

1 **5.9 LAND USE AND PLANNING**

2 This section discusses existing uses adjacent to the proposed cable route to assist in determining
3 the project’s potential compatibility with those uses. Recreation is addressed in section 5.14.

4 In California, land use planning is primarily the responsibility of local government. Each
5 California city and county is required by the State to adopt a general plan to establish goals,
6 policies, and implementation measures for long-term development, protection from environmental
7 hazards, and conservation of identified natural resources. The general plan is required by state
8 law to address a number of general topics or “elements” – land use, traffic and circulation,
9 housing, noise, open space, conservation, and safety – and may include other, optional elements as
10 well.

11 The principal means of implementing the goals and policies presented in the general plan of a city
12 or county is its zoning ordinance, which identifies use zones in the jurisdiction, the land uses
13 permitted on a given site, and the standards for each permitted use according to zone. The zoning
14 ordinance is required by state law to be consistent with the general plan.

15 Metromedia’s proposed fiber optic cable networks would primarily be constructed within existing
16 roadway and railroad rights-of-way. Ancillary facilities of the project include Points-of-Presence
17 (POP) facilities, which would be subject to local land use controls (i.e., compliance would be
18 required with zoning regulations and standards, and construction permit requirements).

19 **5.9.1 Regulatory Setting**

20 The proposed San Francisco Bay Area and Los Angeles Basin networks would pass through
21 numerous cities and counties and would be subject to the local plans and policies of these
22 jurisdictions. As mentioned above, the general plans for each jurisdiction contain goals, policies,
23 and implementation measures that, together with land use designations and zoning codes, are
24 designed to guide land use and resource planning and development.

25 Zoning regulations vary from jurisdiction to jurisdiction along the proposed routes. In some
26 jurisdictions, construction of fiber optic facilities, including conduit installation and POP
27 construction, would be permitted as an allowable use under the zoning ordinance. A conditional
28 use permit would be needed, however, in the cities of Fremont and Palo Alto. Typically, this type
29 of discretionary action requires that notification be made of a public hearing on the proposal. At
30 the hearing, the local zoning board or zoning administrator would consider the proposal, public
31 testimony, and the findings of a CEQA review. If approved, the project could be required to meet
32 conditions relating to its design, appearance, and construction intended to comply with local
33 ordinance or environmental quality requirements.

34 Requirements for architectural design review by local jurisdictions and compliance with
35 requirements for State Scenic Highway corridors, for fire department permits for fuel storage
36 tanks, and for excavation within public roadway rights-of-way are discussed in other sections of
37 this document (section 5.1, Aesthetics; section 5.7, Hazards and Hazardous Materials; and section
38 5.15, Transportation and Traffic, respectively). Requirements for permits for projects in areas with
39 biological resources are discussed in section 5.4, Biological Resources. There are no habitat
40 conservation plans for areas of fiber optic cable installation or POP facility construction under the
41 proposed project.

1 **5.9.2 Environmental Setting**

2 As indicated in Chapter 3, Project Description, and Chapter 4, Project Route Description, the
3 project routes would pass through numerous cities and counties in the metropolitan areas
4 surrounding San Francisco and Los Angeles.

5 **5.9.2.1 San Francisco Bay Area Network**

6 Metromedia’s San Francisco Bay Area Network would include route segments shown in Figure 3-1
7 in Chapter 3, Project Description. Chapter 4, Project Route Description, presents the jurisdictions
8 where installation of conduit or construction of POP facilities would be located (see Table 4-3 and
9 Table 4-4). Each of these jurisdictions has its own land use and zoning regulations.

10 The cable route would pass through a variety of land uses, due to the length (several hundred
11 miles) of the San Francisco Bay Area Network. The cable route would be located in primarily
12 urban and suburban areas consisting of residential, commercial, and industrial land uses.
13 Recreational and open space uses would also be near the project. The cable route would follow
14 city street easements and pass by a number of sensitive land uses common to metropolitan areas
15 including schools, churches, health care facilities, residential areas, and other uses that are
16 considered sensitive to project construction impacts, such as noise, dust, and traffic and access
17 disturbance.

18 In addition to the proposed conduit routes, the project would also include nine POPs in the San
19 Francisco Bay Area Network. Seven of these POPs would be located in buildings newly
20 constructed by Metromedia, and 2 would be located in existing buildings.

