

# NextG Networks, Inc. of California Huntington Beach Distributed Antenna System Project

## Initial Study and Negative Declaration

**November 2009**

**Prepared for:**

California Public Utilities Commission  
Energy Division  
505 Van Ness Avenue  
San Francisco, California 94102

**Prepared by:**

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**PUBLIC UTILITIES COMMISSION  
505 VAN NESS AVENUE  
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## **NEGATIVE DECLARATION NEXTG NETWORKS, INC. APPLICATION**

*Huntington Beach Distributed Antennae System (DAS) Project*

### **INTRODUCTION**

NextG Networks, Inc. (NextG) has filed an application with the California Public Utilities Commission (CPUC) for the Huntington Beach Distributed Antennae System (DAS) Project for the installation of a telecommunications system in the City of Huntington Beach. The project was approved by the CPUC under Categorical Exemption via the Notice to Proceed (NTP) process and a portion of the project was constructed prior to the parties agreeing to prepare a document under the California Environmental Quality Act (CEQA). The applicant's proposed objective is to provide added diversity within the existing telecommunication network and enhance competition for telecommunication services. The project would also permit NextG's customers—the wireless carriers—to improve wireless coverage and expand capacity.

The project is to be constructed entirely within the public right-of-way within the City of Huntington Beach. A portion of the proposed project was approved and constructed under the NTP process prior to the CPUC being requested to analyze the entire project within the City under CEQA. Once complete, the new system would include a total of 8,696 feet of underground fiber-optic cable, 112,975 feet of aboveground fiber-optic cable, and 15 node antennae.

Under the CPUC's rules, approval of this project must comply with CEQA, including an assessment of the potential environmental impacts of the proposed project. This Negative Declaration has been prepared based upon the assessment of potential environmental impacts outlined in the attached Initial Study prepared for the Huntington Beach DAS Project.

### **PROJECT DESCRIPTION**

NextG is proposing the completion of its DAS within the City of Huntington Beach in northwestern Orange County. The DAS communications network is intended to transmit wireless voice and data communications to clients in the City. Once construction is complete, within Huntington Beach the system would consist of 15 nodes, approximately 112,975 feet of aerial fiber cable, and approximately 8,696 feet of underground fiber cable. Eight of the 15 nodes, 79,419 feet of aerial fiber, and approximately 1,531 feet of underground fiber have been constructed under previous granted authority. The remaining seven nodes, and the cable to connect them to the network, would complete the project within the City of Huntington Beach. The remaining seven nodes include three new poles, approximately 33,555 feet of aerial fiber, and 7,165 feet of underground fiber.

The project consists of:

- Installation of 7,165 feet (1.36 miles) of underground conduit and fiber-optic cable necessary to connect Nodes HB N08, N12, N14, and N15 to the network
- Installation of 33,556 feet (6.36 miles) of overhead fiber-optic cable necessary to connect Nodes HB N07, and N10 through N15 installed via poles
- Installation of three new poles (two tapered steel poles (HB N12 and N14) and one concrete pole (HB N08))
- Installation of Nodes HB N07, N08, and N10 to N14 repeater enclosures, fiber-optic splice boxes, and electrical splice boxes
- This project description also includes the installation of seven operational nodes for which NextG has completed installation. These seven existing nodes (Nodes HB N01 through N06, and N09) are connected to the network via 79,419 feet of installed aerial fiber-optic cable, and 1,531 feet of underground conduit and cable.

### **Installation of New Poles**

A total of three new poles would need to be constructed at Nodes HB N08, N12, and N14. Node HB N08 would be constructed on a new concrete pole, and Nodes HB N12 and N14 would be constructed on new steel poles.

### **Installation of Aerial Cable**

Approximately 79,419 feet (15.04 miles) of aerial cable have been installed and are operational. Approximately 33,556 feet (6.36 miles) of aerial cable are proposed to be constructed. Aerial cables have been installed on existing wooden poles, and one replacement wooden pole. Aerial cable to be installed would be installed on five existing wood poles and three new steel or concrete poles. The cables would be overlashed to existing wires where feasible. The cable has been or would be grounded at the first, last, and every fifth pole by driving a copper rod into the ground.

### **Installation of Underground Conduit and Cable**

Approximately 1,531 feet (0.29 mile) of underground cable have been installed and are operational. Approximately 7,165 feet (1.36 miles) of underground cable are proposed to be constructed. This would be accomplished through trenching of a 1- to 2-foot-deep trench between 3 and 6 feet from the edge of the pavement. The cable would be placed within an approximately 2-inch-diameter conduit. Handholes would be placed where the cable would be spliced or where access to the cable would be required. Each handhole would be fitted with a traffic-rated lid.

### **Pole Construction**

Construction of the two tapered steel poles and one concrete pole would involve the following steps:

- a) Staking the pole location
- b) Flagging the work area
- c) Installing silt fencing
- d) Preparing a crane pad

- e) Excavating an approximately 5- to 7-foot-wide and 15- to 30-foot-deep hole
- f) Installing forms, rebar, and anchor bolts
- g) Pouring concrete for a foundation of 5 to 7 feet wide and 15 to 30 feet deep
- h) Removing forms and placing gravel around the base
- i) Installing the new pole
- j) Transferring wire and equipment
- k) Removal of old pole
- l) Backfilling of hole
- m) Removal of excess soil and material for disposal off site.

An approximately 50-foot radius around each pole would be required for construction. Some vegetation removal may be required at some sites, but grading of the pad is not anticipated. Equipment needed for pole installation would include a hole auger, a boom truck, a ready-mix concrete truck, and a backhoe.

### **Construction of Aerial Cables and Nodes**

The antenna, other node equipment, and the cable have been or would be installed on the poles using a crew with one bucket truck. The truck carries spooled fiber that is unwound for installation on the poles.

### **Construction of Underground Conduit and Cable**

Construction of the underground portion of the proposed project has involved or would involve the placement of conduit and fiber-optic cable within the publicly owned right-of-way. A rubber-tired backhoe or rock saw excavator has been or would be used to dig a 1- to 2-foot-deep and 14-inch-wide trench, typically 3 to 6 feet from the edge of the roadway. A 20- to 40-foot-wide construction zone has been or would typically be required during trenching and conduit operations. The conduit has been or would be placed in the trench. A warning tape has been or would be placed 12 inches below grade, and a second tape has been or would be placed 3 inches above the conduit. Fiber-optic cable has been or would be pulled through the conduit and the trench backfilled. The trench has been or would be bored under curbs, gutters, and sidewalks. No more than 1,000 feet of trench at a time has been or would be exposed. Once trenching has been completed, debris has been or would be removed and the asphalt or concrete surface has been or would be restored.

### **Construction Schedule and Workforce**

Construction of the previously installed eight nodes, approximately 79,419 feet of aerial fiber, and 1,531 feet of underground fiber took place over an approximately 1.5-month period in 2008. Construction required two crews: an aerial crew consisting of three to four workers who strung all fiber; and a ground crew consisting of five to eight workers who dug trenches, bored holes, installed poles and enclosures, and installed antennas on poles. Construction of the remaining seven nodes and fiber-optic network is anticipated to use the same two crews and to take 1 to 2 months, depending on whether aerial cable construction and trenching are accomplished concurrently or in stages.

Construction equipment has included and during future proposed installations would include one bucket truck, one backhoe, one boring machine, one 1-ton flatbed truck for the aerial crew,

three or four light trucks for the ground crew, ready-mix concrete trucks, water trucks, and a dump truck hauling asphalt patching material.

### **Operation and Maintenance**

NextG would be accountable for the safe and reliable operation of the DAS network after installation. Operation and maintenance activities associated with the project are expected to be minimal, and would include periodic system inspections.

### **PROJECT OBJECTIVE**

The applicant's project objective is to provide added diversity within the existing telecommunication network and enhance competition for telecommunication services. The project would also permit NextG's customers—the wireless carriers—to improve wireless coverage and expand capacity.

### **APPLICANT PROPOSED MEASURES**

NextG has included the following Applicant Proposed Measures that reduce certain associated impacts to levels below significance. These Applicant Proposed Measures are part of the project description and are fully enforceable by the CPUC.

#### **Air Quality**

**Applicant Proposed Measure AQ-1:** NextG will reduce emissions by using California on-road diesel vehicles for all diesel-powered construction equipment.

**Applicant Proposed Measure AQ-2:** NextG will use construction equipment that is properly tuned and maintained in accordance with manufacturer specifications, thereby maximizing equipment efficiency.

**Applicant Proposed Measure AQ-3:** NextG will encourage workers to carpool to the jobsite as well as during any break or lunch trips. This measure will reduce criteria pollutants and greenhouse gas emissions by 10%.

**Applicant Proposed Measure AQ-4:** NextG will suspend emission-generating construction activity during "Stage 2" smog alerts.

**Applicant Proposed Measure AQ-5:** NextG will use best management practices to reduce unnecessary idling time to a limit of 4 minutes. California regulations prohibit idling of on-road diesel trucks or large off-road diesel equipment for more than 5 minutes. Therefore, NextG conservatively estimates that reducing idling times to no more than 4 minutes will reduce criteria pollutants and greenhouse gas emissions by up to 5%.

**Applicant Proposed Measure AQ-6:** NextG will obtain greenhouse gas emission offset credits that are accredited to protocols specified by the California Climate Air Registry (CCAR). To be conservative, NextG will purchase offset credits for 30% of the estimated gross greenhouse gas emissions, irrespective of reductions achieved through other Applicant Proposed Measures or other reducing measures. Therefore, NextG will purchase offset credits for 30 MT CO<sub>2</sub>-E.

## **Construction, Transportation, and Traffic**

**Applicant Proposed Measure CTT-1:** Because the project is located within the publicly owned right-of-way, traffic would be controlled and coordinated. NextG will consult with the local jurisdiction and will prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control measures would conform to the specifications of the local jurisdiction and Caltrans (if applicable). Typically, traffic control would be set up for one day's work operation. One lane of traffic may need to be closed during work activities. During such periods, flagmen would be used to direct traffic in the construction zone. Delays would typically average 3 to 5 minutes. If access to any residential or commercial driveway is obstructed by an open trench, steel plates would be placed over excavations to provide temporary access. NextG traffic control measures will include the following:

- Next G will identify all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
- NextG will develop detour plans to minimize impacts to local street circulation. This will include the use of signing and flagging to guide vehicles through and/or around the construction zone.
- NextG will schedule truck trips outside of peak traffic hours to the extent possible.
- NextG will use haul routes minimizing truck traffic on local roadways to the extent possible.
- NextG will include detours for bicycles and pedestrians in all areas potentially affected by project construction.
- NextG will store construction materials only in designated areas.
- NextG will coordinate with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.
- NextG will inform the local transit authority of when and where construction is planned to occur along transit routes, of the anticipated plans to manage traffic around the construction area, and of any specific potential impacts to the transit routes.

**Applicant Proposed Measure CTT-2:** Pre-construction training would be conducted for all construction employees prior to the start of ground-disturbing activities. The purpose of the training would be to inform construction supervisors, workers, and inspectors of any potential sensitive resources that may occur along the project route, explain the importance of these resources and their sensitivity to disturbance, review regulatory protections according to these resources, and describe controls adopted for the project. Training would identify individual responsibilities regarding these resources and communication procedures. Pre-construction training would also cover construction practices, traffic controls, applicable regulations and permits, and health and safety practices.

**Applicant Proposed Measure CTT-3:** Dust would be controlled by use of water trucks to wet affected surfaces. Stockpiles of dirt would be covered where appropriate.

**Applicant Proposed Measure CTT-4:** Erosion control measures would be used as appropriate and would include silt fence, and certified weed-free straw wattles and straw bales.

**Applicant Proposed Measure CTT-5:** Prior to and during construction of the project, NextG plans to prepare and implement a Hazardous Materials Spill Prevention and Contingency Plan (SPCP). The SPCP would evaluate potential spill scenarios, identify avoidance and prevention measures, and identify response actions to such situations.

**Applicant Proposed Measure CTT-6:** To reduce construction-related waste, NextG plans to recycle construction materials to the maximum extent possible.

**Applicant Proposed Measure CTT-7:** To avoid impending emergency vehicle traffic around the construction activities, NextG will develop an emergency vehicle access plan that includes the following:

- Evidence of advanced coordination with emergency service providers, including but not necessarily limited to police departments, fire departments, ambulance services, and paramedic services
- Provisions that emergency service providers will be notified of the proposed project locations, nature, timing, and duration of any construction activities, and will be asked for advice about any road access restrictions that could impact their response effectiveness
- Design of project construction schedules and routes to avoid restricting movement of emergency vehicles to the extent possible
- Provisions to be ready at all times to accommodate emergency vehicles at locations where access to nearby properties may be blocked. Provisions could include the use of platings over excavations, short detours, and/or alternate routes.

## **Cultural Resources**

**Applicant Proposed Measure CR-1:** NextG will hire a cultural resources monitor to observe construction activities. If historical or unique archaeological resources (such as chipped or ground stone, historic debris, building foundation, or human bone) are discovered during ground-disturbing activities, NextG will stop construction activities within 10 feet of the discovery, and consult with a qualified archaeologist to assess and develop appropriate measures. If the find is determined to be a historical or unique archaeological resource, and if avoidance of the resource will not be feasible, the archaeologist or cultural resources consultant will prepare a treatment plan pursuant to the provisions of Section 15126.4(b)(3)(c) of the CEQA Guidelines, as well as all other laws, rules, and regulations applicable to the data recovery. Such data recovery would be performed by the qualified archaeologist or cultural resources consultant and result in any required detailed technical reports in accordance with CEQA and all other applicable laws, rules, and regulations. Data recovery shall result in detailed technical reports. Such reports shall be submitted to the California Historical Resources Regional Information System. This procedure is documented in the applicant's construction protocols, and included in pre-construction training (see Applicant Proposed Measure CTT-2).

**Applicant Proposed Measure CR-2:** NextG will inform project personnel that no archaeological or historical resources shall be removed from the site, and that collecting significant historical or unique archaeological resources discovered during development of the project is prohibited by law. Prehistoric or Native American resources can include chert or obsidian flakes, projectile points, mortars, and pestles as well as dark friable soil



containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources can include nails, bottles, or other items often found in refuse deposits. This policy will be included in pre-construction training (see Applicant Proposed Measure CTT-2).

**Applicant Proposed Measure CR-3:** If human remains are discovered, there shall be no further excavation or disturbance of the discovery site or any nearby area reasonably suspected to overlie adjacent human remains until the project applicant has immediately notified the County Coroner and otherwise complied with the provisions of Section 15064.5(e) of the CEQA Guidelines. If the remains are found to be Native American, the County Coroner shall notify the Native American Heritage Commission within 24 hours. The most likely descendant of the deceased Native American shall be notified by the Native American Heritage Commission and given the chance to make recommendations for the remains. If the Native American Heritage Commission is unable to identify the most likely descendant, or if no recommendations are made within 24 hours, remains may be reinterred with appropriate dignity elsewhere on the property in a location not subject to further subsurface disturbance. If recommendations are made and not accepted, the Native American Heritage Commission would mediate the problem. This policy will be included in pre-construction training (see Applicant Proposed Measure CTT-2).

**Applicant Proposed Measure CR-4:** If fossil remains are discovered during earth-moving activities by the cultural resources monitor or by construction personnel, the applicant will contact and consult with a qualified palaeontologist. Construction within 100 feet of the discovery in non-urban areas, and within 50 feet in urban areas will be temporarily halted or diverted until a qualified vertebrate palaeontologist examines the discovery. This policy will be included in pre-construction training (see Applicant Proposed Measure CTT-2).

## **Biological Resources**

**Applicant Proposed Measure BIO-1:** NextG will conduct a Worker Environmental Awareness Program (WEAP) for construction crews to educate workers to be aware of sensitive biological resources. The WEAP training will include a brief review of any relevant sensitive biological resources, as identified in the Pre-Construction Checklist for Biological Resources.

NextG will retain qualified biologists and recourse specialists to monitor construction activities where sensitive resources have been identified. NextG will confine construction equipment and associated activities to the approved right-of-way at all locations.

Construction impacts will be limited to a 20-foot right-of-way in areas that support sensitive resources (i.e., near areas that support riparian and wetland communities and special-status species adjacent to the work area), and will be delineated by qualified biologists or resource specialists prior to construction.

Work area boundaries will be delineated with flagging or other marking to minimize surface disturbance associated with vehicle straying and to minimize the potential for inadvertent worker intrusion into sensitive areas.

After NextG has identified specific project routes, qualified biologists will carry out focused pre-construction biological resource surveys consistent with approved survey protocols to identify the location of sensitive biological resources.

Sensitive resources will be clearly mapped and marked on construction drawings or project maps before construction in these areas.

If sensitive resources cannot be avoided, no work will be authorized until the appropriate resource agencies (California Department of Fish and Game (CDFG), U.S. Fish and Wildlife Services (USFWS), National Marine Fisheries Service (NMFS)) determine that the action will not result in significant impacts to biological resources.

**Applicant Proposed Measure BIO-2:** Prior to construction, a qualified biologist will survey project areas and establish exclusive zones around special-status plant populations or areas identified as suitable habitat for special-status plants that were not identifiable at the time of the field surveys.

Exclusion zones will have a minimum 20-foot radius and will be marked in the field with stakes and flagging, and correspondingly be marked on the construction drawings. Construction-related activities will be prohibited within these zones.

Construction activities, vehicle operation, material and equipment storage, and other surface-disturbing construction activities will be prohibited within the exclusion zones. Fiber-optic cable installation near these resources will be accomplished by rerouting around the exclusion zone. If rerouting is not feasible, the fiber-optic conduit will be bored beneath the exclusion zone.

NextG will remove all stakes and flagging demarcating exclusion zones within 60 days after construction and site restoration have been completed in the area.

NextG will avoid impacts to California Native Plant Society (CNPS) Lists 2 and 4 special-status plant populations by implementing the following specific measures:

- Identify plant populations and areas identified as suitable habitat in the construction corridor and staging areas using staking and flagging
- Conduct construction activities when the plant is not flowering or fruiting
- Minimize disturbance in areas that support special-status plants by limiting ground disturbance and other activities to the smallest possible corridor
- Identify CNPS List 2 plant populations what may be affected at least 2 weeks prior to disturbance, to allow for coordination with the appropriate land management and resource agencies for determination of the appropriate measures to take to avoid/reduce vegetation damage.

**Applicant Proposed Measure BIO-3:** NextG will implement the following measures:

- Use certified weed-free imported materials (or rice straw in upland areas)
- Continue to coordinate with land management agencies to ensure that the appropriate best management practices are implemented
- County agricultural commissions and land management agencies will be contacted to develop lists of target noxious weed species for each project and to discuss measures to avoid the dispersal of noxious weeds

- Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of noxious weed infestations.

## **Land Use**

**Applicant Proposed Measure LU-1:** NextG will comply with the City of Huntington Beach's Rule 20A undergrounding district, which runs along Beach Boulevard from Yorktown Avenue to the Pacific Coast Highway. If the Beach Boulevard Undergrounding project has undergrounded the aboveground facilities at the Atlanta Avenue intersection by the time NextG installs its fiber-optic cable, then NextG will underground its facilities at this intersection by either leasing conduit from another carrier or installing underground conduit. If the other carriers' facilities have not been undergrounded when NextG installs its cables at this intersection, NextG will install its cables above ground and then move the aboveground cable under ground in conjunction with the larger undergrounding project effort.

## **ENVIRONMENTAL DETERMINATION**

The Initial Study was prepared to identify potential effects on the environment from the installation and construction of a DAS in the public right-of-way within the City of Huntington Beach, and to evaluate the significance of these effects. The Initial Study was based on site visits, analysis of the environmental setting, and the Proponent's Environmental Assessment.

Based on the Initial Study, the project as proposed by NextG, including the Applicant Proposed Measures, would have no significant impacts in the areas of aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems.

## **REVIEW PERIOD**

All comments regarding the correctness, completeness, or adequacy of the Negative Declaration must be received by the CPUC no later than 5:00 p.m. on December 22, 2009.

## **CONTACT PERSON**

Jensen Uchida,  
California Public Utilities Commission  
505 Van Ness Avenue  
San Francisco, California 94102  
(415) 703-5484



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Julie Fitch, Director  
Energy Division  
California Public Utilities Commission

November 18, 2009

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Date

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## **ATTACHMENT**

**Attachment 1:** Air Quality Emissions Estimates

# **1. INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

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## **1. PROJECT TITLE**

NextG Networks Huntington Beach Distributed Antenna System (DAS) Project

## **2. LEAD AGENCY NAME AND ADDRESS**

California Public Utilities Commission (CPUC)  
Energy Division  
505 Van Ness Avenue  
San Francisco, California 94102

## **3. CONTACT PERSON AND PHONE NUMBER**

Jensen Uchida, CPUC Project Manager  
Energy Division  
(415) 703-5484

## **4. PROJECT LOCATION**

The project is linear, and is located along 121,671 feet (approximately 23 miles) of publicly owned right-of-way within the City of Huntington Beach.

## **5. PROJECT SPONSOR'S NAME AND ADDRESS**

Robert Millar  
Davis Wright Tremaine, LLP  
505 Montgomery Street, Suite 800  
San Francisco, California 94111  
(415) 276-6500

## **6. GENERAL PLAN DESIGNATION**

The project is located entirely within the publicly owned right-of-way. The General Plan designations of the areas adjacent to the project site are:

- CR: Commercial Regional
- CV-F7-sp: Commercial Visitor Max. FAR 3.0 – Specific Plan required for large-scale, mixed-use, multiphased development projects
- I: Industrial
- OS-P: Parks – Public Parks
- OS-S: Shoreline – Publicly owned coastal beaches
- P: Public, including schools, hospitals, or churches
- RL-3.0-sp: Residential Low 3 dwelling units/net acre max – Specific Plan required for large-scale, mixed-use, multiphased development projects
- RH-30-d-sp: Residential High Density, greater than 30 units per net acre
- RMH-25-d: Residential Medium High Density, 25 dwelling units/net acre max – Special Design Standards apply (City of Huntington Beach 2008a).

Portions of the project are located within the City of Huntington Beach Coastal Zone, and are therefore subject to the Coastal Element of the General Plan. Specifically, Nodes HB N13, HB

N14, and HB N15, as well as the fibers to connect these nodes to the network, are within the publicly owned right-of-way within Huntington Beach Coastal Zones 4 and 5. The proposed location for Node HB N13 and the fiber to connect it to the network is adjacent to areas zoned RH-30-d-sp. The proposed location for Node HB N14 and the fiber to connect it to the network is adjacent to areas zoned CV-F7-sp. The proposed location for Node HB N15 and the fiber to connect it to the network is adjacent to areas designated CV under the General Plan, and zoned Coastal Conservation on the City's zoning map. Nodes HB N13 and HB N15 are to be installed on existing poles. Installation of Node HB N14 would require a new pole and, therefore, a Coastal Development Permit.

