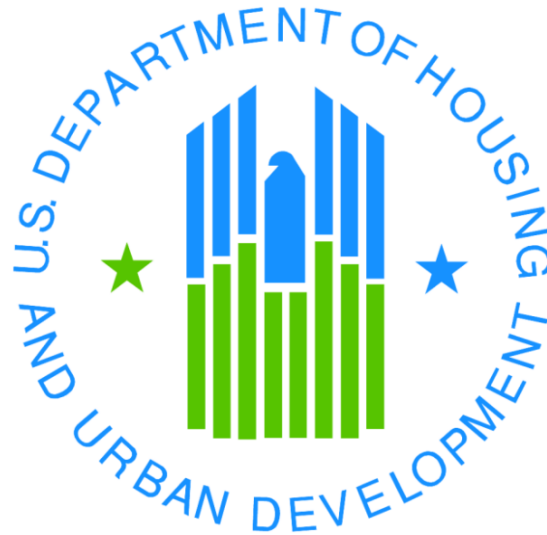




**+U.S. Department of Housing and Urban
Development**
San Francisco Regional Office
1 Sansome Street, Suite 1200
San Francisco, California 94104

Environmental Assessment for HUD-Funded Proposals

Recommended format per 24 CFR 58.36, revised July 2023
[Previously recommended EA formats are obsolete].



Project Identification: Northwind Senior Apartments Project

Preparer: Raney Planning & Management, Inc.
Rod Stinson, Vice President

Responsible Entity: Town of Paradise
6295 Skyway
Paradise, CA 95969

Month/Year: November 2023

**Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58**

Project Information

Project Name: Northwind Senior Apartments
Project

Responsible Entity: Town of Paradise
6295 Skyway
Paradise, CA 95969
Phone: (530) 872-6291 ext. 411

Grant Recipient (if different than Responsible Entity): The Pacific Companies
403 East State Street, Suite 100
Eagle, ID 83616
Phone: 208-461-0022

State/Local Identifier: N/A

Preparer: Raney Planning & Management, Inc.
Rod Stinson, Vice President
rods@raneymanagement.com
Phone: 916-372-6100
Fax: 916-419-6108

Certifying Officer Name and Title: James Goodwin, Town of Paradise
Town Manager

Consultant (if applicable): Raney Planning & Management, Inc.

Project Location: 6983 Pentz Road
Paradise, CA 95969
Assessor's Parcel Number (APN):
050-082-023

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The following sections describe the project site location and the components included as part of the Northwind Senior Apartments Project (proposed project).

Project Site Location

The project site is located at 6983 Pentz Road in the Town of Paradise, California (see Figure 1 and Figure 2). The approximately 1.66-acre project site, identified by APN 050-082-023, is undeveloped and bounded by Pentz Road to the east and Kingdom Court to the south. Surrounding existing uses include a pair of single-family residences immediately to the north; rural single-family residences to the east, across Pentz Road; the Paradise Ridge Southern Baptist Church and an associated surface parking lot to the south, across Kingdom Court; and vacant land immediately to the west that contains remnants of residential building foundations. Additional rural single-family residences are located further to the north and west of the site. The Town of Paradise General Plan designates the site as Community Service (C-S) and the site is zoned C-S.

Proposed Project

The proposed project would include development of an affordable senior housing complex (see Figure 3). The complex would consist of two residential buildings comprised of a total of 21 units, each measuring 620 square feet (sf). With respect to amenities, a dog park would be located adjacent to the southern site boundary and a community garden would be located between the two residential buildings, adjacent to the northern site boundary. A total of 27 vehicle parking spaces would be provided throughout the site, including two spaces designed in compliance with the Americans with Disabilities Act (ADA). Primary site access would be provided by a new driveway from Pentz Road along the eastern boundary of the site. The proposed project would also include a septic tank leach field in the western portion of the project site. The project's units would be affordable for seniors earning 30 to 60 percent of the annual median income (AMI) for Butte County.

Ground disturbance associated with the proposed project would include, but not be limited to, site preparation, grading, paving, and building construction. Construction is anticipated to occur over 7.5 months. Site preparation over two days, grading over four days, paving over 10 days, building construction over 200 days, and architectural coating over 200 days. Construction staging would occur on-site. Waste management services for future residents would be provided by Northern Recycling and Waste Services.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

After the Camp Fire in 2018 destroyed over 14,000 housing units, the Town of Paradise began rebuilding in 2019 and continues to do so presently. The Town's population was reduced from 26,581 in 2018 to 4,608 in 2020; a loss of 21,973 people, or 82.6 percent of the Town's population.

**Figure 1
Regional Project Location**

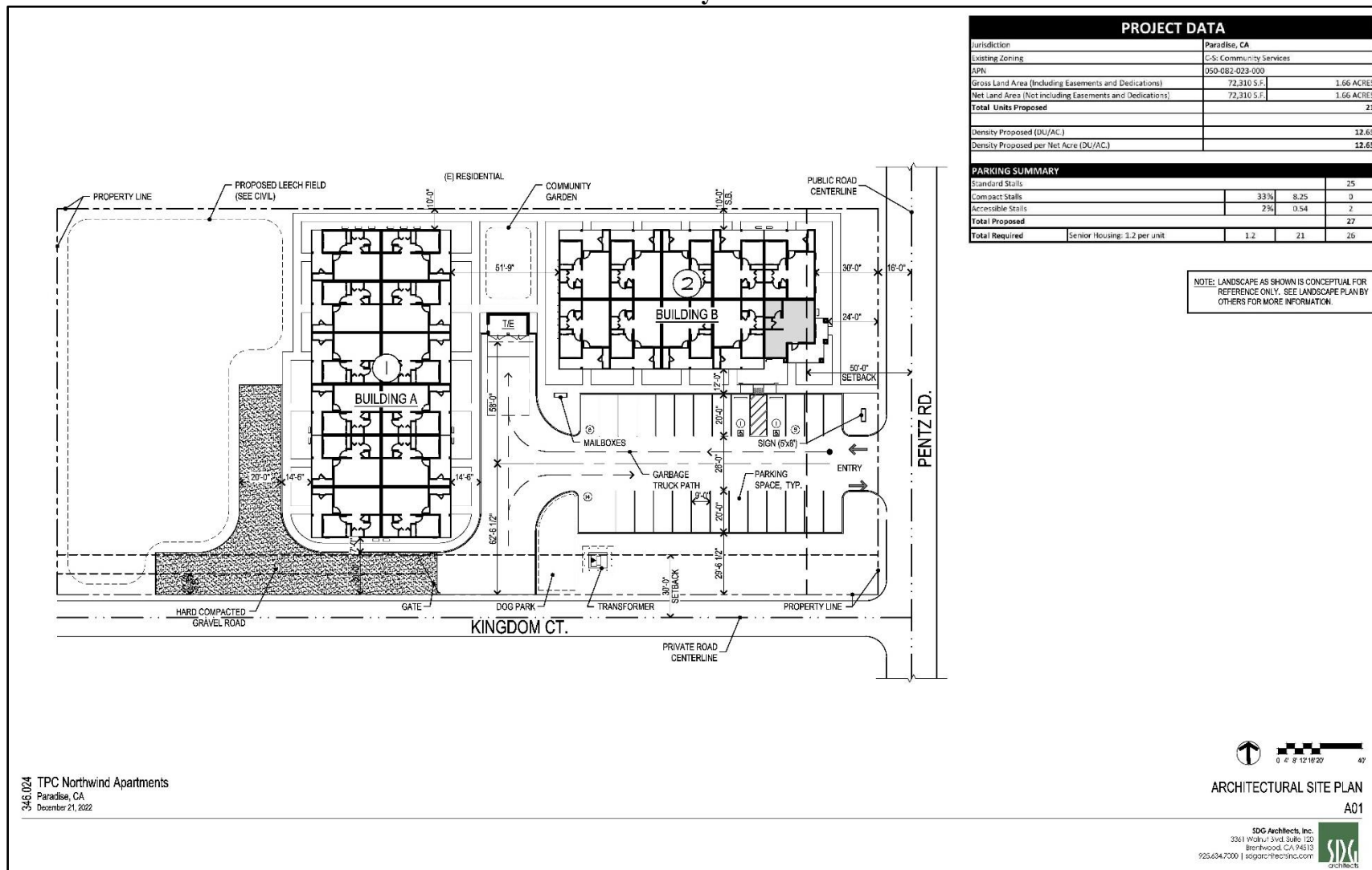


**Figure 2
Project Site Boundaries**



**Project site boundaries are approximate.*

**Figure 3
Preliminary Site Plan**



PROJECT DATA	
Jurisdiction	Paradise, CA
Existing Zoning	C-S: Community Services
APN	950-082-023-000
Gross Land Area (Including Easements and Dedications)	72,310 S.F. 1.66 ACRES
Net Land Area (Not including Easements and Dedications)	72,310 S.F. 1.66 ACRES
Total Units Proposed	21
Density Proposed (DU/AC.)	12.65
Density Proposed per Net Acre (DU/AC.)	12.65

PARKING SUMMARY			
Standard Stalls			25
Compact Stalls	33%	8.25	0
Accessible Stalls	2%	0.54	2
Total Proposed			27
Total Required	Senior Housing: 1.2 per unit	1.2	21
			26

NOTE: LANDSCAPE AS SHOWN IS CONCEPTUAL FOR REFERENCE ONLY. SEE LANDSCAPE PLAN BY OTHERS FOR MORE INFORMATION.

346.024 TPC Northwind Apartments
Paradise, CA
December 21, 2022

ARCHITECTURAL SITE PLAN
 A01

SDG Architects, Inc.
 3381 Walnut Street, Suite 120
 Brentwood, CA 94515
 925.634.7200 | sgar@sdgarch.com

At the present, options for very low to low-income renter households do not exist in the primary market area (PMA), with the one existing competitive project in Paradise being 100 percent occupied. Due to the destruction of approximately 14,000 housing units, single family rentals in the Town are scarce. According to the Regional Housing Needs Assessment (RHNA) for the Butte County Association of Governments (BCAG), the Town is expected to need 383 very low-income housing units, 374 low-income housing units, 1,319 moderate income housing units, and 5,103 above moderate-income units.¹ The proposed project would add 21 affordable units for senior residents at 30 to 60 percent AMI levels to assist in achieving the Town’s RHNA goals. Services within one mile of the site location include a park, two banks, a retail plaza with a grocery store, and a County transit line. As such, future residents would have access to important public services.

The purpose of the proposed project is to help satisfy increased demand within the PMA for affordable housing. A strong demand is present in the Paradise area for additional affordable units. With the projected population growth in the area and the rebuilding after the devastating fires, demand for the proposed project and similar affordable housing projects is expected to increase in the near future.

Additionally, the 2022-2023 Town of Paradise General Plan Housing Element includes several goals and policies related to affordable housing. Specifically, Goal 1 aims to “encourage and facilitate the production of all housing types, from affordable workforce housing to executive homes, to meet the Town’s share of regional housing needs [...]”² Goal 2 is to “improve, rebuild, and preserve safe, decent housing and neighborhoods for all Paradise residents, including preparation for wildfire resiliency.”³ By providing quality, affordable housing in a recuperating area, the proposed project would further the aforementioned goals.

The applicant is seeking funding assistance through U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant Disaster Recovery (CDBG-DR) funds, as administered through the California Department of Housing and Community Development (HCD). The National Environmental Policy Act (NEPA) mandates that federal agencies consider the environmental ramifications of a wide variety of proposed actions. Due to funding from federal sources, the proposed project is subject to environmental review under NEPA. Because implementation of the proposed project has the potential to result in environmental impacts on the project site, the preparation of an Environmental Assessment (EA) is required.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The following sections describe the existing conditions and surrounding land uses, as well as the flood hazard, surface water, and groundwater conditions, of the project site.

Existing Conditions and Surrounding Land Uses

The rectangular-shaped project site is comprised of an approximately 1.66-acre parcel identified by APN 050-082-023. The project site was occupied by a residential structure that was built in

¹ Butte County Association of Governments. *2020 Regional Housing Need Plan. Final RHNP Document*. December 2020.

² Town of Paradise. *2022-2030 Housing Element Update*. June 14, 2022.

³ *Ibid.*

approximately 1940, as well as a barn. The barn was demolished in 1996, and the residential structure was subsequently demolished in 2006. From 2006 to the present, the project site has remained undeveloped. In 2021 a local construction firm began using the project site as a temporary storage and staging area for the construction of utilities elsewhere in the Town of Paradise.

Surrounding existing uses include a pair of single-family residences immediately to the north; rural single-family residences to east, across Pentz Road; the Paradise Ridge Southern Baptist Church and an associated surface parking lot to the south, across Kingdom Court; and vacant land immediately to the west that contains remnants of residential building foundations. Additional rural single-family residences are located further to the north and west of the site. The Town of Paradise General Plan designates the site as C-S and the site is zoned C-S.

The project site is relatively flat and is located at an approximate elevation of 2,200 feet above mean sea level.⁴ The project site is currently undeveloped and has a dirt and gravel surface. The site can be accessed along the entire eastern property line from Pentz Road, from the entire southern property line from Kingdom Court and from the vacant strip of land along the entire northern property line. The nearest airport to the project site is the Paradise Skypark Airport, which is approximately 5.2 miles to the south (see Figure 4).

Flood Hazard, Surface Water, and Groundwater Conditions

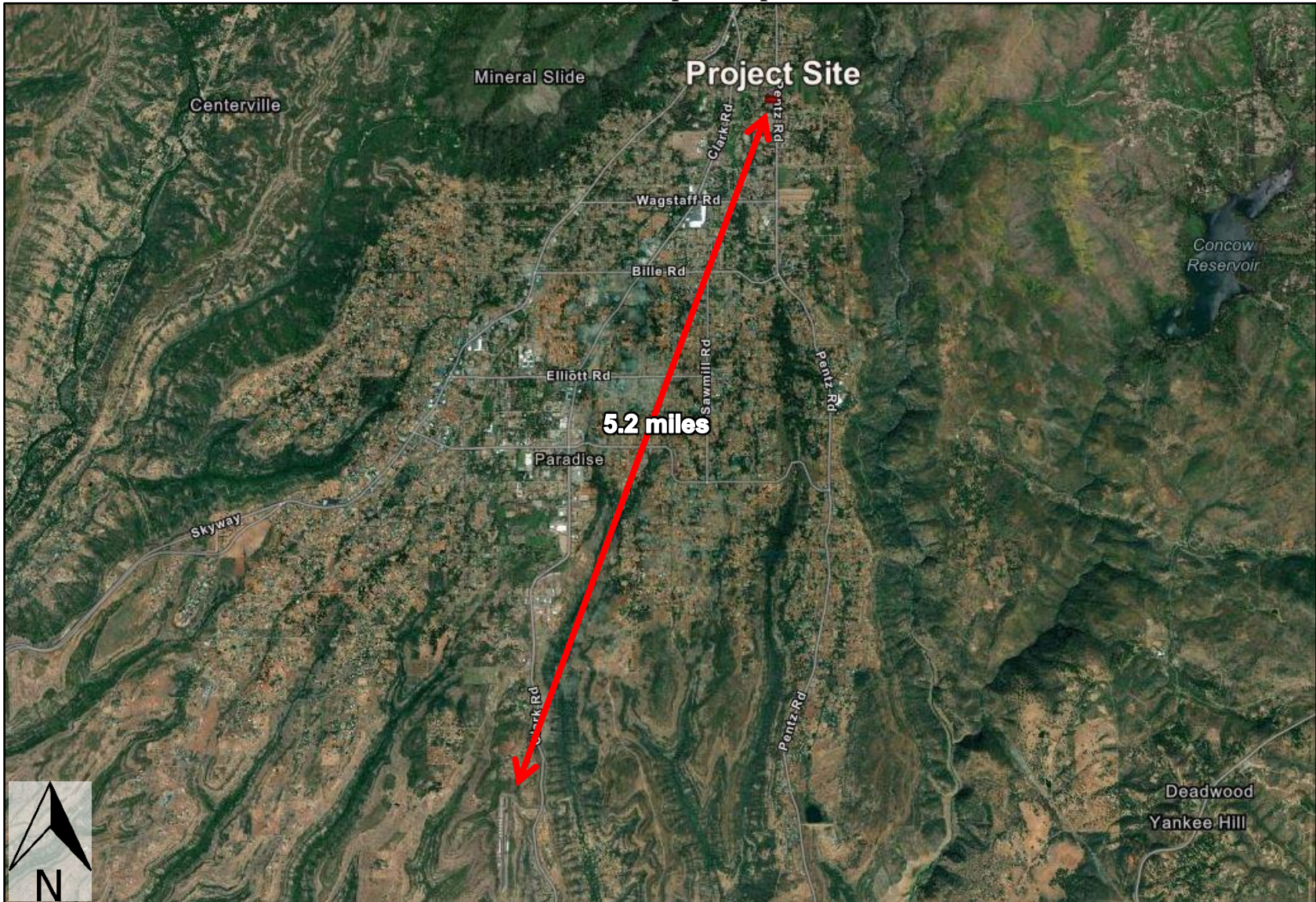
According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06007C0400E, effective January 6, 2011, the entirety of the project site is within Zone X, which is identified as an Area of Minimal Flood Hazard (see Figure 5). Thus, the project site is not located within a Special Flood Hazard Area (SFHA).