21 Existing land uses along route segments are described below.

22 *North and South East Bay Backbone Segments*

23 This segment would follow the Union Pacific Railroad right-of-way from Oakland to Fremont, and
24 continue from there to San Jose. The conditions of the right-of-way would be generally similar to
25 those of the Peninsula Backbone Segment except that, unlike the Peninsula Backbone, East Bay
26 Backbone Segments would not be close to San Francisco Bay.

27 *North and South Peninsula Backbone Segments*

28 This segment would begin in San Francisco and would run south continuously within the Caltrain
29 right-of-way to San Jose. This segment of the project route would consist of disturbed railroad
30 right-of-way, which is used as a maintenance access corridor. Portions of the route would be close
31 to San Francisco Bay (within 100 feet), although sensitive habitats associated with the edge of the
32 Bay would not be affected by the project. Sensitive receptors located along the route include
33 residences, schools, churches, and health care facilities.

34 *Pacific Bell Structure*

35 Metromedia would use portions of an existing Pacific Bell conduit network, and would replace
36 specific segments with new conduit (the “new build” segments”) as needed. Most of the 32 new
37 build Pacific Bell Structure sections would be located within the right-of-way of existing roadways

1 in highly urbanized areas. Most land uses along the new build sections are commercial and
2 industrial. However, residential and other uses, including schools, churches, parks and recreation
3 areas, libraries, and nursing homes are also located along the new build sections.

4 In addition, a few portions of new build sections would be located in the vicinity of sensitive
5 biological habitats, as described under Biological Resources (section 5.4), but the proposed new
6 build sections would not directly affect these areas.

7 *Point of Presence Facilities*

8 The project would include new construction of 7 new POP facilities. Cities in which the POPs
9 would be located are presented in Table 5.9-1, which also indicates the existing uses adjacent to
10 these locations. (Diagrams of the neighboring land uses are included in ESA 2000a, Appendix H,
11 Phase I Reports.) The remaining 2 POPs would be located in existing buildings.

12 **5.9.2.2 Los Angeles Basin Network**

13 Metromedia's Los Angeles Basin Network would include route segments presented in Figure 3-2
14 in Chapter 3, Project Description. Chapter 4, Project Route Description, presents the jurisdictions
15 where installation of conduit or construction of POP facilities would be located (see Table 4-6). A
16 portion of the route also would pass through unincorporated areas of Los Angeles County. Each
17 of these jurisdictions has its own land use and zoning regulations; Metromedia is currently in the
18 process of identifying applicable local zoning and permit requirements as well as approvals
19 required for the project.

20 In addition to the proposed fiber optic conduit routes, the project would also include 15 POPs in
21 the Los Angeles Basin Network. These POP facilities would be located in existing buildings (see
22 Table 4-7).

23 The cable route would pass through a variety of land uses, due to the length (345 miles) of the Los
24 Angeles Basin Network. The cable route would be located in primarily urbanized areas consisting
25 of residential, commercial, institutional and light industrial uses. Recreational, agricultural and
26 open space uses are also interspersed along the route. The Los Angeles Basin Network would
27 follow city street easements and pass by a number of sensitive land uses common to metropolitan
28 areas including schools, churches, hospitals, residential areas, and other uses that are considered
29 sensitive to project construction impacts, such as noise, dust, and traffic and access disturbance.

30 Existing land uses along route segments are described below.

31 *Burbank Local Segment*

32 The route segment primarily would pass through commercial areas with some residential areas
33 interspersed along the route in the City of Los Angeles. Sensitive receptors located along the route
34 include multi-family residences.

Table 5.9-1. Location and Adjacent Existing Uses of Pop Facilities not Located within Existing Buildings — San Francisco Bay Area Network