## **7. ZONING**

The project is located entirely within the publicly owned right-of-way. Zoning designations of the areas adjacent to the project site are (City of Huntington Beach 2008b):

- CC: Coastal Conservation
- CG: Commercial General
- IG: Industrial General
- IL: Industrial Limited
- SP: Specific Plan Designations
- OS-PR: Open Space – Parks and Recreation Subdistrict
- PS: Public Semi-Public
- RL: Residential Low Density
- RM: Residential Medium Density
- RMH: Residential Medium High Density, and Residential Medium High Density small lot subdistrict
- RMP: Manufactured Home Park
- SP5: Specific Plan Designation 5
- SP9: Specific Plan Designation 9.

## **8. DESCRIPTION OF THE PROJECT**

This project description is based on information provided by NextG Networks, Inc. (NextG) of California in their Proponent's Environmental Assessment (NextG 2009a) and from NextG's responses to the May 4, 2009, data request (NextG 2009b).

NextG is proposing the completion of its Distributed Antenna System (DAS) within the City of Huntington Beach in northwestern Orange County. The DAS communications network is intended to transmit wireless voice and data communications to clients in the area. Once construction is complete, the system would consist of 15 nodes, approximately 112,975 feet of aerial fiber cable, and approximately 8,696 feet of underground fiber cable. Eight of the 15 nodes, 79,419 feet of aerial fiber, and approximately 1,531 feet of underground fiber have been constructed. The remaining seven nodes, and the cable to connect them to the network, would complete the project within the City of Huntington Beach. The remaining seven nodes include three new poles, approximately 33,556 feet of aerial fiber, and 7,165 feet of underground fiber.



## 8.1 Project Location and Regional Context

The project site is located in northwestern Orange County in the City of Huntington Beach (Figure 1-1). Figure 1-2 illustrates NextG's DAS system, including facilities already constructed as well as facilities proposed to complete the Huntington Beach DAS for the area. Figure 1-3 provides an aerial map of the Huntington Beach DAS project addressed in this document, and Figures 1-4, 1-5, 1-6, 1-7, and 1-8 provide additional details of the portion of the project that is to be constructed. The nodes, aerial cable, and underground cables are constructed and proposed to be constructed within publicly owned rights-of-way.

## 8.2 Description of Project Components

The project consists of:

- Installation of 7,165 feet (1.35 miles) of underground conduit and fiber-optic cable necessary to connect Nodes HB N08, N12, N14, and N15 to the network.
- Installation of 33,556 feet (6.35 miles) of overhead fiber-optic cable necessary to connect Nodes HB N07, and N10 through N15 installed via poles.
- Installation of three new poles (two tapered steel poles (HB N12 and N14) and one concrete pole (HB N08))
- Installation of Nodes HB N07 and N08, and N10 to N14 repeater enclosures, fiber-optic splice boxes, and electrical splice boxes.
- This project description also includes the installation of seven operational nodes for which NextG has completed installation. These seven existing nodes (Nodes HB N01 through N06, and N09) are connected to the network via 79,419 feet of installed aerial fiber-optic cable, and 1,531 feet of underground conduit and cable.

### Installation of Nodes

Nodes have been or are proposed to be constructed on existing or new poles. Table 1-1 summarizes the node locations and jurisdiction controlling the right-of-way. Figures 1-2 and 1-3 provide the locations of the nodes in their regional context, and Figures 1-4 through 1-8 illustrate the more precise locations.

**Table 1-1: Location of Existing and Proposed Nodes**

Node Identification	Node Status	Pole Type	Street Address	City	Right-of-Way Ownership
HB N01	Completed	Existing Wood	4531 ½ Suite Drive	Huntington Beach	Huntington Beach
HB N02	Completed	Existing Wood	5471 Meadowlark Drive	Huntington Beach	Huntington Beach
HB N03	Completed	Existing Wood	6100 ½ Edinger	Huntington Beach	Huntington Beach
HB N04	Completed	Existing Wood	6507 ½ Bishop	Huntington Beach	Huntington Beach
HB N05	Completed	Replacement Wood	7942 Stark Avenue	Huntington Beach	Huntington Beach
HB N06	Completed	Existing Wood	5972 ½ Padua Drive	Huntington Beach	Huntington Beach
HB N07	Proposed	Existing Wood	501 ½ 17th Street	Huntington Beach	Huntington Beach
HB N08	Proposed	New Concrete	18690 Edwards Street	Huntington Beach	Huntington Beach

**Table 1-1 (Continued): Location of Existing and Proposed Nodes**

<b>Node Identification</b>	<b>Node Status</b>	<b>Pole Type</b>	<b>Street Address</b>	<b>City</b>	<b>Right-of-Way Ownership</b>
HB N09	Completed	Existing Wood	17321 La Mesa Lane	Huntington Beach	Huntington Beach
HB N10	Proposed	Existing Wood	626 Palm Avenue	Huntington Beach	Huntington Beach
HB N11	Proposed	Existing Wood	501 Pecan Street	Huntington Beach	Huntington Beach
HB N12	Proposed	New Steel	18475 Goldenwest	Huntington Beach	Huntington Beach
HB N13	Proposed	Existing Wood	1099 ½ Pacific Coast Highway	Huntington Beach	Caltrans
HB N14	Proposed	New Steel	21500 Pacific Coast Highway	Huntington Beach	Caltrans
HB N15*	Proposed	Existing Wood	21791 ½ Pacific Coast Highway	Huntington Beach	Caltrans

\* This node has been constructed, but has not been connected by aerial fiber cable.

Standard node equipment on each pole includes (1) a 1- to 2-inch-diameter × 24-inch-long omni-directional antenna or a 6 × 24 × 10-inch panel antenna; (2) the node, commonly 6 × 6 × 36 inches; (3) a disconnect switch, which allows powering down the equipment; and (4) a 12 × 12 × 6-inch Wireless Tariff Rate fuse box that would be buried at the base of the pole. Figure 1-9 shows examples of the typical equipment.

**Installation of New Poles**

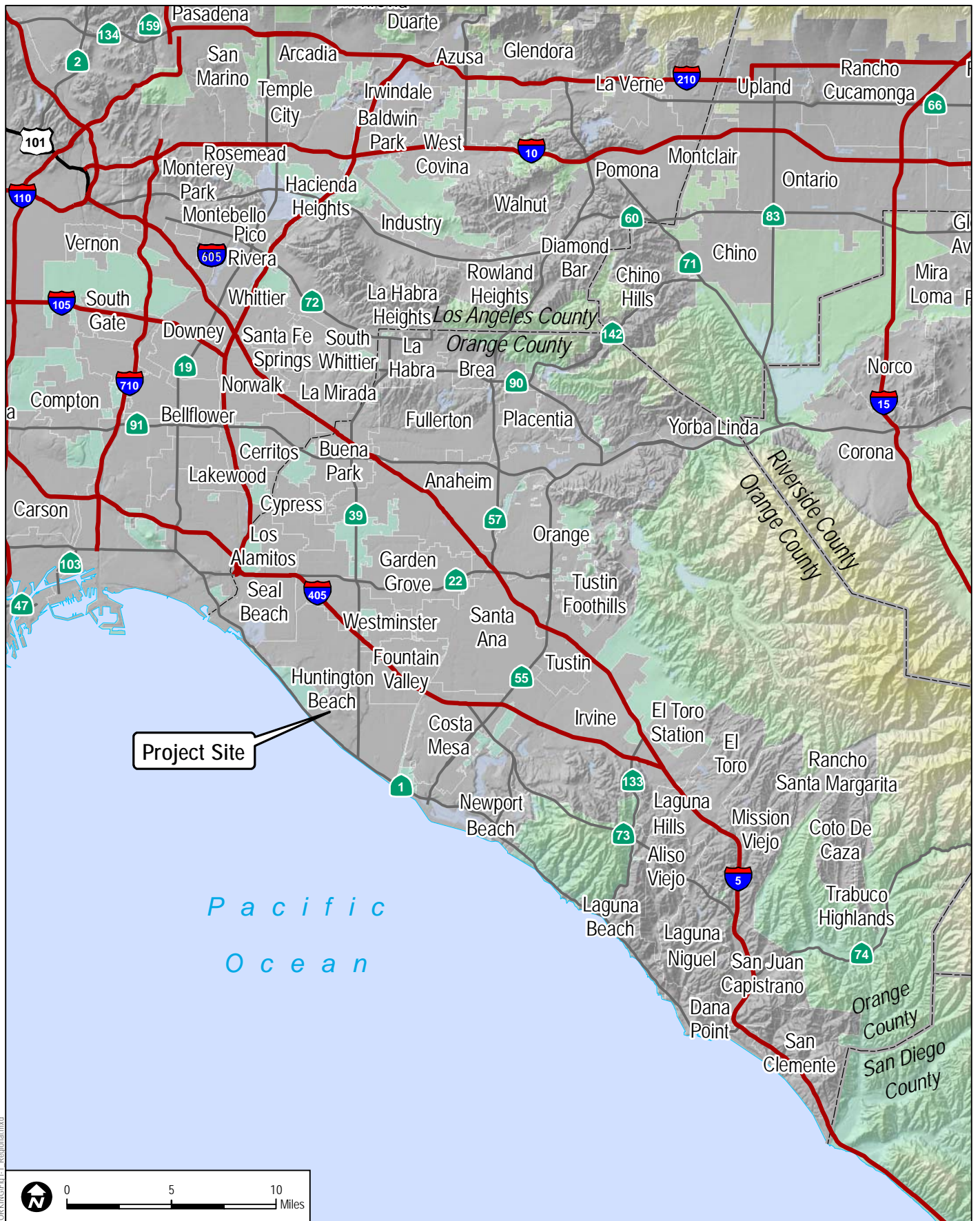
As indicated in Table 1-1, a total of three new poles would need to be constructed at Nodes HB N08, N12, and N14. Node N08 would be constructed on a new concrete pole, and Nodes N12 and N14 would be constructed on new steel poles.

**Installation of Aerial Cable**

Approximately 79,419 feet (21.4 miles) of aerial cable have been installed and are operational. Approximately 33,556 feet (6.35 miles) of aerial cable are proposed to be constructed. Aerial cables have been installed on existing wooden poles, and one replacement wooden pole. Aerial cable to be installed would be installed on five existing wood poles and three new steel or concrete poles. The cables would be overlashed to existing wires where feasible. The cable has been or would be grounded at the first, last, and every fifth pole by driving a copper rod into the ground.

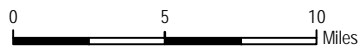
**Installation of Underground Conduit and Cable**

Approximately 1,531 feet (0.29 mile) of underground cable have been installed and are operational. Approximately 7,165 feet (1.35 miles) of underground cable are proposed to be constructed. This would be accomplished through trenching of a 1- to 2-foot-deep trench between 3 and 6 feet from the edge of the pavement. The cable would be placed within an approximately 2-inch-diameter conduit. Handholes would be placed where the cable would be spliced or where access to the cable would be required. Each handhole would be fitted with a traffic-rated lid.



Project Site

Pacific  
Ocean



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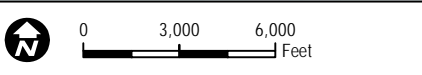
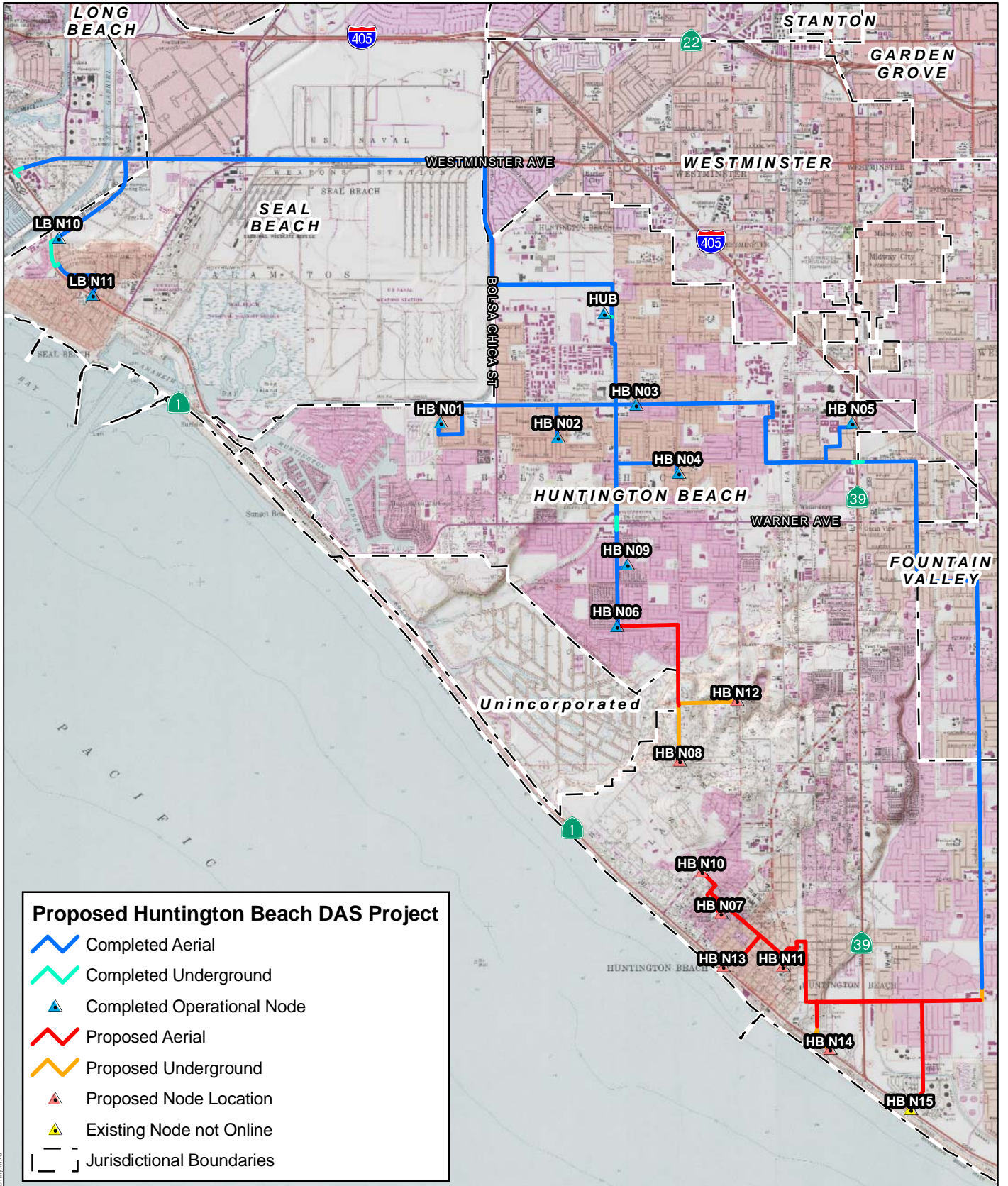
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NextG Networks Huntington Beach DAS Project

**FIGURE 1-1  
Regional Map**

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SOURCE: USGS 7.5 Minute Series Anaheim, Los Alamitos, Newport Beach, Seal Beach Quadrangles.

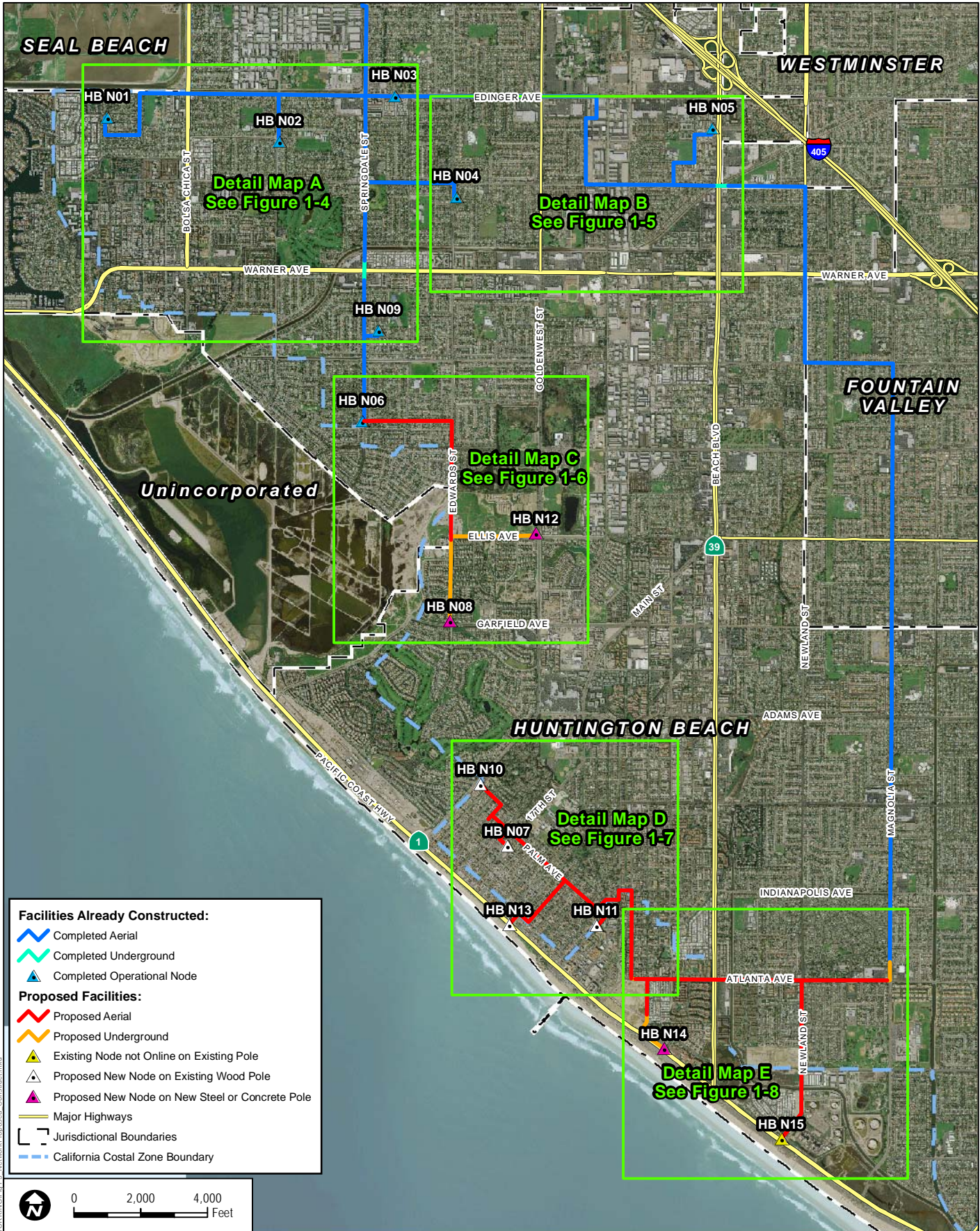
**FIGURE 1-2**  
**Vicinity/Project Overview Map**

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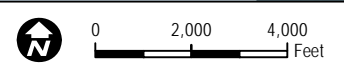
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**Facilities Already Constructed:**

- Completed Aerial
- Completed Underground
- Completed Operational Node

**Proposed Facilities:**

- Proposed Aerial
- Proposed Underground
- Existing Node not Online on Existing Pole
- Proposed New Node on Existing Wood Pole
- Proposed New Node on New Steel or Concrete Pole
- Major Highways
- Jurisdictional Boundaries
- California Coastal Zone Boundary



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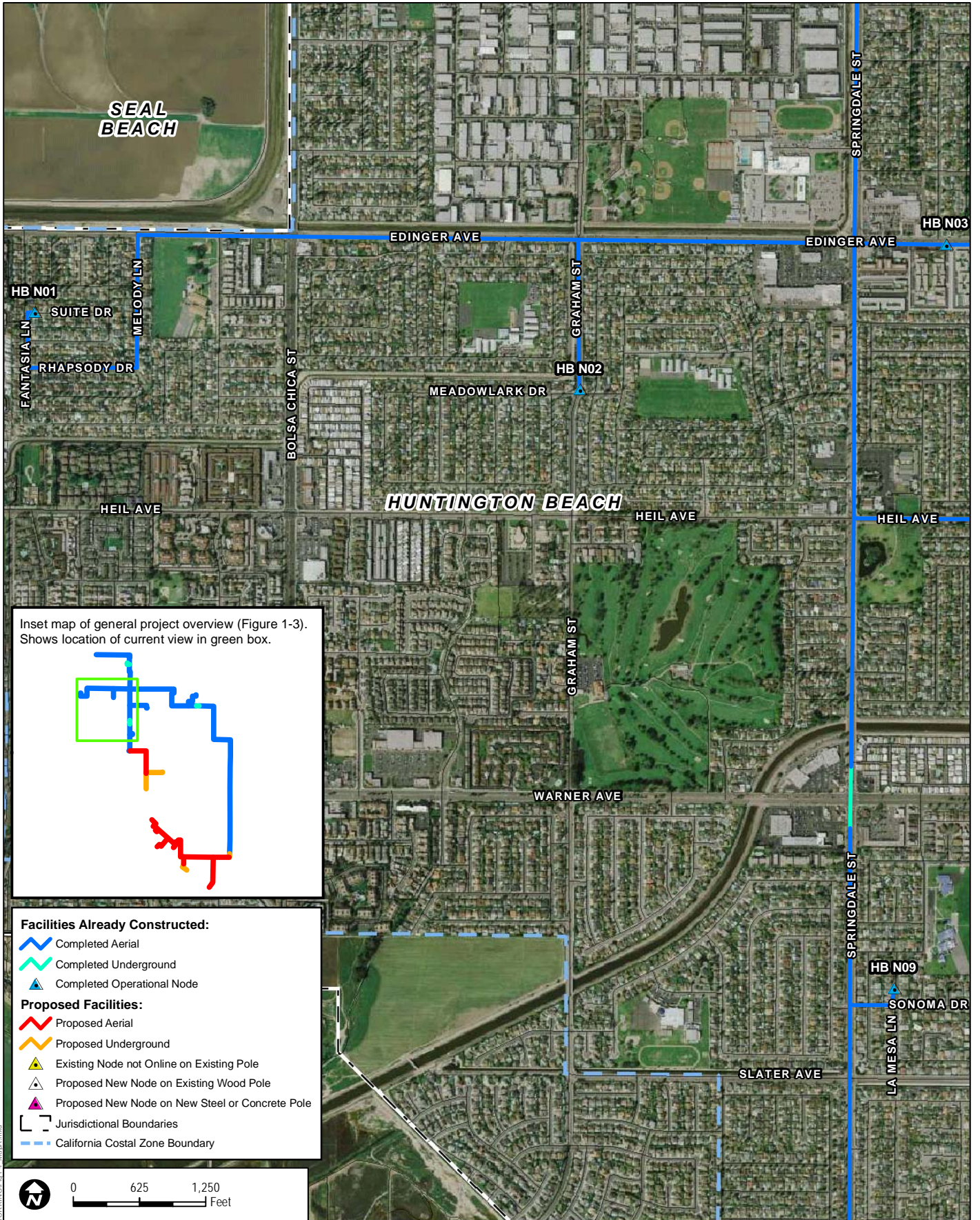
SOURCE: DigitalGlobe 2008

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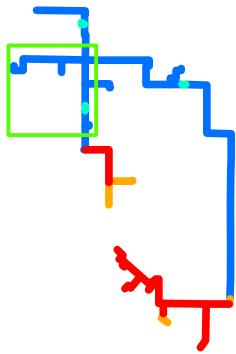
**FIGURE 1-3**  
**Huntington Beach DAS Project**

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Inset map of general project overview (Figure 1-3). Shows location of current view in green box.

