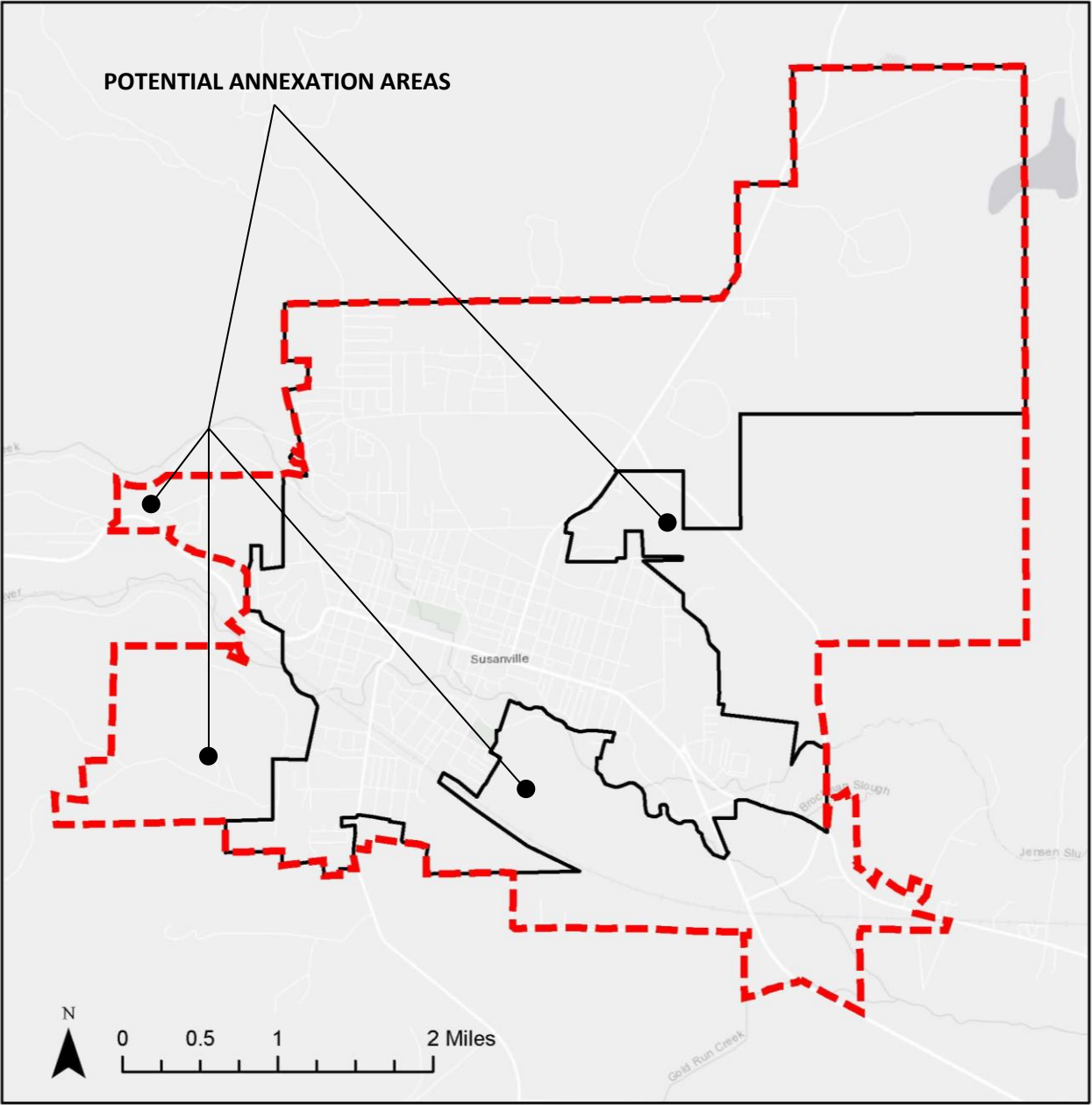
Expansion by communities to allow for future growth is common when considering a future for the next 20-30 years. Susanville has reviewed what a potential annexation and expansion of the City and its services could look like through the General Plan. The City through the General Plan Update identified a potential annexation boundary for future expansion shown in Figure LUD-3. The intent behind the expanded City boundary through a potential annexation is to capture fringe employment-based areas, specifically those which are industrially focused. Some of these areas are already being served by Susanville and provide employment opportunities for residents. In recent years, several development applications have been filed to expand development in these fringe areas directly adjacent to the City, and the City felt it was only appropriate to analyze the potential of annexing those properties within the City. The proposed growth area would allow the City to expand its tax base revenue and better regulate development along its boundary. A future annexation of the industrial areas would also provide the City with land use control to determine future allowable uses that can ultimately benefit the community as well as properly mitigate such uses in the future.

The unique annexation boundary provides the City with the opportunity to expand areas for future residential and supporting commercial development. Specifically, the potential annexation area includes a large 600- acre parcel to the northeast of the City which is being identified as a future special planning area. This future special planning area after further conversations with City is envisioned to be a new neighborhood in Susanville, consisting of a mix of housing types from single-family, townhomes, and multi-family, as well as a commercial component serving the residents of this newly expanded neighborhood. An expansion of this size will greatly increase the access to housing within Susanville, resulting in a variety of housing options for all price points.

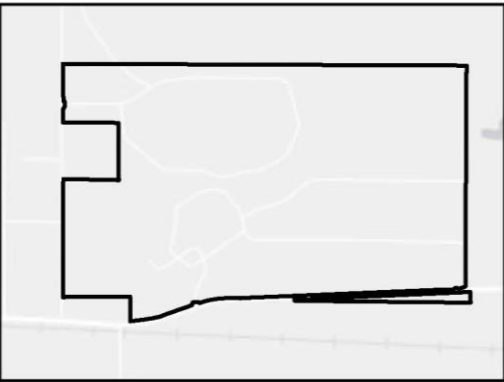
In addition to the expansion of residential, commercial, and industrial employment bases, the proposed annexation area also incorporates existing identified agricultural and open space lands as well as the existing Berry Reservoir. Incorporating such lands will allow the City the authority to designate future greenbelt and development buffers to further ensure compatibility between uses. Future pre-zones for these areas, if the City ever pursued an annexation are shown in Figure LUD-4.

The goal and policies in this section are not modifying land uses outside the City, but are providing a framework for how a future annexation could look like. If Susanville decided to pursue an annexation, a formal application would have to be filed with the Local Agency Formation Commission (LAFCo) and extensive consultation with property owners and Lassen County would need to occur.. *[Source: New Text]*

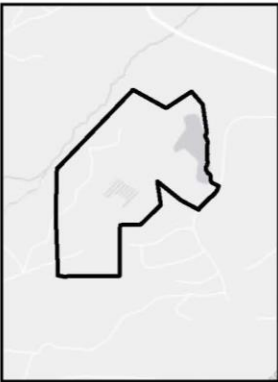
Figure LUD-3 Potential Annexation Boundary



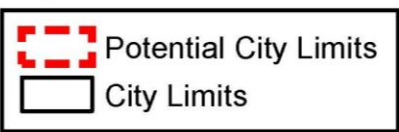
High Desert State Prison



Diamond Mtn. Golf Club



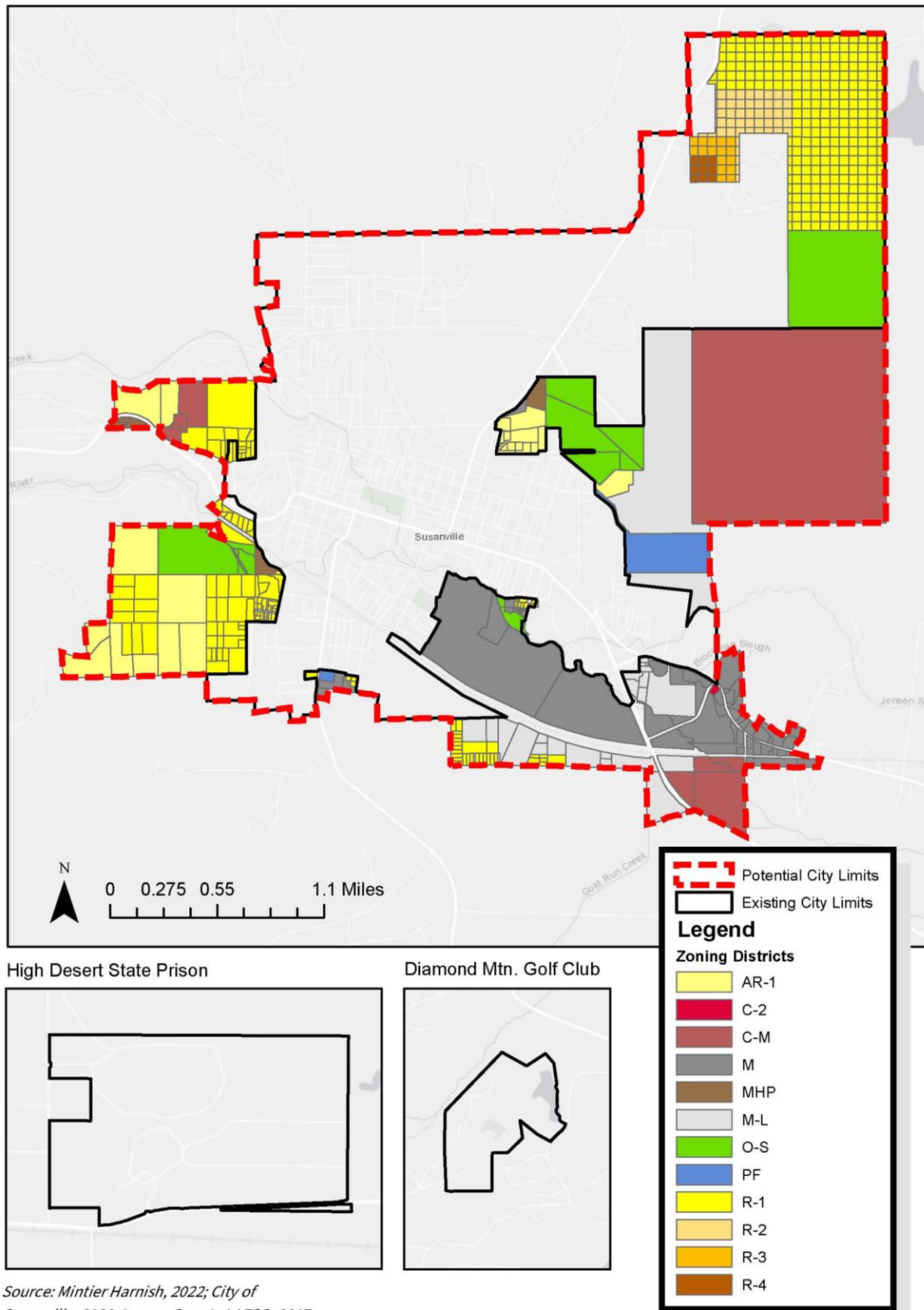
Legend



Source: Mintier Harnish, 2022; City of Susanville, 2022; Lassen County LAFCO, 2011;

Map Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS

Figure LUD-4 Pre-Zoning for the Potential Annexation



Goal LUD-10

To promote the orderly expansion of the City that provides additional tax base revenue and provides additional housing and services for existing and future Susanville residents. *[Source: New Goal]*

Policies

- LUD-10.1: Service Capacity.** The City shall ensure that there is capacity for public services including but not limited to water, wastewater, solid waste, and recycling for future proposed development within the potential annexation area. *[Source: New Policy]*
- LUD-10.2: Regional Collaboration.** The City shall coordinate with LAFCo and Lassen County prior to submitting for an annexation to ensure transparency in engagement and intent of the annexation. *[Source: New Policy]*
- LUD-10.3: Specific Plan Requirement.** The City shall require a specific plan for the orderly development of new residential development within the proposed annexation area east of CA-139, and northeast of Lassen Community College and Banner Lassen Medical Center. *[Source: New Policy]*
- LUD-10.4: Tribal Consultation.** The City shall consult the Susanville Indian Rancheria prior to any formal application submittal of annexations. *[Source: New Policy]*

Economic Development

Developing a healthy and diverse base of local businesses is critical to the success of Susanville. At its heart, economic development is about building a healthy economy in order to have a healthy community. The City has many opportunities to fulfill its untapped economic potential. A wide variety of retail thrives in Susanville. The City seeks to capture a greater share of local spending by encouraging new retail establishments that provide needed goods and services to local residents and businesses. *[Source: New]*

Goal LUD-11

To demonstrate Susanville's readiness for economic growth. *Source: (Existing Goal 1)*

Policies

- LUD-11.1: Designate Growth Areas.** The City shall designate potential future growth areas to market toward investors. *[Source: Existing Policy 1.a, modified]*
- LUD-11.2: Economic Development Program.** The City shall develop a cooperative and comprehensive economic development program. *[Source: Existing Policy 1.b]*
- LUD-11.3: Economic Development Information.** The City shall use the City website to disseminate economic development information. *[Source: Existing Policy 1.c, modified]*
- LUD-11.4: Funding.** The City shall pursue economic development grants and other sources of funds for economic development. *[Source: Existing Policy 1.d]*

Goal LUD-12

To overcome Susanville's location off the main travel routes and its lack of direct access. *[Source: Existing Goal 2]*

Policies

- LUD-12.1: Rail Service Restoration.** The City shall work the railroad to restore rail service, develop rail access, and bring rail-using industries to Susanville. *[Source: Existing Policy 2.e and Existing Program 2.6, modified]*
- LUD-12.2: Aviation Facility Improvement.** The City shall emphasize the importance of general aviation facilities and services as part of a comprehensive transportation solution to Susanville's isolation and prioritize airport expansion and improvements. *[Source: Existing Policy 2.f, modified]*
- LUD-12.3: Promote Susanville.** The City shall advertise and promote Susanville's location as a unique place for businesses that don't depend easy accessibility. *[Source: Existing Policies 2.g and 2.h, modified]*

LUD-12.4: Remote Work Opportunities. The City shall promote Susanville as a great location for remote work opportunities by working with the hotels and other businesses to provide access to broadband and strategic workspaces around the city. *[Source: New Policy]*

Business Attraction, Retention, and Expansion

Local employment opportunities are limited in Susanville. The City can address this issue by proactively working to increase local employment opportunities through business attraction, retention, and expansion. There are opportunities to further streamline the development process, create incentives for new and existing businesses, and focus on community assets to expand local industries. *[Source: New Text]*

Goal LUD-13

To increase the tax base and create more local job opportunities through business attraction, retention, and expansion. *[Source: Existing Goal 3. Modified]*