The nearest surface water sources to the project site are a freshwater wetland and riverine habitat approximately 650 feet west of the project site, according to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI) (see Figure 6). The NWI classifies the nearby freshwater wetland as PSSA, which denotes that the wetland is palustrine (P), class scrub-shrub (SS), and temporary flooded (A). The riverine habitat is classified as R4SBC, which denotes that the riverine habitat is riverine (R), has a subsystem that is intermittent (4), is classified as Streambed (SB), and is seasonally flooded (C).

The project site is located approximately 113 miles outside of the Coastal Zone Boundary (see Figure 7) and is located approximately 190 miles northwest of the nearest sole source aquifer (SSA), the Fresno Streamflow Source Zone (see Figure 8). The nearest National Wild and Scenic Rivers System (NWSRS) river to the project site is the Feather River, located approximately 17 miles to the southeast (see Figure 9).

⁴ KCE Matrix. *Phase I Environmental Site Assessment Report*. November 14, 2022.

Figure 4
Nearest Airport Map



**Figure 5
FEMA Flood Map**

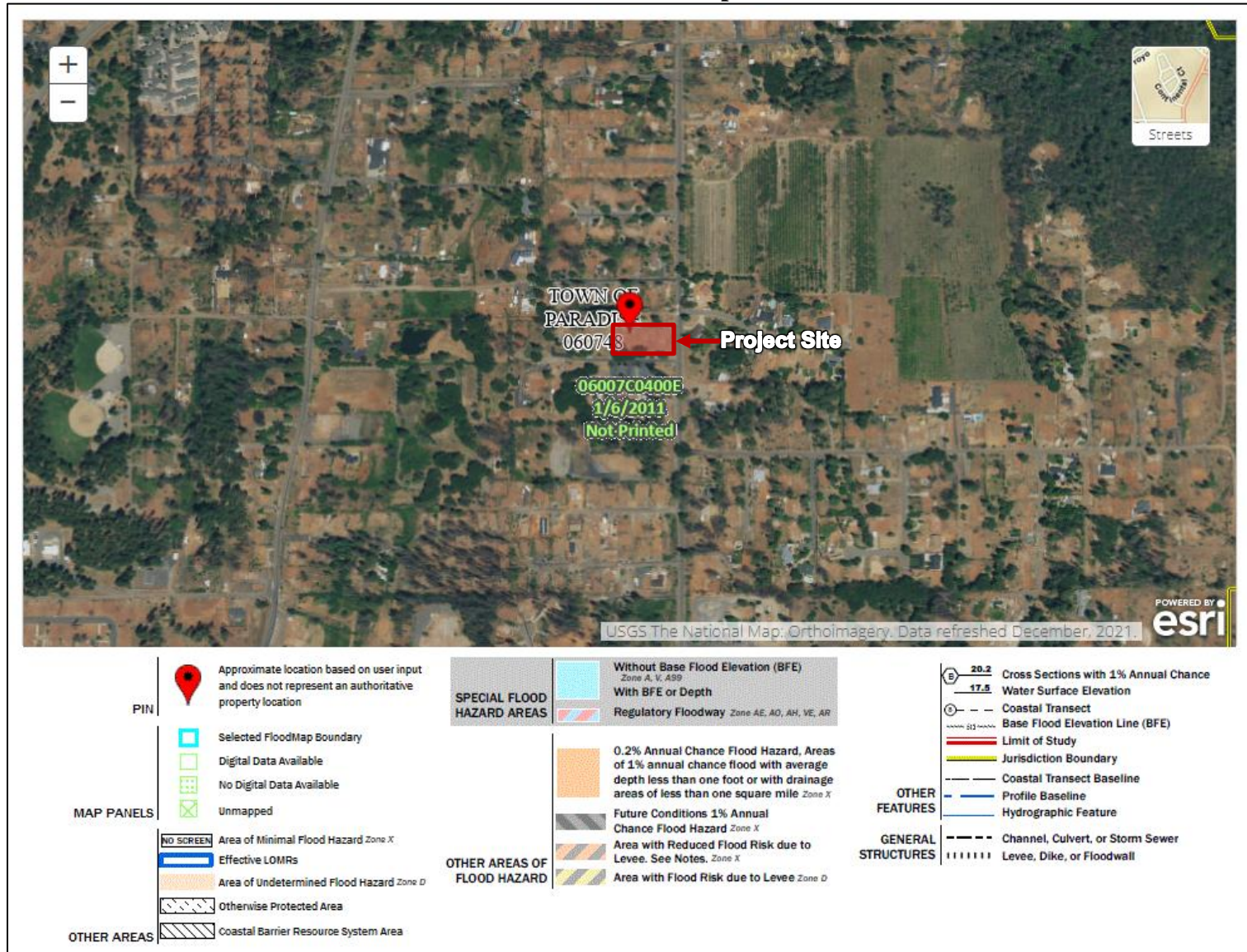
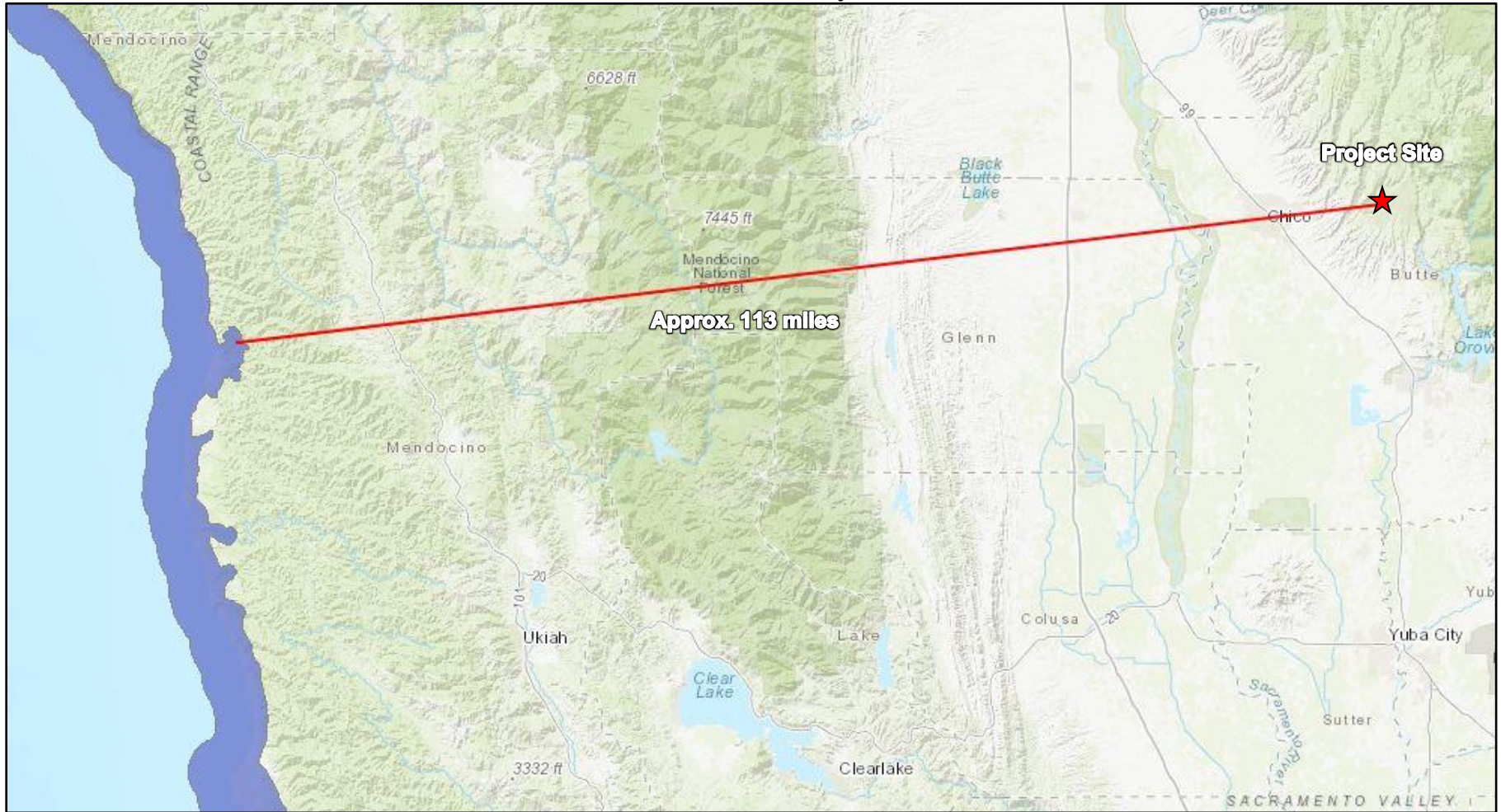


Figure 6
NWI Wetlands Map



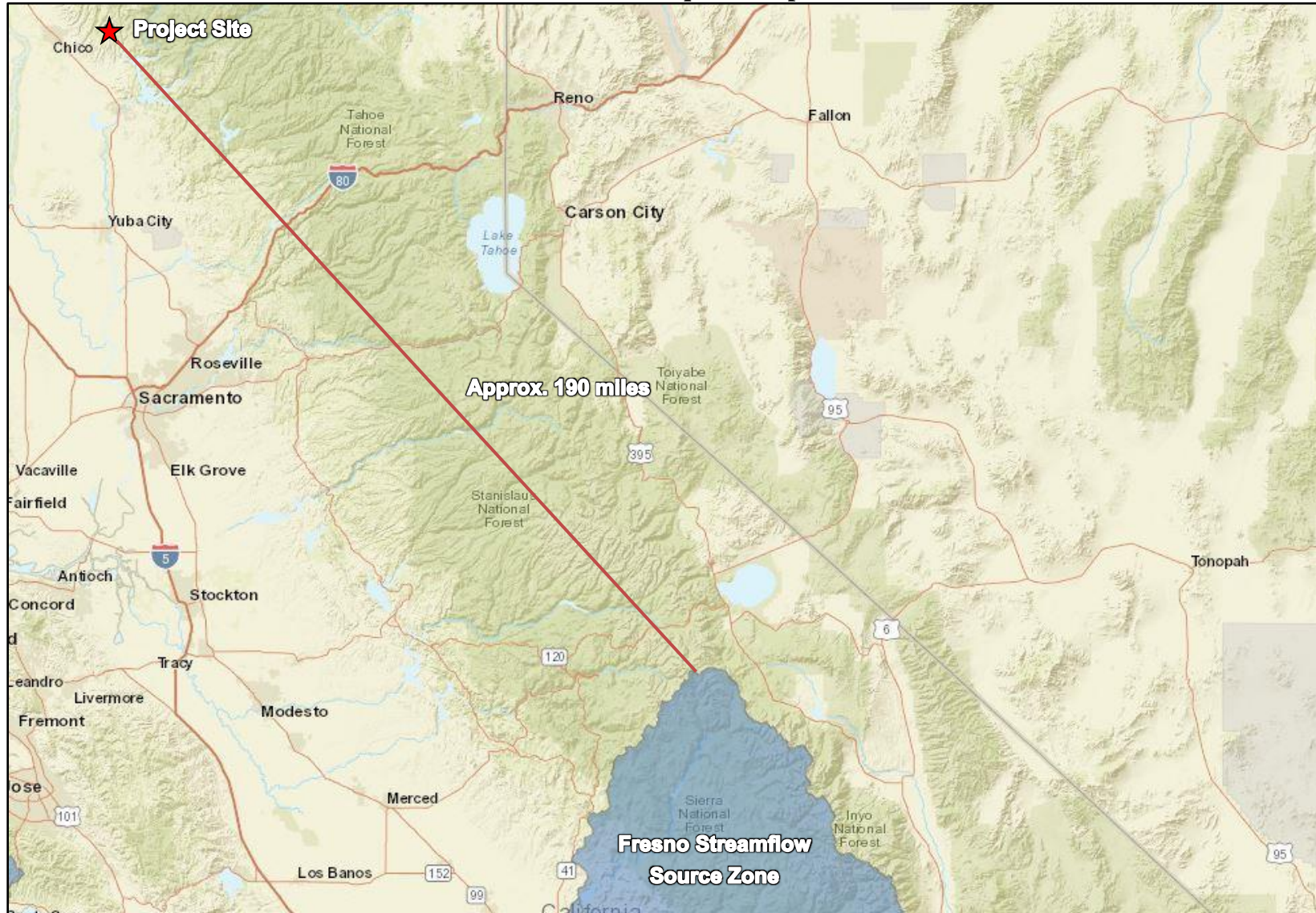
Source: U.S. Fish and Wildlife Service. National Wetlands Inventory. Accessed March 2023.