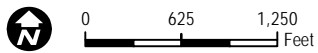


**Facilities Already Constructed:**

- Completed Aerial
- Completed Underground
- Completed Operational Node

**Proposed Facilities:**

- Proposed Aerial
- Proposed Underground
- Existing Node not Online on Existing Pole
- Proposed New Node on Existing Wood Pole
- Proposed New Node on New Steel or Concrete Pole
- Jurisdictional Boundaries
- California Coastal Zone Boundary



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SOURCE: DigitalGlobe 2008

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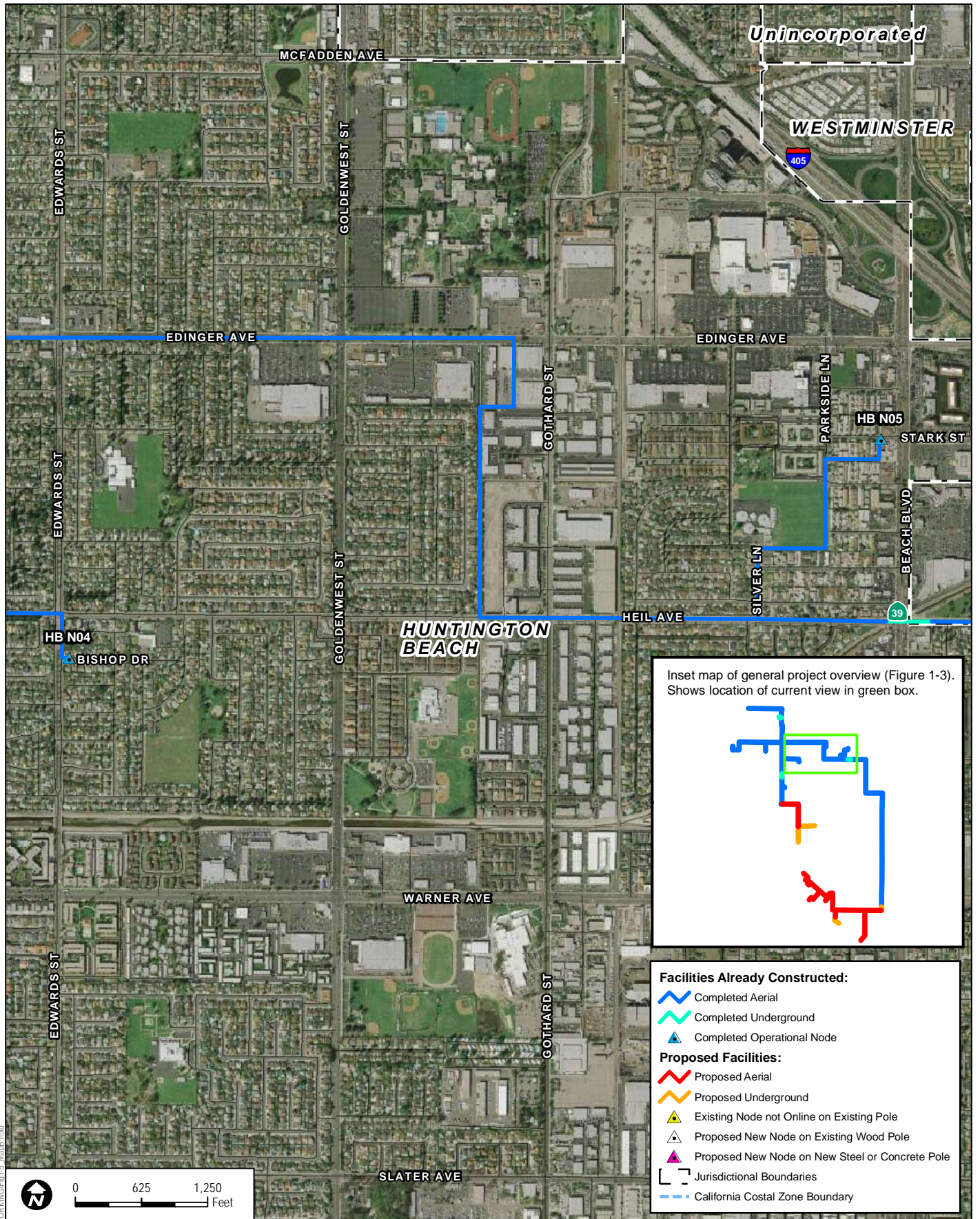
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**Figure 1-4**  
**Huntington Beach DAS Project - Detail Map A**

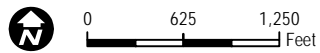
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Inset map of general project overview (Figure 1-3). Shows location of current view in green box.

- Facilities Already Constructed:**
- Completed Aerial
  - Completed Underground
  - Completed Operational Node
- Proposed Facilities:**
- Proposed Aerial
  - Proposed Underground
  - Existing Node not Online on Existing Pole
  - Proposed New Node on Existing Wood Pole
  - Proposed New Node on New Steel or Concrete Pole
  - Jurisdictional Boundaries
  - California Coastal Zone Boundary



**DUDEK**

SOURCE: DigitalGlobe 2008

**Figure 1-5**

**Huntington Beach DAS Project - Detail Map B**

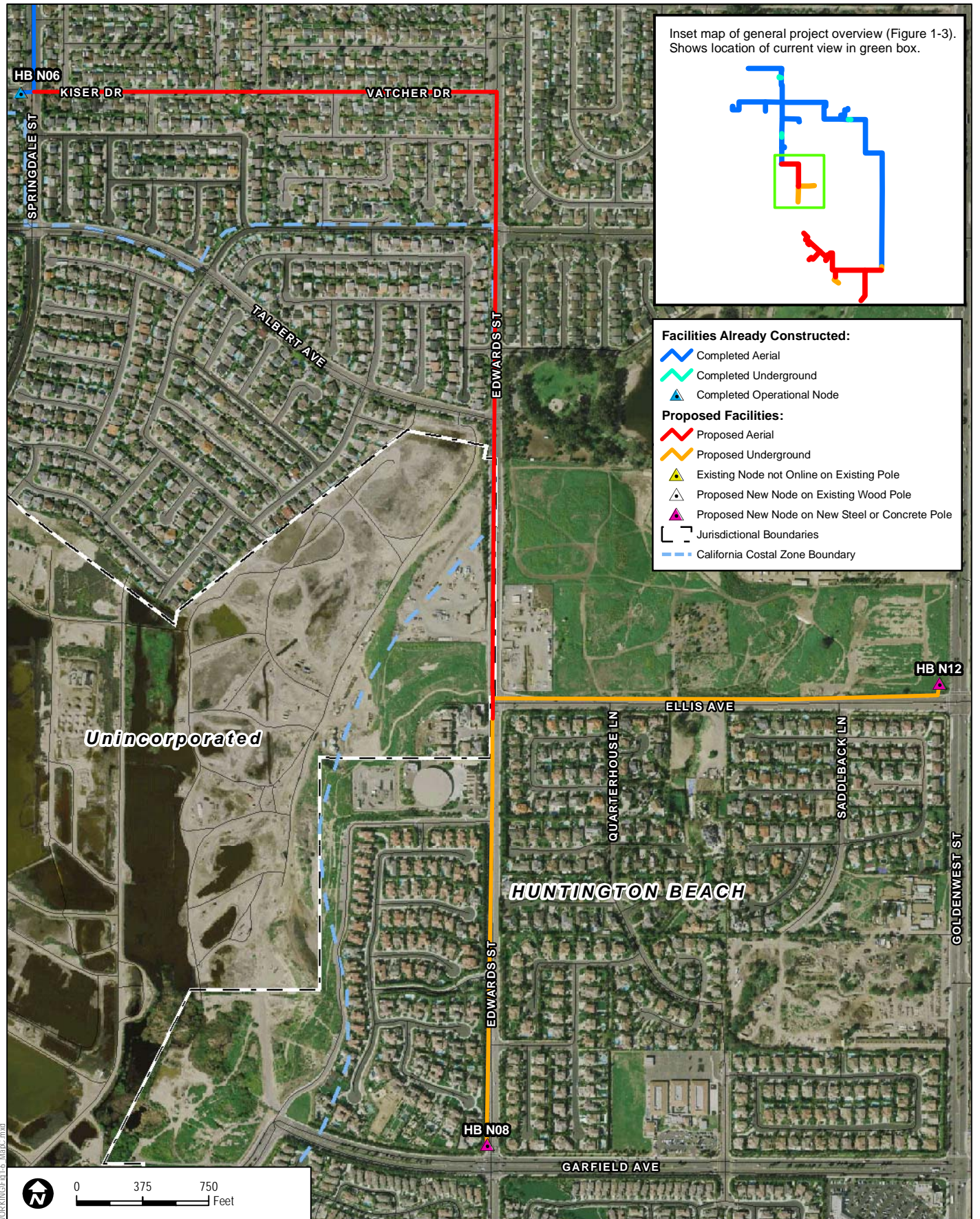
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0 375 750 Feet

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SOURCE: DigitalGlobe 2008

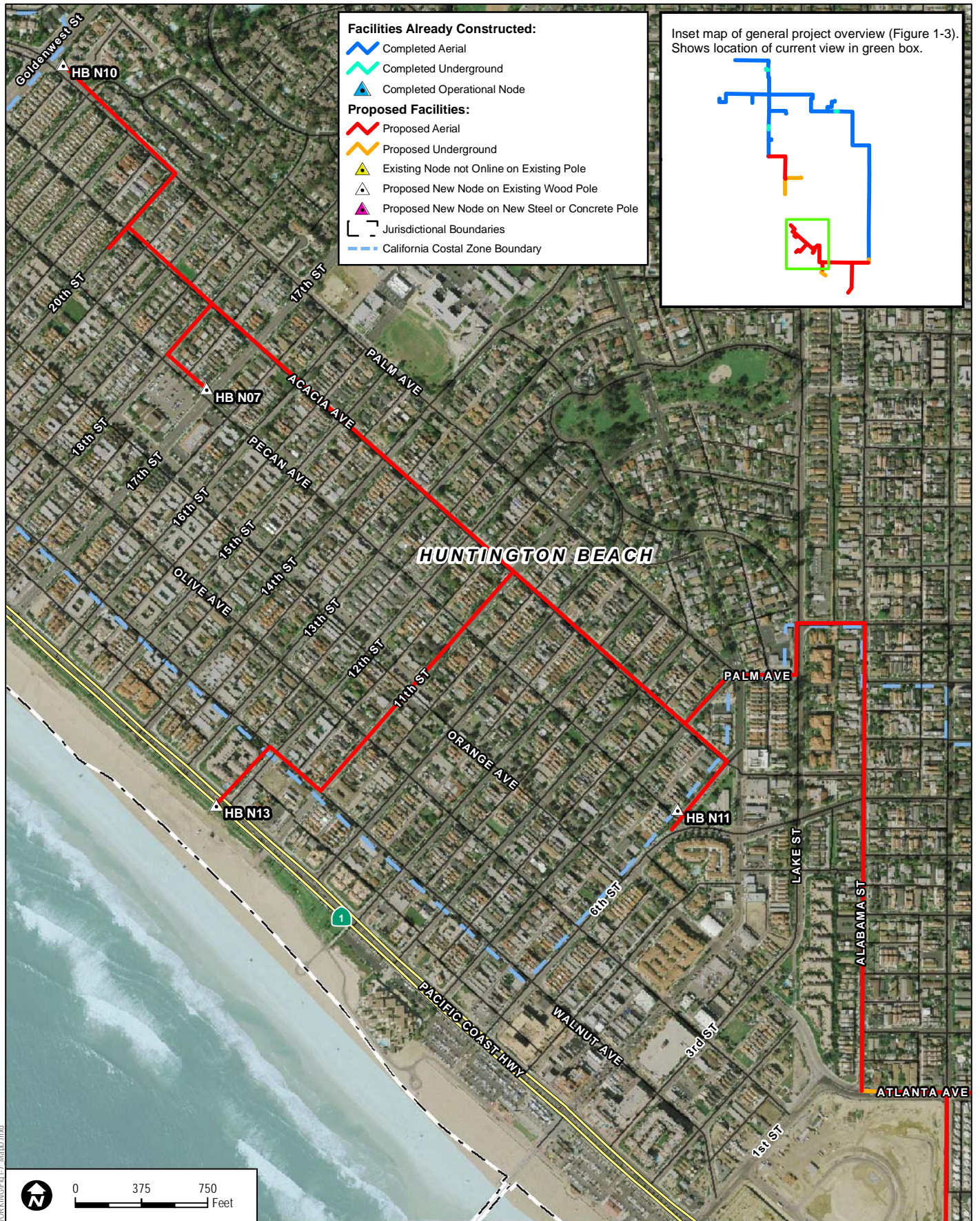
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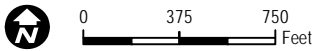
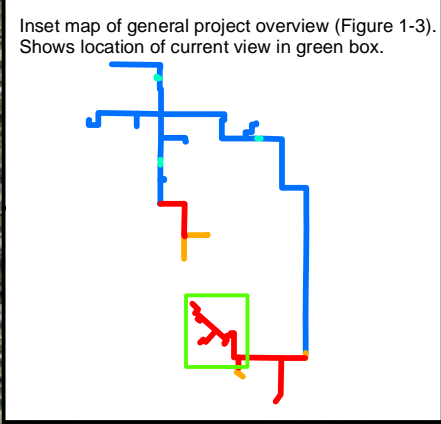
NextG Networks Huntington Beach DAS Project

**Figure 1-6  
Huntington Beach DAS Project - Detail Map C**

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- Facilities Already Constructed:**
- Completed Aerial
  - Completed Underground
  - Completed Operational Node
- Proposed Facilities:**
- Proposed Aerial
  - Proposed Underground
  - Existing Node not Online on Existing Pole
  - Proposed New Node on Existing Wood Pole
  - Proposed New Node on New Steel or Concrete Pole
  - Jurisdictional Boundaries
  - California Coastal Zone Boundary



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SOURCE: DigitalGlobe 2008

Figure 1-7

**Huntington Beach DAS Project - Detail Map D**

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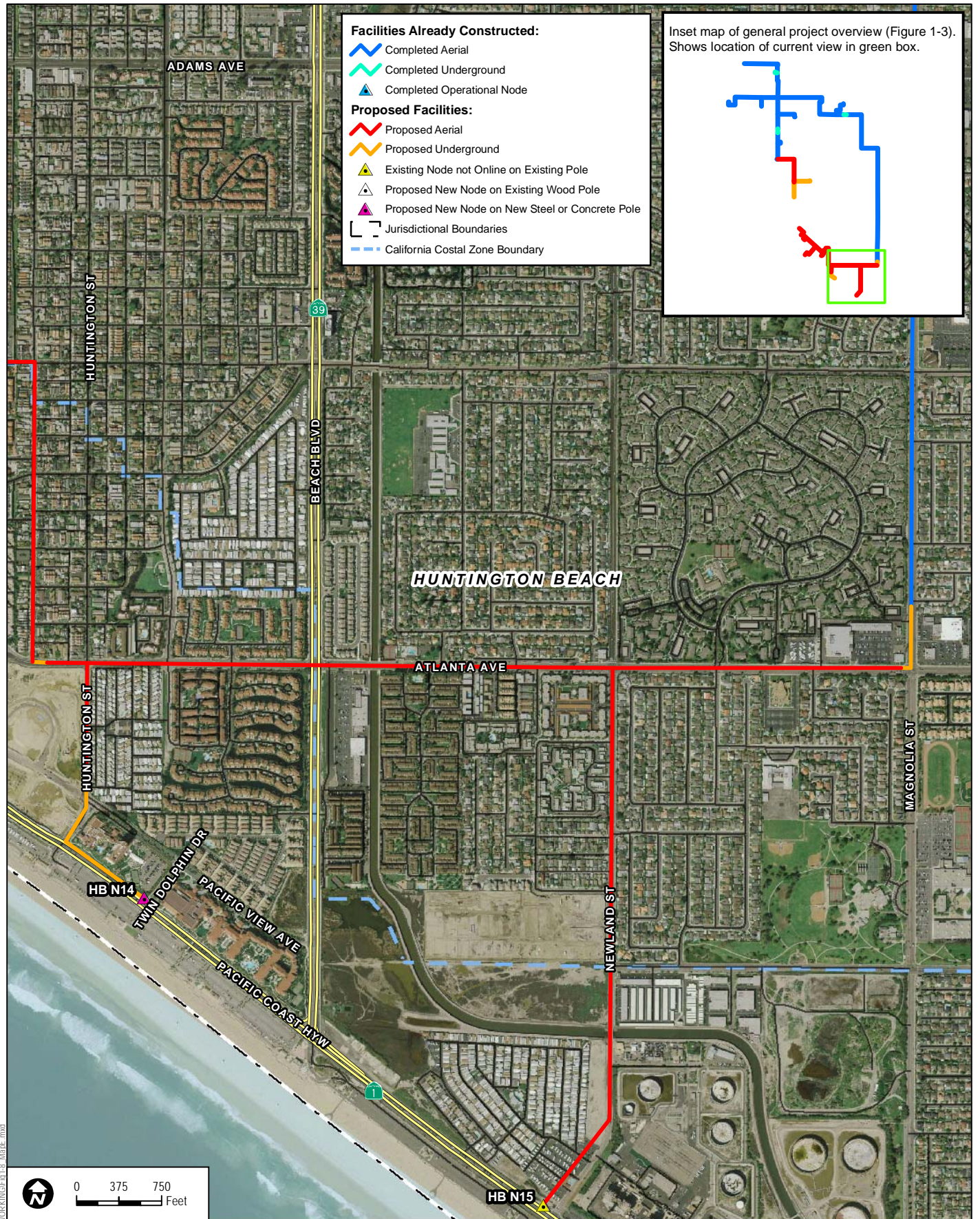
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NextG Networks Huntington Beach DAS Project

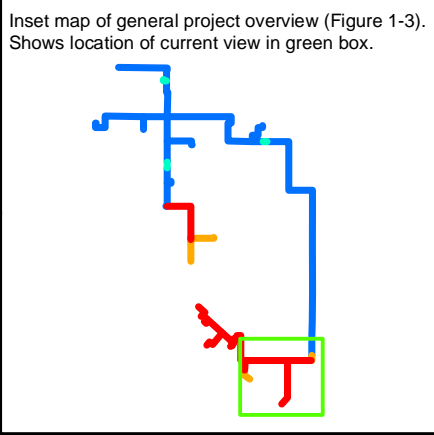
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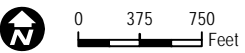




- Facilities Already Constructed:**
- Completed Aerial
  - Completed Underground
  - ▲ Completed Operational Node
- Proposed Facilities:**
- Proposed Aerial
  - Proposed Underground
  - ▲ Existing Node not Online on Existing Pole
  - ▲ Proposed New Node on Existing Wood Pole
  - ▲ Proposed New Node on New Steel or Concrete Pole
  - Jurisdictional Boundaries
  - California Coastal Zone Boundary



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**DUDEK**

SOURCE: DigitalGlobe 2008

Figure 1-8

**Huntington Beach DAS Project - Detail Map E**

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Photo 1: Typical Node Installation



Photo 2: Typical Node Installation



Photo 3: Close-Up of Equipment

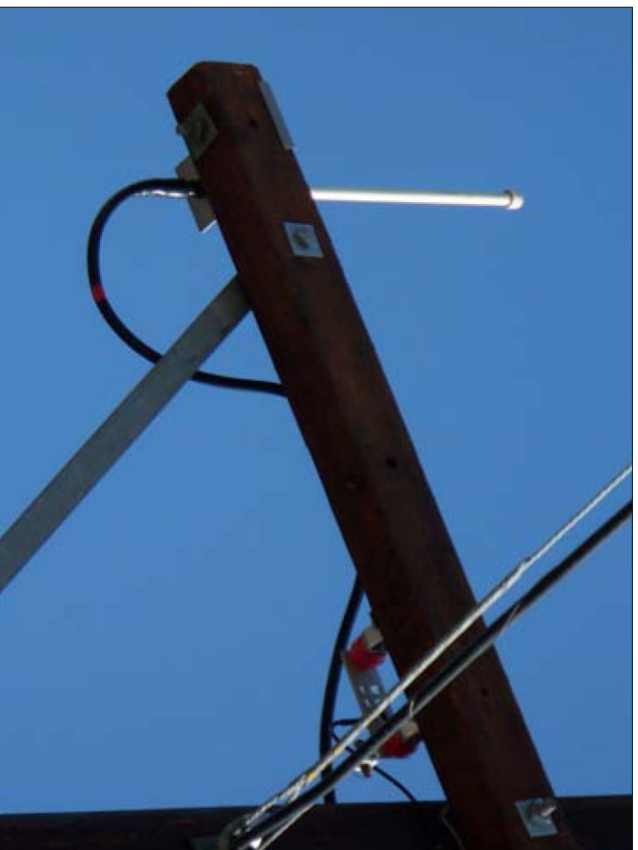


Photo 4: Close-Up of Antenna with Mounting Bracket

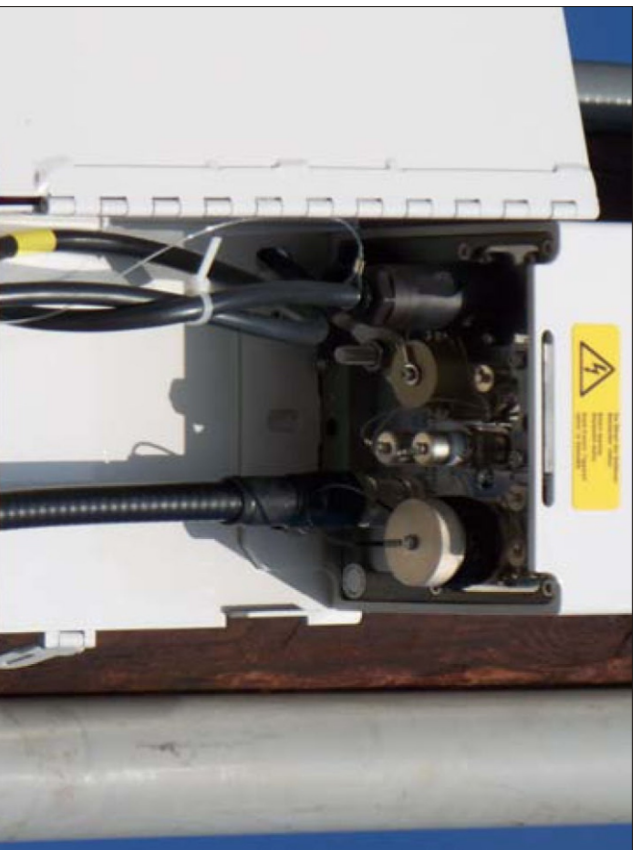


Photo 5: Close-Up of Inside Connection Box



Photo 6: Ground Buss Connections

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**FIGURE 1-9**  
**Typical Node Installations**

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## **8.3 Construction Methods**

### **Pole Construction**

Construction of the two tapered steel poles and one concrete pole involve the following steps:

- a) Staking the pole location
- b) Flagging the work area
- c) Installing silt fencing
- d) Preparing a crane pad
- e) Excavating an approximately 5- to 7-foot-wide and 15- to 30-foot-deep hole
- f) Installing forms, rebar, and anchor bolts
- g) Pouring concrete for a foundation of 5 to 7 feet wide and 15 to 30 feet deep
- h) Removing forms and placing gravel around the base
- i) Installing the new pole
- j) Transferring wire and equipment
- k) Removal of old pole
- l) Backfilling of hole
- m) Removal of excess soil and material for disposal off site.

