



**+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



Project Identification: Clark Road Apartments Project

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

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

Month/Year: December 2023

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

Project Information

Project Name: Clark Road 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): Kingdom Development, Inc.
6451 Box Spring Boulevard
Riverside, CA 92507
Phone: 951-538-6244

State/Local Identifier: N/A

Preparer: Raney Planning & Management, Inc.
Rod Stinson, Vice President
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Phone: 916-372-6100
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Certifying Officer Name and Title: James Goodwin, Town of Paradise
Town Manager

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

Project Location: 6480 Clark Road
Paradise, CA 95969
Assessor's Parcels Numbers (APNs):
050-200-010, -154, -157, and -158

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 Clark Road Apartments Project (proposed project).

Project Site Location

The project site is located at 6480 Clark Road, northeast of the intersection of Bille Road and Clark Road, in the Town of Paradise, California (see Figure 1 and Figure 2). The approximately 7.55-acre project site, identified by APNs 050-200-010, -154, -157, and -158, is currently used as storage for construction materials. A portion of the project site (APN 050-200-010) is designated as Town Residential (TR) by the Town of Paradise General Plan and the parcel is zoned Town Residential – 1/3 acre minimum (TR 1/3). The remainder of the project site in which the proposed residential buildings would be located is designated as Town Commercial (TC) by the Town of Paradise General Plan and zoned Community Commercial (CC).

Proposed Project

The proposed project would include development of 72 affordable residential units spread between six buildings (Building B through Building G) within the project site (see Figure 3). Buildings B through G would each be two stories with 12 apartment units per building, and Building A would be developed as a 2,988-square-foot (sf) community building, which would include management offices, laundry facilities, and a community room with a kitchenette and a computer library. The proposed project would provide a total of 24 one-bedroom units, 30 two-bedroom units, and 18 three-bedroom units. The units would be reserved for tenants earning between 30 percent and 60 percent of the Area Median Income (AMI) of Butte County. Each unit would have a private entrance, and either a front porch or private deck. Units would range in size from 620 to 1,156 sf.

Access to the project site would be provided by two new driveways off of Clark Road. Additionally, a gated emergency vehicle access road would be located in the southeast corner of the project site and would connect to Pinecrest Drive. The proposed project would provide a total of 106 parking spaces throughout the site, including 14 parking spaces designed in compliance with the Americans with Disability Act (ADA).

Landscaping, including trees, shrubs, and open space areas, would be provided throughout the project site, surrounding the proposed buildings and parking areas. Street trees would also be planted along the project site's Clark Road frontage. A community garden would be located to the east of Building G. In addition, a children's playground would be provided on the east side of Building F, and a half-court basketball court would be located to the south of Building G. The project would also include two barbeque areas with shaded picnic structures, and paved walkways connecting Buildings A, D, E, and F.

Figure 1
Regional Vicinity Location

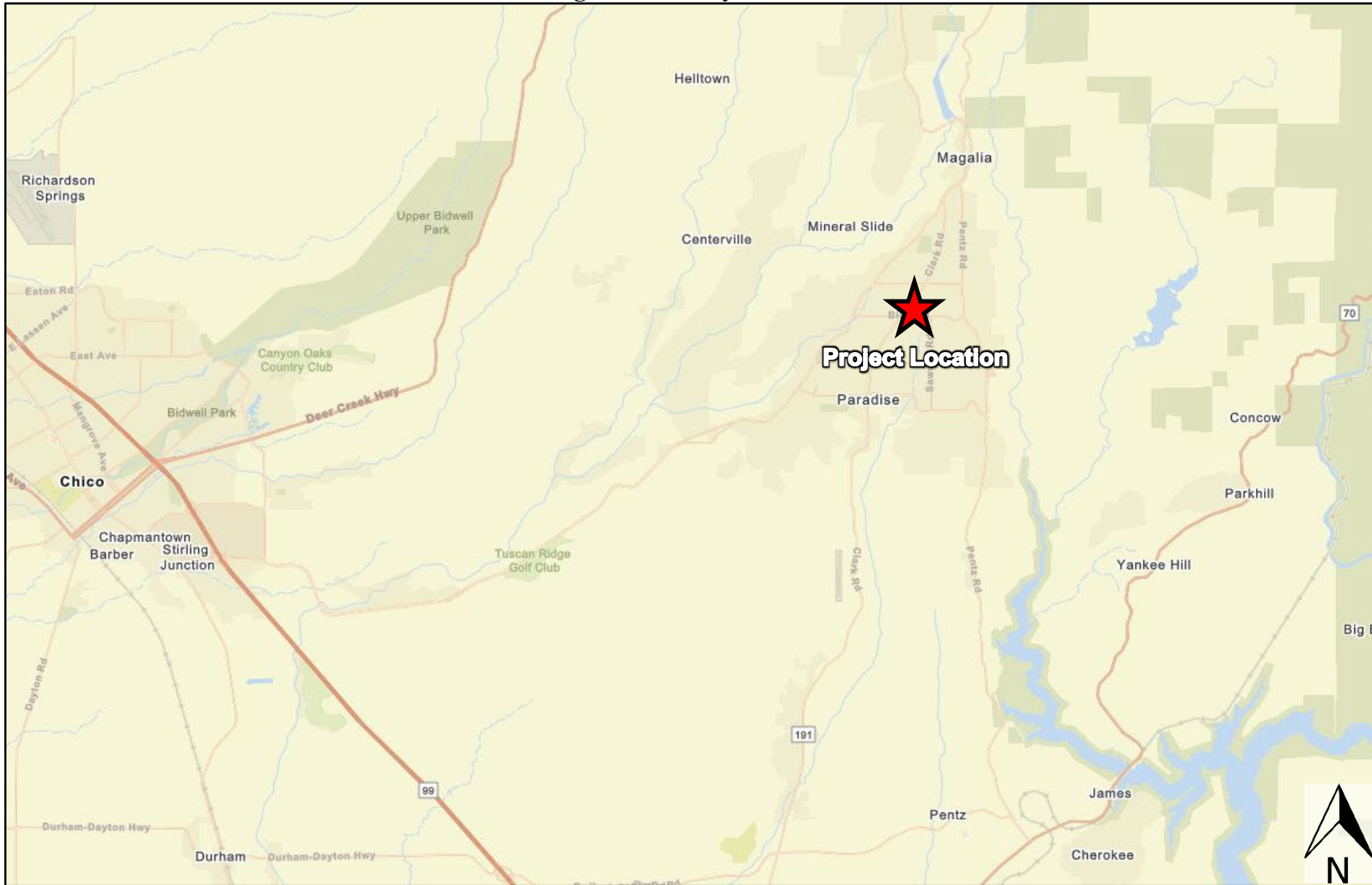


Figure 2
Project Site Boundaries



**Figure 3
Site Plan**



R|A+a
ARCHITECTURE

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Arizona • California • Texas

Revisions

- △ 2/27/23 Schematic Design Progress
- △ 3/30/23 Schematic Design Progress

Zen Development, LLC
222 Redwood Drive
P.O. Box 1082
Woodacre, CA. 94973
(818) 653-8899
www.zendevelopment.org

KD
Kingdom Development, Inc.
A California Non Profit Public Benefit Corporation

CLARK ROAD APARTMENTS

6480 Clark Road
Paradise, CA. 95969

APNs
050-200-010, 050-200-154,
050-200-158, 050-200-157

Job No. 2390A	Date 02/27/2023
Drawn By WGA	Checked By WGA

Sheet Title
Schematic Site Plan

A-0.1

Sanitary sewer service would be provided by an on-site septic system, which would include two primary leach field areas along Clark Road, and a replacement leach field area in the eastern portion of the site, within the open space areas. Development of the proposed septic system required Land Use Review by the Town of Paradise, which was approved May 18, 2023. It should be noted that the project site is also located within the Town of Paradise Sewer Service Area for future sewer service.

However, piping for future sewage connection is not a component of the proposed project, and the proposed project would be part of the community septic system. Potable water would be provided by the Paradise Irrigation District by way of existing water mains located within the project vicinity.

Storm drainage improvements that would be installed as part of the proposed project would be designed in accordance with the Town's Post-Construction Standards Plan and Chapter 8.56 of the Town of Paradise Code of Ordinances, Stormwater Quality Management, as required by the Town of Paradise. As such, new storm drain infrastructure installed as part of the proposed project would be designed to convey flows collected from new impervious surfaces within the developed project site into the existing Town stormwater drainage system. In addition, landscaping located throughout the site would help collect stormwater, which would percolate into on-site soils.

The proposed project would require approval of a Site Plan Review Permit by the Town of Paradise Planning Commission.

Ground disturbance associated with the project would include, but not be limited to, demolition, site preparation, grading, paving, and building construction. Construction is anticipated to occur over 18 months. It is anticipated that demolition would occur over 20 days, site preparation would occur over 20 days, grading would occur over 10 days, paving would occur over 2 days, building construction would occur over 360 days, and architectural coating would occur over 360 days.

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. Currently, 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 72 affordable units for residents at 30 to 60 percent AMI levels to assist in achieving the Town's RHNA goals.

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.

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

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 2022-2030 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.” By providing 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 is required.

