



**U.S. Department of Housing and Urban
Development**

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Washington, DC 20410
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Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: Cypress Family and Senior Housing Project

Responsible Entity: Town of Paradise

Grant Recipient (if different than Responsible Entity):

State/Local Identifier: The 24-acre site consists of 7 parcels at 1620, 1623, and 1633 Cypress Lane, 6900 Clark Road, and 1567 and 1580 Adams Road. The site includes Assessor Parcel numbers 050-140-050, 050-140-151, 050-140-053, 050-140-155, 050-140-160, 050-140-161, and 050-140-162, in the Town of Paradise, Butte County, California.

Preparer: Mercy Housing California

Certifying Officer Name and Title: Kevin Phillips, Town Manager

Grant Recipient (if different than Responsible Entity):

Consultant (if applicable): Gail M. Ervin, Ph.D., NCE

Direct Comments to:

Susan Hartman
Community Development Director
Planning & Wastewater
Town of Paradise
5555 Skyway, Paradise, CA 95969

Project Location:

The 24-acre site consists of 7 parcels at 1620, 1623, and 1633 Cypress Lane, 6900 Clark Road, and 1567 and 1580 Adams Road. The site includes Assessor Parcel numbers 050-140-050, 050-140-151, 050-140-053, 050-140-155, 050-140-160, 050-140-161, and 050-140-162, in the Town of Paradise, Butte County, California. See Figure 1 at the end of this document.

The USGS Quadrangle is Paradise East, California. The project is within Township 22N, Range 1E and Section 12.

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

Cypress Family Housing (Phase 1) would construct 70 units of family rental housing with a mix of 1-, 2-, and 3- bedroom units. The resident population would be households with incomes and affordable rents from 30% to 60% of the Area Median Income (AMI); 25 project-based Section 8 vouchers are assumed to be available to subsidize affordability further. Amenities for Phase 1 would include 86 surface parking spaces, a shared 5,730 square foot (sf) community center, 2 playgrounds, and open space, including a central green in the middle of the buildings located on the former convalescent hospital site. The Family Housing project will utilize the existing large wastewater disposal field located on APN 050-140-155. This field served the Cypress Acres Convalescent Hospital (CACH) and has a historical capacity of 10,800 gallons per day per Operating Permit (Northstar 2022).

Phase 2, Cypress Senior Housing, would construct 70 one-bedroom units for senior rental. The Phase 2 population would be households with incomes and affordable rents from 30% to 50% of the AMI; 25 of the units are assumed to have project-based Section 8 vouchers to further subsidize affordability. Amenities for Phase 2 would include 84 surface parking spaces, a community garden, and open space. The Senior Housing project would utilize new disposal fields located primarily on APN 050-140-162. It may also utilize existing disposal fields that served California Vocations (CV). The existing fields have a historical capacity of 2,415 gpd per Operating Permits (Northstar 2022).

For each phase of the project, the California Green Buildings Standards Code (CALGreen) would be adopted to promote Green Building Sustainability and Energy Efficiency. Each phase would be designed to incorporate principles of sustainability, including water and energy efficiency, resilience, and mitigating the impact of future disasters. The overall project's architectural character would be one- and two-story buildings broken up by walkways and green space.

Each phase would be located on a separate property for ownership and finance purposes. Existing property boundaries would be merged as necessary to accommodate the final project. Reciprocal easements for wastewater systems, access and utilities would be created as necessary.

A separate wastewater collection, treatment, and disposal system would also be designed, permitted, and constructed for each phase. Typical residential-strength wastewater is expected from each system. Each septic system would be designed to include secondary wastewater treatment (considered Advanced Treatment in the Paradise Code). The secondary wastewater treatment systems would be designed to include a minimum of two days hydraulic retention time septic tank capacity, per Paradise Code.

Construction

Construction would occur in two phases. Construction staging would occur within the boundaries of the project site, largely avoiding all areas identified in the wetlands delineation map.

Construction Schedule

Construction of Phase 1 is scheduled to take approximately 16 months, starting in December 2023, and completing in April 2025. The 70-unit senior housing Phase 2 project is anticipated to start construction in Spring 2024 and complete in late summer 2025. The project would have an approximate depth of excavation of 4 feet. In general terms, construction would involve the following for each phase:

Demolition/Grubbing/Rough Grading

As part of the Camp Fire cleanup, much of the debris was removed from the project area. Remaining hardscape, including asphalt paving and sidewalks, would be removed as part of the project. Overgrown vegetation that would interfere with construction would be removed from the project area. Grading would shape the construction site and small changes in topography. This construction phase is expected to last up to 2 months.

Excavation and Site Work

Following rough grading, additional excavation would bring the project area to final grade and prepare the soil for underground piping and structural slabs. Site work would involve installing underground utility pipes (some pipes may be 6-inch-diameter or larger), manholes, structural foundations, curbs, gutters, and sidewalks. The underground septic systems will undergo extensive upgrades and improvements. Excavation for concrete foundations and underground drainage pipes would be performed with excavators and/or backhoes. This construction phase is expected to last approximately 10-12 weeks.

Structural Facilities

The soil would be compacted and prepared for all structural facilities and piers for foundation systems. Prior to pouring concrete, structural forms, rebar, and conduits would be installed for each building. After the concrete is poured, it would be finished and cured before the forms are removed. Then building construction could commence. This construction phase is expected to last up to 3 months.

Paving, Striping, Landscaping

Paving would be performed incrementally throughout the site area as large construction and non-rubber tread equipment is removed from the site. All parking areas, roads, and designated locations would be paved and striped. Landscaping may include installation and/or construction of plantings and hardscapes, water features, walls, outdoor lighting, and drainage. This construction phase is expected to last up to 2 months.

Please see the end of the document for the proposed Site Plan.

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

Paradise lies on a ridge on the western slope of the Sierra Nevada at an elevation of about 1,800 feet. Most structures in this part of Paradise were destroyed in a massive wildfire on November 8, 2018, known as the Camp Fire. The entire community was almost destroyed in the fire, with 86 deaths and more than 13,900 homes burned (St. John, Serna, and Rong-Gong II 2018). The fire was driven by high winds from the east and embers flew far in advance of the flame front, causing the fire to spread at a very rapid rate. High winds through the Jarbo Gap impeded the ability to fight the fire. This project is part of the effort to rebuild the Town and replace the affordable housing that was destroyed in the fire. The project also helps meet state requirements for affordable housing in Butte County.

The project would provide 140 needed multi-family and senior housing affordable for family and senior households with incomes 30-60 percent of the AMI within the Town. In addition, help meet the Town's General Plan goal to provide affordable housing and different types of housing that encourage a range of residential densities sufficient to meet the needs of residents.

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

The nearly 24-acre site consists of seven (7) parcels that were largely cleared after the 2018 Camp Fire, although there are materials remaining such as asphalt, septic tanks and leach fields, gazebos, concrete, and driveways. The site formerly housed the approximately 130 bed Cypress Acres Convalescent Hospital and Nursing Home, and the California Vocations site, which were destroyed in the Camp Fire. The California Vocations site formerly housed the California Vocations offices and accommodation for over 20 of its developmentally disabled clients. These prior uses were quite intensive (California Vocations had over 200 employees). Town officials noted that in prior years there was significant traffic turning on and off of Cypress Lane.

The project has no access to sewer and will require septic and leach fields to serve the development. Municipal water and other public services and utilities are available. A few residences still remain in the vicinity now, with more anticipated as the town rebuilds.