Figure 7
Coastal Zone Boundary



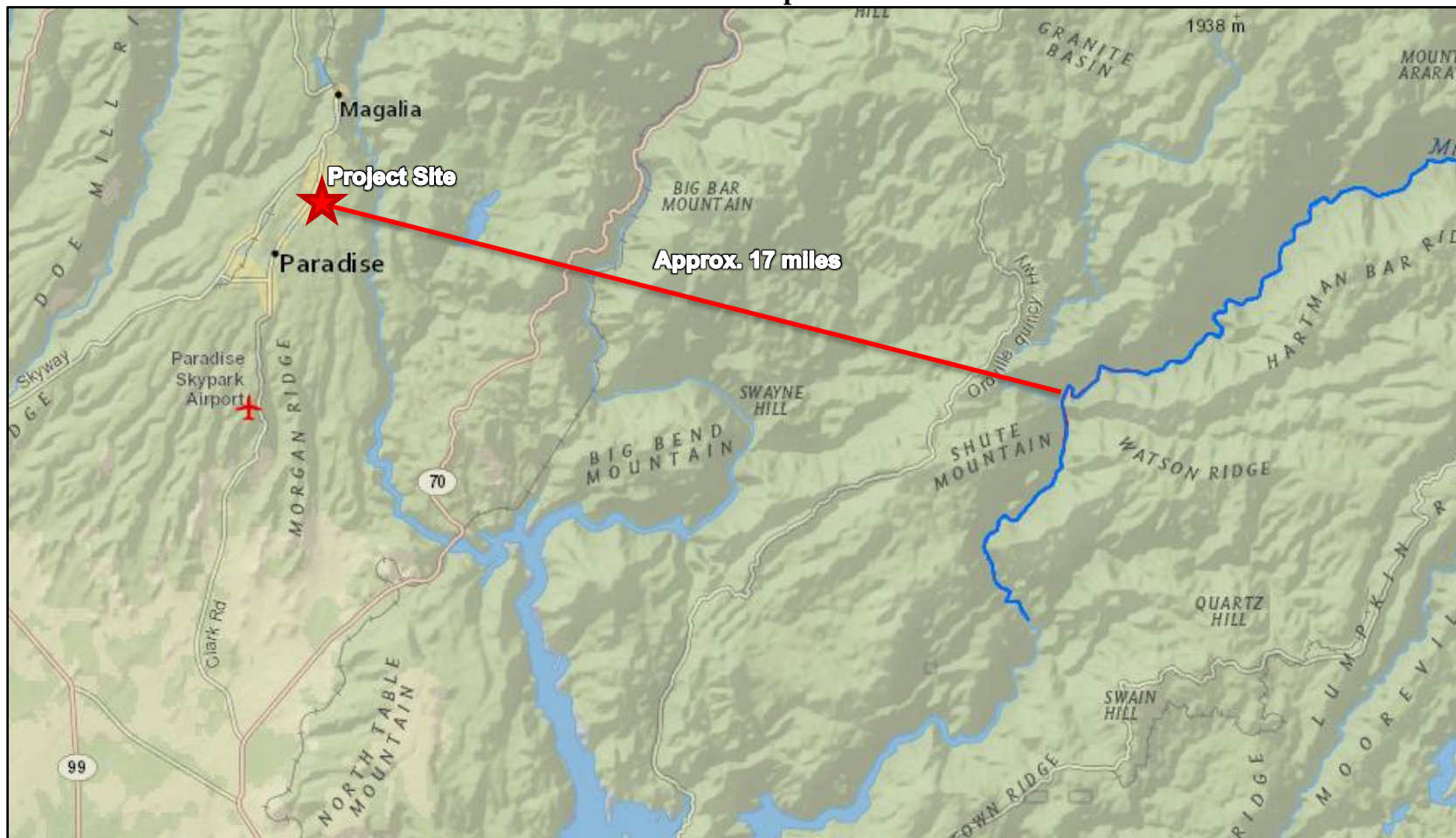
Source: California Department of Fish and Wildlife. BIOS. Accessed March 2023.

Figure 8
Sole Source Aquifer Map



Source: U.S. Environmental Protection Agency. Sole Source Aquifers. Accessed March 2023.

Figure 9
NWSRS Map



Source: US Forest Service, National Wild and Scenic Rivers. Accessed March 2023.

Funding Information

Estimated Total HUD Funded Amount:

\$3,600,000 (CDBG-DR funds), \$250,000 (CDBG-DR Activity Delivery Cost), and \$4,828,320 (Section 8 Project-Based Voucher funds)

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]:

The total development cost is projected to be \$9,354,746, \$3,600,000 of which would be funded through HUD's CDBG-DR program administered through HCD, \$250,000 of which would be funded through CDBG-DR Activity Delivery Costs funds, and \$4,828,320 of which would be funded through HUD's Project-Based Vouchers program. This EA covers the project implementation and activity delivery costs under the CDBG-DR.

Construction Sources of Financing:

Construction Loan:	\$4,151,827
CDBG-DR Loan	\$3,240,000
CDBG-DR Activity Delivery Cost	\$250,000
Deferred Developer Fee:	\$1,090,269
Deferred Costs:	\$92,175
Tax Credit Equity:	\$530,475
Total:	\$9,354,746

Permanent Sources of Financing:

Permanent Loan:	\$200,000
CDBG-DR Loan:	\$3,600,000
CDBG-DR Activity Delivery Cost	\$250,000
Tax Credit Financing:	\$5,304,746
Total:	\$9,354,746

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</p>		
<p>Airport Hazards 24 CFR Part 51 Subpart D</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The nearest public airport to the site is the Paradise Skypark Airport, located approximately 5.2 miles to the south (see Figure 4). Thus, the proposed project is not located within 2,500 feet of a civilian airport. The nearest military airport is the Beale Air Force Base, located approximately 43.62 miles south of the project site. Thus, the proposed project is not located within 15,000 feet of a military airport. Therefore, the project site is not within a Runway Protection Zone/Clear Zone or an Accident Potential Zone, as defined in 24 CFR 51 D. Based on the above, impacts regarding Airport Clear Zones and/or Accident Potential Zones would not occur.</p> <p><u>Document Citation</u></p> <p>Airnav.com. <i>Paradise Skypark Airport</i>. Available at: https://www.airnav.com/airport/CA92. Accessed March 2023. (Appendix F).</p> <p>Airnav.com. <i>Beale Air Force Base</i>. Available at: http://www.airnav.com/airport/BAB. Accessed March 2023. (Appendix F).</p>
<p>Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS), and made these areas ineligible for most new federal expenditures and financial assistance. The Coastal Barrier Improvement Act (CBIA) of 1990 reauthorized the CBRA; expanded the CBRS to include undeveloped coastal barriers along the Florida Keys, Great</p>

		<p>Lakes, Puerto Rico, and U.S. Virgin Islands; and added a new category of coastal barriers to the CBRs called "otherwise protected areas" (OPAs). OPAs are undeveloped coastal barriers that are within the boundaries of an area established under federal, state, or local law, or held by a qualified organization, primarily for wildlife refuge, sanctuary, recreational, or natural resource conservation purposes.</p> <p>The project site is located approximately 113 miles east of the Pacific Ocean and is not located in the vicinity of the Atlantic, Gulf, or Great Lakes coasts or within the areas expanded by the CBIA in 1990 (see Figure 7). Therefore, the proposed project would not be subject to either the CRBA or the CBIA, and conflicts with such would not occur.</p> <p><u>Document Citation</u></p> <p>U.S. Fish & Wildlife Service. <i>Coastal Barrier Resources Act</i>. Available at: https://www.fws.gov/program/coastal-barrier-resources-act. Accessed March 2023. (Appendix F).</p> <p>California Department of Fish and Wildlife. <i>California Department of Fish and Wildlife BIOS</i>. Available at: https://apps.wildlife.ca.gov/bios6/. Accessed March 2023. (Figure 7).</p>
<p>Flood Insurance</p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the FEMA FIRM 06007C0400E effective January 6, 2011, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard. Therefore, the project site is not located within a 100-year floodplain or a SFHA (see Figure 5). Accordingly, the proposed project would not require coverage under the National Flood Insurance Program, and conflicts with the Flood Disaster Protection Act and the Insurance Reform Act would not occur.</p> <p><u>Document Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06007C0400E</i>. Available at: https://msc.fema.gov/portal/home. Accessed March 2023. (Figure 5).</p>

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The project site is located within the jurisdictional boundaries of the Butte County Air Quality Management District (BCAQMD). Pollutants for which air quality standards have been established are called “criteria” air pollutants. Major criteria air pollutants include ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_x) – carbon monoxide (CO), respirable or suspended particulate matter less than 10 microns in diameter (PM₁₀), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}).</p> <p>The BCAQMD is designated non-attainment for the federal and State 8-hour ozone, the State 1-hour ozone, State 24-hour PM₁₀ standards, and State annual PM_{2.5}. It should be noted that PM₁₀ incorporates all fine particulate matter less than 10 microns in diameter and, as a result, PM_{2.5} is accounted for within the BCAQMD PM₁₀ standards, discussed below. The Clean Air Act requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies.</p> <p>Due to the non-attainment designations of the area, the BCAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the ambient air quality standards (AAQS), including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. Adopted BCAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated non-attainment, consistent with applicable air quality plans. By exceeding the BCAQMD’s mass emission thresholds for operational emissions of ROG, NO_x, and PM₁₀, a project would be considered to conflict with or obstruct implementation of the BCAQMD’s air quality planning efforts. The</p>
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BCAQMD’s adopted thresholds of significance for criteria pollutant emissions are presented in Table 1.

Pollutant	Operational	Construction
ROG	25	137
NO _x	25	137
PM ₁₀	80	80

Source: BCAQMD, 2014.

Implementation of the proposed project would contribute to increases of ROG, NO_x, PM₁₀, and other emissions in the area during construction and operations.

The proposed project’s construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2020.4.0 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including construction data, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. Where project-specific data was available, such data was input into the model (e.g., number of residential units, number of parking lot spaces, etc.). The proposed project’s estimated construction and operational emissions are presented in Table 2 and Table 3, respectively. All project modeling results are included as Appendix A.

Pollutant	Project Emissions	Threshold of Significance
ROG	3.69	137
NO _x	27.75	137
PM ₁₀	8.41	80

Sources: CalEEMod, April 2023.

**Table 3
Maximum Unmitigated Operational Emissions
(lbs/day)**

Pollutant	Project Emissions	Threshold of Significance
ROG	34.14	25
NO _x	1.60	25
PM ₁₀	6.47	80

Source: CalEEMod, April 2023.

As shown in the tables above, based on the modeling prepared for the proposed project, construction emissions would not exceed the applicable emissions thresholds of significance. However, while operational emissions of NO_x and PM₁₀ would be below the applicable emissions thresholds of significance, operational emissions would exceed the BCAQMD threshold of significance for ROG emissions. Therefore, Mitigation Measure 1 shall be required to reduce operational ROG emissions below the applicable threshold of significance.

Cumulative Emissions

Due to the dispersive nature and regional sourcing of air pollutants, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

To improve air quality and attain the health-based standards, reductions in emissions are necessary within nonattainment areas. Adopted BCAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. As future attainment of AAQS is a function of successful implementation of BCAQMD's planning efforts, by exceeding the BCAQMD's thresholds for construction or operational emissions, a project could contribute to the region's nonattainment status for ozone and PM emissions and could be considered to conflict with or obstruct implementation of the BCAQMD's air quality planning efforts.

		<p>As discussed above, with implementation of Mitigation Measure 1 the proposed project would result in construction and operational emissions that would be below the applicable BCAQMD thresholds of significance. Therefore, the proposed project would not be considered to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment, and the project's incremental contribution to cumulative emissions would not result in a substantial adverse effect.</p> <p><u>Toxic Air Contaminants</u></p> <p>Toxic Air Contaminants (TACs) are a category of environmental concern as well. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. The California Air Resources Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.</p> <p>The project would not involve long-term operation of any stationary diesel engine or other major on-site source of TACs. In addition, the residential nature of the proposed project would not be expected to generate a substantial number of diesel-fueled vehicles. As an example, the CARB's Handbook includes distribution centers with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The proposed project would not generate 100 diesel truck trips per day. Emissions of DPM resulting from construction-related equipment and vehicles would be temporary, and</p>
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	<p>would be regulated by CARB’s In-Use Off-Road Diesel Vehicle Regulation.</p> <p>According to the CARB Handbook, any project placing sensitive receptors within 500 feet of a high-traffic roadway, defined as an urban roadway experiencing over 100,000 vehicles per day or a rural roadway experiencing over 50,000 vehicles per day, or freeway may have the potential to expose those receptors to DPM. The eastern portion of the project site is located within 500 feet of Pentz Road, which is the highest traffic roadway in the project vicinity. However, according to the Town’s General Plan, at full buildout of the General Plan, traffic volumes along the segment of Pentz that passes the project site (Bille Road to Skyway) would be approximately 6,270 vehicles per day. As a result, Pentz Road does not qualify as a high-traffic roadway per the CARB’s criteria and, as such, risks associated with on-site exposure to DPM from vehicle traffic are not expected.</p> <p>Overall, implementation of the proposed project would not result in substantial emission of TACs and would not site sensitive receptors in an area where such receptors would be exposed to substantial concentrations of TACs.</p> <p>Based on the above, construction of the proposed project would not result in criteria pollutant emissions in excess of the adopted thresholds of significance, nor result in the exposure of sensitive receptors to TACs. Operational emissions would exceed the BCAQMD threshold of significance for ROG emissions. However, Mitigation Measure 1 would reduce operational ROG emissions below the applicable threshold of significance.</p> <p>The primary source of operational ROG emissions from the proposed project would be from wood-burning fireplaces. Therefore, prohibiting the installation of wood-burning fireplaces would result in the reduction of ROG emissions, as shown in Table 4. The maximum mitigated emissions would be below the BCAQMD applicable thresholds of significance. Thus, with implementation of Mitigation Measure 1, impacts related to the Clean Air Act would not occur.</p>
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		<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;">Table 4</th> </tr> <tr> <th colspan="3" style="text-align: center;">Mitigated Operational Emissions (lbs/day)</th> </tr> <tr> <th style="text-align: center;">Pollutant</th> <th style="text-align: center;">Project Emissions</th> <th style="text-align: center;">Threshold of Significance</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">ROG</td> <td style="text-align: center;">1.39</td> <td style="text-align: center;">25</td> </tr> <tr> <td style="text-align: center;">NO_x</td> <td style="text-align: center;">1.33</td> <td style="text-align: center;">25</td> </tr> <tr> <td style="text-align: center;">PM₁₀</td> <td style="text-align: center;">0.85</td> <td style="text-align: center;">80</td> </tr> <tr> <td colspan="3" style="text-align: center;"><i>Source: CalEEMod, April 2023.</i></td> </tr> </tbody> </table> <p><u>Conclusion</u></p> <p>Based on the above, implementation of the proposed project would not result in any conflicts related to the Clean Air Act.</p> <p><i>Mitigation Measure 1: Prior to issuance of building permits for the proposed project, the project applicant shall demonstrate via project design and/or notation included on project design that wood-burning fireplaces are prohibited. Conformance with the foregoing requirement shall be confirmed through review and approval of building permit plans by the Town of Paradise Community Development Department.</i></p> <p><u>Documentation Citation</u></p> <p>Butte County Air Quality Management District. <i>CEQA Air Quality Handbook: Guidelines for Assessing Air Quality and Greenhouse Gas Impacts for Projects Subject to CEQA Review</i>. October 23, 2014. (Appendix F).</p> <p>California Air Resources Board. <i>Air Quality and Land Use Handbook: A Community Health Perspective</i>. April 2005. (Appendix F).</p> <p>CalEEMod. <i>Northwind Senior Apartments Project</i>. April 2023. (Appendix A).</p> <p>Town of Paradise. <i>Town of Paradise General Plan</i>. January 2008. (Appendix F).</p>	Table 4			Mitigated Operational Emissions (lbs/day)			Pollutant	Project Emissions	Threshold of Significance	ROG	1.39	25	NO _x	1.33	25	PM ₁₀	0.85	80	<i>Source: CalEEMod, April 2023.</i>		
Table 4																							
Mitigated Operational Emissions (lbs/day)																							
Pollutant	Project Emissions	Threshold of Significance																					
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NO _x	1.33	25																					
PM ₁₀	0.85	80																					
<i>Source: CalEEMod, April 2023.</i>																							
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Coastal Zone Management Act Section 1453, Definitions, defines the term “coastal zone” as “...the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters therein and thereunder), strongly influenced by each other and in proximity to the shorelines of the several coastal states, and includes islands, transitional</p>																					