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

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

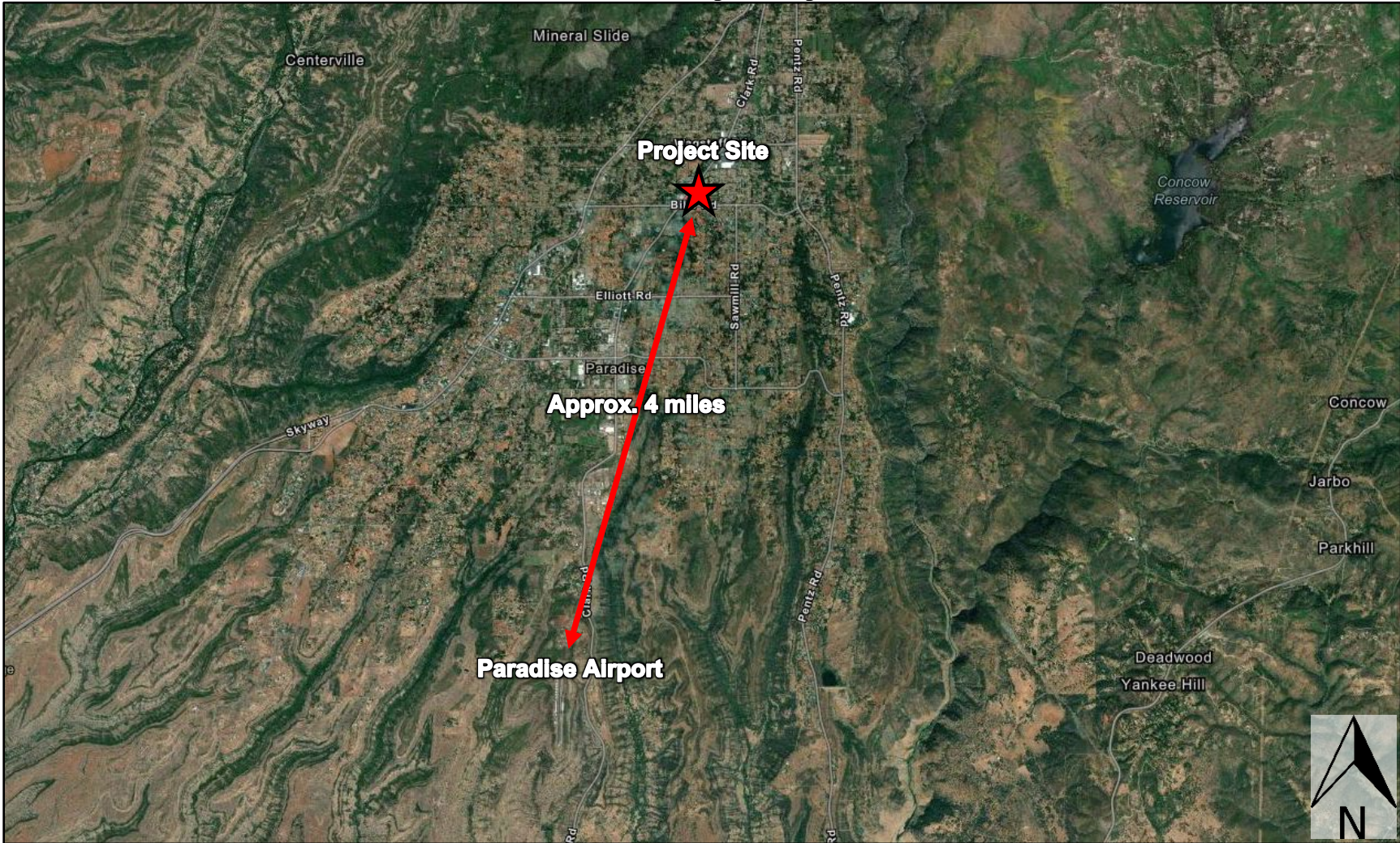
Existing Conditions and Surrounding Land Uses

The 7.55-acre project site is comprised of four separate parcels and currently used as storage for recreational vehicles (RVs), construction equipment, and building materials. The site was previously developed with rural residences; however, the site and the surrounding area were destroyed by the 2018 Camp Fire.

Clark Road bounds the site to the west, and Bille Road runs east to west to the south of the project site. The proposed project would include a gated emergency access point to Pinecrest Drive in the southeastern corner of the project site. Surrounding existing uses include First Baptist Church to the north; rural residences to the east and south; and the Paradise Alliance Church and a U.S. Postal Service office to the west, across Clark Road. The nearest airport to the project site is the Paradise Airport, approximately four miles to the south of the project site (see Figure 4).

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

**Figure 4
Nearest Airport Map**



Flood Hazard, Surface Water, and Groundwater Conditions

According to 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).

Aquatic resources do not occur within or adjacent to the project site. The nearest surface water sources to the site are a freshwater forested/shrub wetland habitat approximately 1,200 feet west of the project site and a riverine habitat approximately 750 feet south of the 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 PFOA, which denotes that the wetland is palustrine (P), class forested (FO), and temporarily flooded (A). The riverine habitat is classified as R5UBF, which denotes that the riverine habitat is riverine (R), has a subsystem that is unknown perennial (5), is classified as unconsolidated bottom (UB), and is semi-permanently flooded (F).

The project site is located approximately 113 miles from the Coastal Zone Boundary (see Figure 7) and is located approximately 190 miles northwest of the nearest sole source aquifer, the Fresno Streamflow Source Zone (see Figure 8). The nearest National Wild and Scenic River to the project site is the Middle Fork of the Feather River, located approximately 17 miles to the southeast (see Figure 9). The nearest river listed on the Nationwide Rivers Inventory to the project site is the Butte Creek (Upper Segment), located approximately five miles to the northwest (see Figure 10). The project site is not located in the vicinity of a Study River, as Study Rivers do not exist in California.

Funding Information

Estimated Total HUD Funded Amount:

\$8,119,440 (Project-Based Vouchers)

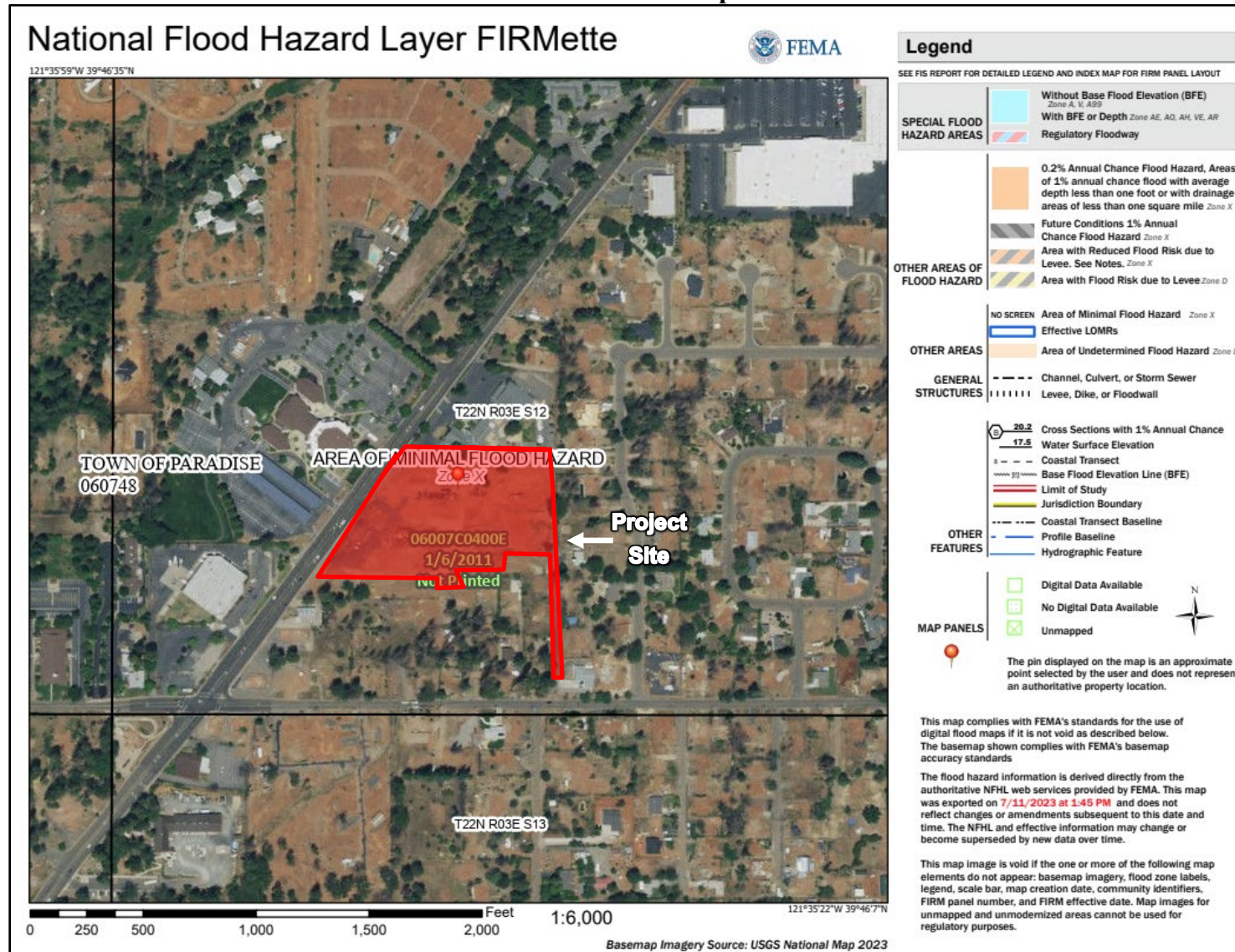
\$15,000,000 (CDBG-DR)

\$250,000 CDBG-DR Activity Delivery Cost (ADC)

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

The estimated total development cost for the proposed project is \$41,257,692, \$8,119,440 of which would be funded through HUD Section 8 Project-Based Vouchers over a 20-year commitment, \$15,000,000 of which would be funded by CDBG-DR, and \$250,000 of which would be funded by CDBG-DR ADC.

Figure 5
FEMA Flood Map



Source: Federal Emergency Management Agency. Flood Insurance Rate Map. Accessed July 2023.