NorthStar Engineering has prepared a preliminary septic analysis and design in coordination with Bob Larson, the Town’s Onsite Sanitary Official. In large part, the existing leach lines that served the convalescent hospital were determined to be sufficient to serve the proposed family housing. For the senior housing, a slight increase over the grandfathered California Vocations system would be required (approximately 50 senior units can be supported within the grandfathered capacity, and 20 units will require new capacity). The California Vocations leach lines may or may not be reused.

Roads adjacent to the property are still usable. The Town completed a two-year Transportation Management Plan (TMP) in March 2022 that addresses multiple needs, including daily transportation needs, evacuation plans “all at once,” active transportation facilities to support walking and bicycling, and local road safety improvements such as removing evacuation barriers. Several roads are planned to be widened to improve “all at once” evacuation. Both Clark Road, to the west of the Project, and Pentz Road to the east, are identified to have a traffic lane added along with a pedestrian-bike path. According to the TMP, “A major component of Town’s long-term recovery is rebuilding its transportation system to improve daily transportation and emergency evacuation, catalyze redevelopment, augment economic development, and improve Town’s walkability and bicycle friendliness (Mark Thomas 2022).”

Funding Information

Grant Number	HUD Program	Funding Amount
	CDBG-DR	\$25,917,199
	Project Based Vouchers	\$3,079,433

Estimated Total HUD Funded Amount:

Phase 1

CDBG-DR - \$14,278,677

HUD PBV – \$1,822,469

Phase 2

CDBG-DR - \$11,638,522

HUD PBV – \$1,256,964

Total HUD Amount for both Phases

\$28,996,632

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

Phase 1

\$ 40,132,410

Phase 2

\$ 29,397,294

Total Amount for both Phases

\$ 69,529,704

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.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The proposed project is located approximately 4.8 miles away from the closest civilian airport (Paradise Sky Park Airport) and is not within a Runway Protection Zone/ Clear Zone (RPZ/CZ) or Accident Potential Zone (APZ). No military airports were identified within 15,000 feet of the proposed project site. Exhibit 2-A
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The proposed project is located 121 miles inland and is not within a coastal zone. California does not contain protected coastal barrier resources. Exhibit 2-B
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project is located within Zone X, an area with minimal flood hazard, per FEMA panel 06007C0400E, effective 1/6/2011. No flood insurance is required. Exhibit 2-C

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 <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project would be in an identified non-attainment area for 8-hour ozone. Butte County Air Quality Management District (BCAQMD) has established air quality construction thresholds for the priority pollutants. The California Air Resources Board recommends the use of California Emissions Estimator Model (CalEEMod) to analyze construction emissions for land use development projects. CalEEMod (version 2022.1, release date April 2022) was used to estimate average daily construction and operational exhaust emissions.</p> <p>Inputs to the model included the construction year, total expected duration, proposed equipment usage, and land-use subtype apartments mid-rise. Other model inputs such as building area, landscape area, and lot acreage were input to the model. Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Based on the CalEEMod results, the projects falls well beneath the thresholds of significance for construction and operational emissions. The detailed results of the CalEEMod emissions model are included in Exhibit D. Based on the results for construction and operational emissions the project falls well below BCAQMD threshold levels, and therefore the federal di minimus threshold.</p> <p style="text-align: right;">Exhibit 2-D</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The proposed project is located 121 miles inland and is not within a coastal zone.</p> <p style="text-align: right;">Exhibit 2-E</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>A Phase I Environmental Site Assessment (ESA) was conducted for the proposed project site. The Phase I described that a single, 500-gallon underground storage tank (UST) had been identified at 1620 Cypress Lane (050-140-162) in the environmental records that is considered a REC. This former UST is located within the project area and its assumed location is beneath the parking lot. The UST contained kerosene before being located and removed during Camp Fire debris cleanup efforts. Records indicate that UST removal</p>

		<p>actions, conducted by Cal-Recycle contractors, resulted in a release of a portion of the UST contents.</p> <p>A Phase II investigation was conducted to investigate the hydrocarbon impacts to soil and groundwater caused by the release identified in the Phase I. The Phase II Report concluded that the laboratory analytical data indicated that residual impacts to soil and groundwater from the former UST release are limited in extent and do not appear to be a threat to public health or the environment. They further conclude that soil and groundwater impacts appear to be within limitations established by the State Water Resource Control Board (SWRCB) Low-Threat Closure Policy (LTCP), and biodegradation of residual impacts is expected to occur. While no soil vapor evaluations were conducted, the Report concluded in the evaluation of the Media Specific Criteria for Petroleum Vapor Intrusion to Indoor Air that Draft plans for future construction at the Site indicate that the source area will be covered with a paved parking lot. Therefore, the media specific criteria for petroleum vapor intrusion to indoor air is satisfied. The Phase II also stated that no further action was recommended, and Site closure was requested. The SWRCB concurred in their Notice of Eligibility Letter dated September 21, 2022, and No Further Action Letter on April 18, 2023.</p> <p>However, residual pockets of contaminated soils could potentially exist that could present localized hazards to construction workers. Worker exposure to groundwater is not expected. Therefore, mitigation measures have been incorporated into the plans to protect construction worker safety through the State California Environmental Quality Act (CEQA) approvals and mitigation monitoring plan.</p> <p style="text-align: right;">Exhibit 2-F</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>A query of federally listed wildlife species for the U.S. Geological Survey 7.5-minute quadrangle encompassing the project area was obtained from the USFWS's Sacramento</p>

	<p>Endangered Species Office Information Planning and Conservation website.</p> <p>Additional information about the distribution of special status species with the potential to occur within the project area was compiled from the CDFW California Natural Diversity Database for occurrences of special status species within a 1-mile radius of the proposed project alignment as well as from aerial photographs of the project area. Information on the distribution of special status species with potential to occur in the project region also was compiled from published literature. Field surveys were conducted at the site on September 26, September 29, and October 18-19, 2022.</p> <p>Eight state and federally listed wildlife species were identified with the potential to be within the project area:</p> <ul style="list-style-type: none"> • Plants: Butte County fritillary (<i>Fritillaria eastwoodiae</i>), Butte County morning-glory (<i>Calystegia atriplicifolia</i> ssp. <i>Buttensis</i>), Lewis Rose’s ragwort (<i>Packera eurycephala</i> var. <i>lewisrosei</i>) • Amphibians: Foothill yellow-legged frog (<i>Rana boylei</i>) and California red-legged frog (<i>Rana draytonii</i>) • Fish: Delta smelt (<i>Hypomesus transpacificus</i>) • Insects: Monarch butterfly (<i>Danaus plexippus</i>) and conservancy fairy shrimp (<i>Brachinecta conservatio</i>) • Birds: California spotted owl (<i>Strix occidentalis occidentalis</i>) <p>Based on the USFWS Threatened & Endangered Species Active Critical Habitat Report (accessed May 15, 2023), no federally designated critical habitat is located within the project area. The nearest critical habitat is for Butte County meadowfoam (<i>Limnanthes floccosa</i> ssp. <i>californica</i>) and is located approximately 8.5 miles southwest of the project area. No special status plant species protected by the California have been identified in the project area. Based on the reconnaissance-level survey, background</p>
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research of occurrence records for special status species, and the lack of suitable habitat present, it is unlikely that special-status plants, Delta smelt, Monarch butterfly, or conservancy fairy shrimp occur within the project area.