		<p>and intertidal areas, salt marshes, wetlands, and beaches...” and extending “...inland from the shorelines only to the extent necessary to control shorelands, the uses of which have a direct and significant impact on the coastal waters, and to control those geographical areas which are likely to be affected by or vulnerable to sea level rise.”</p> <p>As shown in Figure 7, the project site is located outside of the Coastal Zone Boundary. The proposed project would not involve any operations that would increase the potential to degrade water quality downstream and have a negative effect on the Coastal Zone. Therefore, implementation of the proposed project would not affect a Coastal Zone, and impacts related to the Coastal Zone Management Act would not occur.</p> <p><u>Document Citation</u></p> <p>California Department of Fish and Wildlife. <i>California Department of Fish and Wildlife BIOS</i>. Available at: https://apps.wildlife.ca.gov/bios6/. Accessed March 2023. (Figure 7).</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>HUD policy, as described in Section 50.3(i) and Section 58.5(i)(2), states the following:</p> <p>(1)... all property proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gasses, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended utilization of the property.</p> <p>(2) HUD environmental review of multifamily and non-residential properties shall include evaluation of previous uses of the site and other evidence of contamination on or near the site, to assure that occupants of proposed sites are not adversely affected by the hazards.</p> <p>(3) Particular attention should be given to any proposed site on or in the general proximity of such areas as dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous wastes.</p> <p>(4) The responsible entity shall use current techniques by qualified professionals to undertake investigations determined necessary...</p> <p>Sites known or suspected to be contaminated by toxic chemicals or radioactive materials include,</p>

	<p>but are not limited to, sites: (i) listed on an Environmental Protection Agency (EPA) Superfund National Priorities or CERCLA List, or equivalent State list; (ii) located within 3,000 feet of a toxic or solid waste landfill site; or (iii) with an underground storage tank (UST) (which is not a residential fuel tank).</p> <p>The project site was developed with a single-family residence and barn structure in approximately 1940. The barn structure was demolished in 1996, and the residence was demolished in 2006. Since 2006, the project site has remained undeveloped. In 2021, construction firm Fiberco General Engineering Contractors, Inc. began to use the project site as a temporary storage and staging site.</p> <p>A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by KCE Matrix, Inc. for the purposes of identifying recognized environmental conditions (RECs), controlled RECs (CRECs), historical RECs (HRECs), and/or de minimis conditions associated with the project site. A REC is defined by ASTM International as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A CREC is defined as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. A HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A de minimis condition is a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the</p>
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	<p>attention of appropriate governmental agencies. De minimis conditions are not considered to be RECs or CRECs.</p> <p>The Phase I ESA’s evaluation of the project site included a records review to identify potential RECs, CRECs, and/or HRECs, including an evaluation of physical setting and environmental records, information regarding fuel storage and waste management activities, liens and use restrictions, accidental spills and releases, leaking USTs, surrounding waste management activities, hazardous waste cleanup sites, previously regulated hazardous waste sites, the California Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Sites (Cortese) list of known contaminated sites, historical use information, and current uses of the property.</p> <p>As part of the Phase I ESA, a request was sent to DTSC to confirm if USTs, Hazardous Materials (HAZMAT), and/or associated environmental assessments or remediation documentation have been identified in association with the project site. Pursuant to the DTSC’s response on October 26, 2022, the project site is not identified by such records. Thus, listed contaminated sites do not occur on-site.</p> <p>In addition, as part of the Phase I ESA, KCE Matrix Inc. conducted a Vapor Encroachment Screen (VES) for the project site based on the ASTM E2600-10 guideline. The goal of conducting a VES, as established by the ASTM, is to identify a potential Vapor Encroachment Condition (VEC) for the subject property, which is defined as the presence of Chemicals of Concern (COC) vapors in the subsurface of the project site caused by the release of vapors from contaminated soil or groundwater.</p> <p>Based on the previous use of the project site for agriculture and the current use of the site as a storage and staging area for a construction firm, a VEC originating from the site could not be ruled out. In addition, immediately adjacent properties were used for agricultural purposes from at least 1952 through 1975. Based on the immediate proximity of past agricultural use over an extended period of time, a VEC</p>
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	<p>originating from other nearby sites could not be ruled out for the subject property.</p> <p>One site in the general vicinity of the project site, Noble Orchard located at 7050 Pentz Road, was identified and evaluated as a potential hazardous waste generator during the VES. The Noble Orchard site has contained one UST with a capacity of 1,000 gallons used for diesel. Based on reconnaissance of the site vicinity and research performed for the investigation, KCE Matrix did not discover or observe indications of potential migration of contamination from Noble Orchard to the project site.</p> <p>The Phase I ESA identified evidence of a REC related to the project site’s historic agricultural use. KCE Matrix recommended that a subsurface environmental assessment be conducted to determine if the site had been impacted by the former use of pesticides and to assess any potential impact from metals such as arsenic. KCE Matrix further recommended the subsurface assessment be conducted in a manner to address potential VECs.</p> <p>The Phase I ESA further identified one environmental concern associated with the use of the project site as a storage and staging area. During site reconnaissance, KCE Matrix observed various small quantities of what appear to be hazardous materials along with various equipment stored at the site and not all such materials appeared to be stored with secondary containment and in a fashion so as to minimize any potential impact to the surface and subsurface soil. As such, the Phase I ESA recommended that all hazardous materials and equipment be stored in a manner so as to eliminate any potential unauthorized release of hazardous materials at the project site.</p> <p>Subsequently, KCE Matrix prepared a Subsurface Environmental Site Assessment Report to further evaluate the conditions identified in the Phase I ESA. The report included a subsurface analysis of the soil conditions at the project site. Twelve soil borings were sampled from the site and analyzed for Organochlorine Pesticides (OCPs) as defined by the EPA. Five of the 21 OCP constituents were</p>
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	<p>identified in the soil borings; however, the analysis indicated four of the five OCP constituents were present in concentrations below the Tier 1 Environmental Screening Level (ESL), as established by the Regional Water Quality Control Board (RWQCB). The ESLs are considered conservative. The risk to human health and the environment is considered insignificant where concentrations of chemicals of concern do not exceed established ESLs.</p> <p>One of the OCP constituents known as 4,4'-DDT, was found at concentrations above the Tier 1 ESL, but less than the Tier 2 ESL. Additionally, in comparison to the residential Direct Exposure Human Health Risk ESL for 4,4'-DDT, the concentration found in soil borings is significantly less. In addition, the 12 soil borings were also analyzed for concentrations of arsenic. One soil sample indicated a concentration of arsenic at 6.5 milligrams per kilogram (mg/Kg), which is less than the DTSC ambient screening level of 12 mg/Kg. The remaining 11 soil samples did not contain detectable concentrations of arsenic. Therefore, KCE Matrix concluded that, with regard to the REC identified in the Phase I ESA, all concentrations of contaminants were less than the applicable ESL and further assessment or remediation of the project site is not necessary.</p> <p>As part of the Subsurface Environmental Site Assessment Report, KCE Matrix also sampled and analyzed the on-site soil for hazardous materials associated with the use of the site as a storage and staging area. Six soil borings were drilled and sampled on-site to a depth of four feet below ground surface (bgs). The six soil samples collected at a depth of two feet bgs from the six exploratory boring were selected and analyzed for Volatile Organic Compounds (VOCs) and Total Petroleum Hydrocarbon – Gasoline Range Organics (THP-GRO) according to applicable EPA standards. VOCs were not detected in any of the soil samples, and are, therefore, less than the Tier 1 ESLs.</p> <p>Title 22 of the California Code of Regulations includes a list of 17 heavy metals and the acceptable ESL for each metal. The Subsurface Environmental Site Assessment Report also</p>
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		<p>included analysis of the soil samples for the heavy metals identified in Title 22. Various concentrations of metals were detected in all six soil samples. The samples did not contain detectable concentrations for seven of the 17 Title 22 metals. Eight of the 17 Title 22 metals were detected at concentrations less than the most conservative Tier 1 ESL. The two remaining Title 22 metals that were detected in the soil samples are Cadmium and Vanadium.</p> <p>The six soil samples exhibited concentrations of Cadmium ranging between 4.6 mg/Kg and 5.3 mg/Kg, which are greater than the Tier 1 and Tier 2 ESLs of 1.9 mg/Kg. However, the concentration found in the soil samples is well below the residential Direct Exposure Human Health Risk ESL for Cadmium of 78 mg/Kg.</p> <p>Concentrations of Vanadium were found in the soil samples ranging from 140 mg/Kg and 157 mg/Kg, which are greater than the Tier 1 and Tier 2 ESLs of 18 mg/Kg. However, the concentration found in the soil samples is well below the residential Direct Exposure Human Health Risk ESL for Vanadium of 390 mg/Kg.</p> <p>With regard to the environmental concern identified in the Phase I ESA, the report concluded that concentrations of the contaminants of concern are less than the applicable ESLs and further assessment or remediations is not necessary.</p> <p>The Subsurface Environmental Site Assessment Report also included vapor analysis of the soil samples to assess potential VECs. Vapor levels were indicated below the ESL, and KCE Matrix determined that further analysis was not necessary.</p> <p>Based on the above, the project site and its surroundings do not contain concentrations of contaminants greater than the applicable ESL. Therefore, the proposed project would be consistent with HUD policy, as described in 24 CFR Part 50.3(i) and 24 CFR 58.5(i)(2), and the project would not result in impacts related to contamination and toxic substances.</p>
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<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Endangered Species Act of 1973, as amended, and its implementing regulations were designed to protect and recover species in danger of extinction and the ecosystems that they depend upon. When passed, the Endangered Species Act spoke specifically to the value of conserving species for future generations. In passing the Endangered Species Act, Congress recognized another key fact that subsequent scientific understanding has only confirmed: the best way to protect species is to conserve their habitat.</p> <p>The USFWS offers consultation on threatened and endangered wildlife and plant species, as well as critical habitats, on a project-by-project basis. According to the USFWS Environmental Conservation Online System (ECOS), the nearest critical habitat area to the project site is California red-legged frog habitat located approximately 8.5 miles to the east of the project site. Thus, the project site is not located in close proximity to any identified critical habitat, and implementation of the proposed project would not destroy or modify any critical habitat.</p> <p>The USFWS offers consultation on threatened and endangered wildlife and plant species, as well as critical habitats, on a project-by-project basis. According to the USFWS ECOS Information for Planning and Consultation (IPaC), the following species could be affected by project activities: California spotted owl; California red-legged frog (CRLF); foothill yellow-legged frog; monarch butterfly; and conservancy fairy shrimp. The IPaC query additionally concluded that critical habitat is not available on-site.</p> <p>In addition, a query of the California Natural Diversity Database (CNDDDB) was conducted to further ascertain the potential for plant or wildlife species protected under the Endangered Species Act to occur within the project region. Based on</p>

	<p>the results of the search, two plant species (Hoover’s spurge and Greene’s tuctoria) and five wildlife species (valley elderberry longhorn beetle, vernal pool tadpole shrimp, steelhead trout, chinook salmon, and CRLF) that are protected by the Endangered Species Act are known to occur in the project area.</p> <p>The CNDDDB identifies vernal pools, wetlands, or aquatic features as the ideal habitat for Hoover’s spurge, Greene’s tuctoria, vernal pool tadpole shrimp, steelhead trout, chinook salmon, and California red-legged frog. The valley elderberry longhorn beetle requires riparian scrub habitat. None of the aforementioned habitats exist on or within the vicinity of the project site. Additionally, the region has recently undergone significant disturbance as a result of the 2018 Camp Fire. Finally, the project site has been used as a temporary storage and staging area for construction equipment since 2021, which substantially limits the site’s ability to contain habitat necessary for accommodating protected plant and wildlife species. Therefore, the species listed above are reasonably found to not occur within the project site. It should be noted that the federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds without prior authorization by the Department of the Interior. Potential impacts related to the MBTA are discussed further under the Vegetation, Wildlife section of this Environmental Assessment.</p> <p>Based on the above, implementation of the proposed project would not result in any conflicts with the Endangered Species Act.</p> <p><u>Document Citation</u></p> <p>U.S. Fish & Wildlife Service. <i>Untitled Map</i>. Available at: https://www.arcgis.com/apps/mapviewer/index.html?url=https://services.arcgis.com/QVENGdaPbd4LUkLV/ArcGIS/rest/services/USFWS_Critical_Habitat/FeatureServer&source=sd. Accessed April 2023. (Appendix F).</p> <p>U.S. Fish & Wildlife Service. <i>IPaC: Information for Planning and Consultation</i>. Available at:</p>
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<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>Regulations set forth in 24 CFR Part 51 Subpart C require HUD-assisted projects to be separated from hazardous facilities that store, handle, or process hazardous substances by a distance based on the contents and volume of the facilities' aboveground storage tank (AST), or to implement mitigation measures. The requisite distances are necessary, because project sites that are too close to facilities handling, storing, or processing conventional fuels, hazardous gases, or chemicals of an explosive or flammable nature may expose occupants or end-users of a project to the risk of injury in the event of a fire or an explosion.</p> <p>With respect to surrounding existing land uses that could potentially contain ASTs, the California Environmental Protection Agency (CalEPA) Regulated Site Portal combines data about environmentally regulated facilities and sites throughout the State to provide a transparent, comprehensive view of regulated activities statewide through data on hazardous waste and materials, State and federal cleanups, impacted ground and surface waters, and toxic releases. According to the CalEPA Regulated Site Portal, ASTs are not present within one mile of the project site. Therefore, AST facilities would not pose the risk of injury in the event of a fire or an explosion to residents of the project site.</p> <p>As mentioned in the Contamination and Toxic Substances section of this EA, a search of the DTSC's Cortese list was conducted for the project site as part of the Phase I ESA. Based on the search results, hazardous materials sites compiled pursuant to Government Code Section 65962.5 do not exist on the project site or the one-mile radius surrounding the project site. Because the proposed project would be a residential land use, the proposed project would not include explosive or flammable hazardous</p>

		<p>facilities or the handling, transport, use, or storage of explosive or flammable hazardous materials.</p> <p>Based on the above, the proposed project would not result in impacts associated with siting HUD-assisted projects near explosive and flammable hazards, as regulated by 24 CFR Part 51 Subpart C.</p> <p><u>Document Citation</u></p> <p>California Environmental Protection Agency. <i>CalEPA Regulated Site Portal</i>. Available at: https://siteportal.calepa.ca.gov/nsite/map/measurement/filters. Accessed April 2023. (Appendix F).</p> <p>KCE Matrix. <i>Phase I Environmental Site Assessment Report</i>. November 14, 2022. (Appendix B).</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Pursuant to the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is designated as Urban and Built-up Land. Urban and Built-up Land is defined as “occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.”</p> <p>Therefore, Important Farmland, including Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, does not occur on-site and would not be converted to different land uses. Thus, an impact related to the Farmland Protection Policy Act of 1981 would not occur.</p> <p><u>Document Citation</u></p> <p>California Department of Conservation. <i>California Important Farmland Finder</i>. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed March 2023. (Appendix F).</p>
<p>Floodplain Management</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>As noted previously, according to the FEMA FIRM 06007C0400E, the entirety of the project site is within Zone X, identified as an Area of</p>