**Figure 6
NWI Wetlands Map**

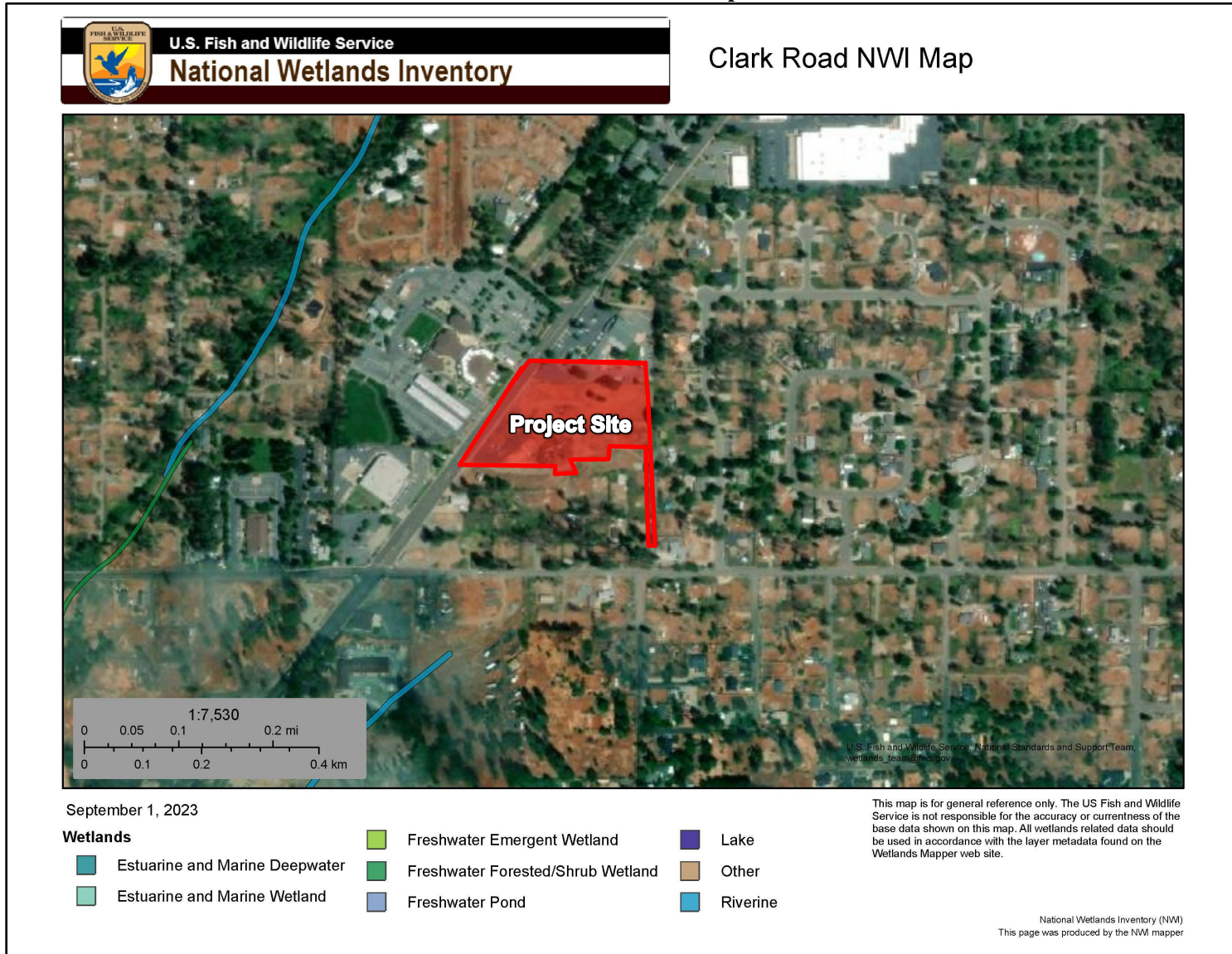
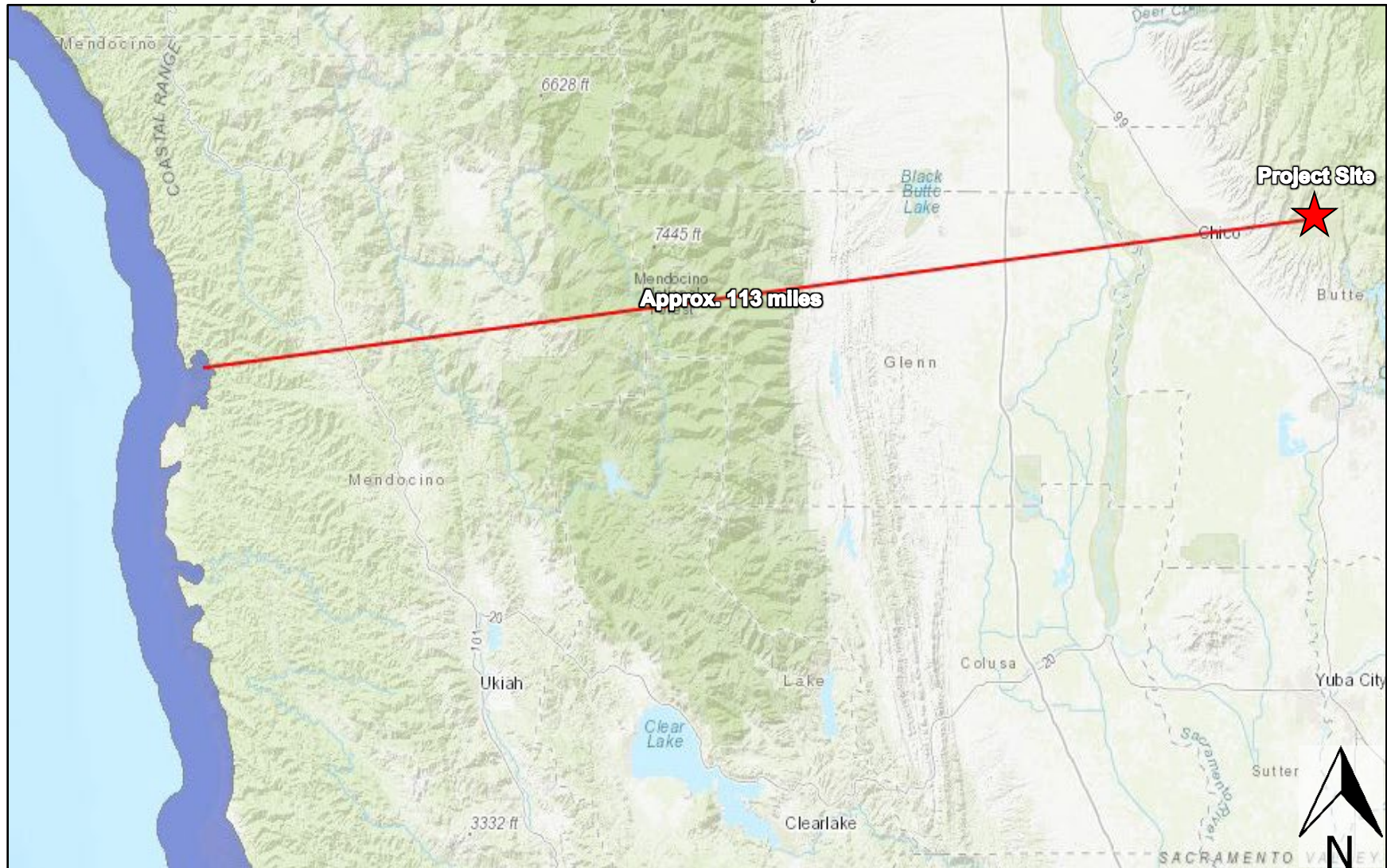


Figure 7
Coastal Zone Boundary



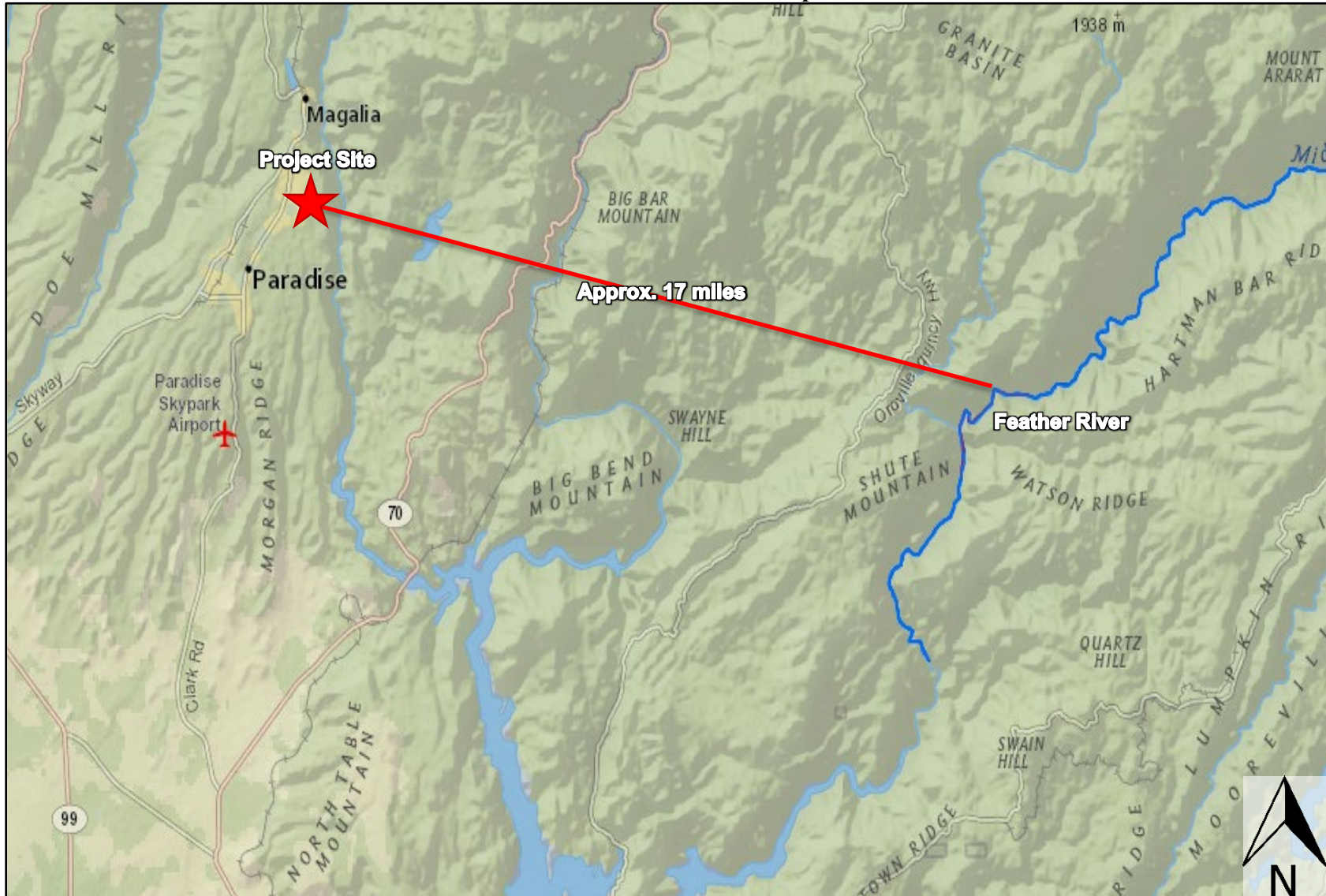
Source: California Department of Fish and Wildlife. BIOS. Accessed July 2023.

