1.0 SUMMARY

1.1 INTRODUCTION

This Negative Declaration (ND) has been prepared to evaluate the potential physical environmental consequences of the proposal by Metromedia Fiber Network Services, Inc. (Metromedia or MFNS), to install conduit and related facilities to create fiber optic networks serving the California metropolitan areas of the San Francisco Bay Area and the Los Angeles Basin. The proposed project would represent a modification of Metromedia's existing Certificate of Public Convenience and Necessity (CPCN) granted by the California Public Utilities Commission (CPUC) on July 24, 1998, authorizing Metromedia to install fiber optic cable networks to provide telecommunications services in California. The CPCN granted to Metromedia in July 1998 authorized it to operate as a facilities-based carrier of inter-Local Access and Transport Area (LATA)[1] and intra-LATA telecommunications services in California as a non-dominant interexchange carrier.

The project is analyzed at two levels in this ND. At the project-wide level, the general characteristics of the project, common to all project routes, are examined and potential effects identified. At the route-specific level, environmental settings and potential effects are examined that would be relevant to a specific route. Mitigation measures for potentially significant effects are identified at the appropriate level. Where possible, impacts have been avoided through project design and by adopting constraints-driven mitigation measures as part of the project.

This ND has been prepared in accordance with the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et seq.) and the updated State CEQA Guidelines (Title 14, Chapter 3, Section 15000, et seq., California Code of Regulations) to meet the requirements for an initial study and mitigated negative declaration.

This ND concludes that, given the construction approach, design elements, and mitigation built into the project and the mitigation measures included in this document, no significant effect on the environment would occur.

1.2 PROJECT DESCRIPTION

As described in Chapter 3 of this document, Metromedia seeks CPUC approval to install conduit and related facilities to create fiber optic networks to serve the California metropolitan areas of the San Francisco Bay Area and the Los Angeles Basin. The project consists of (1) the installation by Metromedia of new conduit for fiber optic cable, (2) the repair or replacement of existing conduit through which Metromedia would pull fiber optic cable, and (3) the construction of ancillary facilities such as Point of Presence (POP) sites, which would be constructed by Metromedia at locations along the cable routes.[2] A POP is the location where the cable would be connected to the Public Switched Telephone Network.

---

[1] By order of the Modified Final Judgment for the divestiture of the Bell Operating Companies by AT&T Corporation, service or market areas named Local Access and Transport Areas were established as subdivisions of the Bell service/market area; California was divided into 11 LATAs.

[2] The installation of fiber optic cable, which occurs after the fiber optic conduit has been installed, is not included as part of the proposed project; cable installation is covered under Metromedia's existing CPCN.

Metromedia proposes to install small-diameter (less than 2 inches outside diameter), high-density polyethylene (HDPE), polyvinyl chloride (PVC), or steel conduits to carry fiber optic cables within existing, disturbed rights-of-way (i.e., roadways or railroads) along several linear routes in the two metropolitan areas. Nearly all of the work would be conducted inside existing disturbed rights-of-way, and buried through use of open trenching or directional boring techniques. In addition to the fiber optic conduit, a series of POPs would be installed at intervals along the routes. Where practical, the POPs would be located within existing buildings, but some would be newly constructed within railroad rights-of-way or, in the case of one POP, on private property outside the railroad right-of-way.

Two standard construction methods would be used to install the conduit along these routes, open trenching and directional boring. Chapter 3, Project Description, contains a description of these methods. The particular methods to be used along the project segments are discussed in Chapter 4, Project Route Description. Metromedia's standard installation method would be open trenching or directional boring, with the choice of method depending on site characteristics and other factors discussed in Chapter 3.

Open trenching typically involves use of a rubber-tired backhoe or an excavator to dig a 1-foot-wide by 4-foot-deep trench. After the conduit is installed in the trench, the trench is backfilled with native soil, new material, or a combination of these, and restored as closely as possible and feasible to pre-construction conditions.

Directional boring would also be used in some instances to avoid sensitive resources or to cross major roads, minimizing traffic disruptions. Sensitive resources would include streams with flowing water that support sensitive plant, animal, or fish species or critical habitat; wetlands; habitat of threatened or endangered animal species; sensitive plant populations; and cultural or paleontological resources. Rerouting may also be used to avoid sensitive resources. After directional boring is completed, areas affected by the process would be restored as closely as possible and feasible to pre-construction conditions.

Geographical, topographical, and resource avoidance considerations or availability of rights-of-way may necessitate using a combination of two or more of these methods for installation along each of the project routes. The particular methods to be used along the project routes, as well as any deviations from the general descriptions, are discussed in Chapter 4.

