



May 21, 2025

Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting Notice

Roe Road Extension Project, Town of Paradise, California

To Interested Agencies and Persons:

The Town of Paradise (Town) will be the California Environmental Quality Act (CEQA) Lead Agency and is preparing an Environmental Impact Report (EIR) consistent with CEQA to evaluate potential environmental impacts of the Roe Road Extension Project (Project). The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals of this intent, and request input on the scope and content of environmental information of the EIR. The Town will also prepare National Environmental Policy Act (NEPA) document(s) in coordination with the California Department of Transportation (Caltrans) District 3 and the California Department of Housing and Community Development to support this Project.

The NOP provides information about the public review and comment period, project location, project description, and the probable environmental effects of the Project. More information regarding the Project can be found at www.townofparadiseroads.com.

Scoping Period for Receipt of Comments

The Town is interested in receiving input from agencies, stakeholders, and the public regarding the Project. Comments must be submitted in writing and are due within 30 days of receipt of this NOP, as provided by state law. As such, the 30-day public review and scoping period is from May 22, 2025, through June 23, 2025. Comments must be sent or postmarked by June 23, 2025. Written comments can be submitted in one of four ways: by mail, by email, via the Project website, or in-person on comment cards provided at the public meeting described below.

- Comments submitted by mail can be sent to:
Town of Paradise
5555 Skyway, Paradise, CA 95969
ATTN: Louis Johnson

- Comments submitted by email can be sent to: paradiseroads@townofparadise.com
- Comments submitted via the Project website can be sent by the comment form at: www.townofparadiseroads.com
- In person on comment cards provided at the public meeting

In-Person Environmental Scoping Meeting

An in-person environmental scoping meeting will be held on June 11, 2025, from 6:00 p.m. to 8:00 p.m. at the following location:

Council Chambers
Paradise Town Hall
5555 Skyway
Paradise, CA 95969

Official scoping comments must be written and submitted via a comment card or one of the methods listed above. Attendees may ask questions at the in-person meeting; however, verbalized questions and discussion at the meeting are not considered official scoping comments. Attendance at the in-person scoping meeting is not required to submit official scoping comments.

A live broadcast of the in-person scoping meeting will be provided and available to view as a recording on YouTube at <http://www.youtube.com/@townofparadisecalifornia>.

Project Purpose and Need

Purpose

The purpose of this Project is to:

- Provide a new resilient east-west multimodal corridor and improved access to existing evacuation routes to improve connectivity throughout the Town
- Eliminate roadway gaps in southern Paradise to provide emergency responders and the community with an additional option for evacuation or daily access to the transportation network
- Improve emergency vehicle access and shorten response times
- Increase access to local and regional evacuation routes by establishing additional connections with residential dead-end streets
- Increase emergency vehicle access via a Class I multiuse pathway that, during mandatory evacuations, can also serve as an emergency vehicle access route
- Enhance the active transportation network and improve non-motorized user safety within the community

Need

The Project is needed to address the following deficiencies:

- As per the 2019 Town of Paradise Long-Term Recovery Plan (Town of Paradise 2019) and the 2022 Town of Paradise Transportation Master Plan (Town of Paradise 2022), the 2018 Camp Fire demonstrated the need for increased evacuation routes that serve the Town of Paradise. During

the Camp Fire, there were high number of fatalities along disconnected, dead-end residential roadways like Edgewood Lane that did not have direct access to existing evacuation routes.

- Limited emergency vehicle access contributed to additional fatalities during the Camp Fire because both lanes of evacuation routes were blocked by evacuating traffic and emergency vehicles could not reach the Town. The existing evacuation and emergency vehicle access infrastructure is inadequate to serve future evacuation needs during another wildfire or disaster.
- The Town has limited bicycle and pedestrian facilities; bicyclists and pedestrians currently navigate roadways with no or limited sidewalks and no protected bicycle lanes.

Project Description

The Town of Paradise proposes the Roe Road Extension Project (Project), which will construct a new two-lane roadway named Roe Road, with a Class I multiuse pathway that extends from Pentz Road to Clark Road. The Project is the first two phases of a multi-phased improvement to construct a new (up to) 5-mile east-west roadway connecting the evacuation routes of Pentz Road, Clark Road/State Route 191, Neal Road, and Skyway. Both phases would comply with Caltrans Class I bikeway design and Americans with Disabilities Act (ADA) requirements and include the installation of curb ramps and storm drain infrastructure. Both phases would also require the acquisition of private right-of-way (ROW).

Phase 1 of this Project would construct a 1.25-mile roadway to serve dead-end streets such as Edgewood Lane, Sawmill Road, and South Libby Road and connect Pentz Road to South Libby Road. Phase 1 would have two sub-phases, Phase 1A and Phase 1B. Phase 1A would link South Libby Road to Edgewood Lane and Phase 1B would link Edgewood Lane to Pentz Road.