Figure 8
Sole Source Aquifer Map



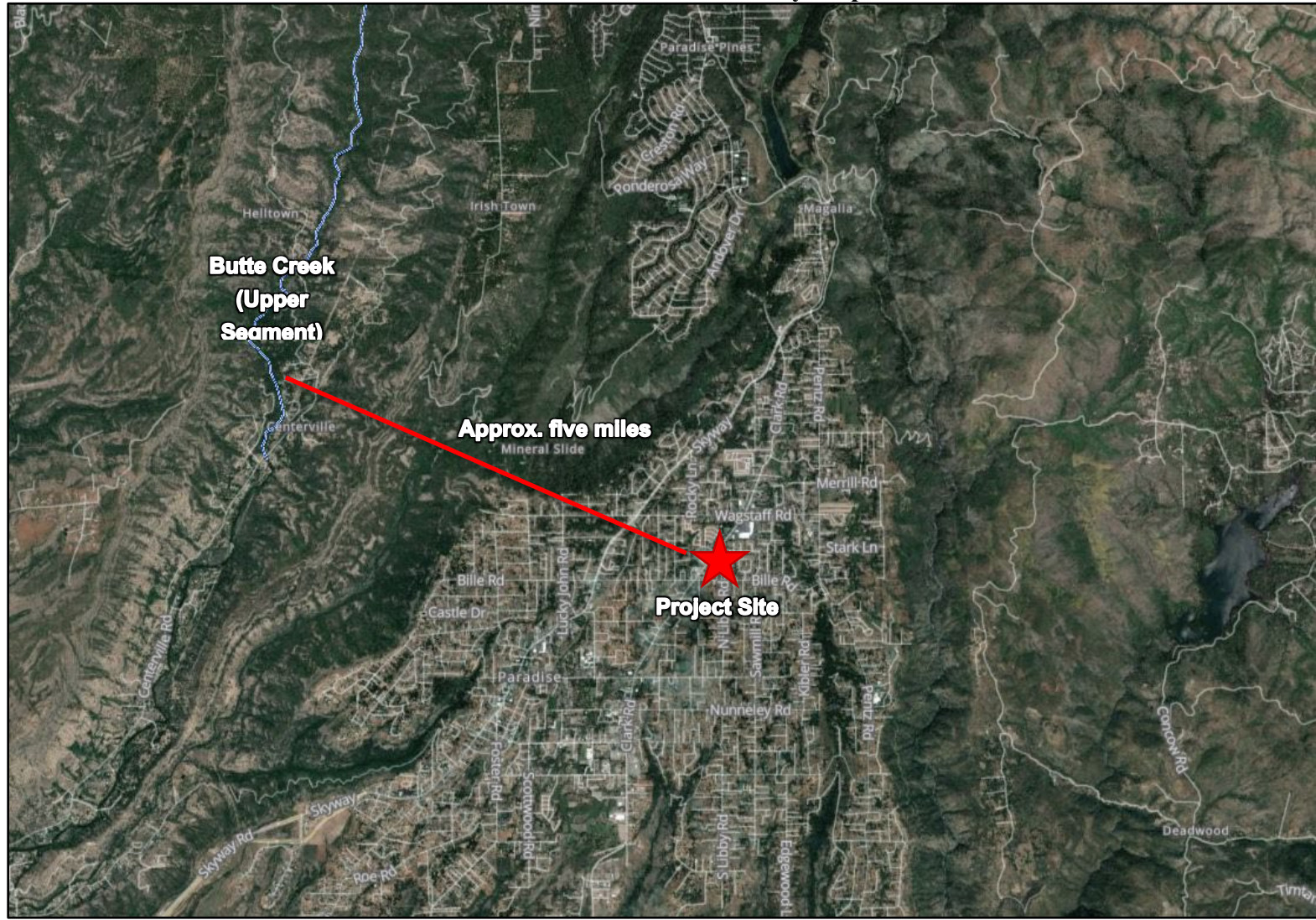
Source: U.S. Environmental Protection Agency. Sole Source Aquifers. Accessed July 2023.

Figure 9
Wild and Scenic Rivers Map



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

Figure 10
Nationwide Rivers Inventory Map



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 airport to the site is the Paradise Skypark Airport, located approximately 4.10 miles to the south. Thus, the project site is not located within 2,500 feet of a civilian airport or 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>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 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 not located in the vicinity of the Atlantic, Gulf, or Great Lakes coasts or within the areas expanded by the CBIA in 1990. Therefore, the proposed project would not be subject to</p>

		<p>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/maps-and-data. Accessed July 2023. (Appendix F).</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>The Flood Disaster Protection Act of 1973 (42 USC 4012a) requires that projects receiving federal assistance and located in an area identified by FEMA as being within a SFHA be covered by flood insurance under the National Flood Insurance Program.</p> <p>According to 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 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 July 2023. (Figure 5).</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p>		
<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 type="checkbox"/> <input checked="" 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-</p>

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.

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 BCAQMD's adopted thresholds of significance for criteria pollutant emissions are presented in Table 1.

Table 1 BCAQMD Thresholds of Significance (lbs/day)		
Pollutant	Operational	Construction
ROG	25	137
NO _x	25	137
PM ₁₀	80	80
<i>Source: BCAQMD, 2014.</i>		

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) web-based Version 2022 1.1.18– 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, construction and energy use measures, 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.

Table 2 Maximum Unmitigated Construction Emissions (lbs/day)		
Pollutant	Project Emissions	Threshold of Significance
ROG	2.32	137
NO _x	24.1	137
PM ₁₀	20.7	80
<i>Sources: CalEEMod, August 2023.</i>		

Table 3 Maximum Unmitigated Operational Emissions (lbs/day)		
Pollutant	Project Emissions	Threshold of Significance
ROG	5.43	25
NO _x	5.42	25
PM ₁₀	6.06	80
<i>Source: CalEEMod, August 2023.</i>		

As shown in the tables above, based on the modeling prepared for the proposed project, neither construction nor operations emissions would exceed the applicable emissions thresholds of significance.

	<p><u>Cumulative Emissions</u></p> <p>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.</p> <p>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> <p>As discussed above, 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</p>
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	<p>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 would be regulated by CARB’s In-Use Off-Road Diesel Vehicle Regulation. The nearest sensitive receptors to the project site include a rural residence, located approximately 35 feet south of the project site. The residences would not be exposed to substantial amounts of TAC emissions.</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 western portion of the project site is located within 500 feet of Clark Road, which is the highest traffic roadway in the project vicinity. However, according to the Town’s General Plan EIR Addendum, at full buildout of the General Plan, traffic volumes along the segment of Clark Road that passes the project site (Bille Road to Wagstaff) would be approximately 21,504 vehicles per day. As a result, Clark Road does not qualify as a high-traffic roadway per the CARB’s</p>
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		<p>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.</p> <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><u>Document 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>Clark Road Apartments</i>. August 2023. (Appendix A).</p> <p>Town of Paradise. <i>Town of Paradise General Plan EIR Addendum</i>. September 1998. Available at: https://www.townofparadise.com/sites/default/files/fileattachments/planning/page/3251/townofparadise-generalplan_1994.pdf. Accessed August 2023. (Appendix F).</p>
<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</p>

		<p>coastal states, and includes islands, transitional 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 approximately 113 miles from 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 July 2023. (Figure 7).</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>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, but are not limited to, sites: (i) listed on a U.S. Environmental Protection Agency (USEPA) 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 previously developed with rural residences; however, the project site and the surrounding area were destroyed in the 2018 Camp Fire. Since then, the project site has been used as storage for RVs, construction equipment, and building materials.</p> <p>A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Chico Environmental Science and Planning 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 attention of appropriate governmental agencies.</p>
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	<p>De minimis conditions are not considered to be RECs or CRECs.</p> <p>The Phase I ESA 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. A reconnaissance of the project site to identify property characteristics and any potential environmental hazards was also included as part of the Phase I ESA.</p> <p>According to the Phase I ESA, the project site was listed in the Facility Index System (FINDS), Hazardous Waste Generators, (RCRA NonGen/NLR), and Enforcement and Compliance History Online (ECHO) databases. However, violations for the project site were not found in the database searches. Adjacent property listings were identified from several environmental databases; however, violations were not reported for adjacent sites, or sites are inactive.</p> <p>The nearest property to the project site identified through the search of environmental database records that remains active is the World Radiator and Air Condition site located at 8336 Skyway, approximately one mile northwest of the project site. The World Radiator and Air Condition site has a history of discharged hazardous substances into a septic system and onto the surface soils at the facility. Contaminants of concern at the site include lead, copper, zinc, and ethylene glycol. The contamination is located in the soil and most likely the groundwater on the site. Minimal remedial activities have been completed by the owner/operator. The World Radiator and Air Condition site is lower in elevation relative to the project site, thus contamination to soil and groundwater would not extend to the project site.</p>
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	<p>Therefore, the World Radiator and Air Condition site would not result in a REC at the project site.</p> <p>The reconnaissance of the project site was conducted on December 8, 2022. The project site was observed to have a soil and gravel operation, stockpiles of wood chips, soil, and gravel, storage of equipment and construction materials, and a large concrete pad. Overall, the reconnaissance did not find documentation or physical evidence of soil, gas, or groundwater impairments associated with the use or past use of the project site that would indicate the likely presence of an environmental condition.</p> <p>An interview with the property owner was conducted as part of the Phase I ESA, in which the property owner indicated that the project site had received fill dirt from Pacific Gas & Electric Company (PG&E). However, further correspondence with the property owner revealed that while the fill dirt had been anticipated at the time of preparation of the Phase I ESA, the fill dirt was never delivered to the project site. Additionally, the project site received Completion of Property Cleanup documentation from the Butte County Public Health Department (BCPHD) as part of the Camp Fire Alternative Fire Debris Removal Program.</p> <p>Based on the findings of the Phase I ESA, RECs, HRECs, and CRECs were not identified on the project site. 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> <p><u>Document Citation</u></p> <p>Chico Environmental Science and Planning. <i>Phase I Environmental Site Assessment</i>. December 14, 2022. (Appendix B).</p> <p>Butte County Department of Public Health. <i>Camp Fire Alternative Fire Debris Removal Program, Completion of Property Cleanup, 6227 Melody Lane, Paradise, CA 95969</i>. April 30, 2019. (Appendix F).</p>
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		Butte County Department of Public Health. <i>Camp Fire Alternative Fire Debris Removal Program, Completion of Property Cleanup, 6249 Pinecrest Drive, Paradise, CA 95969</i> . November 27, 2019. (Appendix F).
<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 (CRLF) habitat located approximately nine miles to the east of the project site. Thus, implementation of the proposed project would not destroy or modify any critical habitat.</p> <p>According to the USFWS ECOS Information for Planning and Consultation (IPaC), the following species could be affected by project activities: California spotted owl; CRLF; foothill yellow-legged frog; monarch butterfly; and conservancy fairy shrimp.</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 the results of the search, two plant species (Hoover’s spurge and Greene’s tuctoria) and six wildlife species (valley elderberry longhorn beetle, vernal pool tadpole shrimp, steelhead trout, chinook salmon, CRLF, and foothill yellow-legged frog) 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, foothill yellow-legged frog, and California red-legged frog. The valley elderberry longhorn beetle requires elderberry shrubs habitat. The USFWS identifies California spotted owl habitat as older forests that contain structural characteristics necessary for nesting, roosting, and foraging, and conservancy fairy shrimp habitat as large, turbid freshwater vernal pools. While monarch butterflies may be present on-site, they would be capable of flying away during project construction and operation. Additionally, adult monarch butterflies require a diversity of blooming nectar resources during breeding and migration (spring through fall). Monarchs also need milkweed (for both oviposition and larval feeding) embedded within the diverse nectaring 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 RVs, construction equipment, and building materials since 2019, which substantially limits the site’s ability to contain habitat necessary for accommodating protected plant and wildlife species. Therefore, the species listed above would not occur within the project site and the proposed project would have no effect on listed species.</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 and Wildlife Service. <i>Critical Habitat for Threatened & Endangered Species [USFWS]</i>. Available at: https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77. Accessed July 2023. (Appendix F).</p> <p>U.S. Fish and Wildlife Service. <i>IPaC: Information for Planning and Consultation</i>. Available at: https://ecos.fws.gov/ipac/. Accessed July 2023. (Appendix F).</p>
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		<p>California Department of Fish and Wildlife. <i>CNDDDB Rarefind 5</i>. Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed August 2023. (Appendix F).</p> <p>U.S. Fish and Wildlife Service. <i>California Spotted Owl</i>. Available at: https://www.fws.gov/species/california-spotted-owl-strix-occidentalis-occidentalis. Accessed November 2023. (Appendix F).</p> <p>U.S. Fish and Wildlife Service. <i>Conservancy Fairy Shrimp</i>. Available at: https://www.fws.gov/species/conservancy-fairy-shrimp-branchinecta-conservatio. Accessed November 2023. (Appendix F).</p>
<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, 13 ASTs storing both petroleum and non-petroleum hazardous substances are present within one mile of the project site. Using the HUD's Acceptable Separation Distance (ASD) Electronic Assessment Tool, the ASD associated with each tank, based on the size of the tank was calculated (see Table 4). A conservative analysis</p>

of each AST was conducted, assuming each tank is under pressure when calculating the ASD.