<p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>		<p>Minimal Flood Hazard (see Figure 5). Because the project site is not located within a FEMA SFHA, impacts related to Executive Order 11988, Floodplain Management would not occur.</p> <p><u>Document Citation</u></p> <p>Federal Emergency Management Agency. <i>Flood Insurance Rate Map 06007C0400E</i>. Available at: https://msc.fema.gov/portal/home. Accessed March 2023. (Figure 5).</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>An assisted living facility was previously proposed at the project site in 2012. As part of the previous project analysis, an Archeological Survey was prepared for the project site by Sean Jenson Archeological Consulting (see Appendix D). The following discussion is primarily based on the Archeological Survey previously prepared for the project site in 2012.</p> <p>The Northeast Information Center (NEIC) reviewed records to determine if any known cultural resources exist in the vicinity of the project site, or if such resources are likely to be discovered at the site. NEIC’s search determined that two known archeological resources and six historic sites occur within the project vicinity. However, the project site does not contain known resources. Nevertheless, due to the sensitivity of the surrounding area for archeological resources, the records search concluded that the project site could contain unrecorded historic and archaeological resources, and recommended a pedestrian survey be conducted of the site by a professional archeologist.</p> <p>Based on the NEIC recommendations, a site-specific field survey was conducted for the project site on April 28, 2012, by Sean Jensen Archaeological Consulting. Evidence of prehistoric activity or early historic use was not identified during the field survey. In addition, according to the Archeological Survey, the project site has been previously subject to intensive past disturbance as a result of past residential construction and subsequent demolition. Nonetheless, the possibility exists that unknown resources could be encountered below the ground surface during ground-disturbing activities.</p>

		<p>With respect to tribal cultural resources, a record search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the project site and returned negative results, indicating that tribal cultural resources are not known to exist on or near the project site.</p> <p>Pursuant to Section 106 of the National Historic Preservation Act, project notification letters were submitted on February 23, 2023 to representatives of the following tribes: Berry Creek Rancheria of Maidu Indians, Estom Yumeka Maidu Tribe of the Enterprise Rancheria, Greenville Rancheria of Maidu Indians, KonKow Valley Band of Maidu, Mechoopda Indian Tribe, Mooretown Rancheria of Maidu Indians, Tsi Akim Maidu, and the Nevada City Rancheria Nisenan Tribe. None of the notified tribes requested consultation within the response period.</p> <p>A letter requesting review of the findings of the historic records search was submitted to the State Historic Preservation Officer (SHPO) for the proposed project on March 27, 2023. A response letter from SHPO was not received within the 30-day review period. Pursuant to 36 CFR Part 800.3(c)(4), Failure of the SHPO/THPO to respond, the Town may continue to the next step of the Section 106 process, and it is presumed that historical properties and/or cultural resources would not be affected by the proposed project.</p> <p>Overall, known historic and archaeological resources, including tribal cultural resources, do not occur on-site. Nonetheless, because the potential exists for the proposed project to result in the discovery of previously unrecorded cultural resources at the project site, Mitigation Measure 2 and Mitigation Measure 3 shall be required. Mitigation Measures 2 and 3 include provisions to ensure potentially significant resources inadvertently encountered during project ground-disturbing activities, including human remains, are protected in accordance with applicable regulations. Thus, with implementation of Mitigation Measures 2 and 3, conflicts with the National Historic Preservation Act would not occur.</p>
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	<p><i><u>Mitigation Measure 2:</u> In the event that a cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease. The contractor shall immediately notify the Town of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find, including its eligibility for the National Register, and recording, protecting, or curating the discovery, as appropriate. The applicant shall notify the NAHC and all appropriate Native American tribes, if the archaeologist finds the potential for the discovery to be associated with Native American culture, who will evaluate the discovery for religious and cultural significance. Work shall remain suspended within 100 feet of the find until the resource is evaluated, which shall occur within one day, but no more than two days, of the find. Recommendations of the treatment of resources made by traditionally or culturally affiliated Native American tribes shall be documented in the project record. For any recommendations made by traditionally and culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed shall be provided in the project record. The archaeologist shall be required to submit to the Town for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.</i></p> <p><i><u>Mitigation Measure 3:</u> During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted in the immediate vicinity of the find. Tribes that are geographically and culturally affiliated with the area will also be contacted to assess if the find is a tribal cultural resource and provide appropriate treatment measures to the Town. The County Coroner, project applicant, and the Town shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially</i></p>
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		<p><i>significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist and Native American representative determine that the remains are non-significant or non-cultural in origin, or is not a tribal cultural resource, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished.</i></p> <p><i>If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the NAHC shall be contacted to designate appropriate representatives of the local Native American community, who also should be contacted about their concerns.</i></p> <p><u>Document Citation</u></p> <p>Sean Jensen Archaeological Consulting. <i>Archaeological Survey, 6983 Pentz Road Development Project</i>. April 30, 2012. (Appendix D).</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to HUD’s noise standards set forth in 24 CFR Part 51, Subpart B, all sites whose environmental or community noise exposure exceeds the day night average sound level (DNL) of 65 decibels (dB) are considered noise-impacted areas. For proposed new construction in high-noise areas, the project must incorporate noise mitigation features. Consideration of noise also applies to the acquisition of undeveloped land and existing development. In addition, HUD establishes an interior noise level standard of 45 dB.</p> <p>Currently, the noise environment in the project vicinity is defined primarily by noise generated by nearby vehicle traffic. The nearest roadway segment to the project site for which the City has estimated Average Daily Traffic (ADT) volumes is Pentz Road, which bounds the eastern property</p>

	<p>line of the site. According to the Town of Paradise General Plan, the road has an ADT of 4,910. Pursuant to the HUD Day/Night Noise Level Calculator, noise at the project site generated by traffic traveling along Pentz Road would be 68 dB DNL, which would be above the 65 dB DNL standard. However, at the time of the Paradise General Plan's preparation, which was amended in 2008, the Town had a population of 26,000. As discussed further in the Demographic Character Changes and Displacement section of this Environmental Assessment, the 2018 Camp Fire substantially reduced the Town of Paradise population from previous levels. According to current U.S. Census population estimates, the Town population is 6,516, which is 25 percent of the population total presented in the Paradise General Plan. Applying such a percentage to the volume of daily vehicles on Pentz Road would result in an ADT of 1,228. Based on an ADT of 1,228 and calculations by the HUD Day/Night Noise Level Calculator, noise at the project site from vehicles traveling along Pentz Road would be 62 dB DNL. Thus, noise generated by vehicles traveling along Pentz Road would be below the 65 dB DNL standard.</p> <p>Additionally, HUD guidance necessitates providing a projection of noise exposure representative of at least 10 years into the future, which requires an associated projection of ADT volumes 10 years into the future. As previously discussed, the 2018 Camp Fire reduced the Town population reduction. Based on current U.S. population estimates, this Environmental Assessment reasonably assumes Pentz Road currently has an ADT of 1,228. Additionally, according to the U.S. Census, the Town had an estimated population of 26,451 in 2000. By 2018, the Town's population increased to 26,543, which represents an approximately 0.35 percent increase. Thus, a 0.35 percent increase to current ADT volumes would be a reasonable assumption for estimating ADT volumes at least 10 years into the future. Applying a 0.35 percent increase to the 1,228 ADT estimated for current vehicle trips along Pentz Road results in an ADT of 1,232 projected to occur at least 10 years into the future along Pentz Road. Based on such estimates and calculations by the HUD Day/Night Noise Level Calculator, future noise at the project site from</p>
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	<p>vehicles traveling along Pentz Road would be 62 dB DNL. Thus, future noise generated by vehicles traveling along Pentz Road would be below the 65 dB DNL standard.</p> <p>With respect to railroad noise, the project site is not located 3,000 feet of an active railroad. In regard to airport noise, the closest military airfield is the Beale Air Force Base, located approximately 43.62 miles south of the project site, while the closest civilian airport is the Paradise Skypark Airport, located approximately 5.2 miles to the south. According to the Butte County Airport Land Use Compatibility Plan, the project site is outside of the Paradise Skypark Airport Influence Area, and well outside of the 55 dB noise contour. According to the Town of Paradise General Plan, single-family residential and institutional land uses such as schools, hospitals, convalescent homes, and other inpatient health care facilities are not permitted within 55 dB Ldn contour. As such, the proposed project would be consistent with the Town's General Plan.</p> <p>With respect to noise generated during project construction, as discussed in the Hazards and Nuisances section of this Environmental Assessment, Section 9.18. of the Town of Paradise Code of Ordinances provides that generally, it is unlawful for any person to willfully or negligently make or continue, or cause to be made or continued, any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. Considering that residential projects do not typically generate operational noise, operation of the proposed project would be consistent with Section 9.18. of the Town of Paradise Code of Ordinances. Construction of the proposed project would result in temporarily increased noise levels, which could temporarily cause loud or unusual noise. However, Section 9.18.160 of the Town's Code of Ordinances restricts construction, drilling, repair, alteration, or demolition work to the hours of 6:00 AM to 7:00 PM on weekdays and prohibits such activities on weekends. Furthermore, construction activities would be temporary and</p>
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		<p>would occur in different areas of the project footprint, at different times. As such, noise levels experienced at the nearest sensitive receptor would be attenuated during times that construction activities occur further away from the receptor. Based on the above, impacts related to noise would not occur during project construction.</p> <p>Based on the above, the proposed project would not be sited within proximity to noise sources that would result in noise at the project site above HUD’s acceptable noise level. Therefore, project impacts related to the Noise Control Act of 1972 would not occur.</p> <p><u>Document Citation</u></p> <p>Butte County. <i>Butte County Airport Land Use Compatibility Plan</i>. November 15, 2017. (Appendix F).</p> <p>Butte County. <i>Butte County General Plan 2040 Draft EIR</i> [Figure 5.13-9]. January 2023. (Appendix F).</p> <p>Town of Paradise. <i>Town of Paradise General Plan</i>. [pg. 4-39 to 4-43; pg. 4-42 to 4-43]. Amended January 2008. (Appendix F).</p> <p>U.S. Department of Housing and Urban Development. <i>DNL Calculator</i>. Available at: https://www.hudexchange.info/programs/environmental-review/dnl-calculator/. Accessed October 2023. (Appendix F).</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424e; 40 CFR Part 149</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>As shown in Figure 8, the project site is not located within an area designated by the EPA as being supported by an SSA. The project site is located approximately 190 miles from the nearest boundary of a designated sole source aquifer region (Fresno Sourceflow Stream Zone SSA). Because the project site is not within the vicinity of a region that depends solely on an aquifer for access to water, or located within a sole source aquifer recharge area, the proposed project would not have the potential to impact a sole source aquifer. Therefore, impacts to the Safe Drinking Water Act of 1974, as amended, would not occur.</p>

		<p><u>Document Citation</u></p> <p>U.S. Environmental Protection Agency. <i>Sole Source Aquifers</i>. Available at: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b. Accessed March 2023. (Figure 8).</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the EPA, wetlands are characterized by hydrology, soils, and vegetation. Pursuant to the NWI, the nearest surface water source to the project site is a freshwater wetland approximately 650 feet west of the project site. The NWI classifies the nearby freshwater wetland as PSSA, which denotes that the wetland is palustrine (P), class scrub-shrub (SS), and temporary flooded (A).</p> <p>Based on the substantial distance between the nearest pond and the project site, construction or operation of the proposed project would not result in a substantial adverse effect to protected wetlands. Therefore, the proposed project would not conflict with Executive Order 11990.</p> <p><u>Document Citation</u></p> <p>U.S. Fish & Wildlife Service. <i>National Wetlands Inventory</i>. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed March 2023. (Figure 6).</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Designated Wild and Scenic Rivers do not occur on the project site. The nearest Wild and Scenic River to the project site is the Feather River, which is located approximately 17 miles southeast of the site. Because the project site is not within the vicinity of a Wild and Scenic River, implementation of the proposed project would not conflict with the Wild and Scenic Rivers Act 1968.</p> <p><u>Document Citation</u></p> <p>U.S. Forest Service, National Park Service, Bureau of Land Management and the Fish and Wildlife Service. <i>National Wild and Scenic Rivers System</i>. Available at: https://www.rivers.gov/40alifornia.php. Accessed March 2023. (Appendix F).</p>

ENVIRONMENTAL JUSTICE

<p>Environmental Justice</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Environmental justice means ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations requires certain federal agencies, including HUD, to consider how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.</p>
<p>Executive Order 12898</p>		<p>The proposed project would help fulfill the need for affordable housing in the Town of Paradise by providing 21 units reserved for income-qualified senior residents, which would be a benefit to a recovering community. Prior to Town approval of the proposed project, a public hearing would be held where any concerns of the public and vulnerable populations could be heard. At the Town’s discretion, valid concerns, if any, could be incorporated into conditions of approval that might be required to reduce any potentially adverse environmental impacts to a level of insignificance. In addition, the proposed project is consistent with the existing land use and zoning designations for the site.</p>
		<p>The project site is not located near industrial or other land uses that could potentially result in health risks to the future occupants. According to CalEnviroScreen, the project site is not located in a Census Tract that has been identified as having a disproportionate pollution burden. In addition, mitigation measures set forth in this EA would ensure that significant environmental impacts associated with the proposed project would not occur.</p>
		<p>Finally, as discussed in the Contamination and Toxic Substances section of this EA, the project site and project vicinity do not contain any hazardous materials above the applicable ESL. As discussed in the Noise Abatement and Control section of this EA, the proposed project would not be located within an area subject to noise levels above 65 dBA from sources such as railroads, airports, or major roadways.</p>

		<p>Based on the above, the proposed project would not result in adverse human health or environmental effects on minority and low-income populations, and impacts related to Executive Order 12898 would not occur.</p> <p><u>Documentation Citation</u></p> <p>California Office of Environmental Health Hazard Assessment. <i>CalEnviroScreen 4.0</i>. Available at: https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/home/. Accessed April 2023. (Appendix F).</p>
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The project site is zoned C-S, which is intended for private uses which serve a community purpose or benefit the community. According to the Town of Paradise Code of Ordinances, the maximum allowable density in a C-S zone should not exceed 15 dwelling units per acre (du/ac). In addition, the Town of Paradise General Plan designates the project site as C-S, which allows a density of 15 du/ac. According to the General Plan, the C-S designation provides for private hospitals, medical offices, schools, residential care facilities and day care facilities (other than those located in private residences), convalescent homes,

		<p>emergency shelters and transitional housing, auditoriums and other places of assembly, senior citizen and youth centers, clubs and lodges, private utilities and facilities, and airports.</p> <p>The proposed project would be generally consistent with the land use types allowed in the C-S district as well as the C-S land use designation. The density of the proposed project would be 12.65 du/ac. Thus, the proposed project would not exceed the maximum allowed densities, and would be consistent with the site’s assigned zoning and General Plan land use designation.</p>
<p>Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff</p>	<p>2</p>	<p>The following discussions assess the potential impacts associated with development of the proposed project related to soil suitability, slope, and erosion, drainage, and stormwater runoff.</p> <p><u>Soil Suitability</u></p> <p>A query of the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey was conducted to ascertain the project site’s soil suitability with respect to construction and operation of the proposed project. According to the Web Soil Survey, the site is underlain with Paradiso loam soil, which carries a rating of “Very limited” for dwellings without basements. The aforementioned rating indicates that the soil has one or more features that are unfavorable for the foregoing use. Despite the unfavorable rating, the proposed project is consistent with the site’s zoning and land use designations. As such, buildout of the project site has been previously considered in the Town’s General Plan EIR. Furthermore, a soils report is required to be submitted as part of the building permit submittal process. Any soil suitability issues would be required to be addressed before the start of construction.</p> <p>In regard to the proposed septic system for the project, the septic system and leach field are required to be constructed in accordance with the standards established in Section 13.04.070 of the Town’s Code of Ordinances.</p> <p>Therefore, the reasonable assumption can be made that the proposed project would not lead to impacts related to soil suitability.</p> <p><u>Slope</u></p> <p>The project site is relatively flat and level. According to the environmental checklist prepared for the site in 2012, the site gently slopes to the south and west and the soil present on-site does not pose a significant threat of landslides, mudflows, or subsidence. As such, the proposed project would be consistent with HUD policy, and impacts related to slope would not occur.</p>