In the Sierra Nevada range, a majority of California spotted owl occur within mid-elevation ponderosa pine, mixed conifer, white fir, and mixed-evergreen forest types, with fewer owls occurring in lower elevation oak woodlands. Nests are typically found in areas of high canopy cover, a high number of large trees, and downed trees. The nearest California spotted owl occurrence is a positive observation from 2005 approximately 2.4 miles northeast of the project area, in an area that had high tree density and canopy cover prior to the 2018 Camp Fire. Damage to trees during the Camp Fire significantly reduced the tree density, canopy cover, and understory within the project area, and clean-up activities following the fire removed downed trees, dead vegetation, and other debris. Due to low tree density and canopy cover, the project area lacks suitable nesting habitat for the California spotted owl. Based on these findings, California spotted owl are not expected to occur within the project area, and the project will have no effect on the species.

California red-legged frog and foothill yellow-legged frog

Aquatic habitat found within the project site (streams and adjacent wetland areas) provides potential breeding habitat for California red-legged and foothill yellow-legged frogs. However, neither frog species was identified during biological surveys at the project site. Foothill yellow-legged frogs have been identified approximately 1,300 feet (0.25 miles) to the northwest of the project site, while California red-legged frogs have not been documented within 1 mile of the project site. Based on the survey findings, these species are not expected to occur. However, the possibility exists that these species could become established prior to construction of the project.

		<p>Implementation of the project has the potential to result in direct impacts to California red-legged frog and foothill yellow-legged frog should they be present in the project site during project construction activities. Direct impacts to individuals of these species could result from ground disturbance activities within aquatic habitat and adjacent upland refuge habitat when movement across these areas is occurring. Impacts could also occur in refuge habitat if individuals of this species are aestivating in underground refugia or under debris. These species could be directly impacted by crushing by project equipment or vehicles. These impacts could result in direct mortality of individuals or small populations of these species. Mitigation measures have been required through the CEQA approvals to reduce impact on the California red-legged frog and the foothill yellow-legged frog and are repeated herein.</p> <p style="text-align: right;">Exhibit 2-G</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Based on California Environmental Protection Agency (CalEPA) Regulated Site Portal and the site visit, land uses within 1 mile are residential with supporting commercial uses. No ASTs were identified within a 1-mile radius of the project site. In addition, no ASTs were identified in the Phase I Environmental Site Assessment. Please see attached for a map showing the ASTs tanks within the Town and Phase I Report.</p> <p style="text-align: right;">Exhibit 2-H</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>The site is filled with weedy grass vegetation in a developed area and is not currently used or formerly used for farming. According to the California Department of Conservation Division of Land resource Protection Farmland Mapping and Monitoring Program, the site is listed as grazing and urban land, although the site was previously developed. The site does not meet the definition of prime or unique farmlands and is not of statewide or local significance.</p> <p style="text-align: right;">Exhibit 2-I</p>
<p>Floodplain Management</p> <p>Executive Order 11988,</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project is located within Zone X, an area with minimal flood hazard, per FEMA panel 06007C0400E, effective 1/6/2011.</p>

<p>particularly section 2(a); 24 CFR Part 55</p>		<p>Exhibit 2-J</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>A records search of the Project area and 100-meter buffer was requested from the North East Information Center. The record search results did not identify any historic and prehistoric cultural resources recorded in the Project area nor within 100 meters of the Project area.</p> <p>A cultural resources inventory was conducted to locate, describe, and evaluate tribal cultural resources present within the APE. A records search was conducted at the Northeast Information Center for resources within and adjacent to the APE.</p> <p>An intensive pedestrian survey was conducted within the APE on September 29, 2022. Complete methods and findings are available upon request.</p> <p>As a result of the inventory, no cultural resources have been identified within the APE. Although ground visibility within the APE was clear due to recent bulldozer activity, the fire and subsequent cleanup drastically impacted the soil surface. The APE has been thoroughly disturbed both on the surface and subsurface. Subsurface disturbances from previous urban development include the installation of water lines, sewer lines, electrical lines, and building foundations. Recent surface disturbances include hazmat clearing of structures burned in the Camp Fire and removal of the top three to six inches of soil. The subsurface utilities installed before the Camp Fire appear to be intact and one concrete foundation was left within the APE. The remains of all other structures within the APE were removed with a bulldozer.</p> <p>A search of the Native American Heritage Commission (NAHC) Sacred Lands File was initiated for the project area on August 29, 2022; the search returned back negative. Pursuant to Section 106, consultation was initiated with known Native American Tribes in the region on October 7, 2022 based on a recent nearby project NAHC list and two</p>

		<p>more letters were sent out October 28, 2022, based on when the NAHC list was received, to solicit feedback regarding potential Native American resources within or in proximity to the project site and follow up phone calls and emails were made October 20, 2022.</p> <p>Two tribes, the KonKow Valley Band of Maidu and Mooretown Rancheria of Maidu Indians, responded. The KonKow Valley Band of Maidu indicated the project has not yet been reviewed by their tribe. However, the project will be forwarded to the tribe's cultural resources director for review. The Mooretown Rancheria of Maidu Indians indicated their tribe has no issues with the project proceeding. The tribe requested inadvertent discovery mitigation be incorporated into the project construction documents and that their tribe be notified of any inadvertent discoveries during construction. No other tribes have responded to date.</p> <p>The Town of Paradise has determined that the proposed undertaking would have no effect on a historic resource.</p> <p>A request for concurrence was sent to SHPO on 12/23/22. Concurrence is presumed per failure of the SHPO/THPO to respond found at 36 CFR Part 800.3(c)(4).</p> <p style="text-align: right;">Exhibit 2-K</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</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Noise levels are measured to determine ambient noise and, if necessary, take action to protect residents from objectionable noise. Since most of the homes and businesses near the project were destroyed in the Camp Fire, the noise environment is mostly dominated by natural sounds such as wind or bird songs. Currently, there is light traffic on Clark Road, and traffic noise is minimal. Traffic volumes, and commensurate sound levels, will increase as homes and businesses are rebuilt near the project.</p> <p>The area is generally currently undeveloped because the entire neighborhood was burned in the 2018 fire that destroyed 14,000 buildings in the town. The noise levels on the entire site are now and will be the same into</p>