An approximately 50-foot radius around each pole would be required for construction. Some vegetation removal may be required at some sites, but grading of the pad is not anticipated. Equipment needed for pole installation would include a hole auger, a boom truck, a ready-mix concrete truck, and a backhoe.

### **Construction of Aerial Cables and Nodes**

The antenna, other node equipment, and the cable has been or would be installed on the poles using a crew with one bucket truck. The truck carries spooled fiber that is unwound for installation on the poles.

### **Construction of Underground Conduit and Cable**

Construction of the underground portion of the proposed project has involved or would involve the placement of conduit and fiber-optic cable within the publicly owned right-of-way. A rubber-tired backhoe or rock saw excavator has been or would be used to dig a 1- to 2-foot-deep and 14-inch-wide trench, typically 3 to 6 feet from the edge of the roadway. A 20- to 40-foot-wide construction zone has been or would typically be required during trenching and conduit operations. The conduit has been or would be placed in the trench. A warning tape has been or would be placed 12 inches below grade, and a second tape has been or would be placed 3 inches above the conduit. Fiber-optic cable has been or would be pulled through the conduit and the trench backfilled. The trench has been or would be bored under curbs, gutters, and sidewalks. No more than 1,000 feet of trench at a time has been or would be exposed. Once trenching has been completed, debris has been or would be removed and the asphalt or concrete surface has been or would be restored.

## **Construction Schedule and Workforce**

Construction of the previously installed eight nodes, approximately 79,419 feet of aerial fiber, and 1,531 feet of underground fiber took place over an approximately 1.5-month period in 2008. Construction required two crews: an aerial crew consisting of three to four workers who strung all fiber; and a ground crew consisting of five to eight workers who dug trenches, bored holes, installed poles and enclosures, and installed antennas on poles. Construction of the remaining seven nodes and fiber-optic network is anticipated to use the same two crews and to take 1 to 2 months, depending on whether aerial cable construction and trenching are accomplished concurrently or in stages.

Construction equipment has included and during future proposed installations would include one bucket truck, one backhoe, one boring machine, one 1-ton flatbed truck for the aerial crew, three or four light trucks for the ground crew, ready-mix concrete trucks, water trucks, and a dump truck hauling asphalt patching material.

## **8.4 Operation and Maintenance**

NextG would be accountable for the safe and reliable operation of the DAS network after installation. Operation and maintenance activities associated with the project are expected to be minimal, and would include periodic system inspections.

## **8.5 Applicant Proposed Measures**

NextG has included the following Applicant Proposed Measures that reduce certain associated impacts to levels below significance. These Applicant Proposed Measures are part of the project description and are fully enforceable by the California Public Utilities Commission (CPUC).

### **Air Quality**

**Applicant Proposed Measure AQ-1:** NextG will reduce emissions by using California on-road diesel vehicles for all diesel-powered construction equipment.

**Applicant Proposed Measure AQ-2:** NextG will use construction equipment that is properly tuned and maintained in accordance with manufacturer specifications, thereby maximizing equipment efficiency.

**Applicant Proposed Measure AQ-3:** NextG will encourage workers to carpool to the jobsite as well as during any break or lunch trips. This measure will reduce criteria pollutants and greenhouse gas emissions by 10%.

**Applicant Proposed Measure AQ-4:** NextG will suspend emission-generating construction activity during “Stage 2” smog alerts.

**Applicant Proposed Measure AQ-5:** NextG will use best management practices to reduce unnecessary idling time to a limit of 4 minutes. California regulations prohibit idling of on-road diesel trucks or large off-road diesel equipment for more than 5 minutes. Therefore, NextG conservatively estimates that reducing idling times to no more than 4 minutes will reduce criteria pollutants and greenhouse gas emissions by up to 5%.

**Applicant Proposed Measure AQ-6:** NextG will obtain greenhouse gas emission offset credits that are accredited to protocols specified by the California Climate Air Registry

(CCAR). To be conservative, NextG will purchase offset credits for 30% of the estimated gross greenhouse gas emissions, irrespective of reductions achieved through other Applicant Proposed Measures or other reducing measures. Therefore, NextG will purchase offset credits for 30 MT CO<sub>2</sub>-E.

## **Construction, Transportation, and Traffic**

**Applicant Proposed Measure CTT-1:** Because the project is located within the publicly owned right-of-way, traffic would be controlled and coordinated. NextG will consult with the local jurisdiction and will prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control measures would conform to the specifications of the local jurisdiction and Caltrans (if applicable). Typically, traffic control would be set up for one day's work operation. One lane of traffic may need to be closed during work activities. During such periods, flagmen would be used to direct traffic in the construction zone. Delays would typically average 3 to 5 minutes. If access to any residential or commercial driveway is obstructed by an open trench, steel plates would be placed over excavations to provide temporary access. NextG traffic control measures will include the following:

- Next G will identify all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
- NextG will develop and detour plans to minimize impacts to local street circulation. This will include the use of signing and flagging to guide vehicles through and/or around the construction zone.
- NextG will schedule truck trips outside of peak traffic hours to the extent possible.
- NextG will use haul routes minimizing truck traffic on local roadways to the extent possible.
- NextG will include detours for bicycles and pedestrians in all areas potentially affected by project construction.
- NextG will store construction materials only in designated areas.
- NextG will coordinate with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.
- NextG will inform the local transit authority of when and where construction is planned to occur along transit routes, of the anticipated plans to manage traffic around the construction area, and of any specific potential impacts to the transit routes.

**Applicant Proposed Measure CTT-2:** Pre-construction training would be conducted for all construction employees prior to the start of ground-disturbing activities. The purpose of the training would be to inform construction supervisors, workers, and inspectors of any potential sensitive resources that may occur along the project route, explain the importance of these resources and their sensitivity to disturbance, review regulatory protections according to these resources, and describe controls adopted for the project. Training would identify individual responsibilities regarding these resources and communication procedures. Pre-construction training would also cover construction practices, traffic controls, applicable regulations and permits, and health and safety practices.

**Applicant Proposed Measure CTT-3:** Dust would be controlled by use of water trucks to wet affected surfaces. Stockpiles of dirt would be covered where appropriate.

**Applicant Proposed Measure CTT-4:** Erosion control measures would be used as appropriate and would include silt fence, and certified weed-free straw wattles and straw bales.

**Applicant Proposed Measure CTT-5:** Prior to and during construction of the project, NextG plans to prepare and implement a Hazardous Materials Spill Prevention and Contingency Plan (SPCP). The SPCP would evaluate potential spill scenarios, identify avoidance and prevention measures, and identify response actions to such situations.

**Applicant Proposed Measure CTT-6:** To reduce construction-related waste, NextG plans to recycle construction materials to the maximum extent possible.

**Applicant Proposed Measure CTT-7:** To avoid impending emergency vehicle traffic around the construction activities, NextG will develop an emergency vehicle access plan that includes the following:

- Evidence of advanced coordination with emergency service providers, including but not necessarily limited to police departments, fire departments, ambulance services, and paramedic services
- Provisions that emergency service providers will be notified of the proposed project locations, nature, timing, and duration of any construction activities, and will be asked for advice about any road access restrictions that could impact their response effectiveness
- Design of project construction schedules and routes to avoid restricting movement of emergency vehicles to the extent possible
- Provisions to be ready at all times to accommodate emergency vehicles at locations where access to nearby properties may be blocked. Provisions could include the use of platings over excavations, short detours, and/or alternate routes.

## **Cultural Resources**

**Applicant Proposed Measure CR-1:** NextG will hire a cultural resources monitor to observe construction activities. If historical or unique archaeological resources (such as chipped or ground stone, historic debris, building foundation, or human bone) are discovered during ground-disturbing activities, NextG will stop construction activities within 10 feet of the discovery, and consult with a qualified archaeologist to assess and develop appropriate measures. If the find is determined to be a historical or unique archaeological resource, and if avoidance of the resource will not be feasible, the archaeologist or cultural resources consultant will prepare a treatment plan pursuant to the provisions of Section 15126.4(b)(3)(c) of the CEQA Guidelines, as well as all other laws, rules, and regulations applicable to the data recovery. Such data recovery would be performed by the qualified archaeologist or cultural resources consultant and result in any required detailed technical reports in accordance with CEQA and all other applicable laws, rules, and regulations. Data recovery shall result in detailed technical reports. Such reports shall be submitted to the California Historical Resources Regional Information System. This procedure is documented in the applicant's construction protocols, and included in pre-construction training (see Applicant Proposed Measure CTT-2).



**Applicant Proposed Measure CR-2:** NextG will inform project personnel that no archaeological or historical resources shall be removed from the site, and that collecting significant historical or unique archaeological resources discovered during development of the project is prohibited by law. Prehistoric or Native American resources can include chert or obsidian flakes, projectile points, mortars, and pestles as well as dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources can include nails, bottles, or other items often found in refuse deposits. This policy will be included in pre-construction training (see Applicant Proposed Measure CTT-2).

**Applicant Proposed Measure CR-3:** If human remains are discovered, there shall be no further excavation or disturbance of the discovery site or any nearby area reasonably suspected to overlie adjacent human remains until the project applicant has immediately notified the County Coroner and otherwise complied with the provisions of Section 15064.5(e) of the CEQA Guidelines. If the remains are found to be Native American, the County Coroner shall notify the Native American Heritage Commission within 24 hours. The most likely descendant of the deceased Native American shall be notified by the Native American Heritage Commission and given the chance to make recommendations for the remains. If the Native American Heritage Commission is unable to identify the most likely descendant, or if no recommendations are made within 24 hours, remains may be reinterred with appropriate dignity elsewhere on the property in a location not subject to further subsurface disturbance. If recommendations are made and not accepted, the Native American Heritage Commission would mediate the problem. This policy will be included in pre-construction training (see Applicant Proposed Measure CTT-2).

**Applicant Proposed Measure CR-4:** If fossil remains are discovered during earth moving activities by the cultural resources monitor or by construction personnel the applicant will contact and consult with a qualified palaeontologist. Construction within 100 feet of the discovery in non-urban areas, and within 50 feet in urban areas will be temporarily halted or diverted until a qualified vertebrate palaeontologist examines the discovery. This policy will be included in pre-construction training (see Applicant Proposed Measure CTT-2).

## **Biological Resources**

**Applicant Proposed Measure BIO-1:** NextG will conduct a Worker Environmental Awareness Program (WEAP) for construction crews to educate workers to be aware of sensitive biological resources. The WEAP training will include a brief review of any relevant sensitive biological resources, as identified in the Pre-Construction Checklist for Biological Resources.

NextG will retain qualified biologists and recourse specialists to monitor construction activities where sensitive resources have been identified. NextG will confine construction equipment and associated activities to the approved right-of-way at all locations

Construction impacts will be limited to a 20-foot right-of-way in areas that support sensitive resources (i.e., near areas that support riparian and wetland communities and special-status species adjacent to the work area), and will be delineated by qualified biologists or resource specialists prior to construction.

Work area boundaries will be delineated with flagging or other marking to minimize surface disturbance associated with vehicle straying and to minimize the potential for inadvertent worker intrusion into sensitive areas.

After NextG has identified specific project routes, qualified biologists will carry out focused pre-construction biological resource surveys consistent with approved survey protocols to identify the location of sensitive biological resources.

Sensitive resources will be clearly mapped and marked on construction drawings or project maps before construction in these areas.

If sensitive resources cannot be avoided, no work will be authorized until the appropriate resource agencies (CDFG, USFWS, NMFS) determine that the action will not result in significant impacts to biological resources.

**Applicant Proposed Measure BIO-2:** Prior to construction, a qualified biologist will survey project areas and establish exclusive zones around special-status plant populations or areas identified as suitable habitat for special-status plants that were not identifiable at the time of the field surveys.

Exclusion zones will have a minimum 20-foot radius and will be marked in the field with stakes and flagging, and correspondingly be marked on the construction drawings. Construction-related activities will be prohibited within these zones.

Construction activities, vehicle operation, material and equipment storage, and other surface-disturbing construction activities will be prohibited within the exclusion zones. Fiber-optic cable installation near these resources will be accomplished by rerouting around the exclusion zone. If rerouting is not feasible, the fiber-optic conduit will be bored beneath the exclusion zone.

NextG will remove all stakes and flagging demarcating exclusion zones within 60 days after construction and site restoration have been completed in the area.

NextG will avoid impacts to CNPS Lists 2 and 4 special-status plant populations by implementing the following specific measures:

- Identify plant populations and areas identified as suitable habitat in the construction corridor and staging areas using staking and flagging
- Conduct construction activities when the plant is not flowering or fruiting
- Minimize disturbance in areas that support special-status plants by limiting ground disturbance and other activities to the smallest possible corridor
- Identify CNPS List 2 plant populations what may be affected at least 2 weeks prior to disturbance, to allow for coordination with the appropriate land management and resource agencies for determination of the appropriate measures to take to avoid/reduce vegetation damage.

**Applicant Proposed Measure BIO-3:** NextG will implement the following measures:

- Use certified weed-free imported materials (or rice straw in upland areas)
- Continue to coordinate with land management agencies to ensure that the appropriate best management practices are implemented

- County agricultural commissions and land management agencies will be contacted to develop lists of target noxious weed species for each project and to discuss measures to avoid the dispersal of noxious weeds
- Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of noxious weed infestations.

**Land Use**

**Applicant Proposed Measure LU-1:** NextG will comply with the City of Huntington Beach’s Rule 20A undergrounding district, which runs along Beach Boulevard from Yorktown Avenue to the Pacific Coast Highway. If the Beach Boulevard Undergrounding project has undergrounded the aboveground facilities at the Atlanta Avenue intersection by the time NextG installs its fiber-optic cable, then NextG will underground its facilities at this intersection by either leasing conduit from another carrier or installing underground conduit. If the other carriers’ facilities have not been undergrounded when NextG installs its cables at this intersection, NextG will install its cables above ground and then move the aboveground cable under ground in conjunction with the larger undergrounding project effort.

**9. SURROUNDING LAND USES AND SETTING**

The project is located within the publicly owned right-of-way along roadways in developed urban areas. The majority of the project would be located along residential or commercial developments. A portion of the project located along Pacific Coast Highway would be placed aerially along existing utilities adjacent to vacant or open space areas. The portion of the project that has already been constructed is also in the publicly owned right-of-way in developed urban areas, specifically in residential, commercial, and industrial areas.

**10. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED**

In addition to a Permit to Construct required by the CPUC, NextG will be required to obtain the following approvals:

<b>Table 1-2: Other Public Agencies Whose Approval is Required</b>	
Agency	Type of Permit or Approval
City of Huntington Beach	Encroachment permit for construction in the publicly owned right-of-way Coastal Development Permit
Caltrans District 7	Encroachments permit for Caltrans publicly owned right-of-way
Santa Ana Regional Water Quality Control Board	National Pollution Discharge Elimination System (NPDES) permit for dewatering (if required)

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## **2. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agricultural Resources             | <input type="checkbox"/> Air Quality                |
| <input type="checkbox"/> Biological Resources            | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology and Soils          |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality        | <input type="checkbox"/> Land Use and Planning      |
| <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population and Housing     |
| <input type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation and Traffic |
| <input type="checkbox"/> Utilities and Service Systems   | <input type="checkbox"/> Mandatory Findings of Significance |   |

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### 3. ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant impact unless mitigated" on the environment, but a least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Julie Fitch, Director  
Energy Division  
California Public Utilities Commission

11/18/2009

Date

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## **4. EVALUATION OF ENVIRONMENTAL IMPACTS**

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### **INTRODUCTION**

This Initial Study includes analyses of the 16 environmental issue areas listed below by section number. These issue areas incorporate the topics presented in the CEQA's Environmental Checklist (identified in Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.)).

- |     |                                 |      |                               |
|-----|---------------------------------|------|-------------------------------|
| 4.1 | Aesthetics                      | 4.9  | Land Use and Planning         |
| 4.2 | Agricultural Resources          | 4.10 | Mineral Resources             |
| 4.3 | Air Quality                     | 4.11 | Noise                         |
| 4.4 | Biological Resources            | 4.12 | Population and Housing        |
| 4.5 | Cultural Resources              | 4.13 | Public Services               |
| 4.6 | Geology and Soils               | 4.14 | Recreation                    |
| 4.7 | Hazards and Hazardous Materials | 4.15 | Transportation and Traffic    |
| 4.8 | Hydrology and Water Quality     | 4.16 | Utilities and Service Systems |

Explanations for the checklist findings are provided for each environmental issue area.

## 4.1. AESTHETICS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Have a substantial adverse effect on a scenic vista?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Existing Conditions

The project is located within an urbanized portion of Orange County in the City of Huntington Beach. Construction has occurred or is proposed to occur with the publicly owned right-of-way consisting of roadway, sidewalks, curbs, gutters, and landscaped areas. The following describes the visual characteristics of the various node and cable locations:

#### Existing Node Locations

**HB NO1:** This node has been installed at 4531 ½ Suite Drive (Figure 1-4). The area is within the publicly owned right-of-way in a residential community. One wooden utility pole currently exists on the site, on the north side of Suite Drive.

**HB NO2:** This node has been installed at 5471 Meadowlark Drive (Figure 1-4). The area is within the publicly owned right-of-way in a residential neighborhood. One wooden utility pole currently exists on the site.

**HB NO3:** This node has been installed at 6100 ½ Edinger Avenue (Figure 1-4). The area is within the publicly owned right-of-way near residential and commercial properties. One wooden utility pole currently exists on the site on the southern side of Edinger Avenue.

**HB NO4:** This node has been installed at 6507 ½ Bishop Drive (Figure 1-5). The area is within the publicly owned right-of-way of a residential community. One wooden utility pole currently exists on the site.

HB NO5: This node has been installed at 7942 Stark Avenue (Figure 1-5). The area is within the publicly owned right-of-way in a high-density residential community. One wooden utility pole currently exists on the site.

HB NO6: This node has been installed at 5972 ½ Padua Drive (Figure 1-6). The area is within the publicly owned right-of-way near residential homes. One wooden utility pole currently exists on the site.

HB NO9: This node has been installed at 17321 La Mesa Lane (Figure 1-4). The area is within the publicly owned right-of-way of a residential community. One wooden utility pole currently exists on the site.

***Installed Underground Conduit***

Springdale Street where it crosses Warner Avenue: There are no overhead utility lines at this intersection. The area is developed with commercial shopping centers and gas stations.

Heil Avenue where it crosses Beach Boulevard: This is a commercially developed area. There are no overhead utilities at this intersection.

***Installed Aerial Cable***

From Suite Drive, south along Fantasia Lane, east along Rhapsody Drive, north along Melody Lane: This aerial cable has been installed in a residential area along existing utility lines on wooden poles.

Edinger Avenue from Melody Lane to near Gothard Lane: This aerial cable has been installed along the southern side of Edinger Avenue on existing wooden utility poles. The area is developed with a mix of commercial and residential uses, as well as Marina High School.

Graham Street between Meadowlark Drive and Edinger Avenue: This aerial cable has been installed on existing wooden utility poles in a residential area.

Heil Avenue from Springdale Street to Edwards Street and south along Edwards Street to Bishop Drive: This aerial cable has been installed in a residential and commercial area on existing wooden utility poles.

Heil Avenue from near Sabot Lane west to Newland Street: This aerial cable has been installed in a residential and commercial area along existing wooden utility poles.

Gothard Street between Edinger Avenue and Heil Avenue: This aerial cable has been installed behind commercial buildings on existing wooden utility poles.

Silver Lane from Heil Avenue north along the western side of Sunview Park, along a portion of Parkside Lane, and through the back of some residences to Stark Avenue: This portion of the installed aerial cable goes through a residentially developed area along existing wooden utility lines.

Springdale Street from the city limit south to Kiser Drive: This is a highly developed area with residential and commercial uses. The aerial cable has been installed on the east side of Springdale Street on existing wooden utility poles.

From Springdale Lane east to La Mesa Lane: This portion of the aerial cable has been installed on existing wooden poles behind residences.