The Phase 1A Alternatives are as follows:

- Phase 1A – Alternative 1 would link Edgewood Lane to South Libby Road with a new two-lane roadway and Class 1 multiuse pathway. Starting at Edgewood Lane and progressing west, this alignment would extend the existing Running Deer Lane alignment to Sawmill Road, then follow the existing Sawmill Road alignment south to an extension of the Roy Lane alignment. It would then follow the Roy Lane alignment to South Libby Road then turn south onto South Libby Road and extend to Bennett Road where it would connect to the Phase 2 Segment. The multiuse pathway would parallel the roadway improvements between Edgewood Lane and South Libby Road and extend to Bennett Road along the existing South Libby alignment.
- Phase 1A – Alternative 2 would link Edgewood Lane to South Libby Road with a new two-lane roadway and Class 1 multiuse pathway. Starting at Edgewood Lane and progressing west, this alignment would start at the existing Running Deer Lane alignment then continue southwest and connect to Frontier Road. It would follow the Frontier Road alignment to Sawmill Road near Leafy Lane. It would follow Sawmill Road to Leafy Lane and extend to Wolf Lane. It would then follow the Wolf Lane alignment to South Libby Road then turn south on South Libby Road and extend to Bennett Road where it would connect to the Phase 2 Segment. The multiuse pathway would parallel the roadway improvements

between Edgewood Lane and South Libby Road and extend to Bennett Road along the existing South Libby alignment.

- Phase 1A – Alternative 3 would link Edgewood Lane to South Libby Road with a new two-lane roadway and Class 1 multiuse pathway. Starting at Edgewood Lane approximately 300 feet south of Suffolk Lane, a new roadway would extend west to the southern terminus of Sawmill Road. From this point the road would continue west until it linked with the existing Keller Lane alignment. It would then follow the Keller Lane alignment to South Libby Road then turn south on South Libby Road and extend to Bennett Road where it would connect to the Phase 2 Segment. The multiuse pathway would parallel the roadway improvements between Edgewood Lane and South Libby Road and extend to Bennett Road along the existing South Libby alignment.
- Phase 1A – Alternative 4 would link Edgewood Lane to South Libby Road with a new two-lane roadway and Class 1 multiuse pathway and also connect Sawmill Road to the existing Bennett Road alignment. Starting at Edgewood Lane approximately 400 feet south of Henderson Lane, a new roadway would extend west to the eastern terminus of Bennett Road. From this point the road would continue west along the existing Bennett alignment to the South Libby Road intersection where it would connect to the Phase 2 Segment. The multiuse pathway would parallel the roadway improvements between Edgewood Lane and South Libby Road. Sawmill Road would be extended from its current terminus south along the existing Beverly Glen Avenue alignment and then proceed south to the new Phase 1A Alternative 4 Roe Road alignment.

The Phase 1B Alternatives are 1N, 1P, and 1Q and are described as follows:

- Phase 1B – Alternative 1N would begin at Pentz Road near Arden Way and extend approximately 650 feet northwest, then turn directly west toward Edgewood Lane, crossing Dry Creek via a bridge and continuing north along Edgewood Lane until it connected with the chosen alternative for Phase 1A.
- Phase 1B – Alternative 1P would also begin at Pentz Road near Arden Way, but extend approximately 4,000 feet northwest toward Alpine Court before turning west to cross over Dry Creek with a bridge, then head southwest toward Edgewood Lane near Marston Way. From there, Alternative 1P would continue north along Edgewood Lane until it connected with the chosen alternative for Phase 1A.
- Phase 1B – Alternative 1Q, also known as the Stearns alignment, would extend existing Stearns Road from the DeMille Road Intersection west with a bridge over Dry Creek. The new alignment would intersect Edgewood Lane near Allison Court. Improvements would continue onto Edgewood Lane either north or south depending on the chosen alternative for Phase 1A. Stearns Road between DeMille Road and Pentz Road would be improved to include a Class 1 multiuse pathway.

Phase 2 of this Project would build upon the Phase 1 improvements to construct a 1.2-mile roadway between South Libby Road and Clark Road/State Route 191, serving dead-end streets such as South Libby Road, Circle Lane, Warnke Drive, and Bennett Road. Phase 2 has two alternatives, 2A and 2F, which are described as follows:

- Phase 2 – Alternative 2A would start at South Libby Road near Bennett Road and extend west for approximately 1,000 feet to Heathrow Road, then turn northwest and continue for approximately 2,600 feet, cross Clear Creek with a bridge, then continue west to Clark Road approximately 260 feet south of Noffsinger Lane.
- Phase 2 – Alternative 2F would also start at South Libby Road near Bennett Road and extend slightly southwest for approximately 1 mile along and past Bennett Road to join American Way, crossing Clear Creek with a bridge, and ending at Clark Road.

Both Phase 2 alternatives would install intersection improvements where they intersect Clark Road, as well as a new four-way stop intersection at South Libby Road.

Potential Environmental Effects

The EIR will examine the potential environmental impacts associated with implementation of the Project and identify feasible measures and alternatives that could be implemented to avoid, minimize, reduce, or mitigate such impacts. The EIR will also evaluate cumulative effects of the proposed improvements when considered in conjunction with related past, present, and reasonably foreseeable future projects.