Metromedia's primary approach to implementation of the proposed project would be avoidance of impacts. As described in Chapter 3, Metromedia would incorporate mitigation into the project's design and construction approach, to avoid or reduce possible environmental impacts to less-than-significant levels. Metromedia's commitments include development and implementation of environmental education programs for construction workers, a storm water pollution prevention plan (SWPPP) which includes erosion control and spill prevention countermeasures, biological and cultural resource monitoring during construction in sensitive resource areas, exclusion fencing for sensitive species habitat, erosion and sediment control measures, and a spill prevention and response plan. Wetlands, rivers and streams, sensitive habitats, cultural resources, and other environmentally sensitive areas would be avoided during installation of the conduit and siting of the POPs through rerouting, boring, or bridge attachment where available. Specific mitigation measures have also been identified in this ND and would be adopted by Metromedia to avoid or reduce the impacts of the project to less-than-

significant levels. These measures are described in Chapter 6, Environmental Impacts and Mitigation Measures, and are summarized in Table 1-3 at the end of this chapter.

1.3 PROPOSED PROJECT ROUTES AND POINTS OF PRESENCE

The following project routes and POPs would comprise the project analyzed in this ND. Chapter 4, Project Route Description, presents detailed descriptions of the routes and locations of facilities, and maps of the networks are presented in Chapter 3 (Figures 3-1 and 3-2), Chapter 4 (Figures 4-1, 4-2, and 4-3), and Appendix A. An overview of the routes is presented below, according to network.

1.3.1 San Francisco Bay Area Network

Metromedia's fiber optic network in the San Francisco Bay Area would include both newly installed and existing conduit routes that would traverse six counties, as well as nine POPs. Structures would be constructed for seven of the POPs and two POPs would be located in existing buildings. Included in the proposed project are newly installed segments that would encircle the San Francisco Bay along railroad rights-of-way to form the "backbone" network,[3] consisting of the following two segments:

1. The East Bay Backbone Segment, from Oakland to San Jose along the Union Pacific Railroad right-of-way.

2. The Peninsula Backbone Segment, from San Francisco to San Jose along the Caltrain right-of-way .

POPs would be located in newly constructed structures along the backbone segments in Hayward, Fremont, Mountain View, Palo Alto, Redwood City, and San Mateo. A POP in Oakland would be located in an existing building.

In addition to the backbone segments, Metromedia's San Francisco Bay Area Network would use existing Pacific Bell conduit, located in public roadway rights-of-way, to augment the backbone segments and provide fiber optic service to northern and eastern regions of the Bay Area. A POP in San Jose would be located along the Pacific Bell conduit in an existing building. Only those sections of the Pacific Bell conduit that would be repaired or replaced by Metromedia would be included as part of the proposed project. These sections and their location are described in detail in Chapter 4.

The existing Pacific Bell conduit, which is also known as the Pacific Bell structure, includes the following six segments:

- The Marin County Segment, which extends north from Sausalito through Larkspur to San Rafael, crosses the Richmond-San Rafael Bridge to Richmond, and continues south through Berkeley to Oakland;

[3] In fiber optic network terms, a backbone is the fiber optic cable that is the framework for the network. Users of the fiber optic network are connected to the backbone by means of short local segments.

- The Oakland Segment in downtown Oakland;
- The Walnut Creek Segment, which extends northeast from Oakland to Walnut Creek and continues southeast to Danville, San Ramon, and Dublin, and west toward Hayward;
- The Hayward Segment in downtown Hayward;
- The Dumbarton Crossing Segment, which crosses the Bay from Fremont and Newark to Menlo Park via the Dumbarton Bridge;
- The Peninsula Segment, which approximately parallels the Peninsula Backbone route from San Jose through Mountain View and Redwood City to Belmont.

Detailed information on these route segments is included in Chapter 4, Project Route Description (see Tables 4-2 and 4-4). Table 4-3 in Chapter 4 identifies the locations of the proposed POPs. Table 1-1 indicates the length and type of location for the segments of the San Francisco Bay Area Network.