<i>County</i>	<i>Community</i>	<i>Location and Adjacent Existing Land Uses</i>
San Mateo	San Mateo	Site – Within Caltrain right-of-way. North – SR 92 overpass and railroad right-of-way. East – Pacific Bell storage yard (industrial; across railroad right-of-way and Pacific Blvd.). South – Recreation/open space (across 19 th Ave. and alley). West – 19 th Ave. and SR 92 overpass.
	Redwood City	Site – Within Caltrain right-of-way. North – SR 84 overpass and a residence’s storage area (across Spruce St.). East – Hardware store (commercial) South – Railroad right-of-way. West – Warehouse (commercial/industrial; across railroad tracks).
Santa Clara	Palo Alto	Site – Within Caltrain right-of-way. North – Residential (across railroad tracks and Alma Street). East – Railroad track right-of-way and Alma St.. South – Auto dealership (commercial). West – Auto repair (industrial/commercial), open space.
	Mountain View	Site – Within Caltrain right-of-way. North – Residential (across railroad tracks and Central Expressway). East – Railroad track right-of-way. South – Public agency facilities (across W. Evelyn Ave.). West – Shoreline Blvd. Overpass, railroad right-of-way; southwest, office complex (on other side of Shoreline Blvd. overpass)
	Santa Clara	Site – Within railroad right-of-way. North – Residential. East – Industrial and railroad right-of-way. South – Main Street and Residential (across Main Street) West – Residential
Alameda	Hayward	Site – Private parcel, close to conduit route along O’Neil Ave. North – Residential. East – Truck parking (commercial/industrial), power line tower. South – PG&E storage yard (industrial). West – PG&E storage yard (industrial).
	Fremont	Site – Within UPRR right-of-way. North – Residential (across Washington Blvd.). East – BART vacant parcel (across Osgood Road). South – Equipment rental (commercial). West – Storage (commercial, across railroad tracks).
Source: ESA 2000a; Bechtel Telecommunications 2000.		

1 *Pasadena Local Segment*

2 The route segment would pass through commercial and residential areas in the City of Pasadena.
3 Sensitive receptors located along the route include residences, schools, and churches.

4 *Santa Monica Local Segment*

5 The route segment would pass through commercial and residential areas in the cities of
6 Los Angeles and Santa Monica. Sensitive receptors located along the route include residences,
7 churches, hospitals, and schools.

8 *Glendale Local Segment*

9 The route segment would pass through commercial and residential areas in the City of Glendale.
10 Sensitive receptors located along the route include residences, schools, and churches.

11 *Century City Segment*

12 The route segment would pass through commercial areas with some residential uses interspersed
13 along the route in the cities of Los Angeles and Beverly Hills. Sensitive receptors located along the
14 route include residences and churches.

15 *Santa Monica to Burbank Segment*

16 The route segment would pass through commercial and residential areas in the City of
17 Los Angeles. Sensitive receptors located along the route include residences, churches, and schools.

18 *Hollywood Local Segment*

19 The route segment would pass through commercial, studio, and residential areas in the cities of
20 Los Angeles, West Hollywood, and Beverly Hills. Sensitive receptors located along the route
21 include residences, churches health care facilities, schools, and libraries.

22 *Marina Del Rey Segment*

23 The route segment would pass through industrial, commercial, and residential areas in
24 unincorporated Los Angeles County and the City of Los Angeles. Sensitive receptors located
25 along the route include residences, schools, and churches.

26 *Los Angeles International Airport (LAX)/Florence Segment*

27 The route segment would pass through commercial and residential uses in the cities of Hawthorne,
28 Inglewood, and Los Angeles. Sensitive receptors located along the route include residences,
29 churches, schools, and health care facilities.

5.9 Land Use and Planning

1 LAX Segment

2 The route segment would pass through light industrial, commercial, and airport uses in the cities
3 of El Segundo and Los Angeles. No known sensitive receptors are located along this portion of the
4 route.

5 El Segundo Segment

6 The route segment would pass through light industrial and commercial uses in the City of
7 El Segundo. No known sensitive receptors are located along this portion of the route.

8 Long Beach/Downey Segment

9 The route segment would pass through commercial and residential uses in the cities of Downey,
10 Bellflower, and Lakewood. Sensitive receptors located along the route include residences,
11 churches, schools, and health care facilities.

12 Cypress/Buena Park Segment

13 The route segment would pass through commercial and residential in the cities of Anaheim,
14 Stanton, and Buena Park. Sensitive receptors located along the route include residences, churches,
15 schools, and health care facilities health care facilities.

16 Fashion Island Segment

17 The route segment would pass through commercial and residential areas in the cities of Irvine and
18 Newport Beach. Sensitive receptors located along the route include residences, schools, churches,
19 and health care facilities.

20 Carson/Costa Mesa Segment

21 The route segment would pass through residential and commercial uses in the cities of Carson,
22 Long Beach, Los Alamitos, Cypress, Stanton, Garden Grove, Westminster, Santa Ana, and Irvine.
23 Sensitive receptors located along the route include residences, churches, schools, and health care
24 facilities.

25 Irvine and Costa Mesa Segments

26 The route segment would pass through commercial and business park areas with some residential
27 uses interspersed along the route in cities of Irvine and Costa Mesa.

28 Downtown Los Angeles Segment

29 The route segment route would pass through office and commercial uses in the City of
30 Los Angeles. No known sensitive receptors are located along this portion of the route.