***New Node Locations on New Poles***

HB NO8: This node is proposed near the corner of Edwards Street and Garfield Avenue (Figure 1-6). The area is within the publicly owned right-of-way near residential units. The residential units are separated from the area by a block wall. Streetlights with steel poles are located on the western side of Edwards Street, and larger distribution power lines are located on the eastern side of Edwards Street.

HB N12: This node is proposed on the northwest corner of Ellis Avenue and Goldenwest Street (Figure 1-6). The area is in the publicly owned right-of-way and is adjacent to areas formerly used for oil extraction. Ellis Avenue has streetlights but no electrical lines, although aboveground utility poles are located along Goldenwest Street.

HB N14: This node is located within the Huntington Beach Coastal Zone along Pacific Coast Highway (Figures 1-8 and 4.1-1). It is located along a busy six-lane roadway, adjacent to hotel resort developments. Streetlights and traffic signals are near the proposed site.

HB N15: This node is also located along Pacific Coast Highway. The pole and node have already been constructed, but not connected. Figure 1-8 illustrates the location, and Figure 4.1-2 provides a photo of the completed pole and node. This area is located near industrial and residential facilities and contains streetlights and traffic signals.

***New Node Locations on Existing Poles***

HB N07: This proposed node would be located on an existing wooden pole in a residential/commercial area near 17th Street (Figure 1-7). The area already contains aboveground utility lines and wooden poles.

HB N10: This proposed node would be placed on an existing wooden pole along Palm Avenue within a residential area (Figure 1-7).

HB N11: This proposed node would be located on an existing wooden pole in a residential area along 6th Street (Figure 1-7).

HB N13: This node is proposed to be placed on an existing wooden pole along Pacific Coast Highway (Figures 1-7 and 4.1-3). This area is multiresidential and commercial, and contains streetlights and aboveground utility poles.

***To-Be-Built Underground Conduit***

Ellis Avenue: This route is located on an existing street with street lighting only.

Magnolia Street: This is a small segment of publicly owned right-of-way with few aboveground utility poles.

Edwards Street south of Ellis Avenue: This proposed route would be along a four-lane roadway with streetlights and distribution power lines.

Huntington Drive and Pacific Coast Highway: This small segment would align through a resort and commercial areas along Pacific Coast Highway.



proposed antennas

Proposed

Existing

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FIGURE 4.1-1

Proposed Location of Node HB N14

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**FIGURE 4.1-2**  
**Proposed Location of Node HB N15**

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FIGURE 4.1-3

Proposed Location of Node HB N13

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***To-Be-Built Aerial Cable***

Edwards north of Ellis Avenue: This aerial cable route would be on existing utility poles containing power, telephone, and cable TV.

Kiser and Vatcher Drives: This aerial cable route would be on existing utility poles containing power, telephone, and cable TV. Unlike other routes, this would not be on the residential streets, but on a utility easement in the backyards of the homes.

Atlanta Avenue: This route follows a major roadway with aboveground utilities containing power, cable TV, and telephone.

Huntington Street South: The route would be placed on existing utility poles containing power, cable TV, and telephone.

Near Huntington North: This route would follow the existing power, phone, and cable TV lines.

Newland Street: This route would follow the existing aboveground utility lines through a generally industrial area.

Palm Avenue/Acacia Avenue/13th Street: This route also would be on existing wooden poles containing utilities.

**Impacts**

Would the project:

**a) Have a substantial adverse effect on a scenic vista?**

Implementation of the proposed project would not significantly affect scenic vistas. The project area is generally flat and, therefore, pre-construction of aboveground and underground structures would not impact vistas. See response (c) below.

**b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?**

The California Department of Transportation (2008) indicates that Pacific Coast Highway is eligible for designation as a state scenic highway. The nodes that would be located on Pacific Coast Highway would be located in urban areas where traffic signals and streetlights already exist. Therefore, there would be a less-than-significant impact to this eligible state scenic highway.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

Implementation of the project would result in the placement of aboveground and underground structures within the project area. This includes (1) new nodes on new poles, (2) new nodes on existing poles, (3) new aboveground aerial cable attached to poles, (4) new underground cable, and (5) existing nodes and cables:

***New Nodes on New Poles***

Four new nodes on new poles are proposed. One, HB N15, is already constructed, and its visual characteristics are shown in Figure 4.1-2. This node is relatively non-obtrusive and blends in with the streetlights and traffic signals. HB N14 would also be constructed on

Pacific Coast Highway. As shown in Figure 4.1-1, it would be located within a hotel commercial zone and would blend with other structures in the area. HB N12 and HB NO8 would be in an area with streetlights and electrical distribution lines and would also blend into the area.

***New Nodes on Existing Poles***

The nodes on existing poles, as illustrated in Figure 1-9, would add another component to the existing pole, but would not in themselves create a significant impact since a small box, antenna, and other equipment would be added. This is illustrated in Figure 4.1-3.

***New Aerial Cable***

Placement of additional aerial cables on existing poles would further add to the number of cables attached to the poles. These would be attached near the phone and cable TV cables and would incrementally add to the visual impact of these structures. This additional impact would constitute a less-than-significant impact due to the presence of other cables on the pole. As an example, a photo of a location where aerial cable would be installed can be seen in Figure 4.1-4.

***New Underground Cable Installation***

Construction of underground conduits and cable would place these structures within existing roadways and would not constitute a significant impact.

***Existing Node and Cable Installation***

The portion of the project that has been constructed and is currently operational was added within the publicly owned right-of-way along existing utility lines. The addition of the nodes and one new cable along these existing utility lines does not substantially degrade the existing visual character of the surrounding areas, and therefore does not constitute a significant impact. Examples of the portions of the project that have been installed can be seen in Figures 4.1-5 and 4.1-6.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Construction activities associated with project components would occur Monday through Saturday between 7:00 a.m. and 7:00 p.m. The City of Huntington Beach or Caltrans could require that some construction be conducted at night to relieve traffic congestion. In that case, nighttime lighting may be required. This would be temporary in nature, lasting a night or two at any one place, and would be considered a less-than-significant impact. No long-term impacts would occur.



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**FIGURE 4.1-4**

**Location of Proposed Aerial Cable along Atlanta Avenue**

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**FIGURE 4.1-5**  
**Aerial Cable along Magnolia Avenue near Slater Avenue**

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NextG Networks Huntington Beach DAS Project

**FIGURE 4.1-6**  
**Aerial Cable along Slater Avenue**

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## 4.2. AGRICULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Existing Conditions

The project has been or would be located entirely within the existing publicly owned right-of-way along existing roadways and within generally urban and residentially developed areas. A portion of the project would be located adjacent to undeveloped areas along Pacific Coast Highway. No portion of the project site or adjacent areas is considered to be Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2006).

### Impacts

#### Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

The project has been or would be located entirely within the existing publicly owned right-of-way along existing roadways and within generally urban and residentially developed areas. A portion of the project would be located adjacent to undeveloped areas along Pacific Coast Highway. No portion of the project site or adjacent areas is considered to be Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2006). The project is not expected to result in impacts to agricultural resources.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

The project is located within a publicly owned right-of-way and is not zoned for agricultural use or under a Williamson Act Contract (California Government Code, Sections 51200–51297.4).

**c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

There has been or would be no conversion of farmland since the project site is in a publicly owned right-of-way and is not used for agriculture.

### 4.3. AIR QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Conflict with or obstruct implementation of the applicable air quality plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Expose sensitive receptors to substantial pollutant concentrations?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Create objectionable odors affecting a substantial number of people?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Greenhouse Gases</b>				
f) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Significance criteria for GHG taken from Appendix G proposed revisions to the CEQA Guidelines (OPR 2008).

#### Existing Conditions

The project has been or would be located within the publicly owned right-of-way within the City of Huntington Beach. The City of Huntington Beach is located within the South Coast Air Basin. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects sources, and enforces such measures through educational programs or fines, when

necessary. Regional planning efforts to improve air quality include a variety of strategies to reduce emissions from motor vehicles and to minimize emissions from stationary sources.

The applicable air quality plan for the South Coast Air Basin is the Air Quality Management Plan (AQMP). The AQMP is based on the Southern California Association of Governments (SCAG) growth forecast for the region, and incorporates measures to meet state and federal requirements. The significance of air quality impacts is based on the degree to which the project is consistent with SCAG's growth forecasts. If a project is consistent with growth forecasts, its resulting impacts were anticipated in the AQMP and are considered to be less than significant. Growth forecasts in the AQMP are based on approved General Plans, Community Plans, and Redevelopment Plans.

The SCAQMD CEQA Air Quality Handbook (SCAQMD 1993) sets forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality. Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 4.3-1, SCAQMD Air Quality Significance Thresholds, are exceeded.

**Table 4.3-1: SCAQMD Air Quality Significance Thresholds**

Pollutant	Thresholds	
Criteria Pollutants Mass Daily Thresholds	Construction	Operation
VOC (Volatile Organic Compounds)	75 lbs/day	55 lbs/day
NO <sub>x</sub> (Oxides of Nitrogen)	100 lbs/day	55 lbs/day
CO (Carbon Monoxide)	550 lbs/day	550 lbs/day
SO <sub>x</sub> (Sulfur Oxides)	150 lbs/day	150 lbs/day
PM <sub>10</sub> (Particulate Matter less than 10 microns)	150 lbs/day	150 lbs/day
PM <sub>2.5</sub> (Particulate Matter less than 2.5 microns)	55 lbs/day	55 lbs/day
Lead <sup>a</sup>	3 lbs/day	3 lbs/day
Toxic Air Contaminants and Odor Thresholds		
(Including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402 (SCAQMD 1976)	
Ambient Air Quality for Criteria Pollutants <sup>b</sup>		
NO <sub>2</sub> 1-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state)	
NO <sub>2</sub> annual average		
CO 1-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state)	
CO 8-hour average		
	9.0 ppm (state/federal)	

**Table 4.3-1 (Continued): SCAQMD Air Quality Significance Thresholds**

Pollutant	Thresholds
PM <sub>10</sub> 24-hour average	10.4 µg/m <sup>3</sup> (construction) <sup>c</sup> 2.5 µg/m <sup>3</sup> (operation)
PM <sub>10</sub> annual arithmetic mean	20 µg/m <sup>3</sup>
PM <sub>2.5</sub> 24-hour average	10.4 µg/m <sup>3</sup> (construction) <sup>c</sup> 2.5 µg/m <sup>3</sup> (operation)

SOURCE: SCAQMD 1993.

<sup>a</sup> The phasing out of leaded gasoline started in 1976. As gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

<sup>b</sup> Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated (SCAQMD 2002).

<sup>c</sup> Ambient air quality threshold based on SCAQMD Rule 403 (SCAQMD 2005).

NOTES: lbs/day = pounds per day; ppm = parts per million; µg/m<sup>3</sup> = microgram per cubic meter; ≥ = greater than or equal to

Thresholds listed in Table 4.3-1 represent screening-level thresholds that can be used to evaluate whether project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. For non-attainment pollutants, if emissions exceed the thresholds shown in the table, the project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

In addition to the emission-based thresholds listed above, SCAQMD also recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the project as a result of construction activities. The significance thresholds for NO<sub>2</sub> and CO represent the allowable increase in concentrations above background levels in the vicinity of a project that would not cause or contribute to an exceedance of the relevant national or state ambient air quality standards (AAQS), while the threshold for PM<sub>10</sub> represents compliance with Rule 403 (Fugitive Dust) (SCAQMD 2005). The significance threshold for PM<sub>2.5</sub> is intended to ensure that construction emissions do not contribute substantially to existing exceedances of the PM<sub>2.5</sub> AAQS. For project sites of 5 acres or less, the SCAQMD Localized Significance Threshold Methodology (SCAQMD 2008) includes “lookup tables” that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance criteria (i.e., the emissions would not cause an exceedance of the applicable concentration limits for NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) without performing project-specific dispersion modeling. The allowable emission rates depend on the following parameters:

- a) Source-Receptor Area (SRA) in which the project is located
- b) Size of the project site
- c) Distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals).

The project site is located in SRA 18 (North Coastal Orange County). Construction that has already been completed consisted of 0.10 acre, and the proposed construction consists of another 0.19 acre. The nearest sensitive receptors are single-family residences that are adjacent to the project site. Therefore, the values used to determine the applicable local significance thresholds from the SCAQMD lookup tables for SRA 18 were the thresholds for sites that are within 75 feet (25 meters) or less, the threshold values for the shortest distance to

a sensitive receptor. The thresholds are shown in Table 4.3-2, Localized Significance Thresholds for SRA 18.

<b>Table 4.3-2: Localized Significance Thresholds for SRA 18</b>	
<b>Pollutant</b>	<b>Localized Significance Threshold for Sensitive Receptors within 75 feet/25 meters on sites up to 1 acre in size (lbs/day)</b>
NO <sub>2</sub>	158
CO	333
Respirable Particulate Matter (PM <sub>10</sub> )	4
Fine Particulate Matter (PM <sub>2.5</sub> )	3

SOURCE: SCAQMD 2008, Appendix C.

## Impacts

### Would the project:

#### a) Conflict with or obstruct implementation of the applicable air quality plan?

The project would not alter or introduce new conflicts with land use designations. The project does not include development of new homes or businesses and, therefore, would not induce population growth in the South Coast Air Basin. Emissions during construction of the remaining portion of the project would be less than the SCAQMD's recommended thresholds of significance, as discussed in response (b), below, and operation of the project would result in minimal emissions from occasional vehicle trips to maintain the project facilities. The types and quantities of construction equipment that was used to install eight nodes and 116,886 feet of fiber and would be used for construction of the remaining seven nodes and 40,721 feet of cable was and would be typical of the industry and not of sufficient quantity to exceed those assumptions used in the preparation of construction equipment emissions in the AQMP (see Table 4.3-3, Estimated Maximum Daily Construction Emissions). Because the AQMP has accounted for construction-related emissions, construction emissions generated by the project would be consistent with those included in the emissions inventory of the AQMP and, therefore, would be consistent with construction-related emissions projected in the AQMP. In addition, NextG has incorporated Applicant Proposed Measures AQ-1, AQ-2, AQ-3, AQ-4, and AQ-5 into the project, which will further reduce criteria pollutant emissions. Impacts would thus be less than significant.

#### b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

##### **Construction-Related Impacts**

Air quality impacts associated with both the construction of the completed eight nodes and 116,886 feet of fiber and the remaining seven nodes and 40,721 feet of cable, consisted of and would consist of construction equipment emissions and clearing, excavation, and unpaved surface travel, which can produce particulate matter emissions. Construction activities generated and would generate mobile sources of air pollutants from on-site equipment operations and increased traffic to and from the site, including delivery of equipment and materials, and temporary increase in the number of construction-related



employees. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Therefore, emission levels were estimated approximately on a reasonable worst-case scenario basis with a corresponding uncertainty in precise air quality impacts. Fugitive dust emissions primarily result from grading and site preparation activities. NO<sub>x</sub>, CO, and SO<sub>x</sub> emissions primarily result from the use of construction equipment and motor vehicles.

Emissions from the construction phase of the project were estimated through the use of the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) Road Construction Emissions Model, Version 6.3.1. This model was used since it was the only model available that estimated emissions from linear construction projects. Emissions calculations are included in Attachment 1. The following assumptions were made when using the SMAQMD model to calculate a conservative estimate of the air quality emissions for the construction of the project:

- It was conservatively estimated that installation of the eight nodes and 116,886 feet of fiber that have already been completed took approximately 1.5 months to construct.
- The remaining portion of the project would commence in 2010 and last 2 months.
- No substantial import or export of soil did occur or would occur.
- A mix of typical construction equipment was used and is anticipated, including one bucket truck, one backhoe, one boring machine, one 1-ton flatbed truck for the aerial crew, three or four light trucks for the ground crew, two ready-mix concrete trucks, two water trucks, and a dump truck hauling asphalt patch material.
- To account for dust control measures in the calculations, it was assumed that the active sites were and would be watered daily, per Applicant Proposed Measure CTT-3.
- Twelve construction employees traveled and would travel to and from the site on a daily basis, commuting an estimated 20 miles each way.

During construction, the project would be subject to SCAQMD Rule 403 (Fugitive Dust) (SCAQMD 2005), which sets forth general and specific requirements for all construction sites (as well as other fugitive dust sources) in the SCAQMD, but does not require a permit for construction activities.

Table 4.3-3 shows the estimated maximum unmitigated daily construction emissions associated with construction of the previously installed nodes and cable and the remaining construction phase of the project in comparison to the SCAQMD significance thresholds.

<b>Table 4.3-3: Estimated Daily Maximum Construction Emissions (lbs/day unmitigated)</b>						
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Proposed Project – Installed	2.6	14.5	12.7	<1	1.2	1.1
Proposed Project – To Be Built	2.6	14.5	12.7	<1	1.2	1.1
Criteria Pollutant Mass Emissions Daily Threshold	75	100	550	150	150	55
Localized Significance Threshold for SRA 18	NA	158	333	NA	4	3
Thresholds Exceeded?	No	No	No	No	No	No

SOURCE: SMAQMD Road Construction Emissions Model, Version 6.3.1. See Attachment 1 for complete results.  
NA = Not applicable

As shown, daily construction emissions did not and would not exceed the thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. As such, the project would result in a less-than-significant air quality impact with respect to these criteria.

As indicated in the discussion of the thresholds of significance, the SCAQMD recommends the evaluation of localized NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> impacts as a result of construction activities to sensitive receptors in the immediate vicinity of the project site. The allowable emission rates for SRA 18 (North Coastal Orange County) are also shown in Table 4.3-3. As shown, construction activities would not generate emissions in excess of site-specific localized significance thresholds. In addition, NextG has incorporated Applicant Proposed Measures AQ-1, AQ-2, AQ-3, AQ-4, and AQ-5 into the project, which will further reduce criteria pollutant emissions. Therefore, construction-related air quality impacts would be less than significant.

### ***Operation-Related Impacts***

No long-term emissions would be associated with the project, aside from minimal emissions resulting from travel to and from the project for maintenance purposes. These emissions would neither result in the violation of any air quality standard (comprising only an incremental contribution to overall air basin quality readings), nor contribute substantially to an existing or projected air quality violation. Any impact is assessed as less than significant.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Implementation of the project would result in short-term impacts to air quality associated with construction of the completed eight nodes and 116,886 feet of cable and the remaining seven nodes and 40,721 feet of cable. The cumulative effect of the project and other projects in the vicinity would incrementally contribute to the South Coast Air Basin's inability to attain federal and state AAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Short-term cumulative effects to air quality due to construction activities would be less than significant through implementation of dust abatement procedures in accordance with SCAQMD rules, as well as the control of construction-generated CO, VOC, and NO<sub>x</sub> through implementation of Applicant Proposed Measures AQ-1, AQ-2, AQ-3, AQ-4, and AQ-5.

As stated in the previous response, operations of the project would generate minimal air quality impacts that are less than significant and not cumulatively considerable.

- d) Expose sensitive receptors to substantial pollutant concentrations?**

Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed sensitive receptors are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by the California Air Resources Board (CARB), include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences, schools, playgrounds,

childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Existing sensitive receptors in proximity to the project site consist of single-family residences located adjacent to the project site.

The project would not require the extensive use of heavy-duty construction equipment. The construction period would last for 2 months, after which project-related emissions of toxic air contaminants (TACs) would cease. Thus, the project would not result in a long-term source of TAC emissions. No residual TAC emissions and corresponding cancer risk are anticipated after construction. As such, the exposure of project-related TAC emission impacts to sensitive receptors during construction would be less than significant.

**e) Create objectionable odors affecting a substantial number of people?**

The construction of the completed seven nodes and remaining eight nodes and cable could generate fumes from the operation of construction equipment and from asphalt paving, which may be considered objectionable by some people. Such exposures would be short term and/or transient since they would occur during the construction phase only. Furthermore, the SCAQMD rules restrict the VOC content (the source of odor-causing compounds) in asphalts and paints. The project would utilize typical construction techniques in compliance with SCAQMD rules. The area to be paved is small (approximately 0.2 acre), and the odors would be temporary. As such, project construction would not cause an odor nuisance, and odor impacts would be less than significant.

**f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Greenhouse gas (GHG) emissions contributing to global climate change have only recently been addressed in CEQA documents, such that CEQA and case law do not provide much guidance relative to their assessment. Quantitative significance thresholds for this topic have not been adopted by the State of California or any particular air pollution control district, although the SCAQMD has adopted an interim threshold of 10,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) (operational emissions plus construction emissions amortized over 30 years) for "industrial" projects for which the SCAQMD is the lead agency and is in the process of developing guidelines for projects for which other agencies are the lead agency. The CEQA Guidelines do, however, provide guidance regarding topics such as climate change, in Section 15144, Forecasting. Section 15144 notes that preparation of an environmental impact analysis document necessarily involves some degree of forecasting. While forecasting the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can.

The State of California Governor's Office of Planning and Research has issued a Technical Advisory titled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review* (OPR 2008). This advisory provides guidance to land use agencies in the interim period, until the State of California CEQA Guidelines are revised. The advisory states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact"

(p. 4, third paragraph). Furthermore, the advisory document indicates that, “in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a ‘significant impact’, individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice” (p. 6, third bullet item).

While the project would result in emissions of GHGs during construction, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate.

At this time, no mandatory GHG regulations or finalized agency thresholds of significance apply to this project. However, as discussed above, the SCAQMD has issued interim GHG significance threshold guidance. The SCAQMD interim CEQA GHG significance threshold for an industrial project is 10,000 MTCO<sub>2</sub>e per year (operational emissions plus 30-year amortized construction emissions).

As with other individual small projects (e.g., projects that are not within the identified AB 32 mandatory GHG reporting sectors), the emissions increases that would result under the NextG project would not be expected to individually have a significant impact on global climate change.

The project would generate GHG emissions primarily during construction activities. Construction of the proposed project would result in emissions of GHGs from on-site construction equipment as well as from off-site worker and delivery truck trips. The most common GHGs associated with fuel combustion include CO<sub>2</sub> and methane, which would be emitted from on-road vehicles and non-road equipment during project construction.

Based on the SMAQMD construction model results, the estimated GHG emissions associated with construction of both the completed eight nodes and 116,886 feet of fiber, and the remaining seven nodes and 40,721 feet of fiber would be approximately 100 metric tons, as noted in Table 4.3-4.

<b>Table 4.3-4: Estimated Project Construction Emissions of Greenhouse Gases</b>	
<b>Construction Year</b>	<b>Metric Tons CO<sub>2</sub>E</b>
2008	48.55
2010	51.49

SOURCE: SMAQMD Road Construction Emissions Model, Version 6.3.1. See Attachment 1 for complete results.