		<p>the foreseeable future. The area has few noise sources because existing homes and businesses are very scattered. Figure 1 in Exhibit 2-L identifies the current empty lots in the vicinity of the project. Figure 2 in Exhibit 2-L identifies the habituated lots before the Camp Fire.</p> <p>There are scattered homes within ¼ mile of the project. Most of the existing lots (where homes were destroyed) have not been rebuilt, but there are few homes on Clark Road and Adams Lane. Residents of the project will use private vehicles to conduct daily life, and this will add to the existing noise environment. Vehicle trips would be spread over the entire community and day, and the volumes were considered in the Housing Element environmental review. At any given location the noise increase from project-generated traffic would be imperceptible. The project replaces a former congregate care facility and other services with 200 employees (Town of Paradise 2022b), thus the net increase in VMT is expected to be minor. The approval of the Housing Element adopted an MND that included a Noise analysis (Town of Paradise 2022a). The Housing Element anticipates future traffic noise increasing as the Town is rebuilt (Town of Paradise 2022b). This increased traffic noise was not found to be a significant negative impact in the Housing Element MND (Town of Paradise 2022a).</p> <p>The two closest arterial roads are Clark Rd and Penz Rd. No current traffic counts are available and counts before the fire are no longer applicable – 95% of the buildings that generated traffic are gone. What was a bustling town is now a sleepy village with widely scattered homes and a few businesses. Therefore, there is no major road traffic in the area. There is no railroad and no railroad tracks. The project site is approximately 5 miles from the Paradise Skypark; please see attached map that shows the relationship between the Skypark and the project. Please also see the attached Paradise Skypark Land Use Plan, the noise contours are on page 9. . Skypark had about 40 daily flights of single</p>
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		<p>engine aircraft, expected to increase to about 80 in 2030.</p> <p>During construction, neighboring homes withing a ¼ mile of the site would be temporarily exposed to construction equipment noise. This noise would come from heavy delivery trucks, graders, excavators, backhoes, and loaders. The noisiest construction activity would probably range from 77 dBA to 85 dBA at 50 feet. Most of the excavation and heavy equipment use will occur well inside of the 24-acre project property. Single-point source noise attenuates about 6 dBA with each doubling of distance. Thus, at 200 feet from the working equipment, noise could range from 65 dBA to 73 dBA, and would continue to diminish with greater distance. 65 to 73 dBA is considered acceptable for short-term intermittent sources in daylight hours. Grading and heavy equipment operation at the project will be short-term, on weekdays, and in daylight hours. Consequently, construction activity for the project would not exceed ambient noise level standards at sensitive receptors such as neighboring homes.</p> <p>After residents move into the new project housing, noise would be generated by mechanical equipment, such as heating, ventilation, and air conditioning systems. Sounds from outdoor activities by residents, such as conversation, might be perceptible at the property boundary. This would not violate HUD noise standards.</p> <p style="text-align: right;">Exhibit 2-L</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The sole source aquifer (SSA) authority would apply to the proposed project since there would be new construction. However, according to the Environmental Protection Agency SSA interactive online map, the project location does not lie above a sole source aquifer.</p> <p style="text-align: right;">Exhibit 2-M</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>An 8-Step Review Process was completed for the proposed wetlands on site. The site visit identified several named and unnamed stream channels and four freshwater emergent wetlands, primarily in the western section of the project, mostly contained within the Phase</p>

		<p>2 area (See figure attached). These stream channels and wetlands cover a total of 1.45 acres within the project site.</p> <p>Approximately 0.19 linear miles of Dry Creek runs through the western portion of the project site, starting north of Cypress Lane and running south towards Adam Road.</p> <p>Approximately 0.12 linear miles of unnamed Stream Channel 1 runs through the project site west of and parallel to Dry Creek, with a perpendicular portion that juts out south of Cypress Lane. Approximately 0.09 linear miles of unnamed Stream Channel 2 runs through the southeastern corner of the project site. The stream channels were bordered by approximately 0.79 acres of riparian habitat dominated by Himalayan blackberries and arroyo willows.</p> <p>Unnamed Wetland A covers approximately 0.21 acres west of the streams and north of Cypress Lane. Unnamed Wetland B covers 0.24 acres bordering the west side of Dry Creek in the western portion of the project site, just south of Cypress Lane. Unnamed Wetland C and D cover approximately 0.14 acres bordering the east and west side of Dry Creek in the southwestern portion of the project site.</p> <p>The project has been designed to avoid impacts to wetlands and stream channels. However, the improvement and widening of Cypress Lane and installation of a new driveway and walkway to provide access to the project site during Phases 1 and 2 will require installing new culverts and fill within 0.02 acres of stream channels. Any impact to regulated waters and wetlands will require regulatory permitting from the USACE, CDFW and RWQCB prior to the issuance of grading permits. These regulatory permits are designed to fully mitigate impacts on these resources, and have been submitted for agency review and approval.</p> <p style="text-align: right;">Exhibit 2-N</p>
<p>Wild and Scenic Rivers</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The proposed project would be constructed on vacant parcels that have been cleared from the 2018 Camp Fire. The surrounding area contains more vacant parcels and some</p>

Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)		residential homes. There are no wild and scenic river systems within the vicinity of the proposed project. The closest listed wild and scenic river near the project area is the Middle Fork Feather River approximately 17 miles to the east. Exhibit 2-O
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ENVIRONMENTAL JUSTICE

<p>Environmental Justice</p> <p>Executive Order 12898</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The US EPA EJScreen is an on-line tool that evaluates a wide range of environmental and social factors. Environmental factors focus on air pollution, underground tanks and hazardous material sites, and building concerns such as lead paint. Social factors include income, skin color, language, education, and age (very young and seniors). The purpose of the tool is to identify communities that are subjected to high levels of pollution and prevent or mitigate development that may worsen health or economic outcomes.</p> <p>The Project is along the northern end of the Town of Paradise. The surrounding land uses are limited residential and commercial. The primary source of motor vehicle emissions is local traffic. The project is about 4 miles north of Paradise Airport, designated CA92. The airport supports general aviation and had about 40 daily landings. However, since the 2018 fire, traffic may have diminished. Since general aviation aircraft still use leaded fuel, some air-borne lead emissions are expected from planes using this airport. EPA has found that no airborne lead exposure level is acceptable. The roads and airport are local sources of air pollution such as PM2.5 and air toxics and carcinogens. There is also some background ozone transported from the greater Central Valley.</p> <p>Three EJScreen model runs were performed to estimate if the proposed road improvement project would disproportionately impact vulnerable populations. Reports for these model runs are included below.</p> <p>EJScreen model runs are typically performed for the project site and then at increasing distances in concentric circles. This allows for</p>
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		<p>comparison between the project site and nearby areas. The model was updated to V2.1 in October 2022 to enhance capabilities in some US Territories and expand EJ metrics. The model now considers five factors (two previously) to calculate a “Demographic Index.” The factors considered are percent low-income, percent limited English-speaking, percent less than high school education, percent unemployed, and low life expectancy. (Source: https://www.epa.gov/newsreleases/epa-launches-updates-environmental-justice-mapping-tool-ejscreen).</p> <p>The Demographic Index is calculated for a circle with the Project as the center point. The values are expressed as a percentile of the state average for each distance is as follows:</p> <ul style="list-style-type: none">• 0.25 miles, with a population of about 269 people, the Demographic Index is 20,• 0.5 miles, with a population of about 862, the Demographic Index is 22, and• 1 mile, with a population of about 3060, the Demographic Index is 22. <p>The changes in the Demographic Index as one makes a larger circle is probably because a wider variety of people are captured from the census data. All three circles are well below the concern level of 75%, so this indicates that there is no impact from a changed demographic index. Another way to say this is that people living in the project will not be harmed disproportionately compared to those living farther away.</p> <p>EPA recommends considering pollution scores for various metrics that are over the 80th state percentile. The entire area shows high scores for residents over 65. There is only a small difference between the one-quarter mile study circle and the surrounding areas for the following metrics.</p> <p>The Town of Paradise sees no disproportionate impact to those residing near or on the Project site from those farther away.</p> <p style="text-align: right;">Exhibit 2-P</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 is zoned C-S, Community Service - 10 dwelling units per net acre. Maximum potential residential densities shall not exceed fifteen dwelling units per gross acre if served by an approved clustered wastewater treatment and disposal system. This zoning is intended for private uses which serve a community purpose or benefit the community. While not specifically stated as an allowed use, new low-income and senior housing can be developed with a site plan review permit by the Town of Paradise and is encouraged by policy. Refs 2, 3 (Section 4.11)
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	The project area is relatively flat with a general elevation of approximately 2,092 feet above mean sea level. Topographic contour lines in the vicinity of the project indicate that surface water generally drains towards the southwest. The project would not result in substantial soil erosion or topsoil loss. The project would implement erosion and sediment control, and storm water management and discharge. Ref 3 (Section 4.7 and 4.10)
Hazards and Nuisances including Site Safety and Noise	2	The Phase I ESA identified a single UST located within the Project Area at 1620 Cypress Lane. This location is south of Cypress Lane, approximately in the location of the proposed parking area between the senior housing and family housing. Residual pockets of contaminated soils could potentially exist that could present localized hazards to construction workers therefore the project would implement a soil management plan

		to protect construction workers. No noise impacts were identified for the site. Ref 3 (Section 4.9 and 4.13)
Energy Consumption	2	Electric services would be provided by PG&E. Energy-efficient features would be incorporated into the residential buildings in accordance with Town and State requirements, including water and energy efficiency, resilience, and mitigating the impact of future climate change. Refs 2, 3 (Section 4.6 and 4.19)