Policies

- LUD-13.1: Business Attraction and Expansion.** The City shall provide incentives, as feasible, to businesses that provide significant private capital investment, create a large number of jobs and public revenues, or that develop catalyst projects that could result in further investment. *[Source: Existing Policy 3.l, modified]*
- LUD-13.2: Business Promotion.** The City shall prepare a business promotion package that highlights Susanville as a place for business and industry, capitalizing on the city's unique location and numerous natural amenities, to encourage new businesses to locate here and to retain existing businesses. *[Source: Existing Policy 3.j, modified]*
- LUD-13.3: Forest Management Policies.** The City shall work with Lassen County to promote forest management policies that assure the stability and extend the longevity of the timber industry. *(Source: Existing Program 4.24)*
- LUD-13.4: Cottage Industries.** The City shall clarify and expand the definitions of cottage industries and home occupations and allow them by right, if they meet specific development standards, in order to accommodate an expanded range of local businesses. *[Source: Existing Policy 3.k and Existing Program 3.21, modified]*
- LUD-13.5: Emerging Industries.** The City shall monitor industry trends and evaluate and identify what industries, including emerging industries, are best suited for Susanville business development and attraction targets. *[Source: New Policy]*
- LUD-13.6: Business Locations.** The City shall encourage commercial and industrial development by ensuring the availability of suitable sites for development and providing zoning that facilitates such uses. Coordinate with brokers to ensure that distinct real estate market data is available for Susanville. *[Source: New Policy]*

Goal LUD-14

To retain local businesses and industries. *[Source: Existing Goal 4, modified]*

Policies

- LUD-14.1: Business Retention.** The City shall assist in the retention, expansion, and long-term viability of existing businesses and industries, including local timber mills, by providing and coordinating available financial and non-financial resources. *[Source: Existing Policy 4.l, modified]*
- LUD-14.2: Existing Employer Support.** The City shall support other existing Susanville-area employers, including the California Correctional Facility, geothermal operations, Lassen Community College, the Susanville Indian Rancheria, and the hospital. *[Source: Existing Policy 4.m, modified]*

Goal LUD-15

To enhance and promote the skills and capabilities of the local labor force to match the current and future employment needs of Susanville's businesses. *[Source: Existing Goal 5, modified]*

Policies

- LUD-15.1: Employer Collaboration.** The City shall collaborate with educational institutions, employers, and agencies to strengthen the depth and range of local labor force capabilities. *[Source: Existing Policy 5.n]*
- LUD-15.2: Local Labor force.** The City shall recognize the local labor force as one of Susanville's resources. *[Source: Existing Policy 5.o]*
- LUD-15.3: Lassen Community College.** The City shall work with Lassen Community College to maintain and expand existing programs and to establish a local employer/college student placement program. *[Source: Existing Program 5.28]*
- LUD-15.4: University Coordination.** The City shall work and expand relationships with California State University and the University of Nevada, Reno. *[Source: Existing Programs 5.26 and 5.27]*
- LUD-15.5: Job Training Programs.** The City shall work with job-related employment agencies and with the PIC (Private Industry Council) to identify the kinds of job training programs needed by local employers. *[Source: Existing Program 5.29]*

Main Street and Uptown

Main Street and Uptown represent the cultural center of Susanville. It is vital to the City's economic future that Main Street businesses are retained, expanded, and improved. Vacant store fronts must be filled with business that serve both residents and visitors. Policies in this section are intended to support efforts of the Historic Uptown Susanville Association, the Lassen County Chamber of Commerce, and the City successfully support the continuing improvement of Main Street and Uptown. *[Source: New]*

Goal LUD-16

To retain and encourage retail commercial in Uptown and on Main Street. *[Source: Existing Goal 6, modified]*

Policies

- LUD-16.1: Uptown Business Center.** The City shall protect Uptown as a viable business center. *[Source: Existing Goal 15]*
- LUD-16.2: Business Incentives.** The City shall work with Main Street and Uptown retailers, the Historic Uptown Susanville Association, and the Lassen County Chamber of Commerce to identify incentives for Main Street businesses to invest in and expand their businesses. *[Source: Existing Policies 6.p and 6.q and Existing Program 6.33, modified]*
- LUD-16.3: Public Realm.** The City shall continue to pursue the physical and economic revitalization of Main Street, invest in the public realm, and emphasize civic, and community uses in the Main Street area. *[Source: New Policy]*
- LUD-16.4: Expand Main Street and Uptown Attractions.** The City shall continue to promote expanded amenities and attractions on Main Street and Uptown, including restaurants, entertainment venues, and cultural festivals and events. *[Source: New Policy]*

Tourism

Susanville is surrounded by an abundance of outdoor recreational areas, providing numerous activities for visitors and residents alike. The National Registry of Historic Places lists many places located Susanville, including the Susanville Railroad Depot, Roop's Fort, and the Lassen County Courthouse. Residents and visitors alike can enjoy fishing, hiking, biking, boating, horseback riding, camping and bird watching. The Bizz Johnson Trail is a 29-mile jogging, hiking, biking and sightseeing trek from Susanville to Westwood. Coppervale Ski Hill is located 14 miles west of Susanville and features a poma lift and 13 skiable acres. Eagle Lake is 15 miles north of Susanville and features world-class freshwater fishing. The policies in this section seek to continue to enhance and expand attractions in and around Susanville that serve visitors. *[Source: New Text]*

Goal LUD-17

To ensure Susanville's long-term success and economic sustainability by diversifying and expanding tourism attractions, highlighting the unique history and character of the city. *[Source: New Goal]*

Policies

- LUD-17.1: Tourism Program.** The City shall prepare a tourism program designed strengthen Susanville's tourism role, draw more visitors to Susanville, and promote recreational tourism. *[Source: Existing goals 7 and 8, and Policy 7.r, modified]*
- LUD-17.2: Susanville Image.** The City shall define an appealing, coherent image and theme for Susanville that emphasis recreation tourism. *[Source: Existing Goal 9 and Policy 9.t, modified]*
- LUD-17.3: Understand Tourism Base.** The City shall collaborate with the Lassen County Chamber of Commerce to improve the local understanding of Susanville's tourism base and potential for recreational tourism. mountain biking, hiking equestrian, fishing, hunting, and boating. *[Source: Existing Policy 8.s, modified]*
- LUD-17.4: Wayfinding.** The City shall establish a wayfinding program, including directional signs to Main Street and other points of interest and other visuals to attract visitor attention, to make navigating the city and region easy and interesting for visitors. *[Source: Existing Goal 10 and Policies 10.v and 10.u, modified]*
- LUD-17.5: Expand Visitor Serving Amenities.** The City shall work with the Historic Susanville Uptown Association, the Lassen County Chamber of Commerce, the Susanville Indian Rancheria, and local business owners to improve and expand visitor-serving activities and facilities. *[Source: Existing Goal 11 and Existing Policies 11.w and 11.x, modified]*
- LUD-17.6: Lodging Establishment Partnership.** The City shall encourage outreach and collaboration with local lodging establishments to promote overnight stays for visitors, which can increase the Transient Occupancy Tax (TOT and business for restaurants and shops. *[Source: New Policy]*

3. LAND USE AND COMMUNITY DEVELOPMENT

- LUD-17.7: Destination Image and Amenities.** The City shall encourage the development of contemporary services such as electric vehicle charging stations and high-speed internet availability. *[Source: New Policy]*
- LUD-17.8: Annual Airport Day.** The City shall promote the annual "airport day" to become a recognized annual fly-in events to attract tourists and visitors. *(Source: Existing Programs 2.7 and 3.10-Q-24, modified)*

Business Climate

The City recognizes that it can facilitate private-sector investment and the creation of jobs by creating a business-friendly climate. This goal and its supporting policies stress the importance of customer service, fair and predictable permit procedures, the removal of unnecessary regulatory barriers, and economic development programs as ways to attract private-sector investment to Susanville. *[Source: New Text]*

Goal LUD-18

To maintain a supportive business climate that increases the City's ability to support expansion of existing businesses and attraction of new businesses. *[Source: New Goal]*

Policies

- LUD-18.1: Permit Process.** The City shall continue to ensure a timely, simple, and predictable permit process for all applicants, including the continued use of contemporary permitting software. *[Source: Existing Goal 12 and Existing Policy 12.z, modified]*
- LUD-18.2: Assisting Development Permit Applications.** The City shall take an active role in assisting new development through the permit process. *[Source: Existing Policy 12.y, modified]*
- LUD-18.3: Priority Permit Processing.** The City shall facilitate rapid permit processing in priority development areas. *[Source: Existing Goal 13 and Existing Policy 13.aa, modified]*
- LUD-18.4: Business-Friendly Values.** The City shall encourage the entire City organization, including employees, volunteers, and elected and appointed officials, to understand and embrace Susanville's business-friendly values. *[Source: New Policy]*
- LUD-18.5: Assist Entrepreneurs.** The City shall actively encourage, support, and assist local entrepreneurs who are starting businesses in Susanville. *[Source: New Policy]*
- LUD-18.6: Buy Local.** The City shall encourage residents, local businesses, the community college, and community organizations to purchase goods and services from other local businesses to support local jobs and to recirculate money within the local economy. *[Source: New Policy]*

Implementation Programs

Land Use and Community Development Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
A. Update The Zoning Code The City shall update the Zoning Code to address the following changes: • Prepare objective design and compatibility standards for all land use types; • Include Conditional Use Permit requirements and standards for areas designated as 100-year flood plain; • Standards and guidelines shall be established so that cottage industry and/or home occupations will be allowed as conditional uses in residential areas; and • Streamline zoning to delegate more decisions ministerially to Planning staff. <i>[Source: Existing Programs 3.22, 12.60, modified]</i>	LUD-1.2 LU-5.4 LUD-12.4 LUD-17.1	Planning
B. Flood Plain Acquisition The City shall adopt a flood plain preservation program that would acquire development rights in flood plains prior to the City's approving any construction in the flood plain. <i>[Source: Existing Program 3.3-D-4]</i>	LU-5.4	Planning
C. Open Space Program The City shall prepare and adopt an open space preservation program that identifies open space lands outside the city limits but within the City's sphere of influence that are appropriate for acquisition to support the City efforts for open space preservation on the city's perimeter. <i>[Source: Existing Program 3.3-D-3]</i>	LU-5.4 LU-5.5	Planning

3. LAND USE AND COMMUNITY DEVELOPMENT

Land Use and Community Development Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
D. Undevelopable Land The City shall prepare a study to identify all parcels in the city that are undevelopable (e.g., floodways) or difficult to develop. Those parcels determined to be undevelopable shall be identified in the City's GIS data based as undevelopable. The City will notify owners of property identified as undevelopable to provide them an opportunity to challenge that determination. For those areas that are difficult to develop, due to topography, elevation, and or soils indicate, the City shall reduce density standards to reduce development costs and increase the feasibility of site development. <i>[Source: Existing Programs 3.3-D-1 and 3.8-H-7, modified]</i>	LUD-5.4	Planning
E. Joint Powers Agreement The City shall enter into a joint powers agreement with Lassen County to control growth within the City's sphere of influence, outside city limits. The agreement shall include criteria for determining when development should occur inside the City limits through annexation or infill <i>[Source: Existing Programs 3.8-H-6 and 3.8-H-7, modified]</i>	LUD-6.1 LUD-6.2 LUD-6.3 LUD-6.5	Administration Planning

F. Susanville Airport Development Plan The City Shall prepare a Susanville Airport Development Plan to establish a detailed, long-range plan for airport improvements. The Plan shall include airport history; existing conditions; development objectives; analysis of market potential; site plan showing all runway, building, and infrastructure improvements; adjacent supporting land use and development; and a financing plan. The Plan shall also address the following potential features: • Additional spaces for both public and private hangars built to specific City standards; • Aircraft-related businesses at the airport, such as airframe repairs, avionics shop, paint shop, modification shop, sales, charters, and flight instruction; • Commuter air service; and • Coordination with the State Economic Development Commission to bring air cargo service to Susanville As an integral part of Plan preparation the City will collaborate with the County to identify development potential of lands surrounding the airport in a manner which would capitalize on the airport as an economic asset; have easy access to the airport; and be restricted in terms of size, location, and occupancy to insure the safety and integrity of the airport, its surroundings, and users consistent with the ALUP. <i>[Source: Existing Programs 3.10-Q-21, 3.10-Q-22, 1.9, 2.8, and 3.10-Q-23, modified]</i>	LUD-7.1 LUD-7.2 LUD-7.3 LUD-7.4 LUD-7.5 LUD-7.6 LUD-7.7 LUD-7.8 LUD-11.2	Airport Planning Administration Public Works
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3. LAND USE AND COMMUNITY DEVELOPMENT

Land Use and Community Development Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
G. General Plan Administration and Maintenance The City shall prepare and annual report on the status of the implementation of the General Plan policies and programs. The City shall submit the report to the Planning Commission for review and the Governor’s Office of Planning and Research. The City shall also conduct a technical review of the General Plan five years after adoption and update it as necessary to assure compliance with State law and responsiveness to current City needs, including adequate municipal revenues to maintain a high level of public services. <i>[Source: New Program]</i>	LUD-9.1 LUD-9.2 LUD-9.3	Planning
H. Service Capacity Study The City shall prepare a study on the feasibility of providing services to areas within the proposed annexation area that currently do not have services provided by the City. <i>[Source: New Program]</i>	LUD-10.1	City Manager Planning

I. Economic Development Strategic Plan The City shall prepare an Economic Development Strategic Plan (EDSP) to address the City’s readiness for economic growth and development. The EDSP shall be prepared in collaboration Lassen County, the Lassen County Chamber of Commerce, Lassen Economic Ddevelopment Corporation, the Historic Uptown Susanville Association, Lassen Community College, and the Lassen Training and Employment Center . The EDSP shall address the following topics and issues: • An inventory of serviced, zoned lands available for development; • Identify “pipeline sites” to add to the developable inventory and identify actions necessary to revise zoning and/or plan for service expansion to bring additional sites into the developable inventory; • Prepare a profile of the area labor force; • Develop a feasible “business incubation” package stressing loans and deferred payments (rather than grants or subsidies); • Prepare strategies for the retention, attraction or expansion of specific industries such as lumber mills, agriculture, warehousing, trucking, and gunsmithing; • Develop standards and guidelines that will attract desirable, clean industries; • Identify “gaps” in Susanville’s retail/service mix and develop a strategy to attract businesses that would fill those gaps; • Prepare recommendatios for actively encouraging, supporting, and assisting local entrepreneurs who are starting businesses in Susanville;	LUD-11.2 LUD-11.3 LUD-11.4 LUD-13.1 LUD-13.2 LUD-13.4 LUD-13.5 LUD-13.6 LUD-14.1 LUD-14.2 LUD-15.1 LUD-15.2 LUD-15.3 LUD-15.5 LUD-18.5	Administration Planning
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3. LAND USE AND COMMUNITY DEVELOPMENT

Land Use and Community Development Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
• Allow use of City-owned property for appropriate uses by the private sector, such as community events, like the farmers market, or any events that take place in public parks or City-owned facilities; • An implementation program that includes: ○ An annual update of land available for development; ○ Monitoring and pursuing all sources of funds for economic development; ○ Periodic reports on local economic activity; ○ Identify funding for and hiring a grant writer; and ○ Pursue State legislation that would enable the City to implement a range of incentive programs including economic development grants to small businesses to attract new businesses to Susanville. <i>[Source: Existing Programs 1.1, 1.2, 1.3, 1.4, 1.5, 3.14, 3.15, 3.16, 3.17, 3.18, 3.19, 3.20, 4.23, 4.25, 5.30, 5.31, and 13.61, modified]</i>		