The project's contribution to the State of California's total emissions (484 million metric tons CO<sub>2</sub> equivalent, including out-of-state electrical generation, in 2004 (CARB 2007)) would be less than 0.00001%. In addition, the project would be subject to many of the measures to be adopted pursuant to the AB 32 Scoping Plan (CARB 2008), including but not limited to GHG emission standards for passenger vehicles and light trucks and the Low Carbon Fuel Standard.

Over the entire construction phase of the proposed project, approximately 100 MTCO<sub>2</sub>e would be emitted as shown in Table 4.3-4. Amortized over a 30-year period, this equals 3.3 MTCO<sub>2</sub>e per year. While this represents a short-term increase in the baseline GHG emissions inventory, it is well below the SCAQMD 10,000 MTCO<sub>2</sub>e significance threshold.

However, the CPUC Energy Division has a policy of maximum GHG reductions in order to ensure that a project does not conflict with the implementation of AB 32. Therefore, to ensure no conflict with the goals of AB 32 and with CPUC Policy, NextG will reduce impacts associated with GHG emissions by at least 30% through Applicant Proposed Measure AQ-6. As described previously, Applicant Proposed Measure AQ-6 states that NextG will obtain greenhouse gas emission offset credits that are accredited to protocols specified by the California Climate Air Registry (CCAR). To be conservative NextG will purchase offset credits for 30% of the estimated gross greenhouse gas emissions, irrespective of reductions achieved through other Applicant Proposed Measures or other reducing measures. Therefore, NextG will purchase offset credits for 30 MT CO<sub>2</sub>-E. In addition to Applicant Proposed Measure AQ-6, NextG will implement Applicant Proposed Measures AQ-1, AQ-2, AQ-3, and AQ-5, which will further reduce greenhouse gas emissions.

With implementation of Applicant Proposed Measures AQ-1, AQ-2, AQ-3, AQ-5, and AQ-6, this impact is considered less than significant.

**g) Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**

The Climate Change Scoping Plan, approved by the CARB December 12, 2008, provides an outline for actions to reduce California's GHG emissions. The Scoping Plan requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. At this time, no mandatory GHG regulations or finalized agency guidelines would apply to this project.

Implementation of Applicant Proposed Measure AQ-6 would require that 30% of the GHG emissions associated with construction of the project would be offset; thus, achieving a reduction consistent with the strategies of the Scoping Plan. In addition to Applicant Proposed Measure AQ-6, NextG will implement Applicant Proposed Measures AQ-1, AQ-2, AQ-3, and AQ-5, which will further reduce greenhouse gas emissions. Project construction would not conflict with the emission reduction goals envisioned in the Scoping Plan. Therefore, the project would result in a less than significant impact under this threshold.

#### 4.4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## **Existing Conditions**

The Huntington Beach area contains wetlands, including the Bolsa Chica Wetlands, Huntington Beach Wetlands, and the wetlands at the mouth of the Santa Ana River. These areas contain a number of listed species, including Belding's savannah sparrow, California least tern, and snowy plover. The project area is within the publicly owned right-of-way and is primarily paved, containing some landscaping and some non-native trees, including palm trees. There is a potential that runoff from the construction areas could enter some of these sensitive wetlands via storm drains and storm channels.

## **Impacts**

### **Would the project:**

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

The project has been and would be constructed within the publicly owned right-of-way, which consists of primarily paved surfaces with no habitat for sensitive species. Therefore, the project poses no direct impact to sensitive species. There would be a potential for indirect impact to habitat containing special-status species from construction runoff or release of hazardous substances during construction. Applicant Proposed Measures CTT-2, CTT-4), CTT-5, BIO-1, and BIO-3, as described in Section 1, Subsection 8.5 of this Initial Study, would reduce the likelihood that the project would impact sensitive species or their habitat. Therefore, a less-than-significant impact to these species would occur.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

Construction of the project has been and would be within the publicly owned right-of-way, which contains primarily paved surfaces with some landscaped areas. The project has not and would not have a substantial adverse effect on any riparian habitat or any other sensitive habitat. Additionally, implementation of Applicant Proposed Measures CTT-2, CTT-4, CTT-5, BIO-1, BIO-2, and BIO-3 would prevent any indirect impact to habitat in the area. The impact is considered less than significant.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (33 U.S.C. 1251 et seq.) (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Construction of the project has been and would be within the publicly owned right-of-way, which is paved or landscaped. These areas do not contain wetlands, resulting in no significant direct impact. Additionally, implementation of Applicant Proposed Measures CTT-2, CTT-4, CTT-5, BIO-1, BIO-2, and BIO-3 would ensure that any resulting indirect impacts to these resources are less than significant.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Because the project has been and would be constructed in the publicly owned right-of-way, no tree removal is anticipated and no migratory routes have been identified in the project area. However, pruning of ornamental trees, including palm trees, may be required in order to string the aerial cable. As stated in Applicant Proposed Measures BIO-1 and BIO-2 in Section 1, Subsection 8.5 of this Initial Study, NextG will hire a qualified biologist to conduct pre-construction surveys along the construction route to identify sensitive resources that will be avoided, unless otherwise authorized by the resource agencies. With implementation of Applicant Proposed Measures BIO-1 and BIO-2, potential impacts to nesting birds would be less than significant.

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

The project has not and would not result in tree removal or impacts to biological resources; therefore, no impact to local policies or ordinances would occur.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

The project site is not located within a habitat conservation area, natural communities conservation plan area, or other habitat conservation area; therefore, no impact would occur.



#### 4.5. CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Disturb any human remains, including those interred outside of formal cemeteries?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Existing Conditions

The Huntington Beach area, due partially to its proximity to the coast and coastal resources, has historically contained a number of cultural resources. The Proponent's Environmental Assessment (NextG 2009a) provides a list of known cultural resource sites within the area. The project would be constructed within the publicly owned right-of-way, which has been previously disturbed by grading, roadway, and sidewalk construction. It is not likely that intact resources would still exist in most of this area; however, there is a potential that resources could be present in less disturbed areas. Huntington Beach in general consists of alluvial deposits that could contain paleontological resources.

#### Impacts

##### Would the project:

**a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

Based on records searches conducted for the project, no historical resources are located in the vicinity of the project; therefore, a less-than-significant impact would occur.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

The project area is considered to contain sensitive cultural resources. The records search indicates that up to nine previously recorded sites may occur within areas where work may occur. The project would involve boring for three poles and the trenching for laying of conduit and fiber. This excavation would be in previously disturbed areas. However, due to

the presence of resources within the area, there is a slight potential that construction could uncover resources during excavation. Incorporation of Applicant Proposed Measures CR-1 and CR-2, as stated in Section 1, Subsection 8.5 of this Initial Study, would ensure that impacts to cultural resources would be less than significant.

**c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Construction of the conduits and the installation of poles would have a potential to disturb paleontological resources. Since the excavations would be relatively shallow and in disturbed areas, it is unlikely that any resources still in their stratigraphic context would be impacted. This impact is therefore considered less than significant.

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

The potential for impacts to previously undisturbed human remains during construction is remote, but possible due to the presence of burials within portions of the city. To avoid this potentially significant impact, NextG will hire a cultural resources monitor to observe all earth-moving activities and will temporarily halt construction activities until proper procedures are followed, as described in Applicant Proposed Measures CR-1 and CR-3, in Section 1, Subsection 8.5 of this Initial Study. With Applicant Proposed Measures CR-1 and CR-3 incorporated into the project impacts to human remains would be less than significant.

#### 4.6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>				
i) <i>Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) <i>Strong seismic ground shaking?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) <i>Seismic-related ground failure, including liquefaction?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) <i>Landslides?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Result in substantial soil erosion or the loss of topsoil?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## **Existing Conditions**

The City of Huntington Beach is located on a relatively flat coastal plain consisting primarily of alluvium. The Environmental Hazards Element of the City of Huntington Beach General Plan (City of Huntington Beach 1996a) describes the geology and the seismic hazards in the region. The seismic environment in the area is dominated by the Newport-Inglewood Fault Zone. This is a right-lateral fault system consisting of a series of fault segments and anticlinal folds. These segments occur along most of the project alignments in a northwest-to-southeast series of fault segments. This fault is expected to produce an earthquake up to magnitude 7 and acceleration of 0.29 to 0.55 g.

The coastal and southeastern portions of the project area have a very high and high potential for liquefaction based on the information provided in the Huntington Beach General Plan (City of Huntington Beach 1996a). Much of the Huntington Beach Coastal Zone area of the project is identified as a moderate run-up area for tsunami. The area also contains high to moderate expansive soils.

## **Impacts**

### **Would the project:**

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 (Hart 1988).**

The City of Huntington Beach is located in an area of high seismic activity and faulting. An Alquist-Priolo Earthquake study area is located within the City for the Newport-Inglewood Fault Zone. The various segments of the fault cross the underground trenches and aerial cable routes, and would be near several of the nodes. The applicant will design the project to comply with the City's seismic design standards for utilities, resulting in a less-than-significant impact.

- ii) **Strong seismic ground shaking?**

The project area may be subject to severe ground shaking from a seismic event, since the area has a high liquefaction potential. The project facilities will be or would be subjected to strong seismic shaking from an event on the Newport-Inglewood Fault and from other faults in the Los Angeles Basin. The applicant will ensure that the project complies with the City's seismic design standards for utilities, resulting in a less-than-significant impact.

- iii) **Seismic-related ground failure, including liquefaction?**

The Huntington Beach area, including the project area, is prone to liquefaction. The applicant will ensure that the project is in compliance with the City's seismic design standards for utilities, resulting in a less-than-significant impact.

**iv) Landslides?**

The project area is relatively flat and not prone to landslides. No impact would occur.

**b) Result in substantial soil erosion or the loss of topsoil?**

The erosion hazard of the soils in most of the project area is slight. Implementation of Applicant Proposed Measure CTT-4 would ensure that the impacts are less than significant.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

As described above, the area is prone to liquefaction. The impact is considered less than significant.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Soils in the area are moderately to highly expansive. The applicant will ensure that the project complies with the City's design standards for utilities, resulting in a less-than-significant impact.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Septic tanks or alternative wastewater systems are not a part of the project. No impact would occur.

#### 4.7. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Existing Conditions**

The Huntington Beach area is a historic oil-producing area and has a number of hazardous waste sites located throughout the city. The project has been and would be constructed within the publicly owned right-of-way that has been previously graded and has roadways, sidewalks, and other structures already constructed on the site. No known hazardous waste sites are found within the project alignments (NextG 2009a). The City of Huntington Beach (1996a) does identify most of the project area as having potential for methane due to the area's history of oil and gas extraction.

**Impacts**

**Would the project:**

**a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Implementation of Applicant Proposed Measure CTT-5 (equipment maintenance and refueling restrictions; prepare and implement a construction and operation safety and emergency response plan) as described in Section 1, Subsection 8.5 of this Initial Study, will ensure, as a result of the routine transport, use, or disposal of hazardous materials, that impacts will be less than significant. Additionally, hazardous materials would be stored at off-site facilities within secure storage areas. Impacts would be less than significant.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Once constructed, the facilities would not release hazardous materials. Implementation of Applicant Proposed Measure CTT-5 would reduce any potential for release of hazardous materials into the environment during construction, resulting in a less-than-significant impact.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Construction would occur within 0.25 mile of several schools, including Ethel Dwyer Middle School, Edison High School, Agnes Smith Elementary School, Carden Conservatory, and Crag Elementary School. Hazardous materials would be used during construction and would

involve chemicals used during routine construction activities. Implementation of Applicant Proposed Measure CTT-5 will ensure that impacts to schools are at less-than-significant levels.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No known hazardous material sites would be located within the project route or facility locations. No impact would occur.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

The project is not located within an airport land use plan, or within 2 miles of a public airport or public use airport. No impact would occur.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

The project is not located within the vicinity of a private airport. No impact would occur.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Access along project area roadways during construction is expected to be maintained so that residents living in the vicinity are not significantly impacted by the project. No street closures are planned or anticipated as a part of the project (see Applicant Proposed Measure CTT-1). Due to the temporary nature of construction and location of project components, the project is not expected to physically interfere with an adopted emergency response plan or emergency evacuation plan. Implementation of Applicant Proposed Measure CTT-7 will further ensure that the project will not interfere with an adopted emergency response plan or emergency evacuation plan. With both Applicant Proposed Measures CTT-1 and CTT-7 incorporated into the project, impacts would be less than significant.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

The project area is within an urbanized area and is not prone to wildfire. The impact is less than significant.



#### 4.8. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Violate any water quality standards or waste discharge requirements?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Otherwise substantially degrade water quality?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>j) Inundation by seiche, tsunami, or mudflow?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Existing Conditions**

The project is or would be located within the roadways and sidewalk areas of the publicly owned right-of-way. Drainage from these areas enters the street gutters through storm drains and eventually travels into the storm channels that drain into Anaheim Bay. Groundwater levels are shallow, and groundwater could be encountered during auguring for poles. The City of Huntington Beach (1996a) identifies the portion of the project area east of Beach Boulevard as potentially flooding by sheet flow from 1 to 3 feet in depth. Portions of Pacific Coast Highway may be subjected to coastal flooding, including wave action during extremely high tides.

**Impacts**

**Would the project:**

**a) Violate any water quality standards or waste discharge requirements?**

Construction activities (grading, trenching, and dewatering) could impact surface water and groundwater. NextG will manage construction-induced sediment and excavated spoils in accordance with the requirements of the State Water Resources Control Board (SWRCB) National Pollution Discharge Elimination System (NPDES) permit for stormwater runoff associated with construction activities.

Prior to the onset of construction, NextG will complete a Storm Water Pollution Prevention Plan (SWPPP) that outlines best management practices (BMPs) to control discharges from construction areas. NextG will provide a copy of the SWRCB-approved NPDES permit to the CPUC prior to start of construction.

If the build requires directional boring activities near streams, NextG will provide the CPUC with a Frac-Out Contingency Plan. The plan will outline procedures NextG would put in place for containment, as well as cleanup equipment that must be present for use at staging areas and construction sites.

With implementation of Applicant Proposed Measures CTT-2, CTT-4, and CTT-5, and adherence to the SWPPP and the requirements of the NPDES permit, impacts would be less than significant.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

The project may require pumping of a minor amount of groundwater when constructing the base supports for the three proposed new poles. If dewatering is required for pole construction, an NPDES permit must be obtained from the Santa Ana Regional Water Quality Control Board prior to discharge into the drainage system (see discussion under Section 4.8(a) of this Initial Study). No other impacts related to groundwater are expected to occur as a result of the project. Impacts to groundwater are considered less than significant.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?**

The project would involve minor construction within the publicly owned right-of-way. No alteration of the course of a stream or river would occur, and no impact would occur. Implementation of Applicant Proposed Measure CTT-4 would reduce any potential for erosion during construction.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

The project would involve minor construction within the publicly owned right-of-way. The project will not substantially increase the rate or amount of surface runoff in a manner that would result in flooding. No alteration of the course of a stream or river would occur and no impact would occur.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

The project would not be adding a significant amount of impervious area to the project area, since facilities would be constructed primarily on previously paved areas.

**f) Otherwise substantially degrade water quality?**

Implementation of Applicant Proposed Measures CTT-2, CTT-4, and CTT-5, along with compliance with the NPDES permit, will reduce construction activities that could degrade water quality to less-than-significant levels.

**g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

The project does not involve placement of housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the project does not include any residential housing within those zones. No impact would occur.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

Structures that have been or are proposed to be placed within the 100-year flood zone will be small and limited to poles, aboveground aerial cables, and underground cables. These will not impede or redirect flood flows. Therefore, no impact would occur.

**i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

The project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, since this is a utility project and will not involve redirection of any flood flows or impoundment of water. The impact is considered less than significant.

**j) Inundation by seiche, tsunami, or mudflow?**

Portions of Pacific Coast Highway could be subjected to tsunami. The facilities that would be constructed along the Pacific Coast Highway could be impacted by a tsunami. No portion of the project site is expected to be subjected to seiche or mudflow. The portion of the project site along Pacific Coast Highway is developed with existing traffic lights, streetlights, and commercial buildings. The addition of fiber-optic cable and wireless telecommunication nodes would not significantly alter the existing risks posed by tsunamis in this area. Additionally, these utilities will be constructed in compliance with City of Huntington Beach design requirements. Impacts of the project are considered less than significant.

## 4.9. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Physically divide an established community?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Existing Conditions

The project is located entirely within the publicly owned right-of-way within developed urban areas of the City of Huntington Beach. The majority of the existing landscape of the project area is characterized by major roadways and smaller ancillary streets containing residences, commercial businesses, parks or recreation areas, and industry, such as active oil wells. In some areas, namely along Pacific Coast Highway, the project site is located adjacent to vacant or open space areas. The fifteen nodes and associated cable to connect them to the network are located in residential, commercial, and industrial areas. Twelve of the total fifteen proposed new node locations currently have existing wood utility poles with utility lines connecting to them. Installation of the remaining three proposed new nodes (HB N08, N12, and N14) would include the installation of new concrete or steel poles in residentially and commercially developed areas. Node HB N08, and its corresponding new concrete pole, would be located in a residentially developed area on the northwestern corner of the intersection of Edwards Street and Garfield Avenue. The underground conduit that would connect Node HB N08 to the network would be adjacent to single-family residences along the western side of Edwards Street. Node HB N12, and its corresponding new steel pole, would be located in an industrial and residentially developed area on the northwestern corner of the intersection of Ellis Avenue and Goldenwest Street. The intersection of Ellis Avenue and Goldenwest Street experiences heavy traffic and includes existing streetlight and traffic signal poles. Immediately adjacent to the proposed new pole site is a fenced-off, abandoned oil field that continues along the northern side of Ellis Avenue west toward Edwards Street, where the project also proposes to install the underground conduit and cable to connect node HB N12. The remaining other corners of the intersection of Ellis Avenue and Goldenwest Streets (east, southeast, and south) are developed with residential communities. Node HB N14 and its corresponding new steel pole would be

located at the northeast corner of the intersection of Twin Dolphin Road and Pacific Coast Highway, in front of an existing large, corporate, multistory hotel. The intersection of Twin Dolphin Road currently includes streetlight and traffic signal poles.

## **Impacts**

### **Would the project:**

#### **a) Physically divide an established community?**

Construction of the previously installed eight nodes endured for approximately 1.5 months and construction of the proposed project's remaining seven nodes would last approximately 2 months. Once installation of these remaining nodes is complete, the proposed new DAS network would not introduce a new land use or result in any land use compatibility conflicts. Therefore, impacts related to the physical division of an established community as a result of the project would be less than significant.

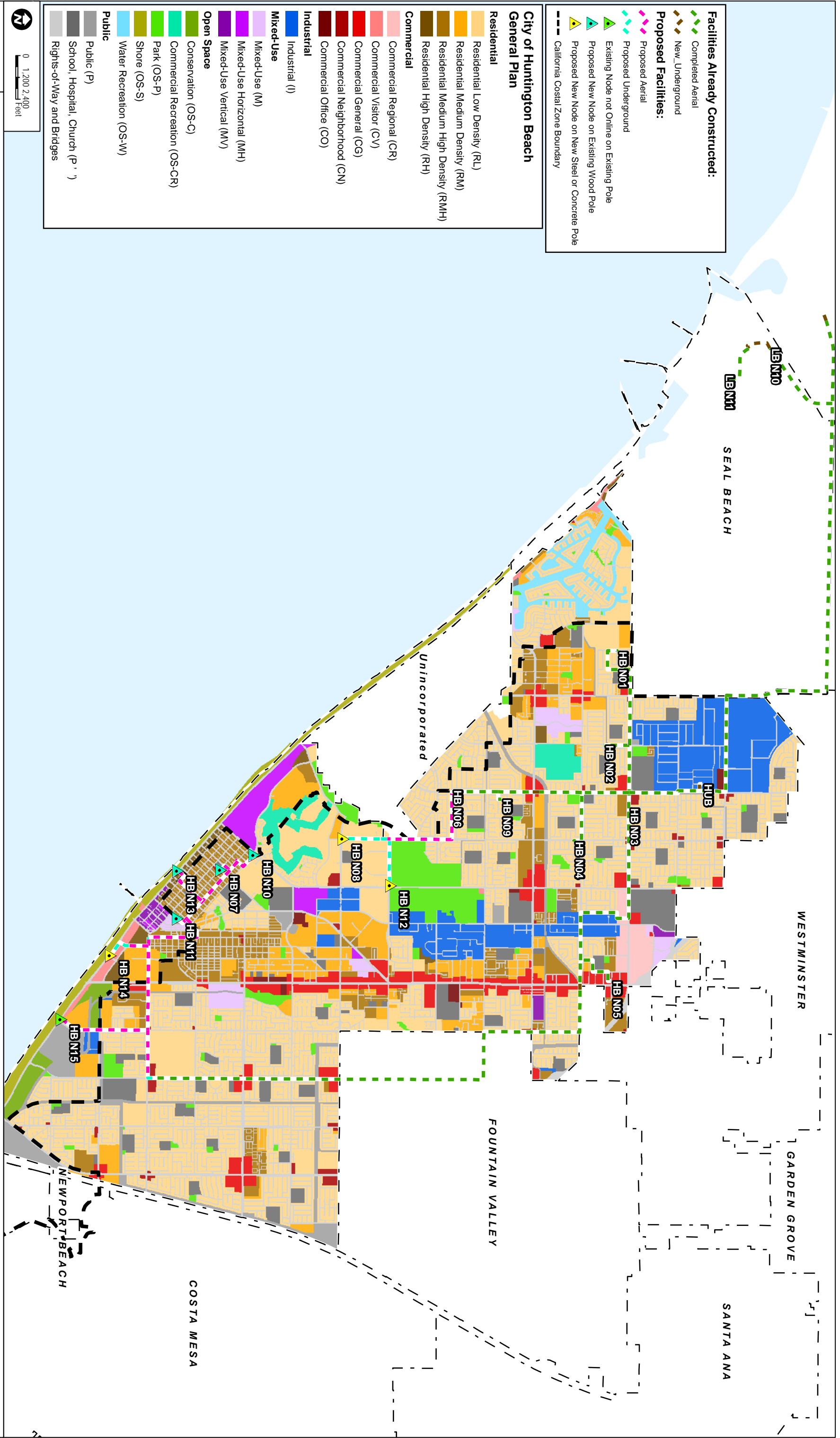
#### **b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

The project's nodes and cable have been or would be installed within the existing right-of-way. Figure 4.9-1 shows the project location and the adjacent General Plan designations. The General Plan designations of the areas adjacent to the project site are (City of Huntington Beach 2008a):

- CR: Commercial Regional
- CV-F7-sp: Commercial Visitor Max. FAR 3.0 – Specific Plan required for large-scale, mixed-use, multiphased development projects
- I: Industrial
- OS-P: Parks – Public Parks
- OS-S: Shoreline – Publicly owned coastal beaches
- P: Public, including schools, hospitals, or churches
- RL-3.0-sp: Residential Low 3 dwelling units/net acre max – Specific Plan required for large-scale, mixed-use, multiphased development projects
- RH-30-d-sp: Residential High Density, greater than 30 units per net acre
- RMH-25-d: Residential Medium High Density, 25 dwelling units/net acre max – Special Design Standards apply.