1.3.2 Los Angeles Basin network

Metromedia's fiber optic network in the Los Angeles Basin would include both newly installed and existing conduit routes that would traverse both Los Angeles and Orange Counties along public road rights-of-way. In addition, there would be 15 POPs included in the network. This network would include backbone and distribution segments that would form several interconnecting routes linking communities in the Los Angeles Basin. For purposes of this ND, the network would consist of the following 18 segments:

- Burbank Local Segment
- Pasadena Local Segment
- Santa Monica Local Segment
- Glendale Local Segment
- Century City Local Segment
- Santa Monica to Burbank Segment
- Hollywood Local Segment [4]
- Marina Del Rey Local Segment
- Los Angeles International Airport (LAX)/Florence Segment
- LAX Segment

Table 1-1. Segment Length and Location, San Francisco Bay Area Network

Segment	*Estimated Length*	*Subtotal/TOTAL*
BACKBONE SEGMENTS		
Backbone, East Bay North (Union Pacific right-of-way)	27.5 miles	
Backbone, East Bay South (Union Pacific right-of-way)	20.0 miles	
Backbone, Peninsula North (Caltrain right-of-way)	24.3 miles	
Backbone, Peninsula South (Caltrain right-of-way)	23.4 miles	
Subtotal -- Backbone Segments		95.2 miles
MARIN COUNTY SEGMENT[a] (Pacific Bell Structure)		
Crosses jurisdictions of Sausalito, Larkspur, San Rafael, Richmond, Berkeley, Oakland	4.4 miles	
OAKLAND SEGMENT (Pacific Bell Structure)	1.7 miles	
WALNUT CREEK SEGMENT (Pacific Bell Structure)		
Crosses jurisdictions of Walnut Creek, Danville, San Ramon, and Dublin	2.0 miles	
HAYWARD SEGMENT (Pacific Bell Structure)	1.4 miles	
DUMBARTON CROSSING SEGMENT (Pacific Bell Structure)		
Crosses jurisdictions of Newark and Menlo Park	2.9 miles	
PENINSULA SEGMENT (Pacific Bell Structure)		
Crosses jurisdictions of San Jose, Mountain View, Redwood City, and Belmont	1.1 miles	
Subtotal -- Pacific Bell Structure New Build Segments		13.5 miles
TOTAL -- Proposed Project, San Francisco Bay Area Network		108.7 miles

[a] Includes some cities in other counties.
Source: ESA 2000a.

- El Segundo Segment
- Long Beach / Downey Segment
- Cypress / Buena Park Segment
- Fashion Island Segment
- Carson / Costa Mesa Segment
- Irvine Segment
- Costa Mesa Segment
- Downtown Los Angeles Segment

POPs would be located in existing buildings along these route segments in the following cities: Buena Park, Burbank, Carson, Downey, El Segundo, Glendale, Irvine (two POPs), Long Beach, Los Angeles (five POPs), and Pasadena. Detailed information on these proposed route segments is included in Chapter 4, Project Route Description (see Table 4-6). Table 4-7 in Chapter 4 identifies the locations of the proposed POPs. Table 1-2 indicates the length and type of location for the segments of the Los Angeles Basin Network.

In addition, Metromedia would place fiber optic cable in conduit built by another telecommunications provider (Level 3). However, while this conduit would be part of Metromedia's overall network, it would be excluded from the proposed project in view of its construction by the other company.

1.4 SUMMARY OF MITIGATION MEASURES

The project has been designed by Metromedia, based on constraints and opportunities information concerning the location of sensitive resources, to avoid significant environmental impacts through locating of routes, site design, and construction approach. The proposed project would incorporate construction methods (e.g., installation in previously disturbed rights-of-way) and practices (e.g., environmental training of construction crews, storm water pollution prevention plan) that would either avoid or minimize its physical impacts. Metromedia has also committed to additional mitigation measures to ensure there would be no significant environmental effects resulting from the proposed project. These mitigation measures are discussed in detail in Chapter 6 and are summarized here in Table 1-3 (at the end of this chapter).

1.4.1 Growth-Inducing Impacts

The proposed project would serve the expanding telecommunications market in California, nationally and internationally. The contribution of this project to California's projected population growth would be negligible because it would not be a primary decision factor for persons considering moving to California and because the state's growth is largely independent of the availability of fiber optic capacity.

1.4.2 Cumulative Impacts

The impacts of the proposed project would be negligible or less than significant. The project proposed by Metromedia involves the installation and repair of conduit into which fiber optic cable would be placed and construction of ancillary facilities (POPs) in the San Francisco Bay Area and Los Angeles Basin. It is anticipated that the construction associated with conduit placement or repair and ancillary facilities would not overlap with other public or private utility projects during the same timeframe on any given segment of the project. Therefore, because of the temporary nature of the potential effects of the proposed project, there would be no cumulatively considerable impacts as a result of the project.

In addition, because the majority of the proposed POPs would be placed in either existing structures or, in the case of the newly constructed POPs, within railroad rights-of-way, the project would not result in cumulatively considerable impacts.