Land Use and Community Development Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
J. Main Street and Uptown Specific Plan The City shall prepare a Main Street and Uptown Specific Plan to improve and strengthen the Main Street/Uptown business district. The Plan shall address, among other things, land use, zoning, objective design standards, infrastructure, streets and sidewalks, on- and off-street parking, and financing. Specific topics in the Plan may include: • A vision for Main Street; • A broad range of rehabilitation of historic structures in the Uptown area; • Ways to draw on the scale, appearance, and historic resources of Susanville to emphasize an unusual or unique character for Main Street; and • Consideration for participation in the California Main Street program. <i>[Source: Existing Programs 6.34, 6.35, 6.36, and 6.37, modified]</i>	LUD-16.1 LUD-16.2 LUD-16.3 LUD-16.4	Planning Administration Public Works

K. Strategic Tourism Program The City shall collaborate with the Lassen County Chamber of Commerce and Historic Susanville Uptown Association to prepare a strategic tourism program designed strengthen Susanville’s tourism role, draw more visitors to Susanville, and promote recreational tourism. The Program shall evaluate and prioritize a broad range of actions and community efforts. The Program will also include a funding plan, as well as identify implementation responsibilities. The program shall evaluate and consider the following efforts: • Prepare a tourist handout presenting a positive picture of access, physical beauty, scale of development, tourist facilities, range of attractions, and proximity to places of visitor interest, including scenic and passive recreation areas; • Encourage local and nearby tourist-service businesses and local motels to distribute handouts to visitors; • Create special annual events to draw first-time visitors; • Survey out-of-area visitors (e.g., motel occupants) to establish a visitor profile and to identify the strength and weaknesses of Susanville’s visitor appeal; • Establish an information “kiosk” listing community events at existing visitor information centers; • Sponsor a contest or competition among residents to establish or create a theme; • Paint murals of Susanville’s history on building walls in prominent locations; • Work with Caltrans to sign a “Vista Point” turnoff to Inspiration Point from State Routes 36 and 139;	LUD-17.1 LUD-17.2 LUD-17.3 LUD-17.4 LUD-17.5 LUD-17.6 LUD-17.7 LUD-17.8	Administration Planning
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Land Use and Community Development Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
• Develop a signing and wayfinding program that implements a consistent visual theme; • Find a new home for and expand the museum; • Work with the County and LEDCo to attract winter sports facilities including both Alpine and Nordic skiing; • Advertise summer and fall sports facilities and activities, including golf, biking, hand cart races, kite flying, hunting, fishing, and marathon through the Susanville River Canyon; and • Promote bike festivals and races, such as Riding High at the Ranch Park other Ranch Park Bike races and marathons. <i>[Source: Existing Programs 7.38, 7.39, 7.40, 7.41, 8.42, 9.43, 10.44, 10.45, 10.46, 10.47, 11.48, 11.50, 11.51, 11.52, 11.53, and 11.54, modified]</i>		
L. Planning Applicant Information Handout The City shall prepare a handout for applicants describing the permit process (e.g., use a checklist or “critical path” approach to identify the steps, submittal requirements and approval processes for rezoning's, use permits, variances, design review) The City shall work with staff of County, Susanville Consolidated Sanitary District (SCSD) and Lassen Municipal Utilities District (LMUD) and with elected representatives to verify accuracy and assure common understanding of existing requirements. [Source: Existing Programs 3.8-L-14 and 12.55, modified]	LUD-18.1 LUD-18.2	Planning

3. LAND USE AND COMMUNITY DEVELOPMENT

Land Use and Community Development Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
M. Developer Fees The City shall establish (as a percent of total development cost) the fees that developers must pay for improvements . <i>[Source: Existing Program 12.57]</i>	LUD-18.1	Planning Administration
N. Increase Planning Staff The City shall add City Planning staff for permit processing to increase permitting efficiency and timeliness. <i>[Source: Existing Program 12.58, modified]</i>	LUD-18.1 LUD-18.2	Administration

General Plan Update

City Council and Planning Commission Joint Study Session

Wednesday, June 21st
3:00 p.m. - 4:00 p.m.

City Council Chambers
66 North Lassen Street
Susanville, CA 96130

**OPEN TO
THE
PUBLIC!**

Please JOIN US for the second joint City Council and Planning Commission study session on the General Plan Update project. This update includes updating the existing Land Use Element and Circulation Element. This meeting will provide:

- An overview of the updated Land Use and Circulation Elements.
- Opportunities for the public and decision makers to weigh in and provide comments, suggestions, and edits.
- An overview of next steps and the overall comment period.

The General Plan is now available for public review!

The City of Susanville Public Review Draft General Plan Land Use and Circulation Elements are now available for review! The Susanville General Plan is a long-range plan that guides decision-making and establishes rules and standards for new development and improvements citywide. It reflects the community's vision for the future and is intended to provide direction for the next 15-20 years. The General Plan process, which began in February 2022, included stakeholder interviews and a joint City Council and Planning Commission study session where community and decision maker input was solicited to help guide the future of Susanville.

We welcome your feedback!

The draft elements are available on the City's website and a 30-day public comment period is open from June 21, 2023, to July 21, 2023.

For more Information:

Call: 530.252.5104

Visit: <https://www.cityofsusanville.net/rooptown/planning/>

**City of Susanville
Planning Division**





4 Circulation

The Circulation Element provides a management and improvement framework for the City of Susanville's transportation related infrastructure over the course of the next 20 years. The strategies included in this element aim to improve the community's quality of life and economic vitality as well as accommodate new growth. Through promoting a safe and efficient transportation network, the city's destinations and opportunities will be accessible by automobile, transit, walking, and cycling.

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Introduction

Purpose of the Element

This circulation element focuses on the intersection between land use and the circulation of people, goods, information, resources, and utilities within and surrounding the City of Susanville. This element is based on underlying goals to address the community's needs and desires regarding the safety and efficiency of the City's transportation system. Goals and policies reflect the needs of all including children, persons with disabilities, seniors, and other disadvantaged communities. Circulation networks should be connected, accessible, and complete to allow better access to jobs, resources, and opportunities within the region. Accessibility to the transportation system is a priority, as well as creating sustainable systems that support statewide GHG reduction targets.

As a practical matter, this circulation element will reflect relevant plans adopted by the City of Susanville. The adopted Lassen County Regional Transportation Plan (2017) is reflected to ensure access to transportation funds. Funding for transportation projects is affected by the greenhouse gas reduction impetus set forth in Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375) which uses Vehicle Miles Traveled (VMT) as its evaluating metric. Incorporating VMT in this element and future plans will help gain funding for projects in Susanville.

Requirements of the Circulation Element

In consistency with Government Code Section 65302 (b), the circulation element includes the location and extent of public utilities and facilities, military airports, and ports, existing and proposed major roadways, and existing and proposed terminals. It is intended to be a strategy for addressing the circulation and organization of people, goods, energy, water, sewage, storm drainage, and communications. Its provisions should support the goals, objectives, policies, and proposals of the land use element and connect directly to other elements.

Further requirements of the government code state that revisions after January 1, 2011 must plan for a "balanced, multimodal transportation network that the needs of all users of streets, roads, and highways for safe and convenient travel in a manner suitable to the rural, suburban, or urban context of the general plan."

Lassen County Transportation Commission (LCTC)

The Lassen County Transportation Commission (LCTC) is Lassen County's governing Regional Transportation Planning Agency (RTPA). All transportation plans, funding, and development that determine the circulation within the City of Susanville are monitored by the agency. As an agency, LCTC manages funding for transportation projects and prepares plans to build new transportation infrastructure.

Community Involvement

To ensure that the circulation of people and goods positively affects the community, the City of Susanville shall engage with school boards, non-profit organizations, goods distributors, and other key community stakeholders while developing the land use element, the circulation element, and other relevant plans.

Consistency with the General Plan

The City of Susanville General Plan was last completed and adopted in 1991 and has been amended from time to time. This General Plan Update will remain consistent with the broader goals set forth in the 1991 General Plan while incorporating new State and Federal requirements, programs, as well as needs of the community. Outdated information will be removed and replaced with relevant projects, ideas, and goals.

Organization of the Circulation Element

This circulation element is organized into five sections to discuss the following components of the circulation system.

- Section One - Introduction:
- Section Two - Roadway Network
- Section Three – Multi-Modal Transportation
- Section Four – Public Transportation
- Section Five – Tribal Transportation
- Section Six – Goods Movement
- Section Seven – Utilities
- Section Eight – Airports

Roadway Network

The roadway network is defined by the connection of streets, roads, and highways that allow Susanville's residents and visitors to move about safely and efficiently. The following network analysis and recommendations overview the functional classification system, mode split, circulation and travel patterns, and existing and projected vehicle miles travelled (VMT) metrics. This circulation element specifically considers the connection between mode choice and vehicle miles traveled (VMT) to support a more connected and equitable city for the future. According to the 2019 California Public Roads database, Susanville has a total of 43.48 miles of maintained urbanized roadway within the city limits and 42,670 daily vehicle miles of travel (DVMT).

Functional Classifications

The Functional Classification system is used to determine the role of each street or highway in effectively directing traffic through urban or rural environments. There are four main functional classification categories: Highways/State Routes, Arterials, Collectors, and Local Roads. Arterials are designed to move through traffic quickly over long distances with limited access. Local roads or streets, on the other hand, allow for slower traffic speeds and provide access to adjacent properties. Below lists an overview of functional classification type and notable roadways within the City of Susanville. A full depiction of roadways under all functional classifications within the city is shown in Figure C-1.

Arterials

Arterials are divided into two categories: principal and minor. Principal arterials carry large volumes of traffic through states and to major destinations such as work sites or commercial centers. They usually have four traffic lanes, left-turn lanes at most intersections, and are separated by a median or continuous left-turn lane. Minor arterials provide interstate and inter-county service to cities and towns with populations of less than 25,000, and attractions that draw travel over long distances. They may only have two traffic lanes and generally provide left-turn lanes at major intersections. A minimum right-of-way width of 100 to 150 feet is desirable for an arterial, although wider rights-of-way are needed for arterials with more than four lanes. Principal arterials in the City of Susanville include:

- **State Route (SR) 36/Main Street:** SR 36 is the only road in Susanville that has a principal arterial functional classification and acts as the city's Main Street. It is the primary thoroughfare through its downtown area running east-west. SR 36 connects Susanville with Interstate 5 and California's Central Valley to the West. To the south, SR 36 merges into US 395 south toward Reno, Nevada.
- **State Route (SR) 139:** SR 139 begins at the intersection of Ash Street and Main Street and continues as SR 139 through the intersection of Skyline Road which has a minor arterial functional classification. This road is the north-south highway that connects the City of Susanville to the City of Alturas and other rural communities to the north.

There are numerous other city streets in Susanville that have minor arterial functional classifications including:

- **Richmond Road:** Richmond Road runs through the city's southwest side and provides access to residential areas and the city's airport.

- **Riverside Drive:** Riverside Drive runs parallel to the Susan River and provides access to the city's east side.
- **Skyline Road:** Skyline Road runs along the western edge of the city and provides access to residential areas and the Susanville Ranch Park.
- **Alexander Avenue:** Alexander Avenue runs north south and connects residential neighborhoods on Modoc Street with the Main Street corridor.

Collectors

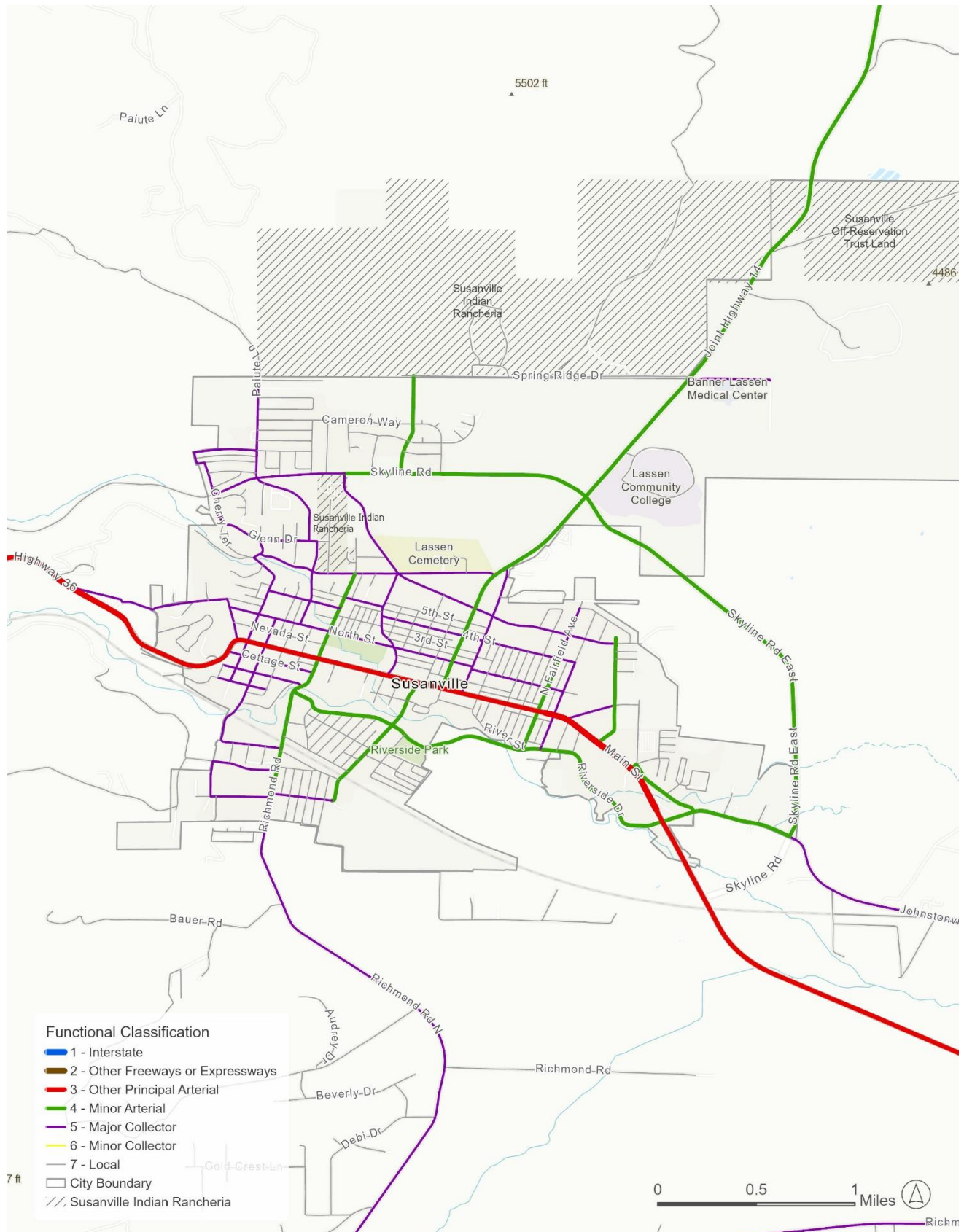
Collectors serve Lassen County and regional travel with shorter distances than arterials and have two categories: major and minor. Major collectors serve county seats or communities not served by an arterial road and other important traffic generators in the County. Minor collectors are spaced at intervals consistent with population density, collect traffic from local roads, and provide access to all developed areas within a reasonable distance of a higher classified road. A minimum right-of-way width of 80 to 100 feet is desirable for a collector. Notable streets designated with a major collector functional classification are as follows:

- **Paul Bunyan Road:** Paul Bunyan Road connects the city to neighborhoods, schools and the Diamond Mountain Casino and Hotel on the north side of Susanville.
- **Johnstonville Road:** Johnstonville Road connects the city to the unincorporated community of Johnstonville to the south of Susanville.
- **Grand Avenue:** Grand Avenue connects the Main Street corridor with Paul Bunyan Road to the north.
- **Chestnut Street:** Chestnut Street runs east west, north of uptown Susanville. and connects SR 139 to the east with residential neighborhoods to the west.
- **North Street:** North Street runs east-west, one block north and parallel to Main Street.