As shown in Table 4, all of the ASTs are located at distances from the project site that exceed the applicable ASD for people and buildings. As such, 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.

Site Name	Approx. Tank Size (gallons)	Approx. Distance from Project Site (feet)	ASD (feet) from People / Buildings
Paradise Fire Station #35	1,199	4,950	298.29/54.68
Verizon Wireless Pentz Road	599	4,450	223.4/39.67
Verizon Wireless Paradise East	599	2,100	223.4/39.67
Maxx For Less	119,999	4,851	2,032.29/458.84
Almond Asphalt	8,999	3,860	690.74/138.84
T-Mobile West, LLC SC06880A	599	2,300	223.4/39.67
AT&T Mobility – Clark Rd and Wagstaff Rd (USID139066)	599	5,100	223.4/39.67
Paradise Irrigation Corp. Yard	2,999	1,904	437.03/83.54
Jiffy Lube #3359	29,99	4,950	1,140.69/242.25
Save Mart #613	599	1,900	223.4/39.67
Tractor Supply Store #2512	1,199	1,650	298.29/54.68
Auto Zone #5308	599	4,460	223.4/39.67

		Stop and Shop	599	3,655	223.4/39.67
<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 importance of farmlands to the national and local economy requires the consideration of the impact of activities on land adjacent to prime or unique farmlands. The purpose of the Farmland Protection Policy Act (FPPA) (7 USC Section 4201 et seq, implementing regulations 7 CFR Part 658, of the Agriculture and Food Act of 1981, as amended) is to minimize the effect of</p>			

Additionally, the Phase I ESA prepared for the proposed project identified an additional AST site, Jiffy Lube Store #728, which is located at an adjacent property to the south of the project site. However, the CalEPA Regulated Site Portal does not list the site, and according to aerial imagery, neither Jiffy Lube Store #728 nor the associated AST exist currently.

Because the proposed project would be a residential land use, the proposed project would not include explosive or flammable hazardous facilities or the handling, transport, use, or storage of explosive or flammable hazardous materials.

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.

Document Citation

California Environmental Protection Agency. *CalEPA Regulated Site Portal*. Available at: <https://siteportal.calepa.ca.gov/nsite/map/measurement/filters>. Accessed July 2023. (Appendix F).

U.S. Department of Housing and Urban Development. *Acceptable Separation Distance (ASD) Electronic Assessment Tool*. Available at: <https://www.hudexchange.info/programs/environmental-review/asd-calculator/>. Accessed July 2023. (Appendix F).

Chico Environmental Science and Planning. *Phase I Environmental Site Assessment*. December 14, 2022. (Appendix B).

		<p>federal programs on the unnecessary and irreversible conversion of farmland to nonagricultural uses.</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 land that is “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, farmland 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 July 2023. (Appendix F).</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>The provisions of Executive Order 11988, Floodplain Management, require federal activities to avoid impacts to floodplains and to avoid direct and indirect support of floodplain development to the extent practicable. For projects located within the 100-year floodplain, HUD policy provides that projects involving critical actions are subject to an eight-step process set forth in 24 CFR Part 55.20.</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 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:</p>

		https://msc.fema.gov/portal/home . Accessed July 2023. (Figure 5).
<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>The National Historic Preservation Act (NHPA) (16 USC 470 et seq.) directs each federal agency, and those tribal, State, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The review process, known as Section 106 review, is detailed in 36 CFR Part 800. Early consideration of historic places in project planning and full consultation with interested parties are key to effective compliance with Section 106. The State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO) are primary consulting parties in the process.</p> <p>In order to ascertain the likelihood of historic and/or archaeological resources occurring within the project site, the Northeast Information Center (NEIC) reviewed records to determine if any known cultural resources exist in the project vicinity, or if such resources are likely to be discovered at the site. NEIC’s search determined that 10 known archeological resources occur within one mile of the project site. However, the 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 archaeological resources beneath the ground surface.</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>The NAHC identified four tribes as potentially having knowledge of cultural resources in the area of the project site. Pursuant to Section 106 of the National Historic Preservation Act, project notification letters were submitted on August 2, 2023 to representatives of the following tribes identified by the NAHC: KonKow Valley Band of Maidu, Mechoopda Indian Tribe, Mooretown Rancheria of Maidu Indians, and Nevada City</p>

	<p>Rancheria Nisenan Tribe. A response was received on August 7, 2023, from the Mooretown Rancheria of Maidu Indians indicating that the tribe is not aware of any known tribal cultural resources on the project site. However, the tribe requested to be contacted if any tribal cultural items or Native American human remains are found as the project progresses. To date, further responses from the tribes or requests for formal consultation have not been received.</p> <p>A letter requesting review of the findings of the historic records search was submitted to the SHPO for the proposed project on September 6, 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 1 and Mitigation Measure 2 shall be required. Mitigation Measures 1 and 2 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 1 and 2, conflicts with the National Historic Preservation Act would not occur.</p> <p><i>Mitigation Measure 1: 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</i></p>
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	<p><i>the discovery, as appropriate. The applicant shall notify the NAHC and all appropriate Native American tribes, including the Mooretown Rancheria of Maidu Indians, 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><u>Mitigation Measure 2:</u> <i>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</i></p>
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		<p><i>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>Town of Paradise. <i>Consultation Letter to State Historic Preservation Officer.</i> September 6, 2023. (Appendix C).</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. Pursuant to HUD guidance, potentially significant noise generators within the vicinity of a project include major roadways, if within 1,000 feet of a project site; railroads, if within 3,000 feet; and military or Federal Aviation Administration-regulated (FAA) airfields, if within 15 miles. Documentation that a project is not within the applicable distances to the foregoing noise generators demonstrates compliance with HUD’s noise standard. If within the aforementioned distance, a project may show the noise level is at or below 65 dB to demonstrate consistency with the Noise Control Act of 1972.</p> <p>Currently, the noise environment in the project vicinity is defined primarily by noise generated by nearby vehicle traffic. HUD defines a major roadway as one with an Average Daily Traffic (ADT) volume of 10,000 vehicles or greater. Roadways with an ADT volume of 10,000 or</p>

	<p>greater do not exist within 1,000 feet of the project site. The nearest roadway segments to the project site for which the City has estimated Average Daily Traffic (ADT) volumes is Clark Road, north of Bille Road. According to the BCAG 2022/23 Traffic Counts, the road segment has an ADT volume of 8,305. Pursuant to the HUD Day/Night Noise Level Calculator, noise at the project site generated by traffic traveling along Clark Road would be 63 dB DNL. Thus, noise generated by vehicles traveling along Clark 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. According to the most recent demographic projections provided by the Town of Paradise, a 14 percent annual population increase is currently projected within the Town. Thus, a 14 percent annual increase to current ADT volumes would be a reasonable assumption for estimating ADT volumes at least 10 years into the future. Applying a 14 percent increase annually for at least 10 years to the 8,305 ADT estimated for current vehicle trips along Clark Road results in a projected future ADT of 30,788.47 along the roadway. Based on such estimates and calculations by the HUD Day/Night Noise Level Calculator, future noise from vehicles traveling along Clark Road would be 65 dB DNL at the outdoor balcony of the proposed dwelling unit closest to the centerline of the roadway. Thus, future noise generated by vehicles traveling along Clark Road would meet the 65 dB DNL standard at the proposed project.</p> <p>With respect to railroad noise, the nearest railroad is the Butte County Railroad, located approximately 13 miles to the southwest. Therefore, the project site is not located 3,000 feet of an active railroad. In regard to airport noise, the closest airport is the Paradise Skypark Airport, located approximately 4.1 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. The 55 dB noise contour does not extend past 3,500 feet north of the Paradise Skypark Airport,</p>
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		<p>approximately 3.5 miles south of the project site. Additionally, the Chico Regional Airport is located approximately 14 to the west of the project site. According to the Butte County Airport Land Use Compatibility Plan, the project site is outside of the Chico Regional Airport Influence Area, and well outside of the 55 dB noise contour. Furthermore, 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 the 55 dB L_{dn} contour. As such, the project site is not affected by noise generated as part of the Paradise Skypark Airport’s operations.</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 [Exhibit 7-4 and Exhibit 5-4]</i>. November 15, 2017. (Appendix F).</p> <p>Butte County Association of Governments. <i>2022/23 Traffic Counts</i>. June 6, 2023. (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 November 2023. (Appendix F).</p> <p>Town of Paradise. <i>Demographic Information</i>. Available at: https://makeitparadise.org/demographic-information/. Accessed December 21, 2023. (Appendix F).</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 <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 USEPA as being supported by a sole source aquifer. The project site is located approximately 190 miles from the nearest boundary of a designated sole source aquifer region (Fresno Sourceflow Stream Zone sole source aquifer). Because the</p>

		<p>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 July 2023. (Figure 8).</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the USEPA, wetlands are characterized by hydrology, soils, and vegetation. Pursuant to the NWI, aquatic resources do not occur within or adjacent to the project site. The nearest surface water source to the project site is a riverine habitat located approximately 750 feet to the south of the project site, and a freshwater forested/shrub wetland habitat is located approximately 1,200 west of the project site.</p> <p>Based on the above, 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 July 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 <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 Middle Fork of the Feather River, which is located approximately 17 miles southeast of the site. The nearest river listed on the Nationwide Rivers Inventory to the project site is the Butte Creek (Upper Segment), located approximately five miles to the northwest. The project site is not located in the vicinity of a Study River, as Study Rivers do not exist in California. Because the project site is not within the vicinity of a Wild and Scenic River, implementation of</p>