	<p><u>Erosion, Drainage, and Stormwater Runoff</u></p> <p>Because the proposed project would disturb one or more acres of soil, as part of preventing illicit discharges related to runoff and erosion during project construction, the project would be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. The Construction General Permit requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include the incorporation of Best Management Practices (BMPs) such as bioretention areas, vegetated swales, sand and organic filters, and vegetated filter strips to control sedimentation, erosion, and hazardous materials contamination of runoff during construction activities. Furthermore, as set forth in 8.56 of the Town of Paradise Code of Ordinances, the Town requires the implementation of BMPs during construction and operation. With respect to storm drainage improvements that would be installed as part of the proposed project, the Town of Paradise requires that new storm drain infrastructure adheres to the Butte County Improvement Standards. Through compliance with the applicable standards established by Butte County, new storm drain infrastructure installed as part of the proposed project would be designed to adequately convey flows collected from new impervious surfaces within the developed project site. In addition, landscaping would help collect stormwater that does not flow into the stormwater drain system. Finally, the project site is not located near flowing waterways or channels, reducing the potential for erosion. Based on the above, through the required incorporation of BMPs in accordance with the Town’s applicable standards and non-compliance with NPDES, potential off-site impacts related to erosion and siltation would not occur during project operation.</p> <p><u>Conclusion</u></p> <p>Based on the above, the proposed project would not result in impacts related to soil suitability, slope, erosion, drainage, or stormwater runoff.</p> <p><u>Document Citation</u></p> <p>California Department of Conservation. <i>Earthquake Zones of Required Investigation</i>. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed April 2023. (Appendix F).</p> <p>U.S. Department of Agriculture, Natural Resources Conservation Service. <i>Web Soil Survey</i>. Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed April 2023. (Appendix F).</p>
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		KCE Matrix. <i>Phase I Environmental Site Assessment Report</i> . November 14, 2022. (Appendix B).
Hazards and Nuisances including Site Safety and Noise	2	<p>The following discussions assess the potential impacts associated with development of the proposed project related to hazards and site safety, including natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise.</p> <p><u>Natural Hazards</u></p> <p>Natural hazards to which development projects in the State could potentially be subject include earthquake-related hazards (e.g., faults, fracture, etc.), landslides, floods, and wildfire.</p> <p>With respect to earthquake-related hazards, according to the California Geological Survey Earthquake Hazards Zone Application, the project site is not within a currently established California Earthquake Hazard Zone for surface fault rupture hazards. Additionally, the project site does not include active faults with the potential for surface fault rupture directly beneath the site. as such, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. In addition, the project site is located approximately 21 miles north of the Foothills Fault System, which is the nearest significant active fault. Furthermore, according to the California Department of Conservation, the project site is not located in an area designated as a Liquefaction Hazard Zone by the State of California. Based on the above, the proposed project would not be subject to earthquake-related hazards.</p> <p>With respect to landslides and flooding, the topography of the project site is generally flat. In addition, the project site is not adjacent to areas that contain slopes with unconsolidated loose soil. Therefore, the proposed project would not be at risk of landslides. As discussed in the Floodplain Management section of this Environmental Analysis, the proposed project is not located within a SFHA. Based on the above, the proposed project would not be subject to landslides or flood-related hazards.</p> <p>Finally, with respect to wildfire, according to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is located in a Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (FHSZ). However, pursuant to Paradise Code of Ordinances Chapter 8.58, defensible space must be maintained within five feet of any building or structure in the Town. In addition, all exterior walls must have a six-inch noncombustible vertical clearance from grade. Furthermore, California Fire Code (CFC) Section 903.2.8 establishes automatic sprinkler system requirements pertaining to multi-family residential developments. The proposed project would be required to comply with all applicable regulations related to fire protection,</p>

	<p>including Paradise Code of Ordinances Chapter 8.58 and CFC Section 903.2.8, which would reduce the risks of wildfire at the project site. Additionally, the nearest fire station to the project site is located approximately 0.5 mile west and, therefore, fire protection services would be able to access the site within an adequate response time. Based on the above, the proposed project would not be subject to wildfire-related hazards.</p> <p><u>Air Pollution Generators</u></p> <p>HUD policy necessitates the consideration of the proximity of a proposed development project to various air pollution generators, such as heavy industry, incinerators, power plants, rendering plants, cement plants, and heavily traveled highways, defined as having six or more lanes. Potential health risks associated with DPM and TAC emissions are addressed in the Clean Air section of this Environmental Assessment. As detailed therein, risks associated with on-site exposure to DPM from vehicle traffic are not expected and impacts associated with exposing sensitive receptors to TACs would not occur.</p> <p><u>Man-made Site Hazards</u></p> <p>According to HUD policy, man-made hazards are hazards caused by human action or inaction. Such types of hazards can have an adverse impact on humans, other organisms, biomes, and ecosystems. The frequency and severity of man-made hazards are key elements in some risk analysis methodologies.</p> <p>With respect to hazards associated with transport and storage of hazardous chemicals, the use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are required to be in compliance with local, State, and federal regulations during project construction and operation. Pursuant to California Health and Safety Code Section 25510(a), the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Butte County Public Health District [BCPHD]) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler shall provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the project contractor would be required to notify the BCPHD in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures. Compliance with the foregoing provisions of the California Health and Safety Code would ensure impacts</p>
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	<p>associated with transport and storage of hazardous materials during project construction would not occur. Due to its residential nature, the proposed project would not involve the transport or storage of hazardous materials during project operation.</p> <p>As discussed above, the proposed septic system for the project would be subject to the applicable regulations included in the Town’s Code of Ordinances. Additionally, pursuant to 13.04.080 of the Paradise Code of Ordinances, all sewage disposal systems shall be inspected by an on-site sanitary officials.</p> <p>Through compliance with all applicable standards set forth in the Town’s Code of Ordinances, the proposed project would not be subject to man-made hazards such as inadequate separation of pedestrian/vehicle traffic, inadequate street lighting, overhead transmission lines, or hazards or odors associated with the proposed septic system. The project site does not include bodies of water or access to lakes.</p> <p>Finally, Government Code Section 65962.5 requires the CalEPA to develop at least annually an updated Cortese list. DTSC is responsible for a portion of the information contained in the Cortese list. The project site is not located on a site identified by the DTSC’s portion of Cortese list, nor is the site identified on the CalEPA State Water Resources Control Board GeoTracker for leaking USTs.</p> <p>In the event that emergency vehicles need to access the project site or residents need to evacuate, access to and from would be provided from Pentz by the newly constructed project driveway. As such, emergency vehicles and residents would have adequate access for entering and existing the site.</p> <p>Based on the above, the proposed project would be consistent with HUD policy and would not be subject to man-made site hazards.</p> <p><u>Nuisances</u></p> <p>HUD policy necessitates the consideration of potential impacts related to nuisances for projects receiving funding from federal sources. Potential nuisances to which the proposed project could be subject include noise, vibration, and odors.</p> <p>With respect to noise, some land uses are considered more sensitive to noise than others, and thus, are typically referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the project vicinity, the nearest</p>
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	<p>noise sensitive land uses are two single-family residences, located approximately 70 feet north of the project site.</p> <p>Section 9.18. of the Town of Paradise Code of Ordinances provides that generally, it is unlawful for any person to willfully or negligently make or continue, or cause to be made or continued, any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes any discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. Considering that residential projects do not typically generate operational noise, operation of the proposed project would be consistent with Section 9.18. of the Town of Paradise Code of Ordinances. Construction of the proposed project would result in temporarily increased noise levels, which could temporarily cause loud or unusual noise. However, Section 9.18.160 of the Town’s Code of Ordinances restricts construction, drilling, repair, alteration, or demolition work to the hours of 6:00 AM to 7:00 PM on weekdays and prohibits such activities on weekends. Furthermore, construction activities would be temporary and would occur in different areas of the project footprint, at different times. As such, noise levels experienced at the nearest sensitive receptor would be attenuated during times that construction activities occur further away from the receptor. Based on the above, impacts related to noise would not occur.</p> <p>With respect to vibration, vibration involves a source, a transmission path, and a receiver, with vibration typically consisting of the excitation of a structure or surface. A person’s perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration is measured in terms of acceleration, velocity, or displacement.</p> <p>A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Pursuant to standards developed by the California Department of Transportation (Caltrans), the vibration level that would normally be required to result in architectural damage to structures is 0.2 in/sec PPV. Table 5 shows the typical vibration levels produced by construction equipment at various distances.</p> <p>As shown in Table 5, vibration levels generated by common construction equipment at a distance of 50 feet from the source would be at most, 0.029 in/sec PPV. At 25 feet, the maximum vibration levels generated by common construction equipment</p>
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would be 0.089. Given the 70-foot distance between the single-family residences and the proposed area of disturbance, vibration levels generated from on-site project construction activities at the residence would not exceed Caltrans' 0.20 in/sec PPV threshold for damage to residential structures. Therefore, groundborne vibration impacts associated with project construction would not occur.

Table 5 Vibration Levels for Various Construction Equipment		
Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029

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

Finally, with respect to odors, as discussed in the Clean Air section of this Environmental Assessment, the project site is located within the jurisdictional boundaries of the BCAQMD. As such, the project would be required to comply with all adopted rules and regulations. BCAQMD Rule 200 prohibits non-vehicular-source discharges of quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health, or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property. Compliance with Rule 200 would ensure the proposed project does not result in impacts related to odor. In addition, residential land uses are not known to be odor-generating uses. Therefore, project operation would not result in odor-related impacts.

Conclusion

Based on the above, the proposed project would not result in impacts related to natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise, vibration, and odors.

Document Citation

California Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed April 2023. (Appendix F).

California Department of Forestry and Fire Protection. *FHSZ Viewer*. Available at: <https://egis.fire.ca.gov/FHSZ/>. Accessed April 2023. (Appendix F).

		KCE Matrix. <i>Phase I Environmental Site Assessment Report</i> . November 14, 2022. (Appendix B).
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Environmental Assessment Factor	Impact Code	Impact Evaluation
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SOCIOECONOMIC

Employment and Income Patterns	1	<p>The project would include 21 total affordable senior housing units, which would help fulfill the affordable housing requirements set forth in the Housing Element of the Town of Paradise General Plan. The proposed project would provide temporary employment for construction workers. Once operational, the proposed project would provide ongoing employment for a building manager, maintenance workers, and landscape workers necessary for the operation of the building. Because the proposed project would provide employment opportunities and 21 new housing units for senior Town residents who qualify for affordable housing, the project would have a potentially beneficial impact to employment and income patterns.</p>
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Demographic Character Changes, Displacement	2	<p>The proposed project would include the construction of two single-story senior apartment buildings consisting of 21 residential units. Prior to the 2018 Camp Fire, the Town of Paradise had a population of 26,581. Following the fire, the 2020 U.S. Census found that the Town of Paradise has a population of 4,764, and the average household size is 2.76 persons per household. However, senior apartments typically house one to two senior residents per unit. Therefore, a conservative estimate of future residents of the proposed project would be 42 future residents (2 persons x 21 residential units). As such, the proposed project would represent a 0.88 percent population increase for the Town, assuming all residents of the proposed project are new residents of the Town.</p> <p>The project site is currently vacant and, thus, implementation of the project would not require the relocation of any tenants, farms, businesses, etc. In addition, the proposed project complies with the affordable housing goals of the Town of Paradise Housing Element. As such, the proposed project would not displace a substantial number of existing housing or people, necessitate the construction of replacement housing elsewhere, or disrupt any existing demographic character.</p> <p>Based on the above, the proposed project would not alter the character of the community in which it would be located, and relocation of existing residents would not be required. The proposed project would serve the existing community by providing needed housing to residents who currently inhabit the Town and, thus, would not result in the displacement of people nor any adverse changes related to demographic character.</p>
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Environmental Justice	2	<p>As discussed above, environmental justice means ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. As part of compliance with applicable federal laws, federal agencies, including HUD, must consider how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.</p> <p>The proposed project would consist of an affordable senior residential development comprised of 21 units earning between 30 and 60 percent of the AMI for Butte County. In order to better meet the agency’s responsibilities related to the protection of public health and the environment, the USEPA has developed the EJScreen mapping and screening tool, which provides socioeconomic and environmental information for a selected area. Pursuant to EJScreen Environmental Justice Indexes, which highlight block groups with the highest intersection of low-income populations, people of color, and a given environmental indicator, the project site is identified as being below the 80th national percentile for the majority of environmental indicators (i.e., PM_{2.5}, ozone, DPM, air toxics cancer risks, air toxics respiratory health impacts, traffic proximity, lead paint, superfund proximity, risk management plan (RMP) facility proximity, hazardous waste proximity, USTs, and wastewater discharge), which indicates the project site is not in an area where low-income populations, people of color, and a given environmental issue have been aggregated to a substantial degree.</p> <p>As discussed throughout this EA, the proposed project is consistent with the permitted uses allowed in the C-S land use designation and zoning district, as established by Paradise Code of Ordinances Section 17.26.200. Buildout of the project site with the proposed uses was subject to the Town’s Design Review process, as required by Paradise Code of Ordinances Chapter 17.41 which allowed the Town to ensure the project is consistent with applicable regulations and standards related to various criteria, including, but not limited to, community character, neighborhood compatibility, safety, architectural style, and parking and access. As demonstrated in this EA, compliance with applicable federal, State, and local regulations would ensure that all potentially significant impacts are reduced to a level of less than significant. As such, future residents of the project would not be disproportionately exposed to undue hazards relative to any other resident of the Town of Paradise.</p>

		<p>Based on the above, potential impacts related to environmental justice on future residents of the proposed project would not occur.</p> <p><u>Document Citation</u></p> <p>U.S. Environmental Protection Agency. <i>EJScreen: Environmental Justice Screening and Mapping Tool</i>. Available at: https://www.epa.gov/ejscreen. Accessed April 2023. (Appendix F)</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>Public school services for the proposed project would be provided by the Paradise Unified School District. The proposed project would be subject to all applicable impact fees to fund educational facilities. Furthermore, Senior residential development would not increase the student population in Paradise.</p> <p>Paradise is located in a rural area with limited cultural facilities. Local resources include the Paradise branch Butte County Library and multiple public parks. While residents of the proposed project could increase demand for such services, the increase would be relatively minor and would not necessitate the expansion of existing facilities or construction of new facilities.</p> <p>Therefore, the proposed project would not cause impacts related to educational and cultural facilities.</p>
Commercial Facilities	2	<p>Future residents of the proposed project would have access to several existing commercial facilities within the Town of Paradise. Grocery stores, pharmacies, restaurants, and banks are all located along Clark Road and Skyway, less than three miles away from the project site. Save Mart, Dollar General, and multiple restaurants are located in a shopping center approximately 0.7 miles southwest of the project site.</p> <p>As mentioned, the proposed project would include the development of 21 total new residential units, which would amount to only a 0.88 percent increase in population. Thus, the project would not cause a significant increase in demand for commercial facilities within the Town of Paradise.</p>
Health Care and Social Services	2	<p>The Town of Paradise contains multiple health care facilities, including the Feather River Health Center, located 5125 Skyway, approximately 4.3 miles southwest of the project site. The Feather River Health Center offers a variety of medical services, including primary care, rapid care, specialty care, dermatology, dental, and more. The Enloe Medical Center, located</p>