Local Roads

Local roads comprise much of the road network within the City of Susanville, and carry low volume, low-speed traffic and provide access to individual parcels of property. They are mainly used in residential areas and may also serve scattered business and industrial sites that generate modest traffic. A minimum right-of-way of 60 to 80 feet is desirable for a local road.

Figure C-1 Roadway Network



Mode Priorities

Table C-1 shows mode priority by functional classification type. This table should be used as a framework for future planning and design to ensure and account for the safety and experience of all road users in and through the City.

Table C-1 Mode Priorities by Type

Road/Street Type	Transit	Bicycles	Pedestrians	Trucks	Automobiles
Freeways and Multi-lane Highways	☐	X	X	■	■
Two-lane Highways	☐	☐	○	■	■
Arterials	☐	☐	☐	○	☐
Collectors	○	☐	☐	○	☐
Local Roads	○	☐	☐	X	☐

■	=	Mode Prioritized
☐	=	Allowed (in most cases)
○	=	Allowed (under special circumstances on some roads)
X	=	Not Allowed

Functional Classification Update Procedures

The Federal Highway Administration (FHWA) Functional Classification of roadways in the United States defines the role of each road in serving the travel needs of the public and is used as an indicator of roadway design, such as roadway speed, capacity, and relationship to existing and future land development and is used in determining eligibility for funding under the FHWA Federal-aid program.

As the City of Susanville desires to update the functional classification of a road within the City due to population change or the changing mobility needs of the community, certain considerations must be made for Caltrans and the FHWA to accept the City's proposed changes. The following table shows the recommended FHWA Guidelines for the distribution percentage of each classification compared to the total roadway network:

Functional Classification	Share of Total VMT (percent of acceptable range)	Share of Miles of Total Roadway (percent of acceptable range)
Principal Arterial	40 – 60 percent	5 – 10 percent
Minor Arterial	65 – 80 percent	15 – 25 percent
Collector	5 – 10 percent	5 – 10 percent
Local Road	10 – 30 percent	65 – 80 percent

Additionally, Caltrans and the FHWA stress the importance of continuity and partnering with neighboring municipalities, Counties, and districts to ensure the functional classification is consistent across jurisdictional boundaries. The continuity of the functional classification system hierarchy must be prioritized as well. Local roads must lead to collectors, collectors must lead to minor arterials, and minor arterials must lead to major arterials. Essentially, each road segment should terminate at a road segment of the same or higher functional classification. The FHWA Guidelines are written with lots of “Gray Area,” giving local jurisdictions flexibility to account for the different population characteristics of different states.

The following procedures must be followed when the City determines it necessary to update the functional classification of a given roadway within the City:

The Susanville Planning Department must submit a package which includes a marked-up official California Road System (CRS) map showing desired changes by marking the map with desired functional classification changes, a functional classification change request form in Microsoft Excel format, and a Susanville City Council resolution approving the requested changes. If the change request matches the functional classifications listed in this Circulation Element, the resolution that approved this General Plan and Circulation Element can be used for submittal. However, if the change request does not match this Circulation Element, a new City Council resolution must be submitted. Finally, a concurrence letter from the Lassen County Transportation Commission must be included in the package. Example resolution, change request form, and concurrence letters to use as templates are available through Caltrans’ functional classification website.

Circulation Framework

Transportation and Land Use

This Circulation Element acknowledges that transportation and land use planning require integrative planning efforts to have mutually beneficial outcomes. The integration of transportation and land use planning allows Susanville to accommodate future roadway capacity demands in conjunction with future planned development. Additionally, under the guidance of this comprehensive Circulation Element, Susanville can improve accessibility to multimodal infrastructure, giving the city opportunity to reduce negative air quality impacts and greenhouse gas emissions created by automobile usage.

Complete Streets

Susanville’s Circulation Element addresses the California State requirement of planning for “Complete streets.” The California Complete Streets Act of 2008 “requires all cities and counties to include complete streets policies as part of any substantial revisions to the circulation element of their general plan.” According to the Complete Streets Act, “cities must plan for multimodal transportation networks in their general plans that meets the needs of all users of streets, roads, and highways for safe and convenient travel in rural, suburban, and urban contexts.” Susanville’s SR36 Complete Street and Safe Mobility Report 2020 outlines a comprehensive plan for the design and implementation of a complete street project along Susanville’s Main Street. This circulation element incorporates the plan from the Susanville Complete Street and Safe Mobility Report to create equitable and actionable programs, policies, and designs for a sustainable future.

Sustainable Communities

The Susanville Circulation Element addresses the Sustainable Communities and Climate Protection Act 2008 by recommending investments in expanded transit networks and service frequency. Additionally, the Lassen County Active Transportation Plan 2022 outlines improvements in multimodal infrastructure and active transportation options with the goal of creating healthy communities and reducing greenhouse gas emissions to meet the aggressive GHG reduction emission targets statewide.

Lassen County Active Transportation Plan

The 2022 Lassen County Active Transportation Plan (ATP) establishes the long-term vision for improving multimodal facilities throughout Lassen County and within Susanville city limits through policy, program, and project recommendations. While the Lassen County ATP is a countywide plan, there is a heavy focus on Susanville as it is the only major city in Lassen County. The ATP is a planning effort with the goal of enhancing walking, biking, and multimodal mobility throughout Lassen County and identifies and prioritizes active transportation infrastructure improvements.

Existing Travel Patterns

Travel Patterns

The daily travel within Susanville and Lassen County consists of commuters, goods movement, recreation, and tourism. The Lassen County daily commute pattern consists mostly of automobile traffic from more rural areas and towns into the City of Susanville. According to the Lassen County Transportation Development Plan 2021 (LCDTP 2021) online survey, 79% of respondents stated that Susanville was their main work destination; other work destinations included, Johnstonville, Reno, and Beiber. Peak travel at or near capacity for roads and transit are relatively short in the morning and evening commute times. Commutes within Susanville to work are an average of 18.3 minutes according to 2017-2021 US Census Data. Regarding doctor or medical appointments, Susanville is the most common destination in the region, with 49% of respondents traveling to Susanville for medical services. Another destination for medical services was Reno, Nevada at 39%. Other medical services destinations included Redding and Chico. Recreational travel patterns are normally spread out throughout the day and do not adversely affect street or transit capacity. According to the LCDTP 2021, Susanville is the most frequent school destination with 75% of respondents traveling to Susanville, 10% traveling to Janesville, and 5% traveling to Johnstonville. For recreational travel, the respondents stated Susanville at a rate of 35% and Reno at 23% as the major recreational travel destinations.

Mode Share of All Trips

Due to the rural setting of Susanville and the greater Lassen County, automobile use is the primary mode of transportation. According to the 2021 ACS 5-Year estimates, 92% of workers 16 years or older travel to work in a car, truck, or van; 80% of the workers drove alone and 11.2% carpoolled. An estimate of 0.7% of workers used public transportation, 4.1% walked, and 0.5% rode a bicycle. Susanville is currently an automobile dominated city but with the implementation and guidance from this circulation element and past plans, Susanville can move forward with effective transit programs and improved multimodal infrastructure.

Current and Future VMT

Vehicle miles traveled (VMT) is a crucial measurement used to assess the impact of transportation on the environment, public health, and safety. Baseline VMT is the current level of VMT in a given area, while projected VMT is the estimated future level of VMT based on expected population and economic growth. Senate Bill 743 (SB 743) is a California state law that requires transportation impact analysis to shift from using Level of Service (LOS) to VMT as the primary metric for assessing the transportation impacts of new development projects. SB 743 aims to encourage more sustainable transportation choices, promote infill development, and streamline the environmental review process by considering the effects of new developments using VMT. By using VMT as the primary metric, municipalities can focus on reducing vehicle travel and increasing transportation options to help mitigate environmental impacts and promote sustainable land use patterns. Baseline and projected VMT are used to evaluate the adequacy of Susanville's transportation system and identify potential improvements to support a sustainable and equitable transportation system for the city. This includes identifying areas that require transportation infrastructure improvements, as well as promoting active transportation modes like walking, biking, and public transit to reduce intra-city VMT and improve air quality.

Current home-based residential VMT per resident per day is shown by census block group in Figure C-2. The areas of Susanville that are more suitable for walking and biking such as historic uptown, have the lowest per capita per day VMT, 10.8 and 11.2 respectively. Other outlying areas of the city have a bit higher VMT with 17.5 and 23 VMT per capita per day. Additionally, Table C-2 shows five years of historical VMT metrics from the California Public Roads database indicating an average of 85.35 historical VMT per capita in the city at a flat growth rate. Per capita data is derived from the years 2015-2019. VMT metrics dipped significantly down to 50.78 in 2020 due to the COVID-19 pandemic. This is expected to return to pre-pandemic levels as national trends have shown driving habits are returning to pre-pandemic levels in other rural regions. The flat growth rate in VMT per capita does not warrant adjustment to roadway capacity considerations. Rather, there is potential for complete streets design re-configurations along the SR 36 Main Street corridor when considering the current availability of right-of-way widths, average daily traffic, and community desire for a more walkable community. Complete streets elements should be added to Main Street including new public spaces and improved pedestrian and bicycle facilities, as proposed in Lassen County Transportation Commission's SR 36 Complete Street and Safe Mobility Report from 2020.

Figure C-2 Vehicle Miles Traveled per Block Group

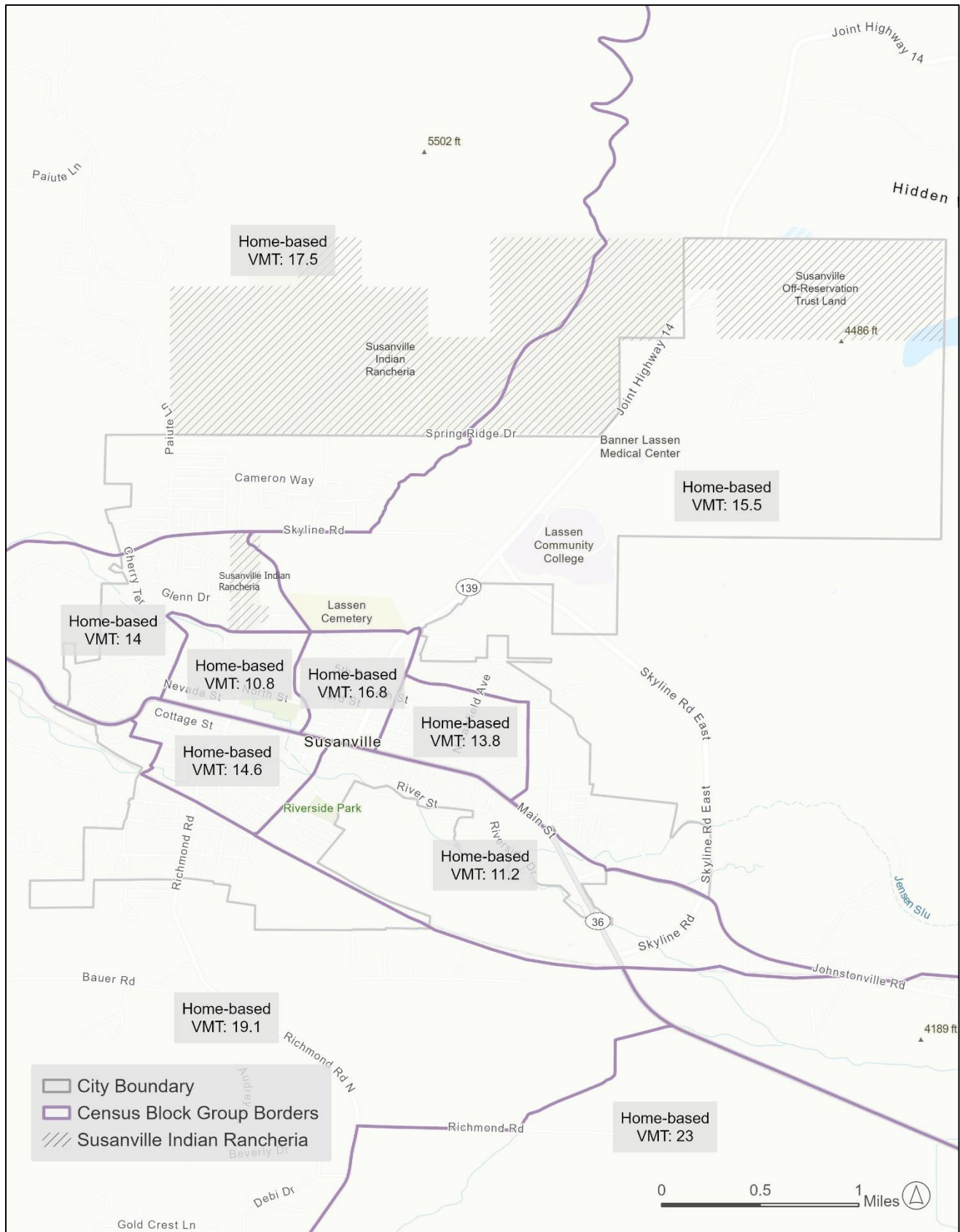


Table C-2 Historic VMT Trends

Year	Lassen County Daily VMT (1,000s)	Susanville Daily VMT (1,000s)
2020	1092.35	50.78
2019	1507.00	85.24
2018	1329.95	85.5
2017	1297.24	85.5
2016	1331.36	84.73
2015	1322.37	85.79

Source: California Public Road Database - Highway Performance Monitoring System (HPMS) Data, <https://dot.ca.gov/programs/research-innovation-system-information/highway-performance-monitoring-system>

Planned Improvements

The previous 1990-2010 Susanville General Plan, the 2017 Lassen County Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the State Transportation Improvement Program (STIP) have recommended, planned and/or, programmed transportation infrastructure improvements outlined below.

Roadway Projects

North Spring Street Overlay. This project is programmed for \$78,000 and will overlay North Spring Street from Fourth Street to Paul Bunyan Road. Construction by 2027.

North Street Culvert and Bridge Widening. This project is programmed for \$852,000 and will widen the bridge and replace the culvert over Paiute Creek on North Street. Construction by 2027.

Chestnut Street Overlay. This project is programmed for \$66,300 and will overlay Chestnut Street from west of Parkdale Ave to west of North Weatherlow Street. Construction by 2027.

Court Street Overlay 1. This project is programmed for \$22,100 and will overlay Court Street from Miller Road to South Pine Street. Construction by 2027.