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	Temporary jobs will be generated during construction of the project, and a permanent full-time manager position will be created. Ref 1
Demographic Character Changes, Displacement	2	The project would provide 140 affordable housing units for families and seniors. The project site is vacant thus no displacement would occur. Ref 1

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	Paradise Ridge Elementary School (1.5 miles southeast), Paradise Charter Middle School (1.2 miles southwest), and Paradise High School (2.6 miles southwest) in the Paradise Unified School District, would serve the students within the project area. Due to the 2018 Camp Fire, multiple school sites are undergoing improvements, supported by local Measure Y, which will expand and improve the current school infrastructure. The Paradise Unified School District provides bus transportation in the area. Ref 3 (Section 4.15)
Commercial Facilities	2	A Save Mart, Dollar General and Mountain Mikes are located near the project site approximately 0.7 miles to the south. Ref 1
Health Care and Social Services	2	Adventist Health Feather River Health Center is a clinic located off Skyway, 4.6 miles southwest of the project site. Hospitals are located in Chico approximately 20 minutes by vehicle. Ref 3 (Section 4.15)
Solid Waste Disposal / Recycling	2	Solid waste is primarily disposed of at the Neal Road Recycling and Waste Facility (NRRWF), which is owned and operated by Butte County. The facility is estimated to operate until 2048, accommodating 2.5 to 3.5 percent annual increases in solid waste due to anticipated growth in the County. Ref 3 (Section 4.19)

Waste Water / Sanitary Sewers	2	The project would produce an increase in wastewater generation at the project site compared to existing conditions. However, each phase of the project would provide a separate wastewater collection, treatment, and disposal system. These systems will be designed to meet all wastewater needs on site. Ref 3 (Section 4.10 and 4.19)
Water Supply	2	Paradise Irrigation District (PID) provides water to most areas of the Town of Paradise. The project would not require the construction or relocation of new water mains, but only connections to the existing main. The 2020 Urban Water Management Plan from the PID concluded that the District's water supply is adequate to meet demand in single dry years through 2045, even with supplies reduced as far down as 29% of normal. Ref 3 (Section 4.19)
Public Safety - Police, Fire and Emergency Medical	2	Fire Protection and Emergency Response The Paradise Fire Department and Butte County CalFire serve the project area. The Paradise Fire Department provides 24-hour emergency response for medical emergencies, fire suppression, and disaster response. Butte County Fire Station 35 is located approximately 0.2 miles west of the site. Police Protection The Paradise Police Department (PPD) serves the project area. In case of emergencies and non-emergency calls, the community can reach an on-call first responder. The police station is located approximately 3.7 miles southwest of the project site. Ref 3 (Section 4.15)
Parks, Open Space and Recreation	2	The closest parks to the project area include Moore Road Ballpark and Paradise Dog Park, approximately 0.4 miles northwest of the project area. Refs 1, 3 (Section 4.15)
Transportation and Accessibility	2	Transit service in Paradise is provided by B-Line, which is Butte County's regional public transit system. There is one bus stop near the project site at Clark Road and Kilcrease Circle. This stop is roughly 300 feet southwest of the project along Clark Road and is served by Transit Route 41. Ref 3 (Section 4.17)

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	3	There are several named and unnamed stream channels and four freshwater emergent wetlands, primarily in the western section of the project area and mostly contained within the Phase 2 project area. The Phase 1 project has been designed to avoid impacts to wetlands and stream channels. However, the improvement and widening of Cypress Lane and installation of a new driveway and walkway to provide access to the project site during Phases 1 and 2 will require installing new culverts and

		<p>fill within 0.02 acres of stream channels. The project would require obtaining permits prior to construction.</p> <p style="text-align: right;">Ref 3 (Section 4.4)</p>
Vegetation, Wildlife	3	<p>The project area is characterized as highly disturbed suburban land, in large part due to destruction from the Camp Fire and subsequent cleanup activities. The project would incorporate mitigation measures to protect special status species.</p> <p>Migratory Birds</p> <p>Trees and shrubs in the project area may provide suitable nesting habitat for migratory birds including tree-nesting raptors, such as the white-tailed kite observed during the September 26, 2022, survey. White-tailed kite are protected by both the MBTA and as a CDFW “fully protected” species. Although no active nests or nesting bird behavior was observed during the 2022 surveys, this does not preclude birds from establishing active nests between the time of the survey and project construction.</p> <p>Construction activities that adversely affect the nesting success of special-status or non-special status migratory birds, including tree-nesting raptors, or result in mortality of individual birds constitute a violation of federal law, as discussed previously. Trees within and adjacent to the project site may provide suitable nesting habitat for migratory birds. The best way to avoid disturbing nesting birds is to schedule activities outside the nesting season. Any tree or brush removal required as part of project activities should be completed during months when birds are not actively nesting. The project would incorporate mitigation measures to protect migratory birds during construction.</p> <p style="text-align: right;">Ref 3, Exhibit 2-G (Section 4.4)</p>
Other Factors Climate Change	2	<p>The US Council on Environmental Quality recently issued interim NEPA guidance called “National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change (01/09/2023). This section incorporates that guidance by estimating construction and operation emissions. This section also outlines policies, programs and actions that will reduce greenhouse gases over the life of the project, also consistent with the CEQA guidance.</p> <p>The State of California has taken several legislative steps to reduce increases in GHG emissions. California’s GHG reduction requirements aim to reduce vehicle miles traveled, thereby improving air quality by reducing GHG emissions from automobiles. California is making progress toward the reduction goals and emissions per capita have dropped while economic activity (GDP) increases.</p> <p>https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf. Accessed 10/12/22.</p>