1

Table 1-2. Segment Length and Location, Los Angles Basin Network

Segment	*Estimated Length*	*Subtotal/TOTAL*
BURBANK LOCAL SEGMENT		
Crosses jurisdiction of Los Angeles	5.3 miles	
PASADENA LOCAL SEGMENT		
Crosses jurisdiction of Pasadena	4.2 miles	
SANTA MONICA LOCAL SEGMENT		
Crosses jurisdictions of Los Angeles and Santa Monica	8.3 miles	
GLENDALE LOCAL SEGMENT		
Crosses jurisdiction of Glendale	2.4 miles	
CENTURY CITY LOCAL SEGMENT		
Crosses jurisdictions of Beverly Hills and Los Angeles	7.4 miles	
SANTA MONICA TO BURBANK SEGMENT		
Crosses jurisdiction of Los Angeles	22.0 miles	
HOLLYWOOD LOCAL SEGMENT		
Crosses jurisdictions of Beverly Hills, Los Angeles, and West Hollywood	16.3 miles	
MARINA DEL REY LOCAL SEGMENT		
Crosses jurisdiction of Los Angeles	4.3 miles	
LOS ANGELES INTERNATIONAL AIRPORT (LAX)/FLORENCE SEGMENT		
Crosses jurisdictions of Hawthorne, Huntington Park, Inglewood, Los Angeles, and Los Angeles County	12.1 miles	
LAX SEGMENT		
Crosses jurisdiction of Los Angeles	2.1 miles	
EL SEGUNDO SEGMENT		
Crosses jurisdiction of El Segundo	6.8 miles	
LONG BEACH/DOWNEY SEGMENT		
Crosses jurisdictions of Bellflower, Downey, Lakewood, and Long Beach	8.0 miles	
CYPRESS/BUENA PARK SEGMENT		
Crosses jurisdictions of Norwalk, Anaheim, Stanton, and Buena Park	7.7 miles	
FASHION ISLAND SEGMENT		
Crosses jurisdiction of Irvine	14.2 miles	
CARSON/COSTA MESA SEGMENT		
Crosses jurisdictions of Cypress, Irvine, Lakewood, Long Beach, Los Alamitos, Los Angeles, Garden Grove, Santa Ana, and Westminster	37 miles	
IRVINE SEGMENT		
Crosses jurisdictions of Irvine and Newport Beach	17.8 miles	
COSTA MESA SEGMENT		
Crosses jurisdictions of Costa Mesa and Santa Ana	4.3 miles	
DOWNTOWN LOS ANGELES SEGMENT		
Crosses jurisdiction of Los Angeles	12.4 miles	
TOTAL -- Proposed Project, Los Angeles Basin Network		190.2 miles

Source: ESA 2000a.

2

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
AESTHETICS					
AES-1: Possible temporary, minor changes to the resources visible from a designated State Scenic Highway might result from project construction and operation. (Less than Significant with Identified Mitigation)	✓		**AES-1**: Metromedia would comply with local regulations regarding State Scenic Highway corridors, keep construction and staging areas orderly, free of trash and debris, and would restore areas disturbed by project construction along the proposed route to their pre-project condition.	✓	
AES-2: Possible minor changes in the existing visual character or quality of a site might result from project construction and operation. (Less than Significant with Identified Mitigation)	✓	✓	**AES-2**: Metromedia would minimize visual impacts of project facilities and comply with local regulations concerning architectural design and landscaping, keep construction and staging areas orderly and free of trash and debris, and would restore areas disturbed by project construction along the proposed route to their pre-project condition.	✓	✓
AGRICULTURAL RESOURCES					
The project would have no impacts on agricultural resources.					
AIR QUALITY					
AQ-1: Introduction of additional emissions sources in a region for which air quality plans have been developed. (Less than Significant with Identified Mitigation)	✓		**AQ-1**: Metromedia would submit a letter to the permit services division of the BAAQMD prior to project construction indicating that five back-up generators would be installed as part of the project and where those generators would be located.	✓	

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
AIR QUALITY					
AQ-2: Increase in local pollutant concentrations. (Less than Significant with Identified Mitigation)	✓		**AQ-2**: Metromedia would require the construction contractors to water all active construction areas at least twice daily; cover all trucks hauling soil, sand, and other loose materials; pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites; sweep daily all paved access roads, parking areas and staging areas at construction sites; and sweep streets daily if visible soil material is carried onto adjacent public streets.	✓	
AQ-3: Increase in nonattainment pollutant emissions. (Less than Significant)	✓		No mitigation is required		
AQ-4: Expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Identified Mitigation)	✓		**AQ-4**: Metromedia would use "California" diesel fuel to power the back-up generator at the Hayward and Santa Clara POPs.	✓	
AQ-5: Introduction of additional emissions sources in a region for which air quality plans have been developed. (Less than Significant with Identified Mitigation)		✓	**AQ-5**: Metromedia would comply with all SCAQMD permit requirements and SCAQMD Rule 403.		✓
AQ-6: Increase in local pollutant concentrations. (Less than Significant)		✓	No mitigation is required.		