		<p>approximately 14.5 miles west of the project site, provides emergency medical services to Butte County residents. Thus, both non-emergency and emergency services are accessible within proximity to the project site.</p> <p>Social services would be available to future residents of the proposed project through the Butte County Employment and Social Services Department (BCESSD). Services include assistance with gaining access to CalFresh and in-home care assistance for those who are aged or disabled. The nearest BCESSD district office to the project site is located at 7204 Skyway, approximately 2.3 miles to the southwest. Future project residents would be able to access the office by bus Route 41 offered by Butte Regional Transit. As such, social services are accessible within proximity to the project site.</p> <p>Based on the above, future residents of the proposed project would have access to existing health care and social services in the Town and Butte County. Thus, the project would not create impacts related to social services and would not cause a significant increase in the demand for social services that could not be met by existing and proposed facilities.</p> <p><u>Document Citation</u></p> <p>Butte County. <i>Employment and Social Services</i>. Available at: https://www.buttecounty.net/359/Employment-Social-Services. Accessed April 2023. (Appendix F).</p>
Solid Waste Disposal / Recycling	2	<p>Solid waste, recyclable materials, and compostable material collection within the project area is operated by Northern Recycling and Waste Services. The primary solid waste disposal site is the County-owned and -operated Neal Road Recycling and Waste Facility, located 11 miles southwest of the project site. According to the Butte County General Plan EIR, the total capacity of the Neal Road Recycling and Waste Facility was estimated in 2020 at 16,588,874 cubic yards and the facility's service life is estimated to until the year 2055. As such, sufficient capacity exists to serve the proposed project.</p> <p>With respect to waste generated as part of project construction, pursuant to the CALGreen Code, at least 65 percent diversion of construction waste is required for projects permitted after January 1, 2017. As the proposed project would be required to comply with the aforementioned diversion requirements, project construction would not result in a substantial adverse effect related to solid waste disposal or recycling.</p> <p>Based on the above information, impacts relating to solid waste disposal and recycling would not occur.</p>

		<p><u>Document Citation</u></p> <p>Northern Recycling and Waste Services. <i>Our History</i>. Available at: http://northernrecycling.biz/About%20us.html. Accessed April 2023. (Appendix F).</p> <p>Butte County. <i>General Plan Update Draft EIR</i> [pg.5.17 to 5.55]. January 2023. (Appendix F).</p> <p>CalRecycle. <i>CALGreen Construction Waste Management Requirements</i>. Available at: https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures. Accessed April 2023. (Appendix F).</p>
Waste Water / Sanitary Sewers	2	<p>The Town of Paradise is the largest unsewered town in California. Wastewater treatment facilities consist of individual, privately owned septic tanks and soil absorption disposal systems known as leach fields. As shown in Figure 3, leach fields are proposed to be located in the western portion of the project site. Any future buildout of septic tanks or leach fields would be required to comply with the guidance of the Town of Paradise Manual for the Onsite Treatment of Wastewater (MOTW). In addition, the proposed project would be required to implement the construction standards for sewage disposal as established in Section 13.04.070 of the Town’s Code of Ordinances.</p> <p>Given compliance with the provisions of the Town of Paradise MOTW and Section 13.04.070 of the Town’s Code of Ordinances, the proposed project would not result in a significant impact related to wastewater treatment or sanitary sewage lines.</p> <p><u>Document Citation</u></p> <p>Town of Paradise Sewer Project. <i>Notice of Preparation</i>. April 2021. Available at: https://paradisewater.com/wp-content/uploads/2021/04/Paradise-NOP_20210423_.pdf. Accessed April 2023. (Appendix F).</p> <p>Town of Paradise. <i>Septic/Onsite</i>. Available at: https://www.townofparadise.com/septic/page/onsite-wastewater-manual. Accessed April 2023. (Appendix F).</p>
Water Supply	2	<p>The project site would be in the jurisdiction of the Paradise Irrigation District (PID), a public utility that supplies water to most areas of the Town of Paradise. PID obtains its surface water from Little Butte Creek watershed. Surface water from Little Butte Creek is diverted to Paradise Lake and then to Magalia Reservoir.</p> <p>The PID Urban Water Management Plan (UWMP) anticipated buildout of all currently undeveloped parcels within the PID, including the project site. According to the UWMP, the available water supply far exceeds anticipated demand. In 2030, the</p>

		<p>UWMP anticipates a demand of 4,356 acre feet (AF) of water and a supply of 21,186 AF, resulting in a surplus of 16,830 AF. As such, the PID would have sufficient water supplies available to serve the project and reasonably foreseeable future development. Furthermore, all infrastructure required to provide water supply to the project would be developed by connections to existing infrastructure near the project site, and the proposed project would not require major relocation or expansion of any water supply infrastructure.</p> <p>Based on the above, sufficient water supply exists to serve the demands generated by the proposed project. Therefore, impacts related to water supply would not occur with implementation of the proposed project.</p> <p><u>Document Citation</u></p> <p>Paradise Irrigation District. <i>Paradise Irrigation District 2020 Urban Water Management Plan</i>. June 2021. (Appendix F).</p>
Public Safety – Police, Fire and Emergency Medical	2	<p>Fire protection services would be provided to the proposed project by the Paradise Fire Department and law enforcement services by the Paradise Police Department. Two fire stations exist in the Town of Paradise: Fire Station 81, located at 767 Birch Street, and Fire Station 82, located at 5545 South Libby Road. The fire stations are located approximately 1.3 miles to the southwest, and approximately 2.2 miles to the southeast of the project site, respectively. The Police Department is located at 5595 Black Olive Drive, approximately 1.4 miles southwest of the project site. While some increase in demand for fire and law enforcement services could occur as a result of the increase in population associated with the proposed project, due to the relatively low number of units, the increase would not be considered substantial and could be met by current service providers. In addition, the developer would be required to pay all applicable development impact fees as established in Section 3.40.030 of the Town’s Code of Ordinances. Therefore, adequate police and fire protection services exist in the community to serve the project site.</p> <p>As previously stated, the nearest hospital is located approximately 1 mile southwest of the project site. In addition, the Paradise Fire Department provides emergency medical services. Therefore, future residents of the project would have access to emergency medical services.</p> <p>Based on the above, impacts related to the provision of police, fire, and emergency medical services would not occur.</p> <p><u>Document Citation</u></p>

		<p>Town of Paradise. <i>Fire Department</i>. Available at: https://www.townofparadise.com/fire. Accessed March 2023. (Appendix F).</p> <p>Town of Paradise. <i>Police Department</i>. Available at: https://www.townofparadise.com/police. Accessed March 2023. (Appendix F).</p>
Parks, Open Space and Recreation	2	<p>While the proposed project would not include the dedication of parkland, the project would include various amenities that would provide residents with outdoor recreational activities, including a community garden and a dog park.</p> <p>Currently, the Town of Paradise includes several parks and recreational facilities that would be available to future residents of the proposed project, including Paradise Lake, Bille Park, Aquatic Park, Coutolenc Park, Crain Memorial Park, Moore Road Ball Park, and the Terry Ashe Recreation Center.</p> <p>Considering the availability of parks and open space in the project vicinity, the provision of recreational facilities on-site, and the required payment of appropriate fees as established by Section 16.09.060 of the Town's Code of Ordinances, impacts related to parks, open space, and recreation would not occur.</p> <p><u>Document Citation</u></p> <p>Paradise Recreation and Park District. <i>Parks and Facilities</i>. Available at: https://www.paradisepd.com/parks-facilities. Accessed March 2023. (Appendix F).</p>
Transportation and Accessibility	2	<p>Access to the project site would be provided by way of Pentz Road, which abuts the site's eastern boundary at its northern and southernmost points. Pentz Road consists of two vehicle lanes, and runs generally north-to-south, curving east to intersect with State Route (SR) 70 to the south. As part of the proposed project, a new ingress/egress point to the project site would be constructed at eastern portion of the site, along Pentz Road. A total of 27 parking stalls would be provided on-site, two of which would be accessible spaces. Based on the above, the project site would be accessible to vehicles.</p> <p>In addition, according to the ITE Trip Generation Manual, due to the small scale of the proposed project, project operation would involve an increase of approximately 234 trips per day (5.44 trips per unit x 21 units = 114.24 trips per day). However, because the proposed units would exclusively house senior residents, the number of trips generated is expected to be less. Such an increase would not noticeably affect the vehicle volume of the project vicinity roadway network relative to existing conditions. Furthermore, the General Plan considered buildout at the project site with residential uses and, thus, the increase in vehicle trips</p>

	<p>associated with the proposed project have been generally considered by the Town.</p> <p>As mentioned in the Commercial Facilities section of this EA, residents would have access to several existing commercial facilities within the Town of Paradise. Grocery stores, restaurants, and banks are all accessible by foot within 0.7 miles.</p> <p>Additionally, Butte Regional Transit, which provides bus service throughout the region, has two lines that serve Paradise, running between the cities of Chico and Magalia. The nearest bus stop is located along Clark Road, approximately 1,550 feet northwest of the site, and is accessible by foot.</p> <p>Based on the above information, the proposed project would not cause impacts related to transportation and accessibility.</p> <p><u>Document Citation</u></p> <p>Butte Regional Transit. <i>Plan My Ride</i>. Available at: https://planmyride.blinetransit.com/RouteMap. Accessed April 2023. (Appendix F).</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>The project site consists of a vacant lot and is currently used as a storage and staging area for a construction company. Thus, natural features are not located on-site, and implementation of the proposed project would not destroy or isolate any unique natural feature from public or scientific access. Locally important natural features do not exist on or near the project site that would be adversely impacted by the proposed project's construction or operation.</p> <p>While the proposed project would be on a septic system, compliance with the requirements of the Town of Paradise MOTW and standards set forth by Paradise Code of Ordinances Section 1304.070 would ensure that impacts related to water resources do not occur.</p> <p>Pursuant to the NWI, the nearest surface water source to the project site is a freshwater wetland approximately 650 feet west of the project site.</p> <p>During the early stages of construction activities, topsoil would be exposed due to grading. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could</p>

		<p>adversely affect water quality. However, as noted previously, the project would be subject to coverage under the NPDES Construction General Permit, as one or more acres of soil would be disturbed. Construction activities must comply with the conditions of this permit, including the implementation of multiple erosion and sediment control BMPs identified in the SWPPP. The SWPPP would reduce the possibility of any significant soil erosion from occurring. Implementation of the SWPPP and BMPs would ensure that erosion from construction activities would not result in the degradation of water quality in the 58alifort area.</p> <p>Based on the above, impacts related to unique natural features and water resources would not occur.</p> <p><u>Document Citation</u></p> <p>U.S. Fish & Wildlife Service. <i>National Wetlands Inventory</i>. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ Accessed March 2023. (Figure 6).</p>
Vegetation, Wildlife	2	<p>As discussed in the Endangered Species section of this Environmental Assessment, based on the lack of ideal habitat at the project site, plant or wildlife species protected by the Endangered Species Act would not occur on the project site. However, a number of trees exist on-site and in the project vicinity that could provide habitat to nesting songbirds and raptors in the project vicinity. The MBTA prohibits the killing, possessing, or trading of migratory birds. If protected bird and raptor species were to nest within and/or adjacent to the project site prior to or during proposed construction activities, such activities could result in the direct harm to the foregoing species and/or abandonment of active nests or other harm to the birds. Thus, Mitigation Measures 4 and 5 shall be required, which would necessitate the completion of preconstruction surveys to confirm the lack of active nests within the project site and project vicinity and further protective measures if such nests are identified.</p> <p>Based on the above, with implementation of Mitigation Measures 4 and 5, impacts relating to vegetation and wildlife would not occur.</p> <p><i><u>Mitigation Measure 4: Raptors</u> – If ground disturbance or other construction activities are proposed during the nesting season (February 1 to August 31), a focused survey for nesting raptors protected under the California Fish and Game Code (CFGC), Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist within 14 days prior to the beginning of construction activities in order to identify active nests. The survey shall be conducted within the</i></p>

	<p><i>proposed construction area and all accessible areas within 0.25-mile. A report summarizing the results of the survey shall be submitted for review and approval to the Town of Paradise Community Development Department. If active nests are not found during the focused survey(s), additional mitigation shall not be required.</i></p> <p><i>If active raptor nests are found within 0.25-mile of a construction area, construction shall not commence within 0.25-mile of the nest until a qualified biologist determines that the young have fledged, or the biologist has determined that the nesting attempt has failed. If construction activities within 0.25-mile of the nest are necessary, the qualified biologist shall be consulted to determine if the nest buffer can be reduced. The applicant and qualified biologist shall jointly determine the nest avoidance buffer, and what (if any) nest monitoring is necessary.</i></p> <p><i>If an active raptor nest is found within the project area prior to construction and is in a tree that is proposed for removal, then the project applicant shall implement additional mitigation recommended by a qualified biologist based on California Department of Fish and Wildlife (CDFW) guidelines and obtain any required permits from CDFW.</i></p> <p><i><u>Mitigation Measure 5: Songbirds</u> – If ground disturbance or other construction activities are proposed during the nesting season (February 1 to August 31), a focused survey for birds protected under the MBTA shall be conducted by a qualified biologist within 14 days prior to the beginning of construction activities in order to identify active nests. The survey shall be conducted within the proposed construction area and all accessible areas within 500 feet. A report summarizing the results of the survey shall be submitted for review and approval to the Town of Paradise Community Development Department. If active nests are not found during the focused survey(s), additional mitigation shall not be required.</i></p> <p><i>If active special-status species nests/nesting colonies are located during the survey, the project applicant shall work with a qualified biologist to determine a suitable avoidance buffer and the extent and duration of nest monitoring needed. The perimeter of the protected area shall be indicated by bright orange temporary fencing and signage. Construction activities and/or personnel shall not enter the protected area, except with approval of the biologist. If trees containing nests or burrows must be removed as a result of project implementation, removal shall be completed during the nonbreeding season (late September to January 31).</i></p>
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		<p><i>If active songbird nests are found, a qualified biologist shall establish a 100-foot non-disturbance buffer. The non-disturbance buffers may be reduced based on consultation and approval by the Town of Paradise Community Development Department. The perimeter of the protected area shall be indicated by bright orange temporary fencing. Construction activities or personnel shall not enter the protected area, except with approval of the biologist. If trees containing nests must be removed as a result of project implementation, removal shall be completed during the nonbreeding season (late September to January 31) or after the adults and young are not dependent on the nest site, as determined by a qualified biologist.</i></p> <p><u>Document Citation</u></p> <p>California Department of Fish and Wildlife. <i>CNDDDB Rarefind</i> 5. Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed April 2023. (Appendix F).</p>
Other Factors	2	N/A

Environmental Assessment Factor	Impact Code	Impact Evaluation
CLIMATE AND ENERGY		
Climate Change Impacts	2	<p>Global climate change is, by nature, a cumulative impact. Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to the adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project does not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the world-wide phenomenon of global climate change and the associated environmental impacts.</p> <p>Pursuant to HUD guidance, a HUD-assisted project should consider the potential future impacts of climate change on occupants of the project, specifically as they relate to residents' safety, wellbeing, and property from risks associated with hazardous conditions (i.e., flooding, sea level rise, drought, extreme heat, etc.) and site suitability (i.e., air quality, urban heat island effects, soil suitability, and water resources).</p> <p>The State's GHG emission reduction objectives are set forth through a number of regulations, including Executive Order S-03-05, Assembly Bill (AB) 32, EO B-30-15, and Senate Bill (SB) 375. Executive Order S-3-05 established California's GHG</p>