	<p>The Clean Energy and Pollution Reduction Act (Senate Bill 350) established clean energy, clean air, and greenhouse gas (GHG) reduction goals. This includes reducing GHG to 40 percent below 1990 levels by 2030 (already achieved) and to 80 percent below 1990 levels by 2050. This indirect emissions from electricity used by California residents will continue to diminish.</p> <p>The Project would construct an infill residential development and operate an energy-efficient residential building. While transit service is still limited, bicycle and pedestrian infrastructure is being built throughout the Town. Sustainability features include photovoltaic and thermal solar panels to offset utility usage with clean energy. Energy-efficient building exterior walls, utility systems, and appliances would be incorporated, and on-site electric charging for cars and bikes would help minimize the carbon footprint for the project.</p> <p>Essentially, the new Cypress housing project implements part of the Town’s new Housing Element, which is a key tool to accomplish rebuilding. Thus, this analysis tiers off the Housing Element Negative Declaration which is the umbrella document for new housing.</p> <p>According to the recently adopted Town Housing Element Negative Declaration, “New units replacing destroyed units” (by the Camp Fire) “would be more energy efficient than previous residences given improved technologies and fixtures and updated requirements. The majority of the Town’s housing stock pre-fire was built between 1951 and 1970. New construction to replace the destroyed homes would be required to comply with California Title 24 Building Energy Efficiency Standards and Green Building Standards. The Title 24 energy standards became effective January 1, 2020 and include residential building standards related to energy efficient lighting, HVAC systems, walls, water heating, and attics.”</p> <p>Furthermore, the Housing Element Negative Declaration asserts, “The Town’s Housing Element includes policies and programs to further reduce the energy consumption of future residential households by increasing awareness of building methods and materials that increase resiliency (SP-53, SI-23), assisting low-income households to perform energy improvements (SI-2, SP-73, HI-20), and providing incentives for efficient air conditioning or cooling (SP-24, SI-9). The Project also includes policies to increase the use of low-water-use, drought-tolerant plant species in parks and private development (SP-51).”</p> <p>The Town’s ongoing recovery has emphasized increased walkability. The construction of a transit center and grade-separated multi-use bicycle and pedestrian pathways along key</p>
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	<p>evacuation routes are two planned multi-modal transportation improvements included in the Town’s list of disaster recovery projects. The Paradise Transit Center is a shovel-ready project seeking construction funding and the multi-modal pathway is currently in the planning phase as part of the Transportation Master Plan.</p> <p>Once operational, the project would help attain the State’s goals defined in California Assembly Bill 32 as an infill, affordable housing project with transit access; therefore, the project would be consistent with state and national goals to reduce GHG emissions.</p> <p style="text-align: right;">Ref 3 (Section 4.8)</p>
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Additional Studies Performed:

1. NCE. 2022. Cypress Family and Senior Housing Project Biological Resources Technical Memorandum.
2. NCE. 2022. Cultural Resources Inventory for the Cypress Family and Senior Housing Project.
3. NCE. 2022. Initial Study/Mitigated Negative Declaration for the Cypress Family and Senior Housing Project.
4. NCE. 2023. Aquatic Resources Delineation Report, Cypress Family and Senior Housing Project.

Field Inspection (Date and completed by):

1. Field Observation conducted by Cord Hute, NCE. September 26, 2022.
2. Field Observation conducted by Michael Baldrice, NCE. September 29, 2022.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

1. Unless otherwise noted, assessments based upon expertise and experience of Gail M. Ervin, Ph.D., NCE.
2. Town of Paradise. 2008. Town of Paradise 1994 General Plan. Vol. 1. As amended through January 2008. Prepared by the Town of Paradise Community Development Department and QUAD Consultants. <https://www.townofparadise.com/planning/page/town-paradise-general-plan>
3. Town of Paradise. 2022. Initial Study/ Mitigated Negative Declaration Cypress Family and Senior Housing Project. [Cypress Family & Senior Housing Project \(ca.gov\)](https://www.ca.gov/cypress-family-senior-housing-project)
4. Mark Thomas. 2022. “Transportation Management Plan.” Prepared for the Town of Paradise. <https://app.box.com/s/qoz47iu7vylkoswtqoewz0wxukbjpll>.
5. Northstar. 2022. Preliminary Wastewater System Design Concept.
6. St. John, P., J. Serna, and L. Rong-Gong II. 2018. “Must Reads: Here’s How Paradise Ignored Warnings and Became a Deathtrap.” Los Angeles Times, December 20, 2018. <https://www.latimes.com/local/california/la-me-camp-fire-deathtrap-20181230-story.html>.

List of Permits Obtained:

The project would obtain or comply with the following permits:

- USACE Nationwide Permit
- CDFW Streambed Alteration Agreement Notification

- RWQCB Water Quality Certification
- Town of Paradise Site Plan Review
- Town of Paradise Building Permit
- Town of Paradise Septic Permit

Public Outreach [24 CFR 50.23 & 58.43]:

A Mitigated Negative Declaration was published on the Town of Paradise website and at the Development Services Department in the Building Resiliency Center. Public comment began on December 10, 2022 and ended on January 9, 2023. This allowed the public 30 days to provide the Town comments or challenge the determination.

A Finding of No Significant Impact (FONSI) and a Notice of Intent to Request Release of Funds (RROF) will be published in a paper of general circulation 15 days before the RROF will be submitted to HUD and HCD. This will allow the public 15 days to provide HUD and HCD comments or challenge to the FONSI determination.

The Town of Paradise held a public hearing for the project on February 21, 2023, at 6:00 pm, in the Town Hall Chambers. Primary concerns expressed were regarding densities, overflow parking, and opening an adjacent gate (it will only be available to emergency access). The Town addressed all concerns and adopted the initial study/mitigated negative declaration and mitigation monitoring plan.

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed project is an affordable senior and family development located on highly disturbed suburban land, disturbed due to destruction from the Camp Fire and subsequent cleanup activities. The project proposes to construct 140 units for senior and family housing. Between the two phases the project would share a 5,730 square foot (sf) community center, 2 playgrounds, an open space including a central green in the middle of the buildings located on the former convalescent hospital site, and a community garden. The project is consistent with the Town’s zoning and general plan policies. Construction air emissions will be temporary and below di minimus thresholds, as are operational emissions, which BCAQMD has determined results in a less than cumulatively significant effect. The project will have 170 uncovered onsite parking spaces. Measures are in place to protect sensitive habitats on the site thus the project will not result in a cumulative loss of biological resources. The project lies in a low-density area and would adhere to the Town’s Noise Ordinance during construction to ensure that the project would have a less than significant impact on noise. The project does not displace existing uses and provides affordable housing within the Town of Paradise. Measures are in place to protect workers from hazardous material during construction. Therefore, the project would result in no cumulatively significant effects on the human or natural environment.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

The original site plans for Phase 2 encroached on the large wetland in the northwest quadrant of the project area, which was identified during the aquatic resources delineation. A plan was developed which moved buildings further south and out of the wetlands. However, that would require improving a gravel private driveway, and the owner would not agree to allow access. The current preferred Phase 2 Alternative removed all improvements from the wetlands except the required culvert modifications for the roadway improvements. None of the alternative site plans could avoid the widening of Cypress Lane, which the Town requires to develop the site and provide safe access.

Site identification for affordable housing has proven to be a major obstacle in providing affordable housing units. Sites zoned appropriately and at reasonable cost are extremely limited within the Town of Paradise. Furthermore, sites that do not meet cost and zoning criteria are generally eliminated as alternatives. This project was chosen from several potential properties considered based upon feasibility, location, and affordability. There are no adverse effects from this location that would require consideration of an alternative site.

No Action Alternative [24 CFR 58.40(e)]:

The No Action Alternative would leave the parcel vacant with no funding for affordable housing. There are no benefits to the physical or human environment by taking no federal action for this project. Physical impacts to the environment occur in growing areas whether units are subsidized with federal funds or built at market rates.

The Town has determined the project is consistent with all Town land use plans, policies, and regulations for the project site. Not building on this site could result in more housing constructed further out in agricultural areas to meet the demand for affordable housing, contributing to urban sprawl, regional traffic congestion and regional air quality problems.