North Mesa Street Overlay. This project is programmed for \$97,500 and will overlay North Mesa Street from Main Street to Second Street. Construction by 2027.

North Roop Street Overlay. This project is programmed for \$53,300 and will overlay North Roop Street from Glenn Drive to Cherry Terrace. Construction by 2027.

Campbell Road Overlay. This project is programmed for \$98,800 and will overlay Campbell Road to North Weatherlow Street. Construction by 2027.

Court Street Overlay 2. This project is programmed for \$62,400 and will overlay Court Street from east of South Roop Street to South Lassen Street. Construction by 2027.

3. CIRCULATION

Maidu Lane Overlay. This project is programmed for \$91,000 and will overlay Maidu Lane. Construction by 2027.

Mill Street Overlay. This project is programmed for \$189,000 and will overlay Mill Street from South Pine Street to Carroll Street. Construction by 2027.

North Weatherlow Street Overlay. This project is programmed for \$118,300 and will overlay North Weatherlow Street from Chestnut Street to the north terminus of North Weatherlow Street. Construction by 2027.

Orchard Street Overlay. This project is programmed for \$62,400 and will overlay Orchard Street from Richmond Road to South Railroad Avenue. Construction by 2027.

Paiute Lane Overlay. This project is programmed for \$137,800 and will overlay Paiute Lane from Calvary Baptist Church to Glenn Drive. Construction by 2027.

Parkdale Avenue Bridge Widening and Culvert Replacement. This project is programmed for \$664,300 and will widen the bridge and install a new culvert at Paiute Creek. Construction by 2027.

Plumas Street Overlay. This project is programmed for \$11,700 and will overlay Plumas Street from Main Street to the Riverside Drive Extension. Construction by 2027.

Riverside Drive Overlay. This project is programmed for \$443,300 and will overlay Riverside Drive west of Alexander Avenue to Richmond Road. Construction by 2027.

South Gay Street Overlay. This project is programmed for \$72,800 and will overlay South Gay Street from Main Street to Cottage Street. Construction by 2027.

Spring Ridge Road East and Intersection Improvements. This project is programmed for \$1,111,500 to construct Spring Ridge Road East from Spring Ridge Road to Skyline Road East with additional intersection improvements at SR 139. Construction by 2027.

Alexander Court Overlay. This project is programmed for \$14,300 and will overlay Alexander Court from Cornell Street to end of Alexander Court. Construction by 2027.

Johnsonville Road Overlay. This project is programmed for \$482,300 and will overlay Johnsonville Road Overlay from Riverside Drive to the Susanville city limits. Construction by 2027.

North Fairfield Avenue Overlay. This project is programmed for \$72,800 and will overlay North Fairfield Avenue from Fourth Street to Paul Bunyan Road. Construction by 2027.

South Street Construction. This project is programmed for \$523,900 and will construct the City of Susanville's portion of South Street. Construction by 2027.

Wildwood Way Overlay. This project is programmed for \$7,800 and will overlay Wildwood Way from Cherry Terrace to west end of Wildwood Way. Construction by 2027.

Hall Street Overlay. This project is programmed for \$50,700 and will overlay Hall Street from North Street to Fourth Street. Construction by 2027.

Miller Road Overlay. This project is programmed for \$15,600 and will overlay Miller Road from Court Street to the end of the Miller Road right-of-way. Construction by 2027.

Install Sidewalks along Modoc Street. This project is programmed for \$325,000 and will install a new sidewalk along Modoc Street from the Susanville city limits to Main Street (SR 36). Construction by 2027.

Richmond Road Rehabilitation. This project shares funding with the Paul Bunyan and Spring Ridge Road Rehabilitation projects and has a combined programmed amount of \$2,777,000 for the three projects. This project will rehabilitate the roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities on Richmond Road from Main Street south to the city limits.

Paul Bunyan Rehabilitation. This project shares funding with the Richmond Road and Spring Ridge Road Rehabilitation projects and has a combined programmed amount of \$2,777,000 for the three projects. This project will rehabilitate the roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities on Paul Bunyan Road from SR 139 to Skyline Road.

Spring Ridge Road Rehabilitation. This project shares funding with the Richmond Road and Paul Bunyan Road Rehabilitation projects and has a combined programmed amount of \$2,777,000 for the three projects. This project will rehabilitate the roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities on Spring Ridge Road from SR 139 east to Dave Anderson Road.

Complete Streets Implementation

The State Route 36 Complete Streets and Safe Mobility Plan outlines seven priority projects to implement “complete streets” improvements in the city, described below:

Uptown Gateway & Urban Greening Project. This project focuses on revitalization of the Uptown by constructing a gateway feature and installing landscaping and irrigation. The project will improve aesthetics and enhance safety for pedestrians. These features have been shown to provide traffic calming as vehicle speeds tend to reduce when the surrounding environment has been developed to a pedestrian scale. This project is well-suited for an Urban Greening Grant funded through the California Natural Resources Agency.

Uptown Complete Street Lane Reallocation Project. This project would implement State Route 36 Complete Streets and Safe Mobility Plan’s Lane reallocation improvements proposed in the Uptown District. Reducing the number of travel lanes from four to two will create room for left-turn lanes which currently do not exist. Reducing the number of lanes also reduces the number of conflict points between vehicles and pedestrians, enhancing safety for all users.

High School Crossing Safety Improvement Project. This project focuses on enhancing pedestrian safety in front of the high school. The existing pedestrian crossing would be improved to include bulb-outs to reduce the length of the crossing. The bulb-outs also provide the opportunity to organize the strip of parallel parking along the high school frontage and facilitate pick-up and drop-off movements during peak traffic periods.

Midtown Pedestrian Safety Improvements & Sidewalk Rehabilitation. This project focuses on enhancing pedestrian safety in Midtown. The plan conducted pedestrian counts that show high pedestrian volumes at McDow Street. RRFB's and pedestrian refuge islands are recommended to enhance the uncontrolled crossings in this segment. Lane and shoulder widths would be reduced to accommodate the pedestrian refuges.

Midtown Pedestrian Enhancements and Rehabilitation. This project focuses on pedestrian streetscape enhancements. These improvements would include landscaping, irrigation, and enhanced paving at street corners.

Sidewalk Repair. This project focuses on enhancing mobility by repairing sidewalks and improving them to current ADA standards. Susanville receives an annual contribution of \$16,000 from the state for sidewalk repairs.

Goal CIR-1

The City of Susanville shall work with Lassen County and the Lassen County Transportation Commission (LCTC) to develop and maintain a comprehensive, efficient, and safe transportation system to serve the needs of City residents and to stimulate Susanville's economic progress. *[Source: 2017 Lassen County Regional Transportation Plan, Goal 1]*

Policies

- CIR-1.1: Pursuit of Funding.** The City of Susanville shall pursue all possible state, federal, and local funding to address high priority (i.e., public health and safety) road and bridge maintenance needs. Support state-only funds for maintaining roads. State-only funding can be used on local streets and roads that are not eligible for federal funds. Local streets and roads have the greatest maintenance deficiencies in the city and should be prioritized. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 1.4]*
- CIR-1.2: Leveraging Funds.** Encourage leveraging funds by coordination of multi-jurisdictional agency cooperation/considerations for partnership projects. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 1.7]*
- CIR-1.3: Partnerships.** The City of Susanville shall work cooperatively with Caltrans, Susanville Indian Rancheria, Lassen County, and the Lassen County Transportation Commission (LCTC) in the preparation of the City's General Plan update processes. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 1.8]*
- CIR-1.4: Safety.** Safety shall be a priority when planning and designing transportation infrastructure improvements in the City of Susanville. All improvements should include industry accepted safety measures for intersections and roadways. *[Source: New Policy]*
- CIR-1.5: Context Sensitivity.** Transportation improvements in the City of Susanville shall respect the historic and cultural sensitivity of the City and surrounding region. *[Source: New Policy]*
- CIR-1.6: Functional Classification Determination.** Classify existing city roadways using the functional classifications set forth in this document. Figure C-1 of this document should be used to identify service classifications for existing roads. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 1.1]*
- CIR-1.7: Functional Classification Updating.** Periodically update the functional classification system to account for advances in methodologies used to determine roadway carrying capacities. Use methods approved by the LCTC, Caltrans, Lassen County, and the City of Susanville that provide adequate methods to determine the carrying capacity of roadways. County roads, city streets, and tribal road classifications should be reviewed and updated annually. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 1.2]*

- CIR-1.8: Functional Classification Design Standards.** Require that the functional classification system developed and maintained for the City helps determine design standards for new roadway placement and assessment of existing roadways as future development occurs. Review new roadway plans and determine the functional classification based on connectivity to local and regional facilities. Ensure the design meets the intended use of the new roadway. The City may update the functional classifications of City roadways as needed using the Caltrans functional classification update procedures. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 1.3]*
- CIR-1.9: Year-round maintenance.** Maintain as many City roads for year-round travel as financially feasible. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 1.5]*
- CIR-1.10: Vehicle Miles Travelled (VMT).** The City of Susanville shall use VMT rather than Level of Service (LOS) as the SB 375 required metric to measure transportation impacts on the environment for CEQA and other environmental factors and determinations. *[Source: New Policy]*
- CIR-1.11: Complete Streets.** Create transportation enhancements in the city that prioritize "complete streets" designs, allowing for easy and safe access for all users, particularly those who prefer or rely on walking, cycling, and transit. *[Source: New Policy]*
- CIR-1.12: Intelligent Transportation Systems.** The City of Susanville shall support the use of Intelligent Transportation System (ITS) technology on state highways and major roads to improve traveler safety, traffic flow, and road and traffic conditions. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 1.14]*
- CIR-1.13: Emergency Access.** Ensure all new residential developments within the City of Susanville provide secondary ingress and egress points for wildfire evacuation purposes. *[Source: New Policy]*
- CIR-1.14: SR 36 Expressway.** Continue to encourage and support the improvement of SR 36 from Susanville to Johnstonville as a four-lane expressway. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 1.11 & Policy 1.1,]*
- CIR-1.15: Cameron/Cherry Terrace Artery Access – New Connection to Numa Street.** Continue to encourage and support the construction of a new road connection on an existing established City right-of-way extending north from Weatherlow Street, across Campbell Street, across Paul Bunyan Road connecting to Numa Street. *[New Policy]*
- CIR-1.16: Install Roundabout at the Five-way Intersection of Paul Bunyan Road, Chestnut Street, and Grand Ave.** Actively pursue funding for and encourage and support the construction of a new roundabout at the five-way intersection of Paul Bunyan Road, Chestnut Street, and Grand Ave. *[New Policy]*

Public Transportation

Due to the rural setting of Susanville, the primary mode of transportation in the region is the automobile. Transit dependent people such as senior citizens, persons with disabilities, children, and persons of restricted means have limited ability to participate in community activities, public health services, and the local economy. Counties and cities surrounding Susanville are destinations for certain services such as non-emergency medical facilities and shopping. Providing means of transportation to public services and educational and employment opportunities for transit dependent riders is crucial as the City of Susanville and surrounding destinations continue to develop.

In 2021, the Lassen County Transit Development Plan was adopted to provide a 5-year plan for the transit system. Recommendations were developed for improvements and service revisions. The 2017 Regional Transportation Plan was developed to guide transportation investments in Lassen County over the short-range (2017-2027) and long range (2028-2037). The goals and policies at the end of this section aim to incorporate the visions from both documents to continue to improve the mode share of transit in the City of Susanville.

Transit Services

The Lassen Transit Service Agency (LTSA) is the regional institutional organization that provides public transportation services throughout Lassen County. It is a Joint Powers Authority between Lassen County and the City of Susanville. LTSA provides the Lassen Rural Bus System for local and inter-community routes. LTSA also has agreements with Lassen Senior Services and Big Valley 50 Plus to serve senior transportation needs. Additional inter-agency coordination includes agreements with Modoc County for the Sage Stage Service.

Lassen Rural Bus

The Lassen Rural Bus (LRB) system provides one Susanville City Route and several inter-community routes. Passengers on city routes must wait at designated bus stops or bus shelters for pickups and drop offs. To board, exact fare or a valid pass is required. Fixed LRB Routes operate on a zonal bus rate; all routes within the city of Susanville cost \$1 and routes leaving the city cost an additional \$1 for each 15-mile line crossed until the destination is reached.

As of 2023, 4 main LRB routes serve the City of Susanville. A full depiction of LRB routes within the city is shown in Figure C-3.

- **Susanville City Route:** The Susanville City Route provides service to schools, governmental, residential, and commercial areas within city limits. The route runs Monday through Saturday, except on listed holidays and with a modified schedule on Saturday.
- **Susanville Express Route:** The Susanville Express Route was established in October of 2020 to provide shorter travel times between more common destinations. It is a one-way clockwise loop that follows the same route as the Susanville City Route but serves less destinations.
- **West County Deviated Fixed Route:** The West County Deviated Fixed Route provides round trip service, three times per day on weekdays (and twice on Saturday) between Susanville, Westwood, Lake Almanor, and Chester (Plumas County). Passengers may “flag” the bus anywhere along the route. The West County Extension was started in 2020 as a response to an unmet transit need request. It serves residential

neighborhoods around Richmond Road the Susanville Airport and Johnstonville, Susanville Mobile Home Park and Lassen Community College

- **South County Commuter Route:** The South County Commuter Route provides service between Susanville, Janesville, Milford, Sierra Army Depot (SIAD), and Herlong. The route runs twice a weekday from Monday to Friday, once in the early morning and once in the early evening. This route provides transit commute to as many as over 1,000 people who work at the SIAD. The Commuter Route becomes the South County Deviated Fixed Route on the way back to Susanville providing service to the communities of Doyle, Milford, and Janesville.

Other Routes include the Bizz Johnson Trail Route and the Eagle Lake Demand Response Route. The Bizz Johnson Trail Route begins at the Susanville Historic Railroad Depot and makes 6 stops along the Bizz Johnson Trail. All Buses are equipped with a bicycle rack to hold two bikes. The Eagle Lake Demand Response Route begins to run on the Saturday of Memorial Day weekend and ends on Labor Day weekend (or the final Saturday of September). The route runs from the west side of Eagle Lake and ends in Susanville. Passengers must call by 5pm on the Wednesday prior to the Saturday that they are planning their trip.

Other Services

Dial – A-ride

The LRB system provides Dial-a-Ride service as a complement to the Susanville City Route. It provides door to door transportation, within the city limits of Susanville, to patrons that are either 60 years of age or older or disabled. This service does require reservations at least 1 day in advance, in addition to an application that must be obtained and returned for approval by the LRB office.

Susanville Indian Rancheria Transit Program

This service has been discontinued indefinitely as of July 23, 2020. Prior to its discontinuation, it provided transportation from the tribal community to Red Bluff, Redding, and Reno on Thursdays.

Lassen Senior Services Transportation Program

This service has been discontinued indefinitely as of November 2023. The Lassen Senior Services Transportation Program provided service to the Lassen Senior Services nutrition sites, located in Susanville, Doyle, and Westwood. Reservations were required 48 hours in advance and warranted a minimum of two registered passengers to operate.