Figure 4.9-2 shows the project location and the adjacent zoning designations. Zoning designations of the areas adjacent to the project site are (City of Huntington Beach 2008b):

- CC: Coastal Conservation
- CG: Commercial General
- IG: Industrial General
- IL: Industrial Limited



**Facilities Already Constructed:**

- Completed Aerial
- New\_Underground

**Proposed Facilities:**

- Proposed Aerial
- Proposed Underground
- ▲ Existing Node not Online on Existing Pole
- ▲ Proposed New Node on Existing Wood Pole
- ▲ Proposed New Node on New Steel or Concrete Pole
- California Coastal Zone Boundary

**City of Huntington Beach General Plan**

**Residential**

- Residential Low Density (RL)
- Residential Medium Density (RM)
- Residential Medium High Density (RMH)
- Residential High Density (RH)

**Commercial**

- Commercial Regional (CR)
- Commercial Visitor (CV)
- Commercial General (CG)
- Commercial Neighborhood (CN)
- Commercial Office (CO)

**Industrial**

- Industrial (I)

**Mixed-Use**

- Mixed-Use (M)
- Mixed-Use Horizontal (MH)
- Mixed-Use Vertical (MV)

**Open Space**

- Conservation (OS-C)
- Commercial Recreation (OS-CR)
- Park (OS-P)
- Shore (OS-S)
- Water Recreation (OS-W)

**Public**

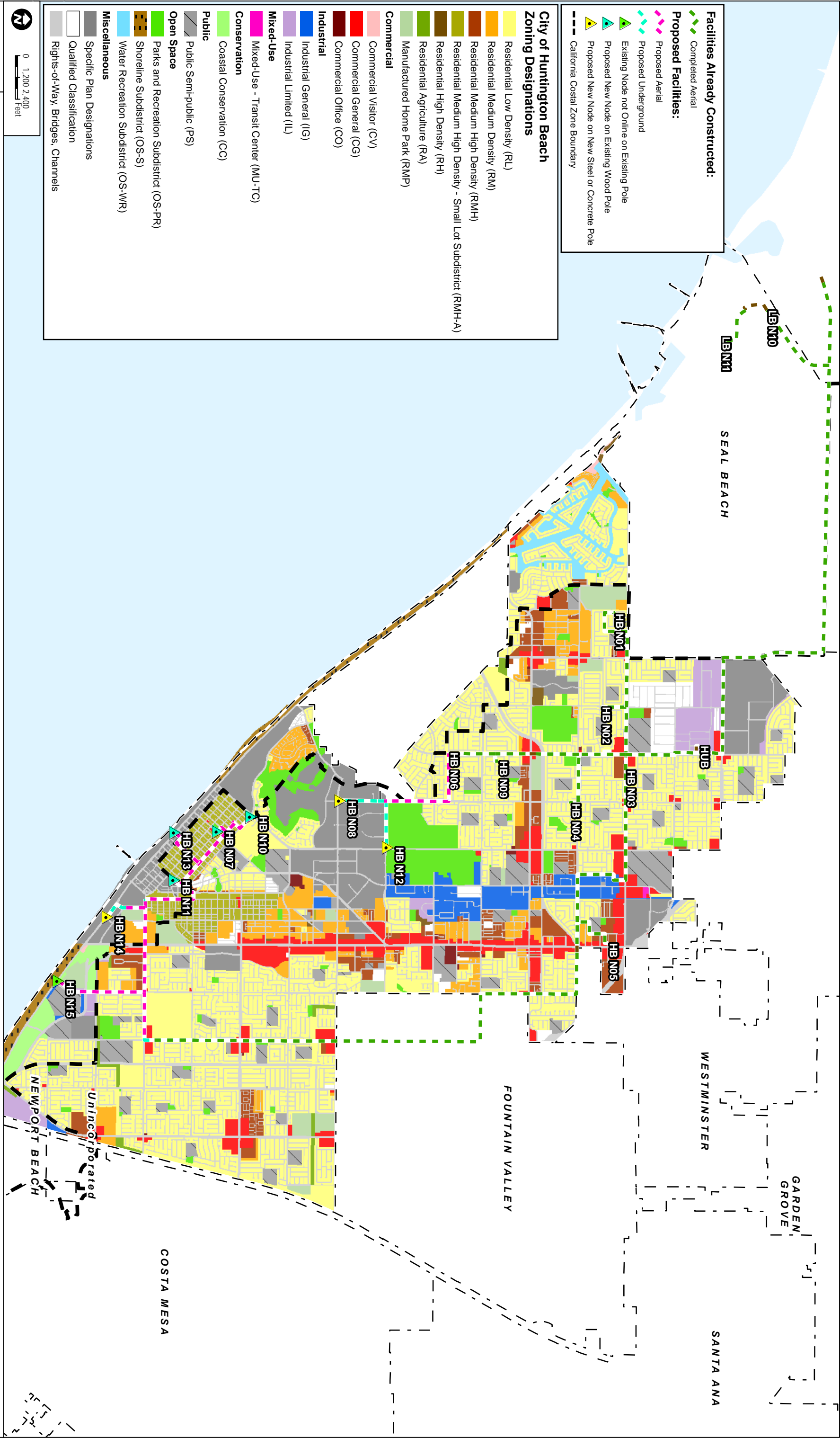
- Public (P)
- School, Hospital, Church (P ' ' )
- Rights-of-Way and Bridges



Figure 4.9-1  
Proposed Project and General Plan Designations

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6377-01  
NOVEMBER 2009

SOURCE: City of Huntington Beach 2008

NextG Networks Huntington Beach DAS Project



**Figure 4.9-2**  
**Proposed Project and Zoning Designations**

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- SP: Specific Plan Designations
- OS-PR: Open Space – Parks and Recreation Subdistrict
- PS: Public Semi-Public
- RL: Residential Low Density
- RM: Residential Medium Density
- RMH: Residential Medium High Density, and Residential Medium High Density small lot subdistrict
- RMP: Manufactured Home Park.
- SP5: Specific Plan Designation 5
- SP9: Specific Plan Designation 9.

Portions of the project are located within the City of Huntington Beach Coastal Zone, and are therefore subject to the Coastal Element of the General Plan (City of Huntington Beach 2008c). Specifically, Nodes HB N13, N14, and N15, as well as the fibers to connect these nodes to the network, are within the publicly owned right-of-way within Huntington Beach Coastal Zones 4 and 5. The proposed location for Node HB N13 and the fiber to connect it to the network are adjacent to areas zoned RH-30-d-sp. The proposed location for Node HB N14 and the fiber to connect it to the network are adjacent to areas zoned CV-F7-sp. The proposed location for Node HB N15 and the fiber to connect it to the network is adjacent to areas designated CV under the General Plan, and zones Coastal Conservation on the City's zoning map. Nodes HB N13 and HB N15 are to be installed on existing poles. Installation of Node HB N14 would require a new pole and, therefore, a Coastal Development Permit (City of Huntington Beach 2008c).

As indicated in Table 4.9-1, the project would be consistent with all applicable land use policies, zoning codes, and local regulations. Therefore, impacts would be less than significant.

<b>Table 4.9-1: Consistency Analysis with Applicable Land Use Plan, Policy, or Regulation for the Proposed Project</b>	
<b>Applicable Land Use Plan, Policy, or Regulation</b>	<b>Consistency Determination</b>
<b>Coastal Commission</b>	
<b>California Coastal Act.</b> The California Coastal Act was enacted in 1976 by the State Legislature to provide long-term protection of the state's 1,100 miles of coastline. The Coastal Act policies, among other aspects, focus on protection and expansion of public access to the shoreline and recreational opportunities; protection, enhancement, and restoration of biological resources; and protection of scenic seascapes and coastal landscapes.	Management of the conservation and development of coastal resources within the project area reside with local jurisdictions upon certification of the Local Coastal Program. The Coastal Element of the City of Huntington Beach's General Plan (City of Huntington Beach 2008c) serves as the Local Coastal Program under the California Coastal Act. See consistency determination with the Coastal Element of the General Plan below.
<b>City of Huntington Beach General Plan – Land Use Element</b>	
<b>Policy LU 2.1.1.</b> Plan and construct public infrastructure and service improvements as demand necessitates to support the land uses specified in the Land Use Plan (City of Huntington Beach 1996b).	The project would provide the surrounding residential and commercial areas with enhanced telecommunication coverage and capacity. The project is consistent with this policy.

**Table 4.9-1 (Continued): Consistency Analysis with Applicable Land Use Plan, Policy, or Regulation for the Proposed Project**

Applicable Land Use Plan, Policy, or Regulation	Consistency Determination
<b>City of Huntington Beach General Plan – Coastal Element</b>	
<p><b>Policy C 4.2.3.</b> Promote the preservation of significant public view corridors to the coastal corridor, including views of the sea and the wetlands, through strict application of local ordinances, design guidelines, and related planning efforts, including defined view corridors.</p> <p><b>Policy C 4.2.4.</b> Wireless communication facilities shall be sited, to the maximum extent feasible, to minimize visual resource impacts. Minimization may be accomplished through one or more of the following techniques: co-locating antennas on one structure, stealth installations, locating facilities within existing building envelopes, or minimizing visual prominence through colorization or landscaping and removal of facilities that become obsolete.</p>	<p>The project has occurred or would occur entirely within an existing publicly owned right-of-way. The project proposes to construct one new pole in the Huntington Beach Coastal Zone to hold Node HB N14. Node HB N14, and its corresponding new steel pole, would be located at the northeast corner of the intersection of Twin Dolphin Road and Pacific Coast Highway, in front of an existing large, corporate, multistory hotel. The intersection of Twin Dolphin Road currently includes streetlight and traffic signal poles. Node HB N14 would be connected to the network through underground conduit and cable. The project proposes to install two other nodes and overhead transmission lines to connect them to the network within the Huntington Beach Coastal Zone (Node HB N13, and Node HB N15, which is already installed but not connected). These two additional nodes would be installed on existing structures where utility poles and lines already exist. The addition of these nodes, cables to connect them, and the one additional pole to hold Node HB N14 would not result in a substantial change from existing visual conditions. Therefore, the project would not change the existing visual quality of the Huntington Beach Coastal Zone. The project would not conflict with policies C 4.2.3 and C 4.2.4. For a more thorough discussion on the project and visual impacts see Section 4.1, Aesthetics, of this Initial Study.</p>
<p><b>Policy C 4.2.5.</b> New wireless communication facilities affecting the public view shed and/or located in areas designated Water Recreation, Conservation, Parks, and Shoreline shall be conditioned to require removal within six (6) months of termination of use and restoration of the site to its natural state.</p>	<p>The applicant, NextG, would remove the proposed nodes, and the proposed new pole to hold Node HB N14, once the nodes were installed but were at some point in the future no longer planned for use. The proposed project is not considered to be in conflict with this policy.</p>
<b>City of Huntington Beach General Plan – Utilities Element</b>	
<p><b>Policy U 5.1.2.</b> Continue to underground aboveground electrical transmission lines.</p> <p><b>Policy U 5.1.3.</b> Review requests for new utility facilities, relocations, or expansions to existing facilities (City of Huntington Beach 1996c).</p>	<p>The project has been modified to underground the new fiber-optic cable network wherever existing aboveground utility lines do not currently exist and to the extent feasible. The proposed project includes adding additional overhead cable where existing overhead utilities occur, along the existing publicly owned right-of-way. The project would not result in a substantial change from existing conditions and is not considered to be a conflict with policies U 5.1.2 or U 5.1.3.</p>

**Table 4.9-1 (Continued): Consistency Analysis with Applicable Land Use Plan, Policy, or Regulation for the Proposed Project**

Applicable Land Use Plan, Policy, or Regulation	Consistency Determination
<p><b>Policy U 5.1.4:</b> Require the review of new, and/or expansions of existing, industrial and utility facilities to ensure that such facilities will not visually impair the City's coastal corridors and entry nodes.</p>	<p>The project would occur entirely within an existing publicly owned right-of-way. The project proposes to construct one new pole in the Huntington Beach Coastal Zone to hold Node HB N14. Node HB N14, and its corresponding new steel pole, would be located at the northeast corner of the intersection of Twin Dolphin Road and Pacific Coast Highway, in front of an existing large, corporate, multistory hotel. The intersection of Twin Dolphin Road currently includes streetlight and traffic signal poles. Node HB N14 would be connected to the network through underground conduit and cable. The project proposes to install two other nodes and overhead transmission lines to connect them to the network within the Huntington Beach Coastal Zone (Node HB N13, and Node HB N15, which is already installed but not connected). These two additional nodes would be installed on existing structures where utility poles and lines already exist. The addition of these nodes, cables to connect them, and the one additional pole to hold Node HB N14 would not result in a substantial change from existing visual conditions. Therefore, the project would not change the existing visual quality of the Huntington Beach Coastal Zone. The project would not conflict with policy U 5.1.4. For a more thorough discussion on the proposed project and visual impacts see Section 4.1, Aesthetics, of this Initial Study.</p>
<b>City of Huntington Beach Zoning Ordinance</b>	
<p><b>230.96 Wireless Communication Facilities.</b> Also known as the "Wireless Ordinance," this section of the local zoning code states, among other things, that "a. Any wireless communication facilities to be constructed on or beneath the public right-of-way must obtain an encroachment permit from the City and the applicant must provide documentation demonstrating that the applicant is a state-franchise telephone corporation exempt from local franchise requirements", and "b. All equipment associated with the operation of a facility..., excepting antennas, shall be placed underground in those portions of the street, sidewalks, and public right-of-way where cable television, telephone or electric lines are underground." (City of Huntington Beach 2008b, Section 230.96.12).</p>	<p>The project applicant shall obtain an encroachment permit from the City of Huntington Beach and will provide sufficient documentation demonstrating exemption status from local franchise requirements. The project has been modified to underground the new fiber-optic cable network wherever existing aboveground utility lines do not currently exist and to the extent feasible. The project includes adding one additional overhead cable where existing overhead utilities occur, along the existing publicly owned right-of-way, and adding three new poles also within the existing publicly owned right-of-way. The proposed project would not result in a significant change from existing conditions and is not considered to be a substantial conflict with Zoning Ordinance 230.96.</p>
<b>City of Huntington Beach Municipal Code</b>	
<p><b>17.64. Undergrounding of Utilities.</b> Also known as the "Undergrounding Ordinance," this section requires that "all new public and private utility lines and distribution facilities,...shall be installed underground," and states that "this section shall not apply to main feeder lines or transmission lines located within the public right-of-way of an arterial highway as shown in the circulation element of the general plan." (Municipal Code 17.64.060, City of Huntington Beach 2009b).</p>	<p>The proposed project has been modified to underground the new fiber-optic cable network wherever existing aboveground utility lines do not currently exist and to the extent feasible. The project includes adding one additional overhead cable where existing overhead utilities occur, along the existing publicly owned right-of-way, and adding three new poles also within the existing publicly owned right-of-way. The project would not result in a significant change from existing conditions and is not considered to be a substantial conflict with Municipal Code 17.64.</p>

<b>Table 4.9-1 (Continued): Consistency Analysis with Applicable Land Use Plan, Policy, or Regulation for the Proposed Project</b>	
<b>Applicable Land Use Plan, Policy, or Regulation</b>	<b>Consistency Determination</b>
<b>City of Huntington Beach Underground Utility District</b>	
Pursuant to CPUC Rule 20A, Southern California Edison has established a funding program for current and future Underground Utility Districts within the City of Huntington Beach. The City of Huntington Beach's Underground Utilities Coordinating Committee determines the location and priority of where this funding will be spent by creating Underground Utility Districts. The City of Huntington Beach currently has one Rule 20A Underground Utility District that runs along Beach Boulevard from Yorktown Avenue south to the Pacific Coast Highway. The three top aerial lines located on the east side of Beach Boulevard from Atlanta Avenue to Pacific Coast Highway are Southern California Edison 66 kilovolt electrical transmission lines, and are exempt from undergrounding by Municipal Code 17.64. These aerial lines will remain. All other aerial wires on these poles will be moved under ground. (City of Huntington Beach2006).	As stated in Applicant Proposed Measure LU-1, NextG will install underground fiber-optic cable along Atlanta Avenue where it crosses Beach Boulevard either during initial construction of the proposed project; or, if the other carriers' fiber-optic lines have not been installed under ground when NextG installs its fiber-optic cable, then NextG will install its fiber-optic cable above ground and move it under ground when the Beach Boulevard Underground Project moves all other carriers' lines under ground. The proposed project is not anticipated to conflict with the Beach Boulevard Underground Utility District.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

None of the project components are located on lands covered by a habitat conservation plan or natural community conservation plan. Therefore, no impacts would occur.

## 4.10. MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Existing Conditions

Since the 1920s Huntington Beach has been, and continues to be, a source of large-scale oil and gas production (City of Huntington Beach 1996d). According to Figure IV-3, Orange County Mineral Resources, in the Orange County General Plan, no locally significant mineral resources have been identified within the project area (County of Orange 2005).

### Impacts

#### Would the project:

**a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

The project alignment is located within the previously developed publicly owned right-of-way. The majority of the project is an aerial installation that has not or would not impact the underlying land. The remaining underground fiber installation would be achieved through minimal ground disturbance in developed areas that have been previously disturbed. Therefore, the project would not interfere with the current or future extraction of oil and gas in the area, or result in the loss of availability of a known mineral resource. Impacts to mineral resources are not anticipated as a result of the proposed project.

**b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

See response (a) above. Impacts to mineral resources are not anticipated as a result of the proposed project.

## 4.11. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Existing Conditions

The project is within the publicly owned right-of-way in developed areas within the City of Huntington Beach, which includes existing utility lines, such as power lines, telephone lines, and cable television lines. Based on the City of Huntington Beach's Noise Element (City of Huntington Beach 1996e), noise levels along the major roadways, 50 feet from the roadway, range from 55 to 65 dB(A). Residential areas parallel to Kiser Drive and Vatcher Drive would be expected to have lower noise levels near 50 dB(A).



Residential areas, hospitals, and schools are considered by the City of Huntington Beach to be sensitive receptors. The permanent and construction noise exterior levels are required to be below 60 dB(A). Sensitive receptors are limited along the proposed project and consist of existing residential areas. With the exception of residential areas along Kiser Drive and Vatcher Drive, these residential areas are along major roadways and are buffered from street noise by block walls.

## **Impacts**

### **Would the project:**

**a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Construction activities would result in temporary increases in noise levels in the area of construction activity.

Construction activities associated with project components would occur Monday through Saturday between 7:00 a.m. and 7:00 p.m. The City of Huntington Beach or Caltrans could require that some construction be conducted at night to relieve traffic congestion. In that case, some nighttime noise from construction may occur. This would be temporary in nature, lasting a night or two at any one place, and would be considered a less-than-significant impact.

The least-impacting construction activities would be in the location where fiber cable is strung on existing poles. This activity would use a bucket truck outfitted with a cable spool. Noise levels would be in the 60 dB(A) range and would only last for a few hours in a particular location. This will occur in residential areas including along Kiser Drive and Vatcher Drive. It is expected that exterior noise levels will not exceed 60 dB(A), resulting in a less-than-significant impact.

Trenching and installation of the underground cable, placement of the three new poles, and construction of the new nodes would require up to 3 days in any one place. Noise levels up to 80 dB(A) may occur during these activities. Areas near residential areas are buffered by block walls that are expected to reduce exterior noise levels to 60 dB(A) at residential units. The remainder of the construction will be near commercial uses where noise levels are already high.

During construction NextG will ensure that:

- All equipment will have sound-control devices no less effective than those provided on original equipment
- No equipment will have an unmuffled exhaust
- Construction equipment will be located as far from sensitive receptors (e.g. residences, schools, places of worship, and hospitals) as possible
- If traffic control devices requiring electrical power are employed within 500 feet of sensitive receptors, the devices will be battery/solar powered instead of powered by electrical generators
- The name and telephone number of a person for the public to contact to resolve noise-related problems will be easily viewable by the public during construction activities.

In addition, NextG would 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. Noise reducing measures would include:

- Application of noise-reducing mufflers to the boring rig exhaust
- Shielding erected between the noise source and the receptor
- As an extreme measure, a temporary enclosure would be erected to house the boring operation.

The noise generated from construction activities would be short term in duration and are considered less than significant.

Once construction is complete, the proposed project is not expected to generate noise. Impacts associated with operations are considered less than significant.

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Construction activity associated with the proposed project would not result in excessive ground-borne noise or perceptible vibration. Removal of pavement and drilling for new poles would create short-term, low levels of ground-borne noise and vibrations. No high vibration-producing activities, such as pile driving, are proposed. Once construction is complete, the proposed project is not expected to generate vibration or noise. Therefore, impacts associated with construction-related noise and vibrations are considered less than significant.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

The DAS system does not and would not once constructed, produce noise and, therefore, would create no increase in ambient noise levels. Therefore, no impact would occur.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

As discussed in response (a) above, there would be a short-term increase in noise levels during construction; however, due to the short duration and location, the impacts are considered less than significant.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

The project is not located within an airport land use plan or within 2 miles of a public airport or public use airport. Therefore, no impact would occur.

**f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

The project is not located in the vicinity of a private airstrip. Therefore, no impact would occur.

## 4.12. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Existing Conditions

The project is within the publicly owned right-of-way in developed areas within the City of Huntington Beach, which includes existing utility lines, such as power lines, telephone lines, and cable television lines.

### Impacts

#### Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

The proposed project would not result in substantial population growth in the area because no new homes or businesses are proposed and no infrastructure related to population growth is proposed. Therefore, no impact would occur.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No housing would be displaced by the proposed project and no impact would occur.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

The project would not displace people or housing, or require replacement housing elsewhere. Therefore, no impact would occur.