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
AIR QUALITY					
AQ-7: Increase in nonattainment pollutant emissions. (Less than Significant with Identified Mitigation)		✓	**AQ-7**: Metromedia would require its construction contractors to use California on-road diesel fuel for all diesel-powered construction equipment; use construction equipment that is properly tuned and maintained in accordance with manufacturer's specifications; employ a maximum of 10 work crews on any given workday with a maximum of 6 work crews using the street trenching technique; use a schedule based on a 5-day work week; use best management construction practices to avoid unnecessary emissions; and to suspend the emissions-generating construction activities during " Stage 2" smog alerts.		✓
AQ-8: Expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)		✓	No mitigation is required.		
BIOLOGICAL RESOURCES					
BIO-1: The project may result in temporary, adverse impacts on up to 20 sensitive wildlife species potentially present adjacent to the route. Potential impacts could include direct mortality from equipment, entrapment in open trenches, temporary loss of cover due to removal of vegetation, and harassment due to noise or vibration. Harassment to nesting birds could result in nest failure or increased exposure to predators. The sensitive species potentially impacted are predominantly associated with wetland or stream habitat adjacent to the railroad ROW.	✓		**BIO-1a**: Qualified biologists retained by the project applicant for resource monitoring shall perform pre-construction surveys, staking of resources, on-site monitoring, documentation of violations and compliance, coordination with contract compliance inspectors and post-construction documentation. Biological resource monitors shall also inspect areas to ensure that barrier fencing, stakes, and required setback buffers are maintained	✓	

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
BIOLOGICAL RESOURCES					
BIO-1 (above)	✓		**BIO-1b**: Pre-construction meetings conducted by Metromedia shall include a biological resource education program for project construction crews. The education program shall include review of the potential locations of sensitive biological resources, methods of resource avoidance to be utilized, applicable permit conditions and applicable fines for violations of state or federal environmental laws regulating sensitive biological resources.	✓	
	✓		**BIO-1c**: The project applicant shall avoid all riparian and wetland habitats that support sensitive species by establishing and observing exclusion zones. Such zones shall be identified, located on construction drawings and staked, flagged or fenced in the field by a qualified biologist prior to commencement of project construction activities.	✓	
	✓		**BIO-1d**: If construction equipment is required to operate within any watercourse with flowing or standing water, the designated biological resource monitor shall be present at all times to alert construction crews to the possible presence of California red-legged frog, salmonids or other sensitive aquatic species potentially at risk. If substantial disturbance of occupied aquatic habitat is observed, the biological resource monitor shall immediately and directly notify the construction supervisor to halt construction and cause construction activities to be modified to further impacts to the species. In the case of an accidental substance release into one of these streams, the regulating resource authorities shall be contacted within 24 hours of the incident's occurrence.	✓	

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
BIOLOGICAL RESOURCES					
BIO-1 (above)	✓		**BIO-1e**: Construction activities at the six identified potential salmonid streams, including San Leandro Creek, Alameda Creek, Coyote Creek, Los Gatos Creek, San Francisquito Creek and the Guadalupe River, shall occur during the summer months (July through October) when flows are minimal or subterranean, aquatic species are least likely to be present, and the inadvertent release of materials such as bentonite clay, a substance used for directional boring as proposed by the project applicant, would least impact sensitive species.	✓	
	✓		**BIO-1f**: Woody riparian vegetation close to the network routes that could be affected by installation activities shall be protected by installation of temporary fencing or staking. Protective fencing shall remain in place until all construction activities in the area are complete. No woody vegetation shall be removed from stream corridors.	✓	

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
BIOLOGICAL RESOURCES					
BIO-1 (above)	✓		**BIO-1g**: Surveys for nesting tricolored blackbird at Stiver's Lagoon shall be conducted between May and July by a qualified biologist no more than two weeks prior to the commencement of construction. If pre-nesting or nesting activity is identified, a determination shall be made in consultation with CDFG as to whether or not construction would impact nests. If it is determined that construction would impact nests, construction within 500 feet of the nesting locations shall be delayed until juvenile birds have fledged. If occupied, these areas shall be avoided by boring beneath habitat with an adequate disturbance exclusion zone.	✓	
	✓		**BIO-1h**: Construction activities at Pacific Bell Network Segments 26 and 27 shall be conducted outside of the nesting season (February 1 through August 31) of California black rail, California black rail, Western snowy plover, and California least tern. If construction activities at Pacific Bell Network Segment 27 is anticipated to occur during the nesting season, a qualified biologist shall conduct a pre-construction survey for occupied nesting habitat within 700 feet of the network route. If any of the species listed above species are determined to be present, construction shall be delayed until after the breeding season.	✓	