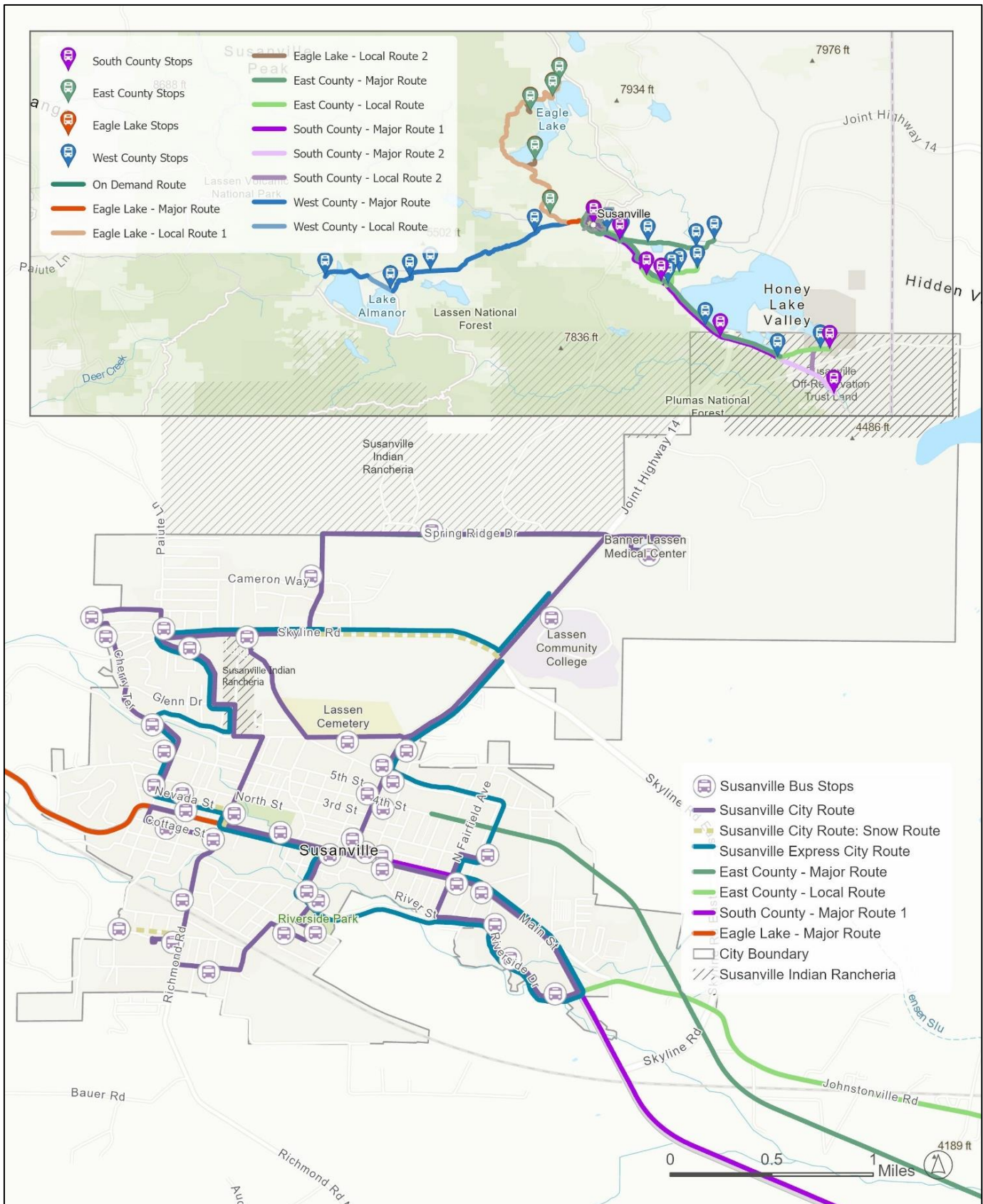
Sage Stage Service

The Sage Stage Service is operated by the Modoc Transit Agency and connects Modoc County and Lassen County. The Reno Route runs from Alturas to the Reno-Tahoe International Airport three days a week, with a stop in Susanville. LTSA shares the cost of this service with Modoc County.

Big Valley 50 plus

The Big Valley 50 Plus (BV50Plus) provides services to people of all ages in Northern Lassen County. Routes to Susanville run on the 4th Monday of each month. Reservations for this service are requested at least one business day in advance; if space is available, passengers may walk on at the Susanville Walmart.

Figure C-3 Public Transit Network



Micro-transit

LTSA has tried to employ micro-transit services. A pilot project, “LRB Direct,” was executed with The Routing Company at the beginning of November of 2022 and finished at the end of December of 2022. The program expanded service to an extended Saturday service area and a new weekday service. Although a report has yet to be published at this time, it was noted that there was limited usership during the project period. Exploring more opportunities like “LRB Direct” will enable the City of Susanville to deploy micro-transit services that best enhance the transit experience for its residents.

Goal CIR-2

LCTC shall work closely with the City of Susanville and transit providers to provide adequate, cost-effective public transit services. *[Source: New Goal]*

Policies

- CIR-2.1: Pursuit of Funding.** Continue to aggressively pursue federal, state, local, and private contracting funds and grants for additional transit capital and operational expenses. *[Source: Existing General Plan, Goal 4.8-H, modified]*
- CIR-2.2: Transit Oriented Development.** Continue to update the Lassen County Regional Transportation Plan every five years to identify transit needs and opportunities to expand facilities to better serve transit users. *[Source: New Policy]*
- CIR-2.3: Interagency Coordination.** Continue to fund and coordinate with contracted services such as Sage Stage. Make special efforts to coordinate with the Susanville Indian Rancheria to serve the needs of tribal residents. *[Source: New Policy]*
- CIR-2.4: Improve Transit Service Facilities.** Advocate for transit service providers to improve or construct new transit service facilities including but not limited to shelter and bench improvements, signage replacements, or improvements to the downtown transit center. *[Source: New Policy]*
- CIR-2.5: Route Revisions.** Continue to revise routes to reduce travel times, establish more frequent service, and serve more transit activity centers. *[Source: New Policy]*
- CIR-2.6: Intercity Service.** Provide sufficient intercity service layovers for all purposes including medical appointments and shopping. *[Source: New Policy]*
- CIR-2.7: Increase Access to Information** Continue to provide and improve access to transit information through marketing strategies such as updating websites, creating brochures, and automated phone services. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 6.4, modified]*

Goal CIR-3

Explore the utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single occupancy vehicles (SOVs) where feasible. *[Source: 2017 Lassen County Regional Transportation Plan, Goal 6.b, modified]*

Policies

- CIR-3.1: TDM Measures.** Encourage measures to reduce vehicle-miles travelled (VMT). Examples include transit incentives, park and ride facilities, and telecommuting facilities. *[Source: New Policy]*
- CIR-3.2: Transit Mode Share.** Implement recommendations in regional transit plans to increase the mode share of public transit in the City of Susanville. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 6.2, modified]*
- CIR-3.3: Ride Share Programs.** Encourage the establishment of a formal, city-wide ride-share program. Promote the use of rideshare opportunities through partnerships and media. *[Source: 2017 Lassen County Regional Transportation Plan, Policy 6.4, modified]*

Goal CIR-4

Explore and encourage alternative forms of more efficiently providing public transportation to the residents or visitors of Susanville. *[Source: New Goal]*

Policies

- CIR-4.1: Micro-transit.** Provide more coverage to areas without a fixed route service using micro-transit. *[Source: New Policy]*
- CIR-4.2: Transportation Network Companies (TNCs).** Encourage TNCs such as Uber and Lyft, to provide a reliable number of vehicles in the Susanville area. *[Source: New Policy]*

Multimodal Transportation

A multimodal transportation network is one that accommodates all modes of travel and meets the needs of all transportation system users (e.g., pedestrians, cyclists, transit riders). An increase in mobility options has the potential to provide health benefits to the residents of Susanville while combatting automobile congestion and climate change challenges. The goals and policies outlined in this section aim to support a balanced, multimodal future for the City of Susanville.

Bicycle Facilities

Bicycle Circulation

The City of Susanville offers an abundance of recreational opportunities for residents and visitors including hiking, bicycling, fishing, and camping. Susanville is a well visited area in Lassen County due to its community atmosphere and proximity to Lassen National Forest and Volcanic Park, Eagle Lake, and the Nevada/California state line. However, the city itself is lacking safe and connected bicycle and pedestrian infrastructure.

The development of several plans has shown the continuous effort put into correcting the lack of bicycle and pedestrian infrastructure. The following plans each identify and recommend infrastructure projects to improve existing multi-modal facilities and the construction of new facilities:

- Lassen County Bikeway Master Plan (2011)
- Lassen County Regional Transportation Plan (2017)
- Lassen County Active Transportation Plan (2022)

The future development and improvement of non-motorized facilities will provide a safe, connected, and healthy community for residents and visitors.

Bikeway Classifications

Bikeways classifications provide guidance for the types of facilities that could be implemented to meet cyclists' needs in a particular area. When developed in an interconnected manner, such bikeways can improve safety and access for all users. Below lists an overview of bikeway classification types and notable bikeways within the City of Susanville. A full depiction of existing and proposed bikeways within the city is shown in Figure C-4.

Class I Bikeways – Bike Paths

A Class I bicycle facility is a paved or unpaved trail utilized for walking and bicycling, with a dedicated right-of-way space. Typically, most Class I facilities offer access to recreational areas and support recreational activities. According to the California Department of Transportation (Caltrans) design standards require a minimum of 4 feet width for single lane and a minimum of 8 feet width for two-way traffic. Additionally, a minimum width of a 2-foot shoulder is required on each side of a path.

- **Bizz Johnson National Recreation Trail:** The City of Susanville is home to the Bizz Johnson National Recreation Trail – Susanville Trailhead, owned and managed by the Lassen National Forest – Eagle Lake and

Bureau of Land Management (BLM). The Susanville trailhead is one of three Bizz Johnson trailheads along the 25.4-mile-long rail trail. The trail is primarily gravel which provides excellent conditions for bicycling, hiking, and horseback riding. In the winter, the trail is primarily used for skiing and snowshoeing. The entirety of the trail is shared with pedestrians and other recreational users.

- **Susan River Trail:** The Susan River Trail is approximately 3 miles of paved trail on the northern bank of the Susan River segment located in the core of the City of Susanville. The entry points are located on Alexander Avenue, South Ash Street, and Riverside Drive. The trail consists of one roadway crossing on Riverside Drive, connecting the west and east trail segments. It is utilized by pedestrians, bicyclists, runners, and hikers.

Additionally, the Susan River Trail provides a non-motorized connection to commercial services, restaurants, Lassen County offices, and a Bureau of Land Management (BLM) office.

- **Skyline Road Path:** While the Skyline Road Path is not an official pathway, it is utilized by pedestrians and bicyclists for recreational use. The path is paved in a dilapidated state and allows access to Skyline Park, a city park that is utilized for hiking and disc golf.

Class II Bikeways - Bike Lanes

Class II bicycle facilities are commonly known as “Bike Lanes” which share the roadway with motorized vehicles, typically following the same direction as automobile traffic. Class II facilities use striped marking that acts as a buffer from adjacent motorized traffic lanes. To comply with Caltrans’ requirements, a Class II facility should be at a minimum 4 feet wide unless there is adjacent street parking, then the minimum lane width shall be 5 feet. If the Class II facility is present on a roadway with a speed limit of 40 miles per hour or above, the bike lane width should be 6 feet.

- **CA-36 and Skyline Road:** The only designated Class II bike lane in the City of Susanville is located on a small strip of CA-36 and the intersection of Skyline Road. The bike lane is approximately 500 feet long and splits the traffic lane and right-hand turn lane onto Skyline Road. The CA-36 bike lane is disconnected from other bicycle facilities and offers little protection from fast moving vehicles as the Class II Lane is on a heavily trafficked state route that consists of a posted speed limit of 50 miles per hour.

Class III Bikeways – Bike Routes

Class III bicycle facilities are typically known as “Bike Routes” which are commonly used when bicycle facilities are discontinued from other designated facilities or are along roadways that do not provide any other bicycle facilities. Additionally, Class III facilities share road space with automobiles with no marking or physical barrier. Class III facilities can be distinguished by bike route or shared roadway wayfinding signs along the roadway.

- **Richmond Road:** Richmond Road is a major collector that provides an alternative connection from downtown Susanville to the intersection of CA-36 and US-395. Richmond Road is a two-lane roadway with a posted speed limit range of 25-35 miles per hour. There are currently two “Share the Road” roadway signs, one at the north segment and the south-east segment, indicating that the roadway is a Class III facility.
- **Johnstonville Road:** Johnstonville Road is primarily a major collector that provides an alternative connection from the south-eastern commercial area of Susanville to rural residential areas, commercial

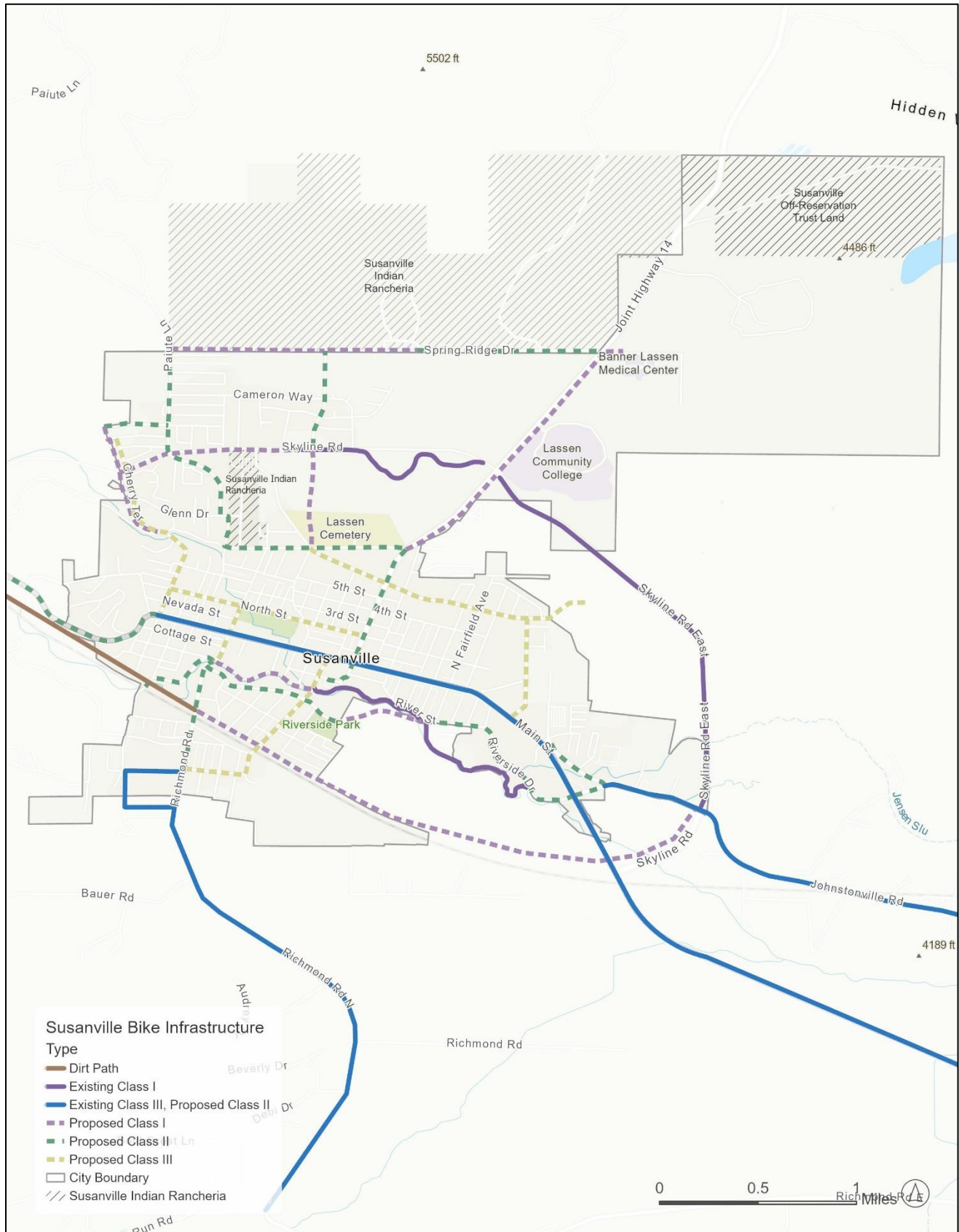
agriculture and to the Susanville Airport. Johnstonville Road is a two-lane roadway with varying posted speed limits from 25 to 45 miles per hour. There are multiple “Share the Road” roadway signs along the approximately four-mile stretch of road.