Summary of Findings and Conclusions:

The environmental assessment has determined that the construction of the Cypress Family and Senior Housing Project as mitigated, would have no adverse effect on the human or physical environment. The proposed project would construct 140 affordable housing units for families and seniors on approximately 24 acres. The activities are consistent with adopted plans and policies, and the new development would connect to existing municipal services that the Town have determined are adequate to serve affordable housing development. The surrounding vicinity has access to a recovering range of commercial, medical, emergency, social, and recreational services to serve future residents. Measures are in place to address unanticipated discoveries of cultural resources during ground-moving activities and migratory birds. The project will therefore have a beneficial effect on the quality of the human environment and no adverse effect on the natural environment.

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
<p>Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>A soil management plan (SMP) shall be prepared to protect construction workers and address the disposition of any soils that are encountered that may be contaminated. It shall specify required special handling requirements for soil contaminated by petroleum hydrocarbons. The SMP shall be provided by the contractor, shall be monitored onsite by a qualified person onsite who is trained to identify these situations and direct SMP protocols accordingly, and shall adequately address:</p> <ul style="list-style-type: none"> • Worker exposure monitoring and training requirements

	<ul style="list-style-type: none"> • Health and safety • Soil handling BMPs • Soil stockpiling, transportation, dewatering, and disposal • Waste management and disposal
<p>Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Mitigation Measure BIO-1: Protection of California Red-legged and Foothill Yellow-legged Frogs</p> <p>The project proponent shall implement the following standard U.S. Fish and Wildlife Service (USFWS) Mitigation and Avoidance Measures to prevent mortality of individual frogs that may be found breeding, migrating across, or aestivating on the project site during proposed project activities.</p> <ul style="list-style-type: none"> • Preconstruction surveys for California red-legged and foothill yellow-legged frogs shall be completed within 48 hours prior to commencement of any earth-moving activity, construction, or vegetation removal within the project, whichever comes first. The preconstruction survey shall include two nights of nocturnal surveys in areas of suitable habitat. • If any California red-legged or foothill yellow-legged frogs are encountered during the surveys, all work in the work area shall be placed on hold while the findings are reported to the CDFW and USFWS and it is determined what, if any, further actions must be followed to prevent possible take of this species. • Where construction will occur in California red-legged and foothill yellow-legged frog habitat, or where frogs are potentially present, work areas will be fenced in a manner that prevents equipment and vehicles from straying from the designated work area into adjacent habitat areas. A qualified biologist will assist in determining the boundaries of the area to be fenced in consultation with the Town, USFWS, and CDFW. All workers will be advised that equipment and vehicles must remain within the fenced work areas. • A USFWS-authorized biologist will direct the installation of the fence and will conduct biological surveys to move any individuals of these species from within the fenced area to suitable habitat outside of the fence. Exclusion fencing will be at least 24 inches in height. The type of fencing must be approved by the authorized biologist, the USFWS, and CDFW. This fence should be permanent enough to ensure that it remains in good condition throughout the duration of construction on the project site. It should be installed prior to any site grading or other construction-related activities. The fence should remain in place during all site grading or other construction-related activities. The frog exclusion fence could be “silt fence” that is buried along the bottom edge. • If at any time individuals of these species are found within an area that has been fenced to exclude these species, activities will cease until the authorized biologist moves the individuals. • If any of these species are found in a construction area where fencing was deemed unnecessary, work will cease until the authorized biologist moves the individuals. The authorized

biologist in consultation with USFWS and CDFW will then determine whether additional surveys or fencing are needed. Work may resume while this determination is being made, if deemed appropriate by the authorized biologist.

- Any individuals found during clearance surveys or otherwise removed from work areas will be placed in nearby suitable, undisturbed habitat. The authorized biologist will determine the best location for their release, based on the condition of the vegetation, soil, and other habitat features and the proximity to human activities.
- Clearance surveys shall occur daily in the work area.
- The authorized biologist will have the authority to stop all activities until appropriate corrective measures have been completed.
- To ensure that diseases are not conveyed between work sites by the authorized biologist or his or her assistants, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times.
- Project activities shall be limited to daylight hours, except during an emergency, in order to avoid nighttime activities when California red-legged and foothill yellow-legged frog may be present. Because dusk and dawn are often the times when California red-legged and foothill yellow-legged frog are most actively foraging and dispersing, all construction activities should cease one-half hour before sunset and should not begin prior to one-half hour before sunrise.
- Traffic speed shall be maintained at 10 miles per hour or less in the work area.

In addition to the standard USFWS measures:

- Prepare and present Environmental Awareness Training to all personnel working in the field on the proposed project site. Training shall consist of a brief presentation in which biologists explain endangered species concerns. Training shall include a discussion of special-status plants and sensitive wildlife species. Species biology, habitat needs, regulatory requirements, and measures being incorporated for the protection of these species and their habitats shall also be discussed. Project site boundaries shall be clearly delineated by stakes and/or flagging to minimize inadvertent degradation or loss of adjacent habitat areas during project operations. Staff and/or its contractors shall post signs and/or place fence around the project site to restrict access of vehicles and equipment unrelated to project operations.
- An on-site biological monitor, shall at a minimum, check the ground beneath all equipment and stored materials each morning prior to work activities to prevent take of individuals. All pipes or tubing Four (4) inches or greater shall be sealed by the relevant contractor with tape at both ends to prevent animals from entering the pipes at night. All trenches and other

	<p>excavations shall be backfilled the same day they are opened or shall have an exit ramp built into the excavation to allow animals to escape.</p> <p>Include the following measures in the project SWPPP and/or Spill Prevention Plan:</p> <ul style="list-style-type: none"> • Prevent the potential release of petroleum materials, such as oil and diesel fuel into adjacent habitat areas, including waters of the State and U.S. • Locate areas for fuel storage, refueling, and servicing of construction equipment in an upland location outside of sensitive habitat. • Establish wash sites in upland locations and ensure wash water does not flow into stream channels or wetlands. • Ensure that all construction equipment is in good working condition, showing no signs of fuel or oil leaks. All questionable motor oil, coolant, transmission fluid, and hydraulic fluid hoses, fittings, and seals shall be replaced. The mechanical equipment shall be inspected on a daily basis to ensure no leaks. All leaks shall be repaired in the equipment staging area or other suitable location prior to resumption of construction activity. • Place oil-absorbent and spill containment materials on-site when mechanical equipment is in operation within 100 feet of a waterway. If a spill or leak occurs, no additional work shall occur until 1) the leak has been repaired, 2) the spill has been contained, and 3) CDFW and Butte County Fire Department are contacted and have evaluated the impacts of the spill. • Install silt fence or other sediment-control devices around construction sites near streams and wetlands to contain spoils from excavation activities.
	<p>Mitigation Measure BIO-2: Nesting Bird Protection</p> <p>If project work must occur during the nesting season (February 1 – September 1), MHC shall utilize a qualified biologist to survey nesting birds within the project area, no more than 14 days prior to the beginning of tree and vegetation removal or ground-disturbing activities. Results of the survey shall be submitted to the Town prior to the start of construction activities.</p> <p>If nesting birds are detected within the project area during the survey, consultation with CDFW and USFWS is recommended to establish acceptable avoidance or minimization measures to avoid impacts to migratory birds and raptors. Avoidance measures could include the establishment of a suitable activity-free buffer around active nests/roosting sites. An avoidance or minimization plan shall be submitted to the Town, CDFW, and USFWS for review and approval</p>
<p>Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>TCR-1: Inadvertent Discovery</p> <p>The following measure is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources during a project’s ground disturbing activities:</p>

	<ul style="list-style-type: none"> • If any suspected TCRs, archaeological, or cultural resources are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A qualified professional archaeologist and a Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC § 21074). The Tribal Representative or qualified archaeologist will make recommendations for further evaluation and treatment as necessary. • The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. • Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery have been satisfied. • Although tribal cultural resources are not expected to be discovered, as requested by the Tribes, the project proponent has agreed to include these as construction controls for the project.
<p>Wetlands Protection Executive Order 11990, particularly sections 2 and 5</p>	<p>Mitigation Measure: Aquatic Resources Prior to issuing a grading permit, the Town shall require the project proponent to determine the exact quantity of aquatic resources to be impacted and obtain regulatory permits from the USACE (Section 404 permit), CDFW (Streambed Alteration agreement), and RWQCB (Section 401 permit) to comply with federal and state regulations. The project proponent shall purchase mitigation bank credits or provide on-site mitigation/restoration for impacts to aquatic resources at a ratio agreed to between the Town, USACE, RWQCB, and CDFW.</p>

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.