### 4.13. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
i) <i>Fire protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) <i>Police protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) <i>Schools?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) <i>Parks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) <i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Existing Conditions

The project is within the publicly owned right-of-way in developed areas within the City of Huntington Beach, which includes existing utility lines, such as power lines, telephone lines, and cable television lines.

#### Impacts

##### Would the project:

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

i) **Fire Protection?**

The project would not introduce any new fire hazards that would require an increase in fire protection. A portion of the proposed underground fiber-optic cable that would otherwise be installed in front of Huntington Beach Fire Station #6, located at 18591 Edwards Street, will be installed on the opposite side of the street from the fire station. Construction and installation of the underground cable will not interfere with access to and from the fire station. Impacts would be less than significant.

**ii) Police Protection?**

The project would be an unmanned facility and would not generate population growth. Therefore, the project would not require an increase in police protection services, and no impact would occur.

**iii) Schools?**

The project would not result in an increase of population or housing in the project area. Therefore, no new demand on local schools would occur.

**iv) Parks?**

The project would not result in an increase of population or housing in the project area. Therefore, no new demand on local parks would occur.

**v) Other Public Facilities?**

The project would not result in an increase of population or housing in the project area. Therefore, no new demand on other local public facilities would occur.

#### 4.14. RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Existing Conditions

The project is within the publicly owned right-of-way in developed areas within the City of Huntington Beach, which includes existing utility lines, such as power lines, telephone lines, and cable television lines.

#### Impacts

##### Would the project:

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

The proposed project is not expected to cause an increase in the use of existing neighborhood and regional parks. Therefore, no impacts would occur.

- b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts would occur.

### 4.15. TRANSPORTATION/TRAFFIC

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in inadequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Result in inadequate parking capacity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Existing Conditions

The proposed project would be constructed along roadways in the City of Huntington Beach, ranging from major roadways to residential streets. A number of the roadways where the proposed project would be constructed have high average daily traffic (ADT), as shown in Table 4.15-1.

<b>Table 4.15-1: Average Daily Traffic in the Project Area</b>	
<b>Roadway</b>	<b>ADT</b>
Pacific Coast Highway	34,000
Ellis Avenue	6,000
Edwards Street	15,000
Atlanta Avenue	31,000
Garfield Avenue	16,000
Newland Street	16,000

SOURCE: City of Huntington Beach 2009a.

**Impacts**

**Would the project:**

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

During the peak of construction, up to 10 trips per day have been or may be generated on the roadways by construction vehicles over a 2-month period. It is expected that this short-term construction-related traffic impact would not exceed an established level of service or roadway capacity, since it represents less than 0.1% of traffic on the roadways and would occur for a short period of time. Additionally, NextG will schedule truck trips outside of peak morning and evening commute hours. Impacts would be less than significant.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Due to the low number of construction vehicles required by the proposed project, no changes in the level of service are anticipated during the 1- to 2-month construction period. Impacts would be less than significant.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

Construction and operational traffic associated with the proposed project is not expected to result in a change in air traffic patterns, since no airport or air patterns are involved with the proposed project. No impact would occur.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The project would result in trenching and laying of conduit, construction of new utility poles, and laying of aerial cable. This would result in potential lane closures, loss of access, and short-term traffic congestion. This would occur for a maximum of 2 to 3 days at any location. With the implementation of Applicant Proposed Measure CTT-2, the impact would be less than significant.



**e) Result in inadequate emergency access?**

Construction-related activities associated with the project could result in short-term restriction of access. To address potential impacts to emergency access, NextG has incorporated into the project Applicant Proposed Measures CTT-1, CTT-2, and CTT-7, which include the development of an emergency vehicle access plan. With Implementation of Applicant Proposed Measures CTT-1, CTT-2, and CTT-7, impacts would be less than significant.

**f) Result in inadequate parking capacity?**

No demand for parking would be created by the project during operation. During construction, work crews would comprise fewer than 10 personnel, who would park adjacent to construction areas. Trenching activities could affect parking for area business and other facilities. Since access to the areas will be maintained during construction and parking will be restricted for no more than 3 days, no significant impact would occur.

**g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

There may be short-term impacts to bicycle paths or bus turnouts during construction for 1 to 2 days in any location. As stated in Applicant Proposed Measure CTT-1 in Section 1, Subsection 8.5 of this Initial Study, NextG will include pedestrian and bicycle detours in all areas potentially impacted, will consult with the local jurisdiction and prepare a traffic control plan, and will coordinate with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. With implementation of Applicant Proposed Measure CTT-1, this impact is considered less than significant.

#### 4.16. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Existing Conditions

The project is within the publicly owned right-of-way in developed areas within the City of Huntington Beach, which includes existing utility lines, such as power lines, telephone lines, and cable television lines.

## Impacts

### Would the project:

**a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

The project would not generate a demand for water or wastewater treatment, and thus would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. Therefore, no impact would occur.

**b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

The project would not generate a demand for water or wastewater treatment. Therefore, the project would not cause a violation in wastewater treatment requirements, or require the construction of new water or wastewater treatment facilities. Therefore, no impact would occur.

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

During construction of the proposed project, all ground disturbance would be limited to the previously developed publicly owned right-of-way. To avoid impacts to the existing stormwater system, the applicant is planning to tunnel or bore under existing curbs and gutters where the project proposes to install underground fiber-optic communication lines. Therefore, the project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, and no impacts would occur.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

The project would not generate a demand for water or wastewater treatment. Therefore, the project would not cause a violation in wastewater treatment requirements, or require the construction of new water or wastewater treatment facilities. Therefore, no impact would occur.

**e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

The project would not generate a demand for water or wastewater treatment. Therefore, the project would not cause a violation in wastewater treatment requirements, or require the construction of new water or wastewater treatment facilities. Therefore, no impact would occur.

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

The project would generate a minimal amount of solid waste during construction. No regular solid waste disposal is proposed as a part of the project. To reduce construction-related

waste, NextG would recycle construction materials to the maximum extent possible, as described in Applicant Proposed Measure CTT-6. Therefore, the amount of solid waste generated by the project would not be substantial or interfere with the sufficient permitted capacity of nearby landfills. Impacts would be less than significant.

**g) Comply with federal, state, and local statutes and regulations related to solid waste?**

NextG and its contractors comply with all relevant federal, state, and local statutes and regulations related to solid waste. With the implementation of Applicant Proposed Measure CTT-7, recycling of construction waste, and compliance with applicable laws and regulations, impacts would be less than significant.

#### 4.17. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Explanation of Mandatory Findings of Significance Checklist

- a) As discussed in the sections above, the project would involve the construction of a utility system and would not significantly impact fish or wildlife resources, nor impact rare, threatened, or endangered species. The proposed project, with incorporation of Applicant Proposed Measures, would not significantly impact cultural or biological resources.
- b) No significant cumulative impacts have been identified with the implementation of the proposed project.
- c) No substantial environmental effects that would cause adverse effects on human beings have been identified.

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## **5. REFERENCES**

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## **6. LIST OF PREPARERS AND AGENCIES/PERSONS CONTACTED**

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### **6.1. LEAD AGENCY**

Jensen Uchida, CPUC Project Manager, Energy Division  
Jason Rieger, Staff Attorney

### **6.2. PREPARERS**

John Westermeier, Dudek, Senior Project Manager  
John Porteous, Dudek, Principal  
Emily Lyons, Dudek, Environmental Planner  
David Deckman, Senior Air Quality Scientist,  
Andrew Weis, Dudek, GIS Technician  
Lesley Terry, Dudek, Graphic Specialist  
Cynthia Cohen and Becky Golden-Harrell, Dudek, Technical Editors  
The Sanberg Group, Geology and Cultural Resources

### **6.3. AGENCIES AND PERSONS CONTACTED**

Marybeth Boerne, Planning Manager, City of Huntington Beach  
Scott Field, Assistant City Attorney, City of Huntington Beach  
James Wagner, Engineer, City of Huntington Beach

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**ATTACHMENT 1**  
**Air Quality Emissions Estimates**



**Road Construction Emissions Model, Version 6.3.1**

Emission Estimates for -> <b>Next G Project - Proposed</b>												
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)			
Grubbing/Land Clearing	0.6	7.6	2.9	0.4	0.2	0.3	0.2	0.1	0.1			
Grading/Excavation	1.7	12.3	14.0	0.9	0.7	0.3	0.6	0.6	0.1			
Drainage/Utilities/Sub-Grade	1.8	12.7	14.5	1.0	0.7	0.3	0.7	0.6	0.1			
Paving	2.6	0.1	0.1	1.2	1.2	-	1.1	1.1	-			
Maximum (pounds/day)	2.6	12.7	14.5	1.2	1.2	0.3	1.1	1.1	0.1			
Total (tons/construction project)	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0			

Notes:	Project Start Year ->	2010
	Project Length (months) ->	2
	Total Project Area (acres) ->	0.192
	Maximum Area Disturbed/Day (acres) ->	0.027
	Total Soil Imported/Exported (yd <sup>3</sup> /day) ->	0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

CO <sub>2</sub> E (tons/project)	56.76
CO <sub>2</sub> E (Mtons/yr)	51.49

Notes:  
 CO<sub>2</sub>E Mtons  
 Carbon dioxide equivalent metric tons (= 1,1023 tons)



**Road Construction Emissions Model, Version 6.3.1**

Emission Estimates for -> <b>Next G Project - Completed</b>												
Project Phases (English Units)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)			
Grubbing/Land Clearing	0.6	7.6	2.9	0.4	0.2	0.3	0.2	0.1	0.1			
Grading/Excavation	1.7	12.3	14.0	0.9	0.7	0.3	0.6	0.6	0.1			
Drainage/Utilities/Sub-Grade	1.8	12.7	14.5	1.0	0.7	0.3	0.7	0.6	0.1			
Paving	2.6	0.1	0.1	1.2	1.2	-	1.1	1.1	-			
Maximum (pounds/day)	2.6	12.7	14.5	1.2	1.2	0.3	1.1	1.1	0.1			
Total (tons/construction project)	0.0	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0			
Notes: Project Start Year -> 2008 Project Length (months) -> 2 Total Project Area (acres) -> 0.101 Maximum Area Disturbed/Day (acres) -> 0.027 Total Soil Imported/Exported (yd <sup>3</sup> /day) -> 0 PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.												
										CO <sub>2</sub> E (tons/project)	CO <sub>2</sub> E (Mtons/yr)	
										53.51	48.55	
Notes: CO <sub>2</sub> E Mtons Carbon dioxide equivalent metric tons (= 1,1023 tons)												

## Road Construction Emissions Model

Version 6.3.1

### Data Entry Worksheet

Note: Required data input sections have a yellow background. Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background. The user is required to enter information in cells C10 through C25.

#### Input Type

Project Name	Next G Project - Completed
Construction Start Year	2008
Project Type	1
Project Construction Time	1.5
Predominant Soil/Site Type: Enter 1, 2, or 3	1
Project Length	0.71
Total Project Area	0.1010
Maximum Area Disturbed/Day	0.0268
Water Trucks Used?	1
Soil Imported	0.0
Soil Exported	0.0
Average Truck Capacity	20.0

Enter a Year between 2005 and 2025 (inclusive)

- 1 New Road Construction
- 2 Road Widening
- 3 Bridge/Overpass Construction

- 1. Sand Gravel
- 2. Weathered Rock-Earth
- 3. Blasted Rock

- 1. Yes
- No
- 1. Yes
- 2.

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells C34 through C37.

Construction Periods	User Override of		Program Calculated
	Construction Months	Months	
Grubbing/Land Clearing	0.15	0.15	0.00
Grading/Excavation	0.60	0.60	0.00
Drainage/Utilities/Sub-Grade	0.53	0.53	0.00
Paving	0.23	0.23	0.00
<b>Totals</b>	<b>0.00</b>	<b>1.50</b>	<b>0.00</b>

Hauling emission default values can be overridden in cells C45 through C46.

### Soil Hauling Emissions

User Input	User Override of	Default Values
Miles/round trip	Soil Hauling Defaults	30
Round trips/day		0



Vehicle miles traveled/day (calculated) 0

Hauling Emissions	ROG	NOX	CO	PM10	PM2.5	CO2
Emission rate (grams/mile)	1.11	14.47	7.75	0.56	0.48	1855.42
Emission rate (grams/trip)	11.78	8.19	205.93	0.02	0.01	223.55
Pounds per day	0.0	0.0	0.0	0.0	0.0	0.0
Tons per construction period	0.00	0.00	0.00	0.00	0.00	0.00

Worker commute default values can be overridden in cells C60 through C65.

Worker Commute Emissions	User Override of Worker Commute Default Values		Default Values		CO	PM10	PM2.5	CO2	CO <sub>2</sub> E
	ROG	NOX	ROG	NOX					
Miles/ one-way trip	0.169	0.294	0.169	0.294	2.971	0.034	0.019	426.400	
One-way trips/day	0.169	0.294	0.169	0.294	2.971	0.034	0.019	426.400	
No. of employees: Grubbing/Land Clearing	12.00	0.294	12.00	0.294	2.971	0.034	0.019	426.400	
No. of employees: Grading/Excavation	12.00	0.402	12.00	0.402	9.269	0.120	0.012	191.400	
No. of employees: Drainage/Utilities/Sub-Grade	12.00	0.402	12.00	0.402	9.269	0.120	0.012	191.400	
No. of employees: Paving	12.00	0.353	12.00	0.353	4.121	0.049	0.021	471.056	
Emission rate - Grubbing/Land Clearing (grams/mile)	0.169	0.294	0.169	0.294	2.971	0.034	0.019	426.400	
Emission rate - Grading/Excavation (grams/mile)	0.169	0.294	0.169	0.294	2.971	0.034	0.019	426.400	
Emission rate - Draining/Utilities/Sub-Grade (gr/mile)	0.169	0.294	0.169	0.294	2.971	0.034	0.019	426.400	
Emission rate - Paving (grams/mile)	0.169	0.353	0.169	0.353	4.121	0.049	0.021	471.056	
Emission rate - Grubbing/Land Clearing (grams/trip)	0.953	0.402	0.953	0.402	9.269	0.120	0.012	191.400	
Emission rate - Grading/Excavation (grams/trip)	0.953	0.402	0.953	0.402	9.269	0.120	0.012	191.400	
Emission rate - Draining/Utilities/Sub-Grade (gr/trip)	0.953	0.402	0.953	0.402	9.269	0.120	0.012	191.400	
Emission rate - Paving (grams/trip)	0.279	0.353	0.279	0.353	4.121	0.049	0.021	471.056	
Pounds per day - Grubbing/Land Clearing	0.000	0.001	0.000	0.001	0.007	0.000	0.000	0.777	
Tons per const. Period - Grub/Land Clear	0.279	0.353	0.279	0.353	4.121	0.049	0.021	471.056	
Pounds per day - Grading/Excavation	0.002	0.002	0.002	0.002	0.027	0.000	0.000	3.109	
Tons per const. Period - Grading/Excavation	0.279	0.353	0.279	0.353	4.121	0.049	0.021	471.056	
Pounds per day - Drainage/Utilities/Sub-Grade	0.002	0.002	0.002	0.002	0.024	0.000	0.000	2.720	
Tons per const. Period - Drain/Util/Sub-Grade	0.279	0.353	0.279	0.353	4.121	0.049	0.021	471.056	
Pounds per day - Paving	0.001	0.001	0.001	0.001	0.010	0.000	0.000	1.166	
Tons per const. Period - Paving	0.005	0.006	0.005	0.006	0.068	0.001	0.000	7.772	8.181
tons per construction period									

Water truck default values can be overridden in cells C91 through C93 and E91 through E93.

Water Truck Emissions	User Override of Default # Water Trucks		Program Estimate of Number of Water Trucks		User Override of Truck Miles Traveled/Day		Default Values Miles Traveled/Day	
	ROG	NOX	ROG	NOX	CO	PM10	PM2.5	CO2
Grubbing/Land Clearing - Exhaust	2.00	14.47	2.00	14.47	10.00	0.56	0.48	1855.42
Grading/Excavation - Exhaust	2.00	14.47	2.00	14.47	10.00	0.56	0.48	1855.42
Drainage/Utilities/Subgrade	2.00	14.47	2.00	14.47	10.00	0.56	0.48	1855.42
Emission rate - Grubbing/Land Clearing (grams/mile)	1.11	14.47	1.11	14.47	7.75	0.56	0.48	1855.42
Emission rate - Grading/Excavation (grams/mile)	1.11	14.47	1.11	14.47	7.75	0.56	0.48	1855.42



0.00	1	Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Skid Steer Loaders		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Surfacing Equipment		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Sweepers/Scrubbers		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00		Tractors/Loaders/Backhoes		0.22	2.15	1.44	0.07	0.06	327.38								
		Trenchers		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00		Heavy Duty On-Road Trucks		0.07	0.96	0.51	0.04	0.03	122.60								
		Welders		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Grubbing/Land Clearing	pounds per day	0.3	3.1	2.0	0.1	0.1	450.0								
		Grubbing/Land Clearing	tons per phase	0.0	0.0	0.0	0.0	0.0	1.0								

Grading/Excavation		Default	Number of Vehicles	COG	PM10	PM2.5	CO2
Override of Default	Number of Vehicles	Type	Program-estimate	ROG	NOX	PM10	CO2
				pounds/day	pounds/day	pounds/day	pounds/day
1.00		Aerial Lifts		0.23	1.49	0.12	128.30
		Air Compressors		0.00	0.00	0.00	0.00
1.00		Bore/Drill Rigs		0.79	9.00	0.32	1641.74
0.00		Cement and Mortar Mixers		0.00	0.00	0.00	0.00
		Concrete/Industrial Saws		0.00	0.00	0.00	0.00
0		Cranes		0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment		0.00	0.00	0.00	0.00
0.00	1	Excavators		0.00	0.00	0.00	0.00
		Forklifts		0.00	0.00	0.00	0.00
		Generator Sets		0.00	0.00	0.00	0.00
0.00	1	Graders		0.00	0.00	0.00	0.00
		Off-Highway Tractors		0.00	0.00	0.00	0.00
0.00		Off-Highway Trucks		0.00	0.00	0.00	0.00
	0	Other Construction Equipment		0.00	0.01	0.00	0.77
		Other General Industrial Equipment		0.00	0.00	0.00	0.00
		Other Material Handling Equipment		0.00	0.00	0.00	0.00
		Pavers		0.00	0.00	0.00	0.00
		Paving Equipment		0.00	0.00	0.00	0.00
		Plate Compactors		0.00	0.00	0.00	0.00
		Pressure Washers		0.00	0.00	0.00	0.00
		Pumps		0.00	0.00	0.00	0.00
		Rollers		0.00	0.00	0.00	0.00
		Rough Terrain Forklifts		0.00	0.00	0.00	0.00
		Rubber Tired Dozers		0.00	0.00	0.00	0.00
0.00	1	Rubber Tired Loaders		0.00	0.00	0.00	0.00
0.00	1	Scrapers		0.00	0.00	0.00	0.00
0.00	1	Signal Boards		0.00	0.00	0.00	0.00
		Skid Steer Loaders		0.00	0.00	0.00	0.00
		Surfacing Equipment		0.00	0.00	0.00	0.00
		Sweepers/Scrubbers		0.00	0.00	0.00	0.00
1.00		Tractors/Loaders/Backhoes		0.22	1.44	0.07	327.38
0.00		Trenchers		0.00	0.00	0.00	0.00
2.00		Heavy Duty On-Road Trucks		0.15	1.02	0.07	245.21
		Welders		0.00	0.00	0.00	0.00

	Grading/Excavation Grading	pounds per day tons per phase	1.4 0.0	7.8 0.1	13.0 0.1	0.6 0.0	0.5 0.0	2343.4 20.6
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Drainage/Utilities/Subgrade Override of Default Number of Vehicles	Default Number of Vehicles Program-estimate		ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	CO2 pounds/day
	1.00		0.23	0.84	1.49	0.12	0.11	128.30
		Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00
	1.00	Air Compressors	0.79	2.94	9.00	0.32	0.30	1641.74
	2.00	Bore/Drill Rigs	0.08	0.40	0.52	0.03	0.03	64.89
		Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00
		Cranes	0.00	0.00	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	Excavators	0.00	0.00	0.00	0.00	0.00	0.00
		Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	Graders	0.00	0.00	0.00	0.00	0.00	0.00
		1 Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00
		Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other General Industrial Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Other Material Handling Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Pavers	0.00	0.00	0.00	0.00	0.00	0.00
		Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	1 Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00
		Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00
		Pumps	0.00	0.00	0.00	0.00	0.00	0.00
		Rollers	0.00	0.00	0.00	0.00	0.00	0.00
		Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00
		Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00
		Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	1 Scrapers	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	1 Signal Boards	0.00	0.00	0.00	0.00	0.00	0.00
		Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00
		Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00
	1.00	Tractors/Loaders/Backhoes	0.22	2.15	1.44	0.07	0.06	327.38
	0.00	1 Trenchers	0.00	0.00	0.00	0.00	0.00	0.00
	2.00	Heavy Duty On-Road Trucks	0.15	1.91	1.02	0.07	0.06	245.21
		Welders	0.00	0.00	0.00	0.00	0.00	0.00
		Drainage	1.5	8.2	13.5	0.6	0.6	2407.5
		Drainage	0.0	0.1	0.1	0.0	0.0	18.5

Paving Override of Default Number of Vehicles	Default Number of Vehicles Program-estimate		ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	CO2 pounds/day
		Type						
		Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00
		Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00



Generator Sets	549			0.74		8
Graders	174			0.61		8
Off-Highway Tractors	267			0.65		8
Off-Highway Trucks	479			0.57		8
Other Construction Equipment	75			0.62		8
Other General Industrial Equipment	238			0.51		8
Other Material Handling Equipment	191			0.59		8
Pavers	100			0.62		8
Paving Equipment	104			0.53		8
Plate Compactors	8			0.43		8
Pressure Washers	1			0.60		8
Pumps	53			0.74		8
Rollers	95			0.56		8
Rough Terrain Forklifts	93			0.60		8
Rubber Tired Dozers	357			0.59		8
Rubber Tired Loaders	157			0.54		8
Scrapers	313			0.72		8
Signal Boards	20			0.78		8
Skid Steer Loaders	44			0.55		8
Surfacing Equipment	362			0.45		8
Sweepers/Scrubbers	91			0.68		8
Tractors/Loaders/Backhoes	108			0.55		8
Trenchers	63			0.75		8
Welders	45			0.45		8

0

END OF DATA ENTRY SHEET