	<p>emissions reduction targets and laid out responsibilities among the State agencies for implementing the Executive Order and for reporting on progress toward the targets. In furtherance of the goals established in Executive Order S-3-05, the State Legislature enacted AB 32, which provided initial direction on creating a comprehensive, multi-year program to limit California’s GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the State’s long-range climate objectives. AB 32 also required that the CARB prepare a “scoping plan” for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020. Executive Order B-30-15 identified an interim GHG reduction target in support of targets previously identified under Executive Order S-3-05 and AB 32. Executive Order B-30-15 set an interim target goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, and to update those targets every eight years.</p> <p>The Town of Paradise General Plan EIR evaluated the potential for development facilitated by buildout of the General Plan planning area to result in potential substantial adverse effects related to GHG emissions. Through incorporation of applicable policies that support the reduction of GHG emissions, such as those containing requirements related to reduction of vehicle miles traveled (VMT), energy conservation, and green building, the General Plan EIR concluded that a less-than-significant impact would occur. As discussed throughout this EA, the proposed project would be subject to applicable federal, State, and local regulations, including those adopted for the purpose of mitigating effects related to climate change. Furthermore, the project is consistent with the project site’s C-S land use designation and zoning and was, thus, generally considered as part of the evaluation of buildout of the General Plan. Therefore, the proposed project would not result in impacts related to GHG emissions and climate change beyond those that were identified in the General Plan EIR.</p> <p>Furthermore, pedestrian supportive facilities and uses in the project vicinity would help support a reduced project VMT, and in turn, the project’s effects related to GHG emissions. Pedestrian supportive facilities and uses in the project vicinity include a transit bus stop and commercial uses (i.e., restaurants, retail, etc.) along Clark.</p> <p>As discussed in the Floodplain Management section of this Environmental Assessment, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard. As such, the proposed project would not be subject to potential</p>
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		<p>flood impacts, which could occur as a result of global climate change.</p> <p>Finally, the Town of Paradise was significantly impacted by the Camp Fire in 2018, and due to the Town’s location in the Urban-Wildland Interface, wildfire remains a top concern for Paradise. However, as discussed in the Hazards and Nuisances section of this Environmental Assessment, defensible space must be maintained within five feet of any building or structure in the Town and all exterior walls must have a six-inch noncombustible vertical clearance from grade. Furthermore, CFC Section 903.2.8 establishes automatic sprinkler system requirements pertaining to multi-family residential developments. As such, the proposed project would not be unduly burdened by climate change hazards associated with wildfire.</p> <p>Overall, as demonstrated in this Environmental Assessment, compliance with applicable federal, State, and local regulations would ensure that all potentially significant environmental impacts, including those related to climate change, are reduced to a level of less than significant. As such, future residents of the project would not be disproportionately exposed to undue climate change hazards relative to any other resident of the Town of Paradise.</p> <p>Based on the above, potential impacts related to climate change on future residents of the proposed project would not occur.</p> <p><u>Document Citation</u></p> <p>Town of Paradise. <i>1994 General Plan Environmental Impact Report</i>. [pgs. 4-16 through 4-20]. May 1992. (Appendix F)</p> <p>Governor’s Office of Planning and Research. <i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i>. [pgs. 14 and 15]. December 2018. (Appendix F).</p>
Energy Efficiency	2	<p>The proposed project would be subject to all applicable provisions of the CBSC (Title 24 CCR), including the 2022 Building Energy Efficiency Standards (Title 24 CCR Part 6) and California Green Building Standards Code (Title 24 CCR Part 11), otherwise known as the CALGreen Code. Adherence to the current Building Energy Efficiency Standards and CALGreen Code would ensure that the proposed structures would consume energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary.</p> <p>In addition, the California Energy Commission is required by law to adopt standards every three years that are cost effective for homeowners over the 30-year lifespan of a building. The</p>

	<p>standards are updated to consider and incorporate new energy efficient technologies and construction methods in order to save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The 2022 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2019 Building Energy Efficiency Standards, went into effect starting January 1, 2023. The 2022 standards provide for additional efficiency improvements beyond the 2019 standards.</p> <p>During project construction, the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. However, all construction equipment and operation thereof would be regulated per the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, project construction would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.</p> <p>Furthermore, the proposed project is an allowable use under the General Plan and the site's zoning designation. Therefore, the energy consumption associated with the proposed project has already been evaluated by the Town.</p> <p>Based on the above, impacts related to energy consumption would not occur with implementation of the proposed project.</p> <p><u>Document Citation</u></p> <p>California Energy Commission. <i>2022 Building Energy Efficiency Standards Summary</i>. August 2021. (Appendix F).</p>
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Additional Studies Performed:

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- KCE Matrix. *Phase I Environmental Site Assessment Report*. November 14, 2022. (Appendix B).

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- California Office of Environmental Health Hazard Assessment. *CALEnviroScreen 4.0*. Available at: <https://experience.arcgis.com/experience/11d2f52282a54cee6184203/page/home/>. Accessed April 2023. (Appendix F).

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List of Permits Obtained:

- None.

Public Outreach [24 CFR 50.23 & 58.43]:

Public outreach was conducted as required by the HUD, including public review of the Environmental Assessment as part of the Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds (FONSI/NOIRROF).

Cumulative Impact Analysis [24 CFR 58.32]:

Cumulative impacts can result from incremental minor impacts that can be seen as collectively significant over time. Air quality, greenhouse gas emissions, noise, and traffic are often the issues which present cumulative impacts. Cumulative impacts associated with air quality would be a result of construction and operation of the proposed development. However, construction-related equipment would be regulated by CARB, and construction would occur over a relatively short duration compared to the operational lifetime of the proposed project. In addition, during project construction and operation, emissions would not exceed the applicable BCAQMD thresholds of significance (see Table 2, Table 3, and Table 4). Cumulative impacts related to noise would be a result of future development projects within the Town, including the proposed project, incrementally affecting the future cumulative ambient noise environment. Under the cumulative conditions, the proposed project would not significantly contribute to the ambient noise environment during project operation, given that residential developments do not typically involve activities that exceed the above noise standards. During project construction, the project would comply with the allowed construction times established by Paradise Code of Ordinances Section 9.18.160. Finally, as cumulative development occurs within the Town, traffic volumes along local roadways would increase relative to existing conditions. However, the proposed project is consistent with the C-S zoning district. As such, development of the project site with the proposed uses was generally planned as part of buildout of the General Plan, and evaluated as part of the General Plan EIR, which serves as a cumulative analysis. Thus, given that the proposed project is consistent with the General Plan and would comply with all applicable policies and programs, the project would not result in any new impacts that that Town has not already anticipated and planned for. Furthermore, potential cumulative impacts to air quality, noise, transportation, and Town services would be offset by developer fees and the Town's ongoing capital improvements as laid out in the Town's General Plan.

Alternatives [24 CFR 58.40€; 40 CFR 1508.9]:

Off-Site Alternative

The Off-Site Alternative would include development of the proposed project at a different location within the Town of Paradise. Development of the proposed project at an alternative site would likely result in similar impacts as those analyzed under the proposed project; however, depending upon the characteristics of the alternative site, physical environmental impacts would potentially be different. As discussed above, with implementation of the mitigation measures set forth herein, the proposed project would not result in any significant and adverse impacts to the environment.

The project site is currently designated C-S by the Town's General Plan. The proposed project would be consistent with the site's designated land use. Developing the project at an alternative location may not be consistent with an alternative site's land use. In addition, a portion of the alternative site locations would not be feasible due to property owners' unwillingness to sell their properties for the project. If an Off-Site Alternative were located outside of the Town of Paradise, the objectives and goals of the proposed project, which are primarily concerned with providing affordable low-income housing within the Town, would not be met. Furthermore, implementation of the Off-Site Alternative may not reduce impacts to less than those anticipated for the proposed project. Any alternative location for the proposed project would be unlikely to improve the range and proximity of the amenities available to the future residents of the development beyond what is currently available at the project site.

Reduced Intensity Alternative

Affordable, low-income units could be developed on-site at a reduced density under a Reduced Intensity Alternative. However, the proposed project would not be as economically feasible at a lower density, due to the increased cost per unit to build the housing for low-income residents.

According to Paradise's General Plan Housing Element, the current RHNA has identified the need for an additional 383 very low-income and 374 low-income housing units within the Town. As such, the Town has established goals to encourage and facilitate the development of affordable housing units needed for low-income households. While the Reduced Intensity Alternative would help meet the need for the proposed project, it would be at a reduced capacity of affordable on-site, low-income units, which would hinder the Town's ability to achieve the affordable housing goals identified in the Town's General Plan Housing Element.

No Action Alternative [24 CFR 58.40€]:

Under the No Action Alternative, the project site would not be developed and, therefore, the site would remain unchanged. However, the No Action Alternative would hinder the Town's ability to achieve the affordable housing goals identified in the Town of Paradise General Plan Housing Element. The Town of Paradise has identified a need for low-income housing, and the proposed project would help fulfill that need. Should the proposed project not be implemented, the site would remain undeveloped. The project site is located in an area in which the population is increasing and housing is scarce; thus, development is likely to occur at the location in the future; however, future development on the site may or may not include affordable housing. Future development of the project site in accordance with the C-S zoning district could still occur and development of the site through future proposals could result in commercial, residential, and recreational uses. However, because such uses would not necessarily include restrictions based on maximum income earning such as that of the proposed project, the No Action Alternative could hinder the Town's ability to achieve its affordable housing goals identified in the Town's General Plan. For example, in the event that future development of the site would be multi-family residential, such development may or may not be affordable.

Summary of Findings and Conclusions:

The following areas of concern were evaluated and assigned an impact code 1, meaning potentially beneficial impacts are anticipated:

- Employment and Income Patterns.

The following areas of concern were evaluated and assigned an impact code 2, meaning no impact is anticipated:

- Conformance with Plans, Compatible Land Use and Zoning, Scale and Urban Design;
- Hazards and Nuisances including Site Safety and Noise;
- Energy Consumption;
- Demographic Character Changes, Displacement;
- Educational and Cultural Facilities;
- Commercial Facilities;
- Health Care and Social Services;
- Solid Waste Disposal, Recycling;
- Waste Water, Sanitary Sewers;
- Water Supply;
- Public Safety – Police, Fire and Emergency Medical;
- Parks, Open Space and Recreation;
- Transportation and Accessibility;
- Unique Natural Features, Water Resources; and
- Soil Suitability, Slope, Erosion, Drainage, Storm Water Runoff.

The following areas of concern were evaluated and assigned an impact code 3, meaning a minor adverse impact, which might require mitigation, is anticipated:

- Vegetation, Wildlife.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]:

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
Town of Paradise Community Development Department	Mitigation Measure 1
County Coroner, NAHC	Mitigation Measure 2, Mitigation Measure 3
Qualified Biologist, CDFW	Mitigation Measure 4, Mitigation Measure 5

Mitigation Measure 1: Prior to issuance of building permits for the proposed project, the project applicant shall demonstrate via project design and/or notation included on project design that wood-burning fireplaces are prohibited. Conformance with the foregoing requirement shall be confirmed through review and approval of building permit plans by the Town of Paradise Community Development Department.

Mitigation Measure 2: In the event that a cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease. The contractor shall immediately notify the Town of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find, including its eligibility for the National Register, and recording, protecting, or curating the discovery, as appropriate. The applicant shall notify the NAHC and all appropriate Native American tribes, if the archaeologist finds the potential

for the discovery to be associated with Native American culture, who will evaluate the discovery for religious and cultural significance. Work shall remain suspended within 100 feet of the find until the resource is evaluated, which shall occur within one day, but no more than two days, of the find. Recommendations of the treatment of resources made by traditionally or culturally affiliated Native American tribes shall be documented in the project record. For any recommendations made by traditionally and culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed shall be provided in the project record. The archaeologist shall be required to submit to the Town for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.

Mitigation Measure 3: During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted in the immediate vicinity of the find. Tribes that are geographically and culturally affiliated with the area will also be contacted to assess if the find is a tribal cultural resource and provide appropriate treatment measures to the Town. The County Coroner, project applicant, and the Town shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist and Native American representative determine that the remains are non-significant or non-cultural in origin, or is not a tribal cultural resource, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished.

If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the NAHC shall be contacted to designate appropriate representatives of the local Native American community, who also should be contacted about their concerns.

Mitigation Measure 4: Raptors – If ground disturbance or other construction activities are proposed during the nesting season (February 1 to August 31), a focused survey for nesting raptors protected under the California Fish and Game Code (CFG), Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist within 14 days prior to the beginning of construction activities in order to identify active nests. The survey shall be conducted within the proposed construction area and all accessible areas within 0.25-mile. A report summarizing the results of the survey shall be submitted for review and approval to the Town of Paradise Community Development Department. If active nests are not found during the focused survey(s), additional mitigation shall not be required.

If active raptor nests are found within 0.25-mile of a construction area, construction shall not commence within 0.25-mile of the nest until a qualified biologist determines that the young have fledged, or the biologist has determined that the nesting attempt has failed. If construction activities within 0.25-mile of the nest are necessary, the qualified biologist shall be consulted to determine if the nest buffer can be reduced. The applicant and qualified biologist shall jointly determine the nest avoidance buffer, and what (if any) nest monitoring is necessary.

If an active raptor nest is found within the project area prior to construction and is in a tree that is proposed for removal, then the project applicant shall implement additional mitigation recommended by a qualified biologist based on California Department of Fish and Wildlife (CDFW) guidelines and obtain any required permits from CDFW.

Mitigation Measure 5: Songbirds – If ground disturbance or other construction activities are proposed during the nesting season (February 1 to August 31), a focused survey for birds protected under the MBTA shall be conducted by a qualified biologist within 14 days prior to the beginning of construction activities in order to identify active nests. The survey shall be conducted within the proposed construction area and all accessible areas within 500 feet. A report summarizing the results of the survey shall be submitted for review and approval to the Town of Paradise Community Development Department. If active nests are not found during the focused survey(s), additional mitigation shall not be required.

If active special-status species nests/nesting colonies are located during the survey, the project applicant shall work with a qualified biologist to determine a suitable avoidance buffer and the extent and duration of nest monitoring needed. The perimeter of the protected area shall be indicated by bright orange temporary fencing and signage. Construction activities and/or personnel shall not enter the protected area, except with approval of the biologist. If trees containing nests or burrows must be removed as a result of project implementation, removal shall be completed during the nonbreeding season (late September to January 31).

If active songbird nests are found, a qualified biologist shall establish a 100-foot non-disturbance buffer. The non-disturbance buffers may be reduced based on consultation and approval by the Town of Paradise Community Development Department. The perimeter of the protected area shall be indicated by bright orange temporary fencing. Construction activities or personnel shall not enter the protected area, except with approval of the biologist. If trees containing nests must be removed as a result of project implementation, removal shall be completed during the nonbreeding season (late September to January 31) or after the adults and young are not dependent on the nest site, as determined by a qualified biologist.

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]

The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature: _____ Date: _____

Name/Title/Organization: Rod Stinson, Vice President, Raney Planning & Management, Inc.

Certifying Officer Signature: _____ Date: _____

Name/Title: James Goodwin, Town Manager, Town of Paradise

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).