Class IV Bikeways – Separated Bikeways/ Cycle Tracks

Class IV bikeway facilities are bikeways or cycle tracks that are separated from a roadway with a significant barrier such as on-street parking, paint, or physical roadway separation. Class IV is a more common practice within urban areas and are typically a one-way bicycle lane that follows the same direction of vehicle traffic, but it is not uncommon for two-way Class IV bike facilities to be used.

There are currently no designated Class IV bicycle facilities within the City of Susanville city limits.

Figure C-4 Bikeway Network



Bicycle Parking and Amenities

Bicycle parking and other bicycle amenities (e.g., bike racks or lockers) are typically designed and offered at frequently visited places to encourage the use of bicycling. They are critical to promoting and encouraging the use of bicycles as a primary transportation mode. These amenities may reduce the fear of bicycle theft or inconvenience and may entice new riders who might have been deterred from bicycling otherwise. There are few bicycle racks within the city, primarily at select Lassen Rural Bus stops, private businesses, schools, and parks. Additionally, the Lassen Rural Bus fleet vehicles are equipped with bicycle racks which can hold 2 bicycles.

Micromobility

Micromobility is an essential factor in creating and maintaining a safe, connected, and inclusive transportation network. Micromobility is considered any form of transportation device, human or electric, that is concise in size and low speed. Some examples include bicycles, electric and non-electric scooters, or even skateboards. Typically, micromobility options, such as electric scooters, are offered through ride share systems which are increasingly present in major urban areas. A transportation network that supports micromobility is typically a network that offers last-mile connections from other significant transportation areas such as public transit stops without the use of automobiles or ride share vehicles.

Pedestrian Facilities

Pedestrian Circulation

While the City of Susanville offers plenty of recreational trails for walking or hiking, there are a minimal number of comfortable pedestrian facilities for leisure and transportation rather than recreation. Walking can be an ideal form of transportation for short trips such as shopping or services. Providing safer and more connected pedestrian facilities would enable users to reach their destination by walking or multimodal travel. A full depiction of existing and proposed pedestrian facilities within the city is shown in Figure C-5.

Sidewalks and Crosswalks

While sidewalks are present throughout downtown Susanville, sidewalks in commercial and residential areas are generally in good shape, but are discontinuous, not ADA compliant, and are often narrow or unpaved. Crosswalks are provided at most intersections along SR-36 in downtown Susanville and Nevada Street but steadily declines further east on Main Street. Susanville sidewalks typically have pavement markings, yet few have pedestrian signs to warn drivers and there are minimal crossing lights.

Hiking and Pedestrian Trails

The City of Susanville is host to multiple recreational trails that allow exploration outside of Susanville and in surrounding Lassen County. There are no paved recreational paths in the City of Susanville.

Susanville Ranch Park

The Susanville Ranch Park is a recreational area spanning over 1,000 acres, offering hiking, mountain biking, equestrian, and other recreational opportunities. The Susanville Ranch Park is co-owned and managed by Lassen County and the Bureau of Land Management.

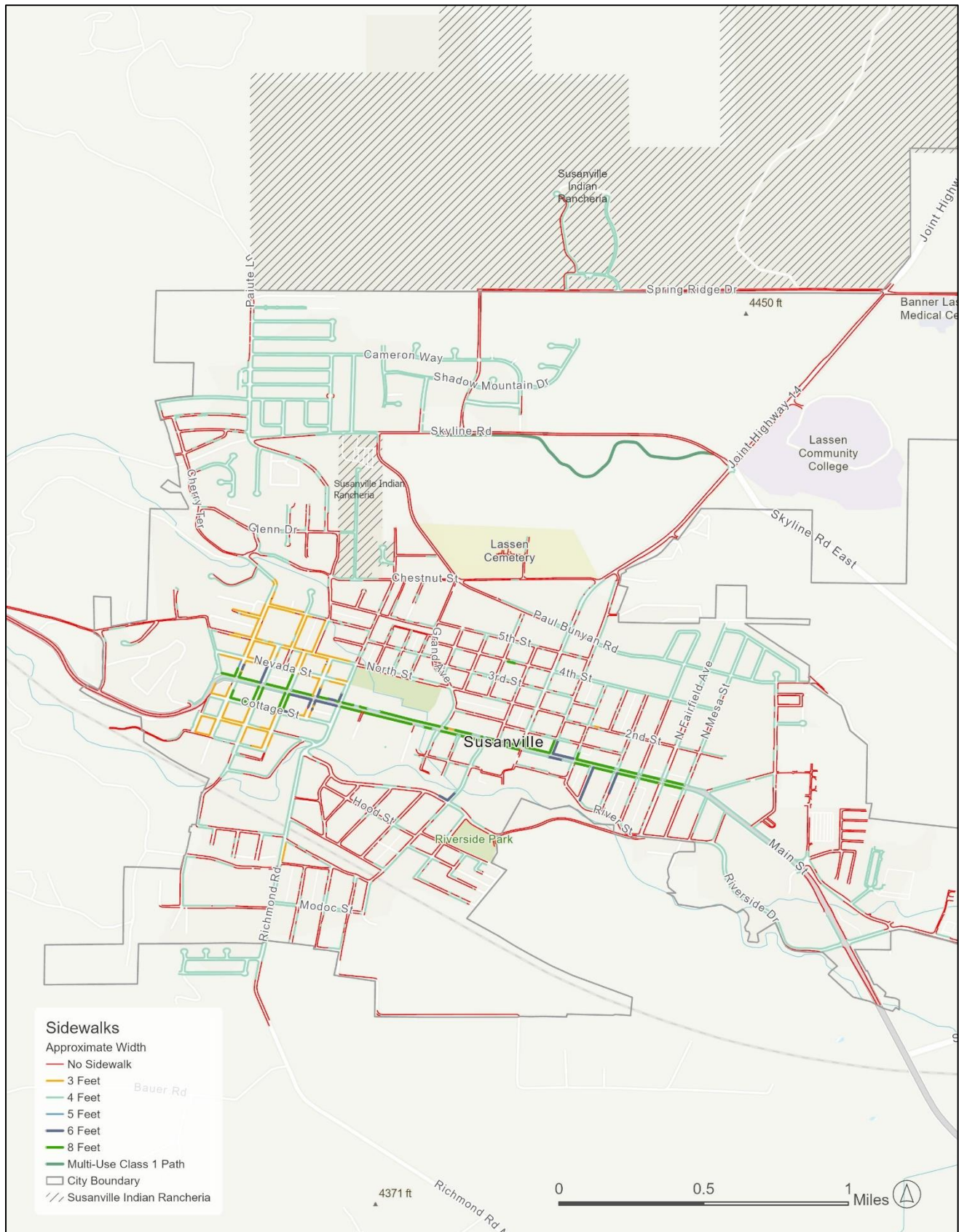
Bizz Johnson National Recreational Trail

The City of Susanville is home to the Bizz Johnson National Recreation Trail – Susanville Trailhead, owned and managed by the Lassen National Forest and the Bureau of Land Management (BLM). The Susanville trailhead is one of three Bizz Johnson trailheads along the 25.4-mile-long rail trail. The trail is primarily gravel which provides excellent conditions for bicycling, hiking, and horseback riding. In the winter, the trail is primarily used for skiing and snowshoeing. The entirety of the trail lacks a dedicated bicycle facility and is shared with pedestrians and other recreational seekers.

The Bizz Johnson Trail contains four trailheads:

- Susanville Trailhead
- Biz Trailhead
- Devil's Corral Trailhead
- Mason Station Trailhead

Figure C-5 Pedestrian Network



Goal CIR-5

Provide a safe and efficient multimodal network within and surrounding the City of Susanville *[Source: 2022 Lassen County Active Transportation Plan, Goal 1, modified]*

Policies

- CIR-5.1: Pursuit of Funding.** The City of Susanville shall pursue all possible state, federal, and local funding to address high priority bikeway and pedestrian systems. *[Source: 2022 Lassen County Active Transportation Plan Goal 6, modified]*
- CIR-5.2: Enhancing Safety.** Develop a bikeway system that enhances the safety and convenience of bicycling or walking to work or school. This should include making improvements to crossing protections at major intersections. *[Source: 2022 Lassen County Active Transportation Plan Goal 3, modified]*
- CIR-5.3: Maintenance of Bikeways and Trails.** Develop a schedule for regularly maintaining existing city trails and bikeways to ensure the best use of both city and county funds for doing so. A long-range maintenance plan, including staffing, funding, and materials, shall be created for any proposed future trail or bikeway development. *[Source: 2022 Lassen County Active Transportation Plan, Goal 7, modified]*
- CIR-5.4: Universal Design.** Require pedestrian facilities to be ADA compliant and accessible for people of all abilities. *[Source: 2022 Lassen County Active Transportation Plan, Policy 2.5, modified]*
- CIR-5.5: Regional Connections** Include routes in the bikeway system that connect Susanville to existing or planned bikeways in surrounding counties. *[Source: 2011 Lassen County Bikeway Master Plan Policy 2.5, modified]*
- CIR-5.6: Multimodal Connections.** Include routes in the bikeway and trail system that connect with facilities such as existing park-and-ride lots, existing transit routes, and the Susanville Municipal Airport. *[Source: 2011 Lassen County Bikeway Master Plan Policy 3.1, modified]*
- CIR-5.7: Signage Programs.** Develop signage that alerts motorists to the presence of cyclists and pedestrians and clearly identifies bicycle routes and distances to key destinations. *[Source: 2011 Lassen County Bikeway Master Plan Policy 4.1, modified]*
- CIR-5.8: Bicycle and Pedestrian Education.** Educate and inform existing and potential cyclists about how to use bikeway and pedestrian facilities safely. *[Source: 2011 Lassen County Bikeway Master Plan Policy 4.3, modified]*
- CIR-5.9: Safe Routes to School** Partner with school districts in the City to develop and implement a Safe Routes to School Program. *[Source: 2011 Lassen County Bikeway Master Plan Policy 2.6, modified]*

Goal CIR-6

Include bikeway facilities in all appropriate future development projects to facilitate on-site circulation for bicycle travel, on-site bicycle parking, and connections to the proposed system. *[Source: 2022 Lassen County Active Transportation Plan, Goal 2]*

Policies

- CIR-6.1: Bikeway Classification and Design Standards.** Require the use of up-to-date Caltrans Highway Design Manual bikeway standards when designing and constructing future bikeway facilities. *[Source: 2022 Lassen County Active Transportation Plan, Policy 1.3, modified]*
- CIR-6.2: Bikeway System Phasing.** Develop and continually update a list of specific implementation criteria for any given route as well as a list of high priority routes based on expected use, type of route, connectivity, and potential improvements to safety. *[Source: New Policy]*
- CIR-6.3: Bicycle Facilities.** Support provision of parking, shelters, and off-street facilities, where feasible and practical, to promote bicycle and pedestrian travel. Require future developments that might experience a high bicycle demand, such as commercial areas, parks, libraries, and schools, to support these facilities. *[Source: 2022 Lassen County Active Transportation Plan, Policy 3.2, modified]*
- CIR-6.4: Street Drain Safety.** The City of Susanville should replace any existing street drain covers that are not bicycle safe, and any new street covers should be compatible for bicycle travel. *[Source: New Policy]*

Goal CIR-7

Improve pedestrian networks and amenities to create more safe and walkable neighborhoods. *[Source: New Goal]*

Policies

- CIR-7.1: Main Street Access.** Enhance pedestrian access to and use of Main Street. *[Source: Existing General Plan, Goal 7]*
- CIR-7.2: Sidewalk Maintenance.** Develop and institute city-wide sidewalk planning and construction programs that focus on providing continuous sidewalks to popular destinations. Maintain and improve existing sidewalks that facilitate the access of users of all abilities. *[Source: 2011 Lassen County Bikeway Master Plan Policy 7.2, modified]*
- CIR-7.3: Street Lighting.** Enhance street lighting, as necessary, to provide better pedestrian safety. *[Source: New Policy]*
- CIR-7.4: Pedestrian Crossings.** Enhance the safety of local intersections by pursuing signage and overhead pedestrian crossing especially along Main Street. *[Source: Existing General Plan, Policy h, modified]*

Airports

The Susanville Municipal Airport is the sole airport in the vicinity of the city. The most recent plans incorporating the Susanville Municipal Airport include the 1980 Master Plan Report for the Susanville Municipal Airport as well as the 1987 Airport Land Use Plan. The Susanville Municipal Airport is located 5 miles southeast of Susanville. This publicly owned airport averages 34 aircraft a day, 49% of which are local general aviation, 44% of which are transient general aviation, 6% of which are air taxis, and less than 1% of which are military. The airport occupied approximately 122 acres of land but since 1987 has acquired 4.25 acres of land for improvements, and 8 acres for aviation easements on the clear zone. The airport, which is owned by the City of Susanville, is located on and surrounded by unincorporated Lassen County. The airport has one paved and lighted runway, one graded dirt runway, and one helipad for helicopter operations. For proper movement on the runway, the airport includes a general aviation tiedown apron and taxiways that lead from the apron to the runway. The airport's building facilities include a privately owned series of hangars and administration building.

The Susanville Municipal Airport Master Plan, which was adopted on March 3, 1981, planned and prepared for the future needs and demands of the facility. The forecasted aviation demand used a 6% annual growth forecast and recommended that space be reserved for the development of facilities to accommodate an increase of at least 100% above the forecast level of operations. The details of the future runway plan are described in the Airport Layout Plan listed in Sheet No. 1 of the Airport Master Plan.