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
BIOLOGICAL RESOURCES					
BIO-1 (above)	✓		**BIO-1i**: The project biological resource monitor shall conduct pre-construction surveys for burrowing owl within 500 feet of the proposed network route no more than two weeks prior to the commencement of project construction, in all areas identified to provide potentially suitable nesting habitat. Survey protocol shall conform to guidelines described by the California Burrowing Owl Consortium (1993). If occupied owl burrows are found during pre-construction surveys, a determination shall be made by the biological resource monitor, in consultation with CDFG, as to whether project construction would impact the occupied burrows or disrupt reproductive behavior. If construction would physically impact occupied burrows or disrupt reproductive behavior during the nesting season (February 1 through August 31), construction shall be delayed within 250 feet of occupied burrows until it is determined that owls are not longer nesting or until the biological resource monitor determines that juvenile owls are self-sufficient or no longer using the natal burrow as their primary source of shelter.	✓	

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
BIOLOGICAL RESOURCES					
BIO-2: Potential impacts on non-listed sensitive nesting raptors. Potential nesting habitat for several raptor species occurs within or adjacent to most of the San Francisco Bay Area network alignment. While no nesting habitat would be directly affected by installation of the conduit or regeneration facilities, indirect project-related impacts could include nest abandonment and reproductive failure.	✓		**BIO-2**: If project construction activities are proposed to take place during the breeding season of raptors identified as potentially present along or adjacent to the network alignment (between February 1 and August 31), the project biological resource monitor shall conduct pre-construction surveys for nesting raptors within 500 feet of the network route no more than 2 weeks before the start of project construction, in all areas identified to provide potentially suitable nesting habitat. If active nests are found, a no-disturbance buffer zone averaging 500 feet in width shall be established around active nests during the breeding season for the duration of construction. The size of individual buffers shall be adjusted upward or downward based on site evaluation by the biological resource monitor in coordination with CDFG.	✓	

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
BIOLOGICAL RESOURCES					
BIO-3: The project could contribute to short-term disturbance of "waters of the U.S.," including wetlands. While proposed construction methods specify directional boring beneath sensitive waterways, two small wetlands lacking riparian vegetation may be trenched.	✓		**BIO-3:** Minimize disturbance of "other waters of the U.S.," including wetlands, and restore such resources to pre-project conditions. Construction activities shall avoid saturated or ponded wetlands during the wet season (spring and winter) to the maximum extent possible. Where such activities are unavoidable, protective practices, such as use of padding, or vehicles mats or vehicles with balloon tires, geotextile cushions or other appropriate materials as determined by the biological resource coordinator, shall be used. In wetlands or unvegetated waters of the U.S. that are trenched, the top 12 inches of topsoil from the excavated site with intact roots, rhizomes, and seed bank would be stockpiled. Topsoil and subsoil shall be replaced immediately after construction activities are complete.	✓	
CULTURAL RESOURCES					
CR-1: Possible adverse changes to the significance of cultural resources. (Less than Significant with Identified Mitigation)	✓	✓	**CR-1**: Appoint a cultural resources specialist.	✓	✓
	✓	✓	**CR-1b**: Determine boundaries of known cultural resources.	✓	✓
	✓	✓	**CR-1c**: Evaluate resources for California Register of Historical Resources eligibility; Avoid or conduct data recovery / monitor construction.	✓	✓

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO: *SF Bay Area Network*	APPLIES TO: *LA Basin Network*	*Mitigation Measures*	APPLIES TO: *SF Bay Area Network*	APPLIES TO: *LA Basin Network*
CULTURAL RESOURCES					
CR-2: Possible substantial effects to potential, poorly recorded, or possibly badly disturbed prehistoric and historic archaeological deposits from trenching operations or from use of historic structures as POP locations (construction related impact, particularly open trenches and portals for bi-directional boring within specified sensitive areas). (Less than significant with Identified Mitigation)	✓	✓	**CR-2a**: Conduct archaeological monitoring at sites identified during construction as archaeologically sensitive.	✓	✓
			CR-2b: Inspect POP locations; avoid use of historic structures or evaluate and document.	✓	✓
CR-3: Potential location or disturbance of unique paleontological resources during construction. (Less than Significant with Identified Mitigation)	✓	✓	**CR-3**: Notify paleontologist of unanticipated discoveries of fossils and document as needed.	✓	✓
CR-4: Possible substantial effects to human burials from trenching operations (construction related impact, particularly open trenches and portals for bi-directional boring within specified sensitive areas). (Less than Significant with Identified Mitigation)	✓	✓	**CR-4a**: If Native American remains are found, implement appropriate security measures, contact appropriate authorities, and follow authorities' directives concerning the remains.	✓	✓
			CR-4b. Conduct Native American monitoring.	✓	✓
GEOLOGY AND SOILS					
GEO-1: In the event of a major earthquake, the area within the causative Alquist-Priolo Fault Hazard Zone would be susceptible to surface fault rupture. (Less than Significant)	✓	✓	No mitigation is required.		