Based on preliminary evaluations, the proposed road extension could have the following direct, indirect, and/or cumulative environmental effects:

- Aesthetics: Potential changes to the existing visual characteristics of the site.
- Air Quality: Temporary and short-term construction-related increases in pollutant emissions, and potential for long-term increases in pollutant emissions from increased roadway traffic.
- Biological Resources: Potential short- and long-term effects on special-status species or their habitats.
- Community Impacts: Potential short- and long-term impacts on local communities related to traffic disruption, noise, and air quality.
- Cultural Resources: Low potential for disturbance or destruction of archaeological resources during construction.
- Energy: Temporary and short-term, construction-related consumption of energy resources.
- Greenhouse Gas Emissions: Temporary and short-term construction-related increases in greenhouse gas emissions.
- Hazards and Hazardous Materials: Potential exposure of construction workers to hazardous materials as a result of construction activities and potential introduction of contaminants into water courses.
- Hydrology and Water Quality: Potential construction-related impacts on hydrology and water quality due to crossing of streams along the Project alignment.
- Noise: Potential for short-term, construction-related noise impacts on nearby residential uses, and potential for long-term noise impact from roadways.
- Traffic/Transportation: Potential short- and long-term effects on traffic and transportation in the Project area.

Figure 1. Project Location and Vicinity

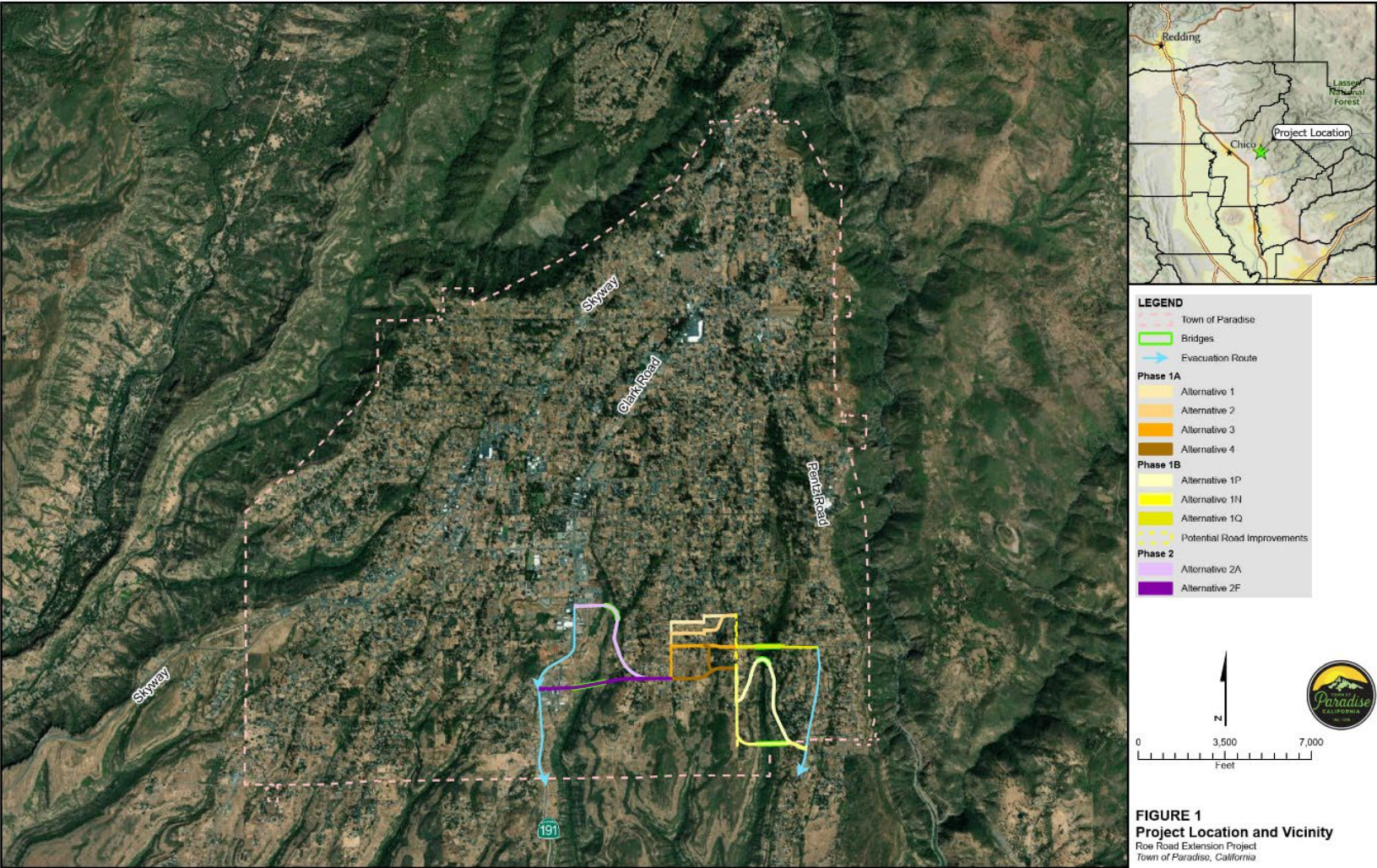


Figure 2. Location Map