In accordance with general plan requirements, safety hazards and noise must be reassessed for future and existing airport facilities and hazards posed by the use and movement of aircrafts must also be addressed. Furthermore, airport facilities must be assessable by all modes of transportation. The following goals support these requirements and help to guide future aviation use in the City of Susanville.

Goal CIR-8

Ensure the orderly growth of the airport. [Source: Existing General Plan, Goal 4.11]

Policies

- CIR-8.1: Pursuit of Funding.** The City of Susanville shall pursue all possible state, federal, and local funding to address any maintenance and improvements to be made for new and existing airport facilities. [Source: New Policy]
- CIR-8.2: Support of Expansion.** Encourage and support the expansion of the Susanville Municipal Airport for purposes of public safety and to expand its capacity to accommodate larger aircraft and new air services. [Source: 2000 Lassen County General Plan, Policy CE22]
- CIR-8.3: Ensure Consistency.** Ensure consistency between the General Plan and the Airport Master Plan [Source: Existing General Plan, Policy p]
- CIR-8.4: Land Use Coordination.** Protect the airport from conflicting neighboring land uses. [Source: Existing General Plan, Policy m]

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- CIR-8.5: Airport Access.** Upgrade access to the airport, including new and widened roads, public parking, and acceleration lanes from the airport to the Highway. *[Source: Existing General Plan, Policy l]*
- CIR-8.6: Improve Services.** Improve the level of passenger and cargo services provided. *[Source: Existing General Plan, Policy n]*
- CIR-8.7: Terminal Upgrade.** Upgrade the terminal. *[Source: Existing General Plan, Policy o]*
- CIR-8.8: Emergency Heliports.** Support the development of a plan aimed at creating a countywide system of emergency heliports. *[Source: New Policy]*

Goods Movement

The movement of goods is an essential aspect of circulation in the City of Susanville. To ensure the timely movement of good and meet the needs of local businesses and industry, this element addresses the main aspects of goods movement and plans for future demand.

Susanville and Lassen County at large rely on truck transportation on public roads to carry goods and materials both regionally and inter-regionally. State Route (SR) 36 has Terminal Access (STAA) for trucks and freight and SR 139 is a 65-foot California Legal state-designated truck route within and directly outside of the City of Susanville. Designated truck routes do not prevent trucks from using other streets as needed for local trips. SR 36 is the main thoroughfare in Susanville allowing truck traffic to pass through the city with minimal impact on residential neighborhoods, local vehicular traffic, and pedestrians. It is one of the few east-west routes in the Susanville vicinity due to topography and established land uses in and around the city. Nearly all east-west traffic in the area, including regional truck traffic, moves through the center of the city impacting local businesses.

The negative effects on air quality, safety, and noise due to the movement of goods should be monitored and mitigated. There is currently no need for separate goods movement facilities, but this may be a needed option in the future of the City's development for SR 36.

Goal CIR-9

Create proper movement of goods through Susanville while minimizing the negative effects on air quality, public health, and traffic within the city. *[Source: New Goal]*

Policies

- CIR-9.1: Minimize Conflicts.** Minimize the potential for conflicts on designated truck routes between trucks and pedestrians, cyclists, or transit travel. *[Source: New Policy]*
- CIR-9.2: Minimize Impacts.** Balance health and quality of life priorities of the community, including air quality and noise levels, with commercial goods movement. *[Source: New Policy]*
- CIR-9.3: Route Identifications.** Develop proper signage to identify truck routes and direct truck traffic. *[Source: New Policy]*

Public Utilities

This circulation element is required to identify the location and necessity of public utilities and the facilities that are located in the City of Susanville. The utilities that are provided to the residents of Susanville include: electricity, sewer, water, and natural gas. Electric vehicle charging and broadband expansion strategies are incorporated into this element to analyze the need and potential for this type of infrastructure in Susanville.

Electricity

The Lassen Municipal Utility District (LMUD) is a publicly owned electric power provider that serves the greater Susanville area. The LMUD has 1,933 square miles of service territory serving 10,500 electric meters. In 2022, LMUD released a Strategic Plan that is meant to guide the actions and decisions of the LMUD staff. The priorities and goals included in the 2022 Strategic Plan include developing grid resiliency, seeking and maintaining reliable, cost-effective power supplies, and responsible electrification of existing and emerging technologies. On the administrative side, the Strategic Plan priorities include fostering external relations, continuing financial stability, and cultivating a skilled and dedicated workforce.

Sewer

Susanville Sanitary District is the primary provider of wastewater collection and treatment servicing for the City of Susanville. The district encompasses about 6.2 square miles with approximately 3,595 connections (3,199 residential, 387 commercial, and 9 industrial). The wastewater treatment plant sits in the west corner of city limits near Diamond Mountain Casino and Hotel.

Water

The City of Susanville Public Works Department (PWD) provides water to city residents as well as the Susanville Indian Rancheria (SIR). Within the 6.5 square miles of the city, there are approximately 3,851 active service connections and approximately 110 connections outside of city limits. The city maintains approximately 4 water storage tanks and 60 miles of water main lines that service customers within 6 different pressure zones. According to the 2020 Urban Water Management Plan, the City of Susanville is a participating member of the Lahontan Basin Regional Water Management Group. With Plan's projections of Susanville's population reaching 11,173 by 2045, the PWD sets a goal of reducing the 2020 Gallons Per Capita Per Day (GCPD) from 260 to 259. They plan to do this through best management practices in their water conservation efforts.

Natural Gas Lines

The operator of the City of Susanville's natural gas is the Susanville Municipal Energy Corporation. The City is responsible for installing and maintaining service lines, regulators, and meters throughout the City. The natural gas system is extensive and the conversion to natural gas is promoted by the City of Susanville.

Electric Vehicle Charging Stations

California is committed to reducing the amount of greenhouse gas emissions associated with the transportation sector through the adoption of Zero-Emission Vehicles (ZEVs) from passenger cars to heavy duty trucks. To help accomplish this, the State is striving to meet the deployment of 250,000 public and shared private electric vehicle charging stations by the year 2025 and 1.2 million by 2030. This is a key component of electric vehicle infrastructure. California has access to a share of approximately \$384 million in the National Electric Vehicle Infrastructure (NEVI) Formula program to provide funding in the form of grants for agencies and communities over the next 5 years. Understanding nationwide and statewide goals related to ZEVs, as well as the relevant funding sources, will ensure the City of Susanville can keep pace with impending requirements for the sale of ZEVs.

The LMUD was awarded a \$500,000 Clean Transportation Program Rural Electric (REV) Charging grant from the California Energy Commission to install 8 fast chargers within Lassen County in 2022. With this funding, the City of Susanville can expand its EV fast-charging capacity throughout the City and greater Lassen County. Susanville currently has several electric vehicle charging stations. A Tesla Supercharger Station is located in the northern section of the City of Susanville at the Diamond Mountain Casino and Hotel. A central charging station is located at the South Gay St. and Cottage St. Parking garage. The remaining charging stations are in the eastern part of the city; one located at the Susanville RV Park and the other at the Comfort Inn and Suites close to Main Street and Highway 36.

Broadband

Communities across California are developing and implementing broadband and fiber strategic, master, or action plans. States and the Federal government are continuing to support these efforts with new, various funding programs with the goal of bringing broadband to underserved communities. The California Public Utilities Commission (CPUC) manages the California Advanced Services Fund (CASF) and the state has created the California Emerging Technology Fund (CETF) to help fund efforts proposed by local governments.

Current broadband facilities throughout Lassen County and the City of Susanville are limited. Funding for broadband development in Lassen County has been sought after and received. In 2022, the CPUC announced that Lassen County and the City of Susanville would be receiving funding for broadband technical assistance to support efforts to close the digital divide. The grant award was \$500,000 and will be used to reimburse the City of Susanville for the costs of network design services and broadband deployment that will provide service to households and businesses. Continuing to pursue funding and coordinating with agencies who have already begun work in this sector will greatly assist the City of Susanville in their efforts to provide more broadband access to its residents.

Goal CIR-10

The City shall provide adequate, quality utility infrastructure for current parcels and future development to serve the residents of the City of Susanville. *[Source: New Goal]*

CIR-10.1: Pursuit of Funding. Aggressively pursue federal, state, local, and private contracting funds, and grants for the development of public utility infrastructure which affects the circulation of people and goods in the city and county at large. *[Source: New Policy]*

3. CIRCULATION

- CIR-10.2: Maximize efficiency.** Identify and place utility infrastructure in areas that maximize efficiency and minimize impacts to the City of Susanville and its residents. Impacting the rights-of-way as few times as possible is of priority. *[Source: New Policy]*
- CIR-10.3: Data and Information.** Improve as built and other source engineering information database. *[Source: New Policy]*

Tribal Transportation

The Susanville Indian Rancheria Tribe is located in and around the city of Susanville. The Susanville Indian Rancheria Transit Program has been discontinued indefinitely as of July 23, 2020, as a result of COVID-19 and low ridership. This line should be considered to be reinstated as transit ridership begins to return to pre-pandemic levels. SIR is proposing to construct a 40-60K square foot health care facility on Spring Ridge Drive. As a result of the new construction, the Susanville Indian Rancheria Tribe will likely have an increased need for the transit program to be reinstated and perhaps even expanded.

The following goal and policies aim to better incorporate the tribal communities into the City of Susanville's transportation system.

Goal CIR-11

Develop an accessible and safe transportation system in collaboration and partnership with local tribes within and surrounding the City of Susanville. *[Source: New Goal]*

Policies

- CIR-11.1: Tribal Coordination.** Coordinate with representatives of the Susanville Rancheria Tribe to promote safe and efficient modes of transportation for members of the tribal community. *[Source: New Policy]*
- CIR-11.2: Expand Tribal Service.** Support local tribal efforts to expand, fund, or reinstate transit routes. *[Source: New Policy]*

Implementation Programs

Circulation and Mobility Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
A Agency Coordination. The City must coordinate with County, regional, and State entities to ensure planning and design efforts are consistent with the Lassen County Regional Transportation Plan and the State Transportation Improvement Program (STIP). <i>[Source: Lassen County General Plan, Circulation Element, Existing Implementation Measure CE-A]</i>	CIR –1.3 CIR –2.3 CIR –5.5 CIR –10.1 CIR –11.1	Public Works Department
B Developer Improvements and Fee Program Developers should be required to provide adequate street and facility improvements commensurate with expected development impacts. Additionally, an ordinance is to be enacted and maintained requiring developers to pay their proportionate share of street improvements both on and off site. <i>[Source: Existing General Plan, Circulation Element, Action Program 7 and 8]</i>	CIR – 1.1	Public Works Department City Manager City Council
C Roadway Improvement Regularly audit and update the functional classification determination of the roadways within the City as needed. Maintain a roadway prioritization project database identifying existing pavement conditions and prioritized locations of multimodal transportation infrastructure improvements within the City of Susanville. <i>[Source: New Implementation Program]</i>	CIR – 1.1 CIR – 1.6 CIR – 1.7 CIR – 1.8	Public Works Department

Circulation and Mobility Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
D VMT Criteria In accordance with SB743, the City shall amend the existing Capital Improvement Program, zoning ordinance, or any other relevant guiding City document or policy to establish vehicle miles travelled (VMT) as the method for measuring transportation-related impacts on the environment. <i>[Source: New Implementation Program]</i>	CIR – 1.10	Public Works Department
E Long Range Transit Master Plan Develop a Long Range Transit Master Plan that explores potential improvements to the availability and access to public transit for residents and visitors to Susanville. <i>[Source New Implementation Program]</i>	CIR – 2.2 CIR – 2.4	Public Works Department
F Service Standards Establish service frequency standards and monitor compliance on a continual basis to improve transit program efficiency. <i>[Source: New Implementation Program]</i>	CIR – 2.1 CIR – 2.5	Public Works Department
G Develop a Zero Emissions Transition Plan Develop a Zero Emissions Transition Plan to guide the transition of current transit fleets to zero emission fleets. Apply for relevant funding opportunities for both the development of the plan and the implementation of the plan. <i>[Source: New Implementation Program]</i>	CIR – 2.1 CIR – 2.2 CIR – 2.4	Public Works Department

Circulation and Mobility Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
H Develop a Transit Marketing Plan Develop and implement a marketing plan for providing transit information in a user friendly manner. This may include brochures and social media content to promote service to target markets. <i>[Source: New Implementation Program]</i>	CIR – 2.7	Public Works Department City Manager City Council
I Determine the Need for Transportation Demand Programs Evaluate the feasibility of enacting a Transportation Demand Management Ordinance. Continue to assess the effectiveness of this ordinance on transportation networks, if enacted. <i>[Source: New Implementation Program]</i>	CIR – 3.1	Public Works Department
J Alternative Mode Commute Incentives Create incentives to encourage commuters within Susanville to use alternative modes of transportation by creating safe opportunities for bike and pedestrian commuters, providing bus passes, providing post commute facilities such as showers and bicycle storage, and creating other ride share opportunities. <i>[Source: New Implementation Program]</i>	CIR – 5.2 CIR – 5.4 CIR – 5.5 CIR – 5.6 CIR – 5.8 CIR – 6.3	Public Works Department
K Improve Bicycle and Pedestrian Connectivity to Commercial and Residential Areas Develop a plan to improve connectivity, safety, and access between key commercial centers and residential areas allowing residents to safely bicycle or walk for recreational and necessary trips. <i>[Source: New Implementation Program]</i>	CIR – 5.5 CIR – 5.6 CIR – 6.2	Public Works Department

Circulation and Mobility Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
L Citywide Bicycle Plan and Pedestrian Master Plan Update the Bikeway Master Plan and the Pedestrian Master Plan every 7 years to specify bicycle and pedestrian facility network improvements, and to identify and prioritize bicycle and pedestrian facility needs in the city and surrounding areas. <i>[Source: New Implementation Program]</i>	CIR – 5.1 CIR – 6.3	Public Works Department Planning Division
M Coordinate Schools and Bike Facility Designs New bicycle and pedestrian infrastructure should be designed to allow safe and efficient connections to schools, encouraging students and families to reduce their carbon footprint and utilize multimodal transportation opportunities. <i>[Source: New Implementation Program]</i>	CIR – 5.9 CIR – 6.3	Public Works Department
N Airport Master Plan Updates Develop an improvement plan for the maintenance and expansion of airport facilities. <i>[Source: Existing Program 4.12-O-19, modified]</i>	CIR – 8.2	Public Works Department Planning Division
O Monitor Truck Traffic Continually monitor, evaluate, and update truck routes to ensure safe and efficient goods movement through Susanville. <i>[Source: New Implementation Program]</i>	CIR – 9.1 CIR – 9.2 CIR – 9.3	Public Works Department

Circulation and Mobility Programs	Implements Which Policy(ies)	Responsible
		Supporting Department(s)
P Broadband Master Plan Develop and implement a Broadband Master Plan to ensure the orderly growth of broadband access for the residents of Susanville and Lassen County at large. <i>[Source: New Implementation Program]</i>	CIR – 10.2	Public Works Department City Manager
Q Dig Once Coordination Facilitate the coordination between the City, developers, business owners, and utility providers to promote safe and efficient utilities development. <i>[Source: New Implementation Program]</i>	CIR – 10.2	Public Works Department