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
GEOLOGY AND SOILS					
GEO-2: In the event of a major earthquake in the region, seismic groundshaking could potentially injure people and cause collapse or structural damage to proposed facilities and structures. Groundshaking could potentially expose people and property to seismic-related hazards, including localized liquefaction and related ground failure. (Less than Significant)	✓	✓	No mitigation is required.		
GEO-3: Initial construction operations and periodic repair projects on the Metromedia fiber-optic cable network could result in temporary accelerated erosion and sedimentation from soil disturbance and/or vegetation removal. (Less than Significant)	✓	✓	No mitigation is required.		
GEO-4: The MFN Project area could be subjected to geologic hazards including settlement, and slope failure. (Less than Significant)	✓	✓	No mitigation is required.		
GEO-5: The proposed project area could be subjected to geologic hazards relating to expansive soils. (Less than Significant)	✓	✓	No mitigation is required.		
HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1: Possible temporary exposure to or release of hazardous materials during construction. (Less than Significant with Identified Mitigation)	✓	✓	**HAZ-1a**: Ensure proper labeling, storage, handling, and use of hazardous materials.	✓	✓
			HAZ-1b: Prepare hazardous materials management/spill prevention plan.	✓	✓
			HAZ-1c: Prepare Health and Safety Plan.	✓	✓
			HAZ-1d: Prepare Dust Abatement Program.	✓	✓

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1 (above)			**HAZ-1e**: Reduce excavation impacts.	✓	✓
HAZ-2: The project could require disposal of potentially contaminated soils. (Less than Significant with Identified Mitigation)	✓	✓	**HAZ-2a**: Conduct a list search of all network segments requiring excavation.	✓	✓
			HAZ-2b: Characterize excavated materials for disposal.	✓	✓
			HAZ-2c: Test groundwater.	✓	✓
HAZ-3: Possible exposure of the public or environment to hazardous materials sites. (Less than Significant)	✓	✓	No mitigation is required.		
HAZ-4: Possible temporary limited emergency access. (Less than Significant)	✓	✓	No mitigation is required.		
HAZ-5: Installation could encounter methane gas or hydrogen sulfide gas during excavations and borings. (Less than Significant)		✓	**HAZ-5**: Implement Mitigation Measure HAZ-1c.		✓
HYDROLOGY AND WATER QUALITY					
HWQ-1: Project construction could cause erosion and transport of sediments to local water resources during construction activities. (Less than Significant)	✓	✓	No mitigation is required.		
HWQ-2: Possible long-term erosion from decreased channel stability. (Less than Significant)	✓	✓	No mitigation is required.		
HWQ-3: Possible water quality degradation from accidental spills of construction materials and equipment fluids. (Less than Significant)	✓	✓	No mitigation is required.		

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
HYDROLOGY AND WATER QUALITY					
HWQ-4: Possible water quality degradation and siltation from accidental seepage or spillage of drilling fluids into streams. (Less than Significant)	✓	✓	No mitigation is required.		
HWQ-5: Excavation during project construction could encounter groundwater and require dewatering. Discharge of dewatered water could adversely affect surface water quality. (Less than Significant)	✓	✓	No mitigation is required.		
LAND USE AND PLANNING					
LU-1: Possible conflict with applicable local land use plans, policies, and regulations might occur. (Less than Significant with Identified Mitigation)	✓	✓	**LU-1**: Metromedia would comply with local plans, policies, and regulations.	✓	✓
MINERAL RESOURCES					
The project would have no impacts on mineral resources.					
NOISE					
NOI-1: Noise levels in excess of local standards would be generated in some locations during project construction and operation. (Less than Significant with Identified Mitigation)	✓		**NOI-1a**: Metromedia shall require construction contractors to comply with the construction hours and construction equipment standards set forth in Table 5.11-1. For construction in those jurisdictions that have no specific construction-related standards, Metromedia shall require its contractors to limit noisy construction activity to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday.	✓	