	<p>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/california.php. Accessed July 2023. (Figure 9).</p>
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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>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>The proposed project would help fulfill the need for affordable housing in the Town of Paradise by providing 72 units reserved for income-qualified 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 located in Census Tract 6007001900, with an overall CalEnviroScreen Percentile ranking of 19, relative to other census tracts. The overall percentile ranking includes rankings related to exposures to ozone, PM_{2.5}, DPM, toxic releases,</p>
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	<p>traffic, pesticides, drinking water, lead, as well as additional environmental effects including cleanup sites, groundwater threats, hazardous waste, impaired waters, and solid waste. Based on the above, the project site is not located within a Census Tract that has been identified as having a disproportionate pollution burden. In addition, mitigation measures set forth in this Environmental Assessment would ensure that environmental impacts associated with the proposed project would not occur.</p> <p>Finally, as discussed in the Contamination and Toxic Substances section of this Environmental Assessment, RECs, HRECs, and CRECs were not identified on the project site or within the project vicinity that could affect the project site. As discussed in the Noise Abatement and Control section of this Environmental Assessment, 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. As discussed in the Explosive and Flammable Hazards section of this Environmental Assessment, both ASTs within one mile of the project site are located at distances from the project site that exceed the applicable ASD for people and buildings. As such, the proposed project would not result in impacts associated with siting HUD-assisted projects near explosive and flammable hazards.</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 July 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	<p>Parcels within the project site are either designated TR or TC. According to the Town’s General Plan, the TR designation provides for single-family detached and attached homes, mobile home parks, churches, and public uses. New residential developments within TR-designated sites must be in the density range of one to three dwelling units per gross acre (du/ac). The TC designation provides for retail, retail centers, wholesale, storage, hotels and motels, restaurant service stations, automobile sales and service, light fabrication, professional and administrative offices, churches, and public uses. The maximum residential density within the TC designation must not exceed 10 du/acre. The density of the proposed project would be 9.5 du/ac. Thus, the proposed project would not exceed the aforementioned maximum allowed densities and would be consistent with the site’s General Plan land use designations.</p> <p>Additionally, the project site is zoned TR 1/3 and CC. All proposed residential buildings would be within the CC zone, as multi-family residential is not an allowable use within the TR 1/3 zoning district. Therefore, the proposed project would be generally consistent with the land use types allowed in the TR 1/3 and CC districts, subject to approval of Site Plan Review. Pursuant to Section 17.20.200 and Article IV of Chapter 17.45 of the Town of Paradise Code of Ordinances, the proposed project is subject to approval of a Site Plan Review Permit. The purpose of a Site Plan Review Permit is to provide the Town flexibility to review proposed land uses, including multi-family residential uses.</p>

		<p>Based on the above, the proposed project would not result in impacts related to conformance with plans, compatible land use and zoning, or scale and urban design.</p>
<p>Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff</p>	<p>3</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 Geotechnical Investigation conducted by Geocon Consultants Inc. evaluated existing geologic and soil conditions to ascertain the project site’s soil suitability with respect to construction and operation of the proposed project. According to the investigation, the site is underlain with fill material to a depth of approximately one foot. The fill soil generally consists of hard lean clay with varying amounts of sand and gravel, and very dense clayey gravel with varying amounts of sand. The Geotechnical Investigation concluded that the site is not located within an established State of California Seismic Hazard Zone for liquefaction, and based on the shallow bedrock and a lack of groundwater in the top 50 feet, liquefaction is not a hazard for the site. The Geotechnical Investigation found that tests on selected near-surface soil samples indicate medium to high plasticity and very low to moderate expansion potential. Soil or geologic conditions were not encountered during the investigation that would preclude development of the site as planned, provided the recommendations within the investigation report are incorporated into the design and construction of the project. Based on the above, without compliance with the recommendations contained in the Geotechnical Investigation, expansive soils potentially located on-site could impact the proposed project, creating substantial direct or indirect risks to life or property. Therefore, the project could result in a potentially significant impact.</p> <p>To ensure all recommendations from the Geotechnical Investigation have been incorporated into the final project plans, Mitigation Measure 3 shall be required. Mitigation Measure 3 would require the project Civil Engineer to show on the project plans that the project design adheres to all engineering and construction recommendations provided in the site-specific Geotechnical Investigation prepared for the proposed project by Geocon Consultants, Inc.</p> <p>With respect to soil suitability for the proposed septic system, a Land Use Review for the proposed project was conducted by NorthStar Engineering. The review concluded that the total predicted peak average wastewater flow would be 9,900 gallons per day (gpd). With the predicted flows exceeding 5,000 gpd, a nitrogen loading analysis was conducted, as required by the Town of Paradise Local Agency Management Program (LAMP). The</p>

	<p>analysis shows that the average daily design flow and an assumed day peak design flow will require approximately 50% nitrogen reduction to meet the target nitrogen concentration of 7.0 milligrams per liter (mg/l). Therefore, the proposed project would require secondary treatment to meet the required 50% reduction.</p> <p>Thus, with implementation of Mitigation Measure 3 and secondary septic treatment, substantial adverse effects related to soil suitability would not occur</p> <p><u>Slope</u></p> <p>The project site has gently sloping topography, with ground surface elevations estimated from approximately 2,039 to 2,057 above mean sea level. The Geotechnical Investigation report also recommends permanent cut and fill slopes to not be constructed steeper than 2:1 and vegetated as soon as possible with surface drainage directed away from the top of slopes. 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>The National Pollutant Discharge Elimination System (NPDES) permitting program, established by the Clean Water Act, controls and reduces pollutants to water bodies from point and non-point discharges. Under the NPDES program, dischargers whose project disturb one acre or more of soil are required to obtain coverage under the Construction General Permit. The proposed project would disturb approximately 7.55 acres, and therefore would be subject to the Construction General Permit to prevent illicit discharges related to runoff and erosion during project construction. 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 Chapter 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 Town's adopted Post-Construction Standards Plan. Through compliance with the applicable standards established by the Town of Paradise, new storm drainage 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 incorporated as part of the proposed project would help collect stormwater that</p>
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		<p>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 in compliance with the NPDES Construction General Permit, potential 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><i>Mitigation Measure 3: Prior to the issuance of grading permits, the project Civil Engineer shall show on the project plans that the project design adheres to all engineering and construction recommendations provided in the site-specific Geotechnical Investigation prepared for the proposed project by Geocon Consultants, Inc. The project plans shall include, but not be limited to, seismic design of the structure and grading performed in accordance with the 2022 California Building Code, permanent cut and fill slopes constructed no steeper than 2:1 and vegetated as soon as possible, building pads extending a minimum of five feet horizontally beyond dimensions of structures, buildings supported on conventional shallow foundations or post-tensioned concrete slabs, and using aggregate base underlayment, providing thickened edges, and providing adequate construction and control joints for concrete flatworks. Proof of compliance with all recommendations specified in the Geotechnical Investigation shall be subject to review and approval by the Town Public Works and Engineering Department.</i></p> <p><u>Document Citation</u></p> <p>Geocon Consultants Inc. <i>Geotechnical Investigation</i>. August 2023. (Appendix D).</p> <p>NorthStar Engineering. <i>Land Use Review for Clark Road Apartments Clark Road Paradise</i>. March 10, 2023. (Appendix E).</p> <p>Chico Environmental Science and Planning. <i>Phase I Environmental Site Assessment</i>. December 14, 2022. (Appendix B).</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>2</p>	<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 20 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. In addition, compliance with Mitigation Measure 3 would ensure that the project adheres to project-design and engineering recommendations that address potential impacts related to geology, including seismicity. Based on the above, and with compliance with Mitigation Measure 3, 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, 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</p>
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	<p>is located approximately 1.3 miles to the north, and the proposed project would include an emergency vehicle access point in the southeastern corner of the project site, connecting to Pinecrest Drive. Therefore, fire protection services would be able to access the site within an adequate response time. Based on the above, compliance with State and local regulations would ensure that multiple protective measures are available to the proposed project to prevent wildfire-related hazards at the project site.</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, must, 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 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 must 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</p>
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	<p>impacts 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 must be inspected by an on-site sanitary official.</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, which is another portion of the Cortese list.</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 noise sensitive land uses is a rural residence, located approximately 35 feet south of the project site.</p> <p>Chapter 9.18 of the Town of Paradise Code of Ordinances provides that any person willfully or negligently making or continuing, or causing to be made or continued, any loud,</p>
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	<p>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 is unlawful. Considering that residential projects do not typically generate operational noise, operation of the proposed project would be consistent with Chapter 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, which produce noise audible across property lines, on Sundays and holidays. 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>
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	<p style="text-align: center;">Table 5 Vibration Levels for Various Construction Equipment</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Type of Equipment</th> <th style="text-align: center;">PPV at 25 feet (in/sec)</th> <th style="text-align: center;">PPV at 50 feet (in/sec)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Loaded Trucks</td> <td style="text-align: center;">0.076</td> <td style="text-align: center;">0.025</td> </tr> <tr> <td style="text-align: center;">Small Bulldozer</td> <td style="text-align: center;">0.003</td> <td style="text-align: center;">0.000</td> </tr> <tr> <td style="text-align: center;">Auger/drill Rigs</td> <td style="text-align: center;">0.089</td> <td style="text-align: center;">0.029</td> </tr> </tbody> </table> <p><i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.</i></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 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.</p> <p>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.</p> <p>While the proposed on-site septic system could be a potential source of odor, compliance with Section 13.04.070 of the Town of Paradise Code of Ordinances would ensure that septic systems are constructed to avoid health hazards or public nuisances. In addition, residential land uses are not known to be odor-generating uses. Therefore, project operation would not result in odor-related impacts.</p> <p><u>Conclusion</u></p> <p>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.</p>	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
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		<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 July 2023. (Appendix F).</p> <p>California Department of Forestry and Fire Protection. <i>FHSZ Viewer</i>. Available at: https://egis.fire.ca.gov/FHSZ/. Accessed July 2023. (Appendix F).</p> <p>Chico Environmental Science and Planning. <i>Phase I Environmental Site Assessment</i>. December 14, 2022. (Appendix B).</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The project would include 72 total affordable housing units, which would help fulfill the affordable housing requirements set forth in the Housing Element of the Town of Paradise General Plan. 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 72 new housing units for Town residents who qualify for affordable housing, the project would have a potentially beneficial impact to employment and income patterns.
Demographic Character Changes, Displacement	2	<p>The proposed project would include the construction of six two-story apartment buildings consisting of 72 residential units. Prior to the 2018 Camp Fire, the Town of Paradise had a population of 26,581. The U.S. Census currently estimates that the Town of Paradise has a population of 6,516, and the average household size is 2.11 persons per household. Therefore, the proposed project would accommodate approximately 152 future residents (2.11 persons x 72 units = 151.92). As such, the proposed project would represent a 2.3 percent population increase for the Town, assuming all residents of the proposed project would be new residents of the Town. Therefore, the proposed project would not substantially increase the Town's population.</p> <p>According to the U.S. Census estimates, 15.9 percent of the Town's population is below the poverty line. As such, the proposed project would provide new residences specifically for those in need of affordable housing. Additionally, developing the project site with affordable housing residential units is consistent with the Town's RNHA goals of 383 very low-income housing units and 374 low-income housing units. Additionally,</p>

		<p>developing the proposed project with affordable housing residential units is consistent with Goal 1 and Goal 2 of the 2022-2030 Town of Paradise General Plan Housing Element, which provides that the Town will encourage and facilitate the production of all housing types to meet the Town’s share of regional housing needs. By providing quality, affordable housing in a recuperating area, the proposed project would further the aforementioned goals.</p> <p>The project site is currently vacant and, thus, implementation of the project would not require the relocation of any existing residents. 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> <p><u>Document Citation</u></p> <p>U.S. Census Bureau. <i>QuickFacts Paradise town, California</i>. Available at: https://www.census.gov/quickfacts/fact/table/paradisetowncalifornia/COM100221. Accessed July 2023. (Appendix F).</p> <p>Town of Paradise. <i>2022-2030 Housing Element Update [pg. 14]</i>. June 14, 2022. (Appendix F).</p>
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 a 72 unit apartment complex, with units reserved for tenants earning between 30 percent and 60 percent of the AMI of 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. According to the EJScreen Environmental Justice Indexes,</p>

which highlight blockgroups with the highest intersection of low-income populations, people of color, and a given environmental indicator, the majority of the project site is identified as being within Blockgroup 060070019003, which has a population of 164 residents in a 0.4 square mile area. Table 6 below summarizes the percentiles at which the blockgroup ranks relative to the entire State and nation for various environmental indicators (i.e., PM_{2.5}, ozone, DPM, air toxics cancer risks, air toxics respiratory health impacts, traffic proximity, LBP (Lead Based Paint), Superfund proximity, Risk Management Program [RMP] facility proximity, hazardous waste proximity, USTs, and wastewater discharge).