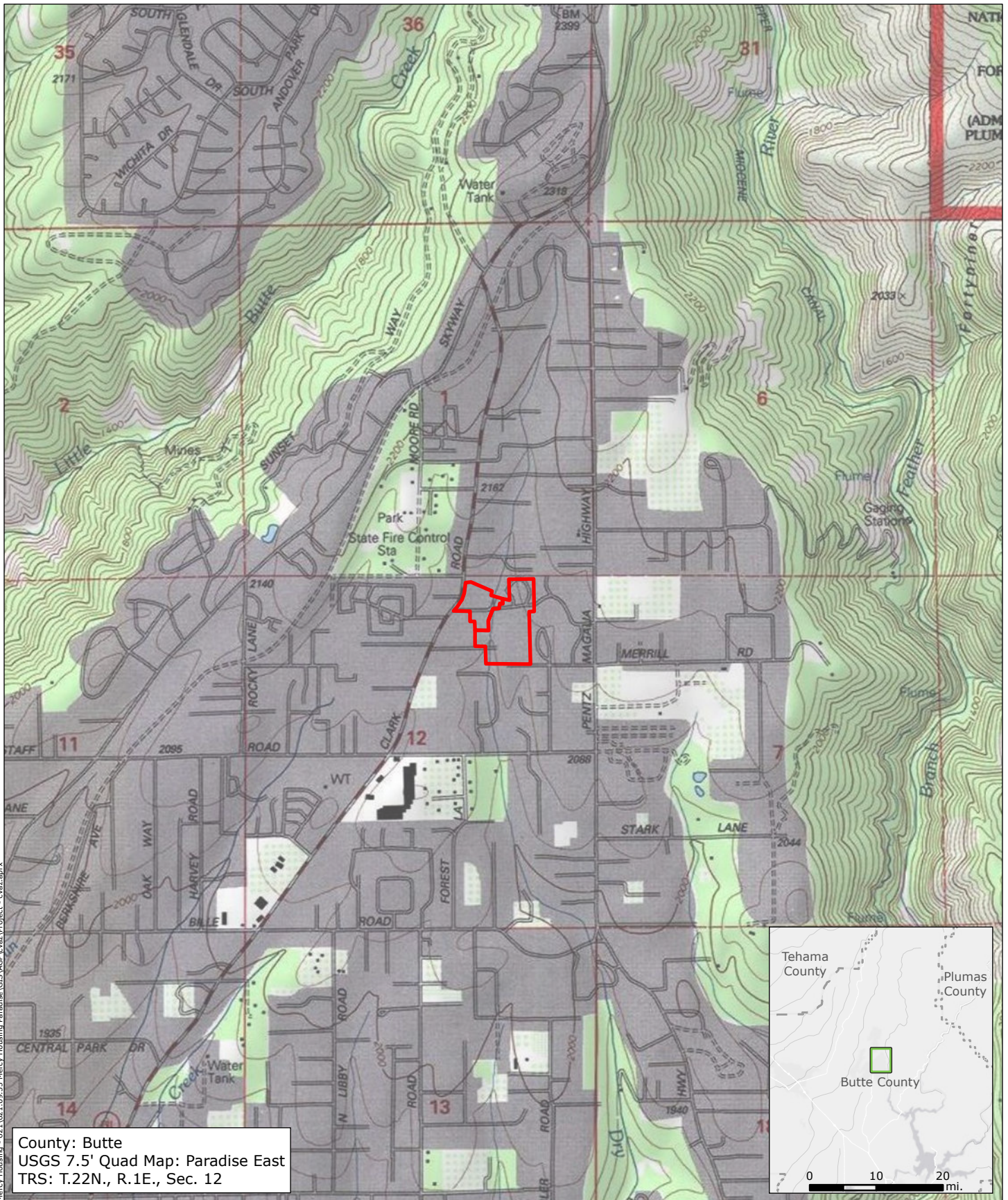
Preparer Signature: Gail M. Ervin Date: 6/12/23

Name/Title/Organization: Gail M. Ervin, PhD, Principal, NCE

Certifying Officer Signature: _____ Date: _____

Name/Title: _____

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).



County: Butte
 USGS 7.5' Quad Map: Paradise East
 TRS: T.22N., R.1E., Sec. 12

Legend
 APE



Cypress Lane Housing Project
Town of Paradise, Butte County
 Area of Potential Effect (APE) Location Map

Scale: 1:24,000
 0 1,000 2,000 ft.
 North arrow pointing up.

FIGURE
1

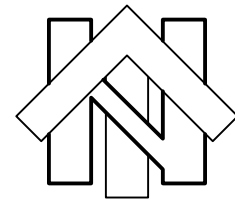
SOURCE ESRI USGS Topographic Basemap	JOB NUMBER 621.09.55	DRAWN cvaz	DATE 9/7/2022	REVISED 10/21/2022	APPROVED mlaitinen
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Document Path: P:\Active Projects\Mercy Housing - 621.09.55 Mercy Housing Paradise\GIS\AGP\cvaz\Project - cvaz.aprx



Document Path: P:\Active Projects\Mercy Housing Paradise\GIS\AGP\cvaz\Project - cvaz.aprx

<p>Legend</p> <p> APE</p>		<p>Cypress Lane Housing Project Town of Paradise, Butte County</p> <p>APE Detail Map</p>	<p>↑ N</p> <p>1 in. = 300 ft.</p> <p>0 100 200 300 ft.</p>	<p>FIGURE</p> <p>2</p>		
<p>SOURCE Bing Aerial Basemap</p>		<p>JOB NUMBER 621.09.55</p>	<p>DRAWN cvaz</p>	<p>DATE 8/29/2022</p>	<p>REVISED 10/21/2022</p>	<p>APPROVED mlaitinen</p>



SCALE 1"=50' (24x36)
SCALE 1"=100' (11x17)



Designed:	MNL	Revision		Date		By	
Drawn By:	HEK						
Approved:							
Date:	5-10-23						

NORTHSTAR
111 MISSION RANCH BLVD. SUITE 100, CHICO, CA 95926
PHONE: (530) 893-1600 www.northstareng.com

MERCY HOUSING
2512 RIVER PLAZA DRIVE, SUITE 200
SACRAMENTO, CALIFORNIA

PRELIMINARY LAYOUT
CYPRESS HOUSING

APN Number 000-000-000	Job Number	1"=50' Scale Horz.	1"=? Vert.	Sheet 1 Of 1
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