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
NOISE					
NOI-1 (above)			**NOI-1b**: Metromedia shall implement site-specific measures at the POP sites like relocating air conditioning units away from residences, installing "quiet" generators and testing generators only during daylight hours.	✓	
			NOI-1c: Metromedia shall implement a variety of measures to reduce noise levels from directional boring where noise levels of 60 dBA or greater would be experienced at sensitive receptor locations. For example: special mufflers can be applied to the boring rig exhaust; shielding can be erected between the noise source and the receptor; or, as an extreme measure, a temporary enclosure can be erected to house the boring operation. The applicant shall implement all reasonable and customary noise reduction measures as part of the proposed project. The applicant shall also post the name and telephone number of a person for the public to contact to resolve noise-related problems.	✓	
NOI-2: Exposure of sensitive receptors to localized groundborne vibration and groundborne noise. (Less than Significant)	✓		No mitigation is required.		
NOI-3: Permanent increases in ambient noise levels from use of equipment at POPs. (Less than Significant with Identified Mitigation)	✓		**NOI-3**: Metromedia shall implement the measures listed under Mitigation Measure NOI-1b.	✓	
NOI-4: Temporary and intermittent noise increases during project construction. (Less than Significant with Identified Mitigation)	✓		**NOI-4**: Metromedia shall implement the measures listed under Mitigation Measures NOI-1a and NOI-1c.	✓	

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
NOISE					
NOI-5: Noise levels in excess of local standards would be generated in some locations during project construction. (Less than Significant with Identified Mitigation)		✓	**NOI-5**: Metromedia shall implement the measures listed under Mitigation Measures NOI-1a and NOI-1c, except that the construction hours and construction equipment standards set forth in Table 5.11-2 shall be observed.		✓
NOI-6: Exposure of sensitive receptors to localized groundborne vibration and groundborne noise. (Less than Significant)		✓	No mitigation required.		
NOI-7: Permanent increases in ambient noise levels from use of equipment at POPs. (Less than Significant)		✓	No mitigation required.		
NOI-8: Temporary and intermittent noise increases during project construction. (Less than Significant with Identified Mitigation)		✓	**NOI-8**: Metromedia shall implement the measures listed under Mitigation Measures NOI-1a and NOI-1c.		✓
POPULATION AND HOUSING					
The project would have no impacts on population or housing.					
PUBLIC SERVICES					
The project would have no impacts on public services.					
RECREATION					
REC-1: The project would intermittently and temporarily disrupt existing recreational facilities for the duration of project construction. (Less than Significant with Identified Mitigation)	✓	✓	**REC-1a**: Obtain and comply with the Local Encroachment Permit for conduit repair or replacement work within the segment of the Bay Trail in Menlo Park.	✓	
			REC-1b: All ground surfaces will be restored as close to pre-project conditions as soon as possible or practicable.	✓	✓

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
TRANSPORTATION AND TRAFFIC					
TRANS-1: New conduit installation along or across streets would reduce the number of, or the available width of, travel lanes on roads, resulting in temporary disruption of traffic flows and increases in traffic congestion. (Less than Significant with Identified Mitigation)	✓	✓	**TRANS-1**: Obtain and comply with local and state roadway encroachment permits, and railroad encroachment permits.	✓	✓
TRANS-2: Construction would result in short-term increases in vehicle trips by construction vehicular activities and construction workers. (Less than Significant with Identified Mitigation)	✓	✓	Same as TRANS-1.	✓	✓
TRANS-3: New conduit installation along roadways and railroad right of ways would temporarily increase the potential for accidents. (Less than Significant with Identified Mitigation)	✓	✓	Same as TRANS-1.	✓	✓
TRANS-4: New conduit installation along or across streets would affect emergency access. (Less than Significant with Identified Mitigation)	✓	✓	Same as TRANS-1.	✓	✓
TRANS-5: Construction for all project components would generate a temporary demand for parking spaces for construction worker vehicles; in addition, cable installation would temporarily displace existing on-street parking on a number of streets. (Less than Significant with Identified Mitigation)	✓	✓	Same as TRANS-1.	✓	✓

Table 1-3. Summary of Impacts and Mitigation Measures for Metromedia's Proposed San Francisco Bay Area and Los Angeles Basin Network

Environmental Impact	APPLIES TO:		*Mitigation Measures*	APPLIES TO:	
	SF Bay Area Network	*LA Basin Network*		*SF Bay Area Network*	*LA Basin Network*
TRANSPORTATION AND TRAFFIC					
TRANS-6: Cable installation could temporarily disrupt bus service along the proposed alignment. (Less than Significant with Identified Mitigation)	✓	✓	Same as TRANS-1.	✓	✓
UTILITIES AND SERVICE SYSTEMS					
UTI-1: Conduit installation, either by open trenching or directional boring, could cross or coincide with existing utility lines and could affect and disrupt delivery of those utility services. (Less than Significant)	✓	✓	No mitigation is required.	✓	✓