Environmental Indicator	State	Federal
PM _{2.5}	8	13
Ozone	22	43
DPM	4	5
Air Toxics Cancers Risk	9	24
Air Toxics Respiratory Health Impacts	22	44
Toxic Releases to Air	0	0
Traffic Proximity	7	25
Lead Paint	19	26
Superfund Proximity	13	29
RMP Facility Proximity	3	6
Hazardous Waste Proximity	10	48
USTs	0	0
Wastewater Discharge	21	39

Source: U.S. Environmental Protection Agency, EJScreen, 2023

According to Table 6, Blockgroup 060070019003 does not rank above the 50th percentile for any one of the environmental indicators. Thus, the project would not introduce new uses that could result in disproportionately high and adverse human health or environmental effects on existing minority and low-income populations in the project vicinity, nor would the project induce population growth in an area subject to health risks due to poor environmental conditions.

As discussed throughout this Environmental Assessment, the project site is zoned TR 1/3 and CC. All proposed residential buildings would be within the CC zone, as multi-family residential is not an allowable use within the TR 1/3 zoning district. Therefore, the proposed project would be generally consistent with the land use types allowed in the TR 1/3 and CC districts, subject to approval of Site Plan Review. The Town’s Site Plan Review process, as required by Paradise Code of

	<p>Ordinances Section 17.20.200 and Chapter 17.45, allows 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 Environmental Assessment, 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 August 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 (PUSD), which provides K-12 school services. The project site is located approximately one mile southwest of Paradise Ridge Elementary School, 1.2 miles north of Paradise High School and Ridgeview School, 1.75 miles north of Paradise Junior High School, and 2.8 miles south of Pine Ridge School and Cedarwood Elementary School. The proposed project would be subject to all applicable impact fees to fund educational facilities, which would serve as the project’s fair-share contribution for funding expanded educational services that could result from a student population increase generated by the project’s future residents. Revenues generated through payment of the fees would ensure sufficient funds exist to pay for any expanded or new equipment or facilities the PUSD deems necessary.</p> <p>Paradise is located in a rural area with limited cultural facilities. Local resources include the Paradise Branch Butte County Library and the Paradise Gold Nugget Museum which collects, preserves, and exhibits historical artifacts relating to Paradise and Butte County’s history. The Town supports the Gold Nugget Museum through an allocation of the Town’s transient occupancy tax.</p>

		Therefore, the proposed project would not cause impacts related to educational and cultural facilities.
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 0.4-mile northeast of the project site.</p> <p>As previously mentioned, the proposed project would include the development of 72 total new residential units, which would amount to only a 2.3 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 at 5125 Skyway, approximately 3.6 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 approximately 17.5 miles west of the project site, provides emergency medical services to Butte County residents. Butte County offers transit services through Butte Regional Transit, including B-Line Paratransit, which offers both ADA Paratransit service and Dial-A-Ride service to persons who are age 70 or older. Service is available to all destinations within 0.75-mile of any Butte Regional Transit fixed route, within Chico, Oroville or Paradise. Riders can schedule pickups seven days in advance. 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 CalFresh, Medical Coverage, such as Medi-Cal, California Work Opportunity and Responsibility to Kids (CalWORKs), General Assistance, Senior and Adult Services, Children’s Services, and Veteran Services. The nearest BCESSD district office to the project site is located at 7204 Skyway, approximately 1.5 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 Regional Transit. <i>Paratransit</i>. Available at: http://www.blinetransit.com/paratransit/#:~:text=(530)%20342%2D0221*,B%2DLine%20fixed%20route%20services. Accessed September 2023. (Appendix F).</p> <p>Butte County. <i>Employment and Social Services</i>. Available at: https://www.buttecounty.net/359/Employment-Social-Services. Accessed July 2023. (Appendix F).</p>
Solid Waste Disposal / Recycling	2	<p>Solid waste, recyclable materials, and vegetative 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 10.5 miles southwest of the project site. According to the California Department of Resources Recycling and Recovery (CalRecycle), the maximum permitted capacity of the Neal Road Recycling and Waste Facility is 25,271,900 cubic yards, and the facility’s remaining capacity is 20,847,970 cubic yards with a cease operation date of 2048. 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 California Green Building Standards Code (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>California Department of Resources Recycling and Recovery. <i>SWIS Facility/Site Activity Details, Neal Road Recycling and Waste Facility (04-AA-0002)</i>. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/110?siteID=108. Accessed September 2023. (Appendix F).</p> <p>California Department of Resources Recycling and Recovery. <i>CALGreen Construction Waste Management Requirements</i>. Available at: https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures. Accessed July 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</p>

		<p>systems known as leach fields. As shown in Figure 3, leach fields are proposed to be located in both the western and eastern portions 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://paradisesewer.com/wp-content/uploads/2021/04/Paradise-NOP_20210423_.pdf. Accessed July 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 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 [pgs. 7-1 through 7-8]</i>. June 2021. (Appendix F).</p>
<p>Public Safety - Police, Fire and Emergency Medical</p>	<p>2</p>	<p>Fire protection services would be provided to the proposed project by the Paradise Fire Department, staffed by CAL FIRE, and law enforcement services by the Paradise Police Department. Three fire stations exist in the Town of Paradise: Fire Station 81, located at 767 Birch Street, Fire Station 82, located at 5545 South Libby Road, and Butte County Fire Station 35, located at 1464 Forest Service Road. The fire stations are located approximately 2.5 miles to the southwest, approximately 2.6 miles to the south, and approximately 1.3 miles to the north of the project site, respectively. The Police Department is located at 5595 Black Olive Drive, approximately 2.7 miles southwest of the project site. The developer would be required to pay all applicable development impact fees as established in Sections 3.40.030 and 3.40.040 of the Town’s Code of Ordinances. Section 3.40.030 provides that any person who seeks to develop land within the town by applying for a development permit shall be required to pay the appropriate development impact fees. All fees shall be determined and calculated by the community development director of the Town. Revenues generated from payment of the fee would be used to pay for new equipment, facilities, and/or vehicles necessary for the Paradise Fire Department and Paradise Police Department to maintain adequate levels of service. The project’s payment of the fees would ensure the project pays a fair share for Paradise Fire Department and Paradise Police Department services. Therefore, with payment of development impact fees, adequate police and fire protection services exist in the community to serve the project site.</p> <p>As previously stated, the nearest hospital, Enloe Medical Center, is located approximately 17.5 miles to the west 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 July 2023. (Appendix F).</p> <p>Town of Paradise. <i>Police Department</i>. Available at: https://www.townofparadise.com/police. Accessed July 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, barbeque areas, basketball court and a playground.</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 impact fees to the Paradise Recreation and Park District, as established by Section 16.09 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 July 2023. (Appendix F).</p>
Transportation and Accessibility	2	<p>Access to the project site would be provided by way of two driveway encroachments connecting to Clark Road, which borders the site to the west. Clark Road consists of four vehicle lanes, and runs generally north-to-south, becoming SR 191 south of Pearson Road. As part of the proposed project, two driveways to the project site would be constructed at the western border of the site, along Clark Road, as well as a gated emergency vehicle access road in the southeast corner of the project site connecting to Pinecrest Drive. A total of 106 parking stalls would be provided on-site, 14 of which would be accessible spaces. Based on the above, the project site would be accessible to vehicles.</p> <p>According to standard rates within the Institute of Transportation Engineers (ITE) Trip Generation Manual, project operation is expected to generate an average of 485 trips per day, including 29 trips during the AM peak hour, and 37 trips during the PM peak hour. According to the BCAG 2022/2023 Traffic Counts, the existing daily two-way traffic volume on Clark Road north of Bille Road is 8,305. Therefore, an increase of 485 trips per day would constitute a 5.84 percent increase in daily traffic volume on Clark Road in the vicinity of the project site. 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 associated with the proposed project has been generally anticipated by the Town. Additionally, it should be noted that the</p>

	<p>project site was previously used for residential uses prior to the 2018 Camp Fire, and therefore, similarly contributed to the roadway network.</p> <p>Section 3.40.030 of the Town’s Code of Ordinances provides that any person who seeks to develop land within the town by applying for a development permit shall be required to pay the appropriate development impact fees. All fees shall be determined and calculated by the community development director of the Town. Pursuant to Section 3.40.020 of the Town’s Code of Ordinances, signal and road development impact fees were established. Revenues generated from payment of the fee would be used to pay for new equipment or facilities necessary to maintain transportation infrastructure and traffic control measures, such as signals. The project’s payment of the fees would ensure the project pays a fair share for transportation services. Therefore, with payment of development impact fees, adequate transportation services and traffic control measures exist in the community to serve the project site.</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>W-Trans. <i>Draft Transportation Impact Study for the Clark Road Apartments</i>. August 31, 2023. (Appendix F).</p> <p>Butte County Association of Governments. <i>2022/23 Traffic Counts</i>. June 6, 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 area for RVs, construction equipment, and building materials. The project site was previously developed with rural residences; however, the site and the surrounding area were destroyed by the 2018 Camp Fire. 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.</p> <p>While the proposed project would rely upon a septic system for wastewater services, compliance with the requirements of the Town of Paradise MOTW and standards set forth by Paradise Code of Ordinances Section 13.04.070 would ensure that indirect impacts related to water resources associated with wastewater disposal do not occur.</p>

		<p>Pursuant to the NWI, the nearest surface water source to the project site is a riverine habitat approximately 750 feet south 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 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 would be required to comply with the conditions of the 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 project 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 July 2023. (Figure 6).</p>
Vegetation, Wildlife	3	<p>As previously described in this Environmental Assessment, the project site has been subject to human disturbance through the site's use as construction storage, and does not include on-site wetlands or riparian habitat. As discussed in the Endangered Species section of this Environmental Assessment, a query of the USFWS IPaC and the CNDDDB was conducted to ascertain the extent to which plant and wildlife species protected under the Endangered Species Act could be present in the project area. Due to the project site's previous disturbance, plants protected under the Endangered Species Act are not present on-site. However, of the identified wildlife species identified through the CNDDDB queries, the proposed project could potentially impact migratory birds and raptors that could nest in the trees on-site, including bald eagle, northern goshawk, tricolored blackbird, and California black rail. The Migratory Bird Treaty Act (MBTA) prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird and raptor species without prior authorization by the Department of the Interior.</p>

	<p>With respect to migratory bird and raptor species protected under the MBTA, Mitigation Measure 4 requires a qualified biologist to conduct preconstruction surveys of any area proposed for disturbance as part of the project between February 1 and August 31. If occurrences of active nests of MBTA birds or other federally listed birds are identified, further requirements are set forth by the mitigation measure.</p> <p>Based on the above, without proper mitigation, the proposed project could result in impacts to the bald eagle and other migratory birds and raptors. Therefore, Mitigation Measure 4 shall be required, which would ensure that potentially substantial adverse effects to wildlife species protected under MBTA do not occur.</p> <p><i>Mitigation Measure 4: Prior to and during construction of the proposed project, the project applicant shall implement the following measures to avoid or minimize impacts to migratory bird and/or raptor species protected under the Migratory Bird Treaty Act of 1918 (MBTA), including bald eagle, northern goshawk, tricolored blackbird, and California black rail:</i></p> <ul style="list-style-type: none"> • <i>If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active tree nests and ground nests from publicly accessible areas within 15 days prior to site disturbance for any phase of development. The survey area shall cover the construction site and a 300-foot radius surrounding the construction site. The preconstruction survey results shall be submitted to the Town of Paradise Community Development Department for review. If nesting migratory birds and/or raptors are not found, then further mitigation measures are not necessary.</i> • <i>If an active nest of a MBTA bird, or federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the project applicant shall immediately: <ul style="list-style-type: none"> ○ <i>Stop all work within a 300-foot radius of the discovery;</i> ○ <i>Notify the Town of Paradise Community Development Department; and</i> ○ <i>Not resume work within the 300-foot radius until authorized by a qualified biologist.</i> </i> • <i>If an active nest of a MBTA bird, or other federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the biologist shall establish a minimum 300-foot Environmentally Sensitive Area around the nest. The</i>
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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 emissions reduction targets and laid out responsibilities among</p>

	<p>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 Environmental Assessment, 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. Additionally, the project is consistent with the project site’s TR and TC land use designation and TR 1/3 and CC zoning designation. All proposed residential buildings would be within the CC zone, as multi-family residential is not an allowable use within the TR 1/3 zoning district. Therefore, the proposed project would be generally consistent with the land use types allowed in the TR 1/3 and CC districts, 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 Road.</p>
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		<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 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 Wildland-Urban 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, all exterior walls must have a six-inch noncombustible vertical clearance from grade, and structures must use the ignition resistant materials and construction methods for exterior wildfire exposure as detailed in Chapter 7A of the California Building Code. 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, do not occur. 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 CALGreen Code (Title 24 CCR Part 11). 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 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 anticipated 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:

- CalEEMod. *Clark Road Apartments Project*. August 2023. (Appendix A).
- Chico Environmental Science and Planning. *Phase I Environmental Site Assessment*. December 14, 2022. (Appendix B).
- Town of Paradise. *Consultation Letter to State Historic Preservation Officer*. September 6, 2023. (Appendix C).
- Geocon Consultants, Inc. *Geotechnical Investigation*. August 2023. (Appendix D).
- NorthStar Engineering. *Land Use Review for Clark Road Apartments Clark Road Paradise*. March 10, 2023. (Appendix E).

Field Inspection (Date and completed by):

- December 8, 2022: Field survey by Chico Environmental Science and Planning for Phase I Environmental Site Assessment.

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

- Butte County Air Quality Management District. *CEQA Air Quality Handbook: Guidelines for Assessing Air Quality and Greenhouse Gas Impacts for Projects Subject to CEQA Review*. October 23, 2014.
- Butte County Association of Governments. *2022/23 Traffic Counts*. June 6, 2023.
- Butte County. *Butte County Airport Land Use Compatibility Plan [Exhibit 7-4]*. November 15, 2017.
- Butte County. *Employment and Social Services*. Available at: <https://www.buttecounty.net/359/Employment-Social-Services>. Accessed July 2023.
- Butte County Department of Public Health. *Camp Fire Alternative Fire Debris Removal Program, Completion of Property Cleanup, 6227 Melody Lane, Paradise, CA 95969*. April 30, 2019.
- Butte County Department of Public Health. *Camp Fire Alternative Fire Debris Removal Program, Completion of Property Cleanup, 6249 Pinecrest Drive, Paradise, CA 95969*. November 27, 2019.
- Butte Regional Transit. *Paratransit*. Available at: [http://www.blinetransit.com/paratransit/#:~:text=\(530\)%20342%2D0221*,B%2DLine%20fixed%20route%20services](http://www.blinetransit.com/paratransit/#:~:text=(530)%20342%2D0221*,B%2DLine%20fixed%20route%20services). Accessed September 2023.
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- California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS*. Available at: <https://apps.wildlife.ca.gov/bios6/>. Accessed July 2023.
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- California Department of Resources Recycling and Recovery. *CALGreen Construction Waste Management Requirements*. Available at: <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/newstructures>. Accessed July 2023.

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- California Energy Commission. *2022 Building Energy Efficiency Standards Summary*. August 2021.
- California Environmental Protection Agency. *CalEPA Regulated Site Portal*. Available at: <https://siteportal.calepa.ca.gov/nsite/map/measure/filters>. Accessed July 2023.
- California Office of Environmental Health Hazard Assessment. *CalEnviroScreen 4.0*. Available at: <https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/home/>. Accessed July 2023.
- Federal Emergency Management Agency. *Flood Insurance Rate Map 06007C0400E*. Available at: <https://msc.fema.gov/portal/home>. Accessed July 2023.
- Governor’s Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. [pgs. 14 and 15]. December 2018.
- Paradise Irrigation District. *Paradise Irrigation District 2020 Urban Water Management Plan [pgs. 7-1 through 7-8]*. June 2021.
- Paradise Recreation and Park District. *Parks and Facilities*. Available at: <https://www.paradisepd.com/parks-facilities>. Accessed July 2023.
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- W-Trans. *Draft Transportation Impact Study for the Clark Road Apartments*. August 31, 2023.

Environmental Permits and Other Project Requirements

- National Pollutant Discharge Elimination System (NPDES) Construction General Permit
- Town of Paradise Planning Commission Site Plan Review Permit
- Town of Paradise Development Permit
- Town of Paradise Grading Permit
- Erosion and Sediment Control Plans
- Storm Water Pollution Prevention Plan
- Other Permits as Identified by the Town of Paradise and Other Agencies

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).

Additionally, the proposed project is subject to review under the California Environmental Quality Act (CEQA) through preparation of an Initial Study/Mitigated Negative Declaration (IS/MND). CEQA Guidelines Section 15073 requires the lead agency (in the case of the proposed project, the Town of Paradise) to provide a public review period of not less than 20 days prior to the approval of an IS/MND.

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 1, Table 2, and Table 3). 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 TR 1/3 and CC zoning districts. All proposed residential buildings would be within the CC zone, as multi-family residential is not an allowable use within the TR 1/3 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 for which the Town has not already anticipated and planned.

Alternatives [24 CFR 58.40(e); 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 TR and TC 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(e)]:

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 TR 1/3 and CC zoning districts could still occur and development of the site through future proposals could result in commercial

or residential 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; and
- Unique Natural Features, Water Resources.

The following areas of concern were evaluated and assigned an impact code 3, meaning minor adverse impact is anticipated and mitigation may be required:

- Vegetation, Wildlife; and
- Soil Suitability, Slope, Erosion, Drainage, Storm Water Runoff.

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, NAHC	Mitigation Measure 1
County Coroner, NAHC	Mitigation Measure 2
Town Public Works and Engineering Department	Mitigation Measure 3
Town of Paradise Community Development Department	Mitigation Measure 4

Mitigation Measure 1: 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 2: 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 3: Prior to the issuance of grading permits, the project Civil Engineer shall show on the project plans that the project design adheres to all engineering and construction recommendations provided in the site-specific Geotechnical Investigation prepared for the proposed project by Geocon Consultants, Inc. The project plans shall include, but not be limited to, seismic design of the structure and grading be performed in accordance with the 2022 California Building Code, permanent cut and fill slopes constructed no steeper than 2:1 and vegetated as soon as possible, building pads extending a minimum of five feet horizontally beyond dimensions of structures, buildings supported on conventional shallow foundations or post-tensioned concrete slabs, and using aggregate base underlayment, providing thickened edges, and provided adequate construction and control joints for concrete flatworks. Proof of compliance with all recommendations specified in the Geotechnical Investigation shall be subject to review and approval by the Town Public Works and Engineering Department.

Mitigation Measure 4: Prior to and during construction of the proposed project, the project applicant shall implement the following measures to avoid or minimize impacts to migratory bird and/or raptor species protected under the Migratory Bird Treaty Act of 1918 (MBTA), including bald eagle, northern goshawk, tricolored blackbird, and California black rail:

- *If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active tree nests and ground nests from publicly accessible areas within 15 days prior to site disturbance for any phase of development. The survey area shall cover the construction site and a 300-foot radius surrounding the construction site. The preconstruction survey results shall be submitted to the Town of Paradise Community Development Department for review. If nesting migratory birds and/or raptors are not found, then further mitigation measures are not necessary.*
- *If an active nest of a MBTA bird, or federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the project applicant shall immediately:
 - *Stop all work within a 300-foot radius of the discovery;*
 - *Notify the Town of Paradise Community Development Department; and*
 - *Not resume work within the 300-foot radius until authorized by a qualified biologist.**
- *If an active nest of a MBTA bird, or other federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the biologist shall establish a minimum 300-foot Environmentally Sensitive Area around the nest. The Environmentally Sensitive Area may be reduced if the biologist determines that a smaller Environmentally Sensitive Area would still adequately protect the active nest. Further work may not occur within the Environmentally Sensitive Area until the biologist determines that the nest is no longer active.*

The above measures shall be included in the notes on construction drawings subject to review and approval by the Town of Paradise Community Development Director, or designee thereof, as applicable.

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 of Paradise Town Manager

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).