

# *Initial Study and Mitigated Negative Declaration for the Sidewalk and Transit Amenities Program*



February 2022



City of Los Angeles



CITY OF LOS ANGELES  
Department of Public Works  
Bureau of Engineering



Bureau of Street Services

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# SIDEWALK AND TRANSIT AMENITIES PROGRAM

**CITY OF LOS ANGELES**  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF ENGINEERING  
 1149 S. BROADWAY, LOS ANGELES, CA 90015  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**MITIGATED NEGATIVE DECLARATION**  
 (Article I, City CEQA Guidelines)

<b>LEAD AGENCY AND ADDRESS:</b> City of Angeles c/o Bureau of Engineering 1149 Broadway, Suite 600 Los Angeles, CA 90015-2213	<b>COUNCIL DISTRICT</b> All
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**PROJECT TITLE: Sidewalk and Transit Amenities Program (STAP)**

**PROJECT LOCATION:** The Sidewalk and Transit Amenities Program (STAP) is a City of Los Angeles (City)-wide program and would be implemented on sidewalks within the public right-of-way throughout the City of Los Angeles.

**DESCRIPTION:** The City is proposing replacement of the current Coordinated Street Furniture Program (CSFP) with the STAP. The STAP would be implemented by the Bureau of Street Services (StreetsLA) and would install and upgrade transit shelters and associated amenities to provide shelter, shade, safety, and comfort to the City's transit riders, active transportation users, and pedestrians. The program would support public transit and shared use of the sidewalk; improve access and mobility; improve transit information and public service delivery; be a self-sustaining program through reinvestment of advertising revenues; and create a dynamic program that incorporates flexibility and collaboration with other City goals and programs. These goals would be achieved through efficient delivery of enhanced program elements and active management by the City. Approximately 3,583 transit shelters/shade structures and sidewalk amenities would be provided under STAP. Construction of the transit shelters under STAP would occur over a 3-year time span from 2023 -2025 under the most aggressive installation schedule, but it may occur over a longer period of time upwards of 6 years (2023–2028). The City plans to contract the commercial partner to provide operations and maintenance of the transit shelters for 10 years with two potential 5-year extensions in accordance with the agreements with the City. In addition, the City is proposing changes to Los Angeles Municipal Code (LAMC) Sections 67.01 and 67.02, which would modify the type of advertising structures allowed in the public right-of-way to effectuate portions of the STAP and potentially authorize the consideration of other projects in the future. These potentially foreseeable projects are estimated to involve the installation of future advertising displays at approximately 500 sidewalk locations between 2023 and 2025 or as many as 167 sites per year (concurrent with the STAP rollout period).

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY: N/A**

**FINDING:** The City Engineer of the City of Los Angeles has determined with incorporation of mitigation measures the proposed project will not have a significant effect on the environment. See attached Initial Study.

**SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED**

**Any written objections received during the public review period are attached, together with the responses of the lead City agency.**

**THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED**

<b>PERSON PREPARING THIS FORM:</b> Norman Mundy Environmental Supervisor II	<b>ADDRESS:</b> 1149 S. Broadway, Suite 600, M/S 939 Los Angeles, CA 90015	<b>TELEPHONE NUMBER:</b> (213) 485-5737
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**SIGNATURE (Official):** *for* Maria Martin, Environmental Affairs Officer  
 Environmental Management Group

**Norman Mundy**

Digitally signed by Norman Mundy  
 DN: cn=Norman Mundy, o=PW Bureau of Engineering, ou=EMG, email=norman.mundy@lacity.org, c=US  
 Date: 2022.05.04 08:31:34 -07'00'

**DATE:**  
 May 4, 2022

# MITIGATION MEASURES

## Noise

NOI-1: At project construction sites when noise levels may approach or exceed City noise criteria, such that if there are noise-sensitive receptors closer than 75 feet or when receptors with existing ambient noise levels of 68 A-weighted decibels (dBA) and lower are located within 120 feet of project construction activity, the following noise abatement measures or combination thereof shall be implemented to reduce noise levels from construction activities to be below 10 dBA over ambient levels:

- Construction or use of temporary construction noise barriers, enclosures, or sound blankets
- Use of low noise, low vibration, low emission-generating construction equipment (e.g., [quieter] Tier 4 engines), as needed
- Maintenance of mufflers and ancillary noise abatement equipment
- Scheduling high noise-producing activities during periods that are least sensitive when most people are at work during daytime hours
- Routing construction-related truck traffic away from noise-sensitive areas
- Reducing construction vehicle speeds

If noise complaints due to construction activities should arise, construction noise monitoring may be needed to document the ambient noise levels and further analyze the area where the complaint occurred to determine which of the above recommendations specifically may be needed, if any. This would be site specific and dependent on the specific construction activity and the degrees of exceedances. Construction hours may need to be amended when using the loudest equipment, such as jackhammers. If a hoe ram attachment for either a backhoe or skid steer is used in place of hand-use jackhammers, vibration monitoring might be needed during instances of sidewalk removal where there is an adjoining structure next to the sidewalk that is to be removed.

## Mandatory Findings of Significance

MFS-NOI-1: The contractor shall coordinate the schedules for the removal or installation of transit shelter improvements and advertising displays within 350 feet of other sidewalk and roadway improvements under construction to avoid cumulatively affecting the same noise-sensitive receptors.

# INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Pursuant to California Environmental Quality Act (Division 12, Public Resources Code)

## Proposed Project

The City of Los Angeles (City) is proposing replacement of the current Coordinated Street Furniture Program (CSFP) with the Sidewalk and Transit Amenities Program (STAP). The STAP would be implemented by the Bureau of Street Services (StreetsLA) and would install and upgrade transit shelters and associated amenities to provide shelter, shade, safety, and comfort to the City's transit riders, active transportation users, and pedestrians. The program would support public transit and shared use of the sidewalk; improve access and mobility; improve transit information and public service delivery; be a self-sustaining program through reinvestment of advertising revenues; and create a dynamic program that incorporates flexibility and collaboration with other City goals and programs. These goals would be achieved through efficient delivery of enhanced program elements and active management by the City. Approximately 3,583 transit shelters/shade structures and sidewalk amenities would be provided under STAP. Construction of the transit shelters under STAP would occur over a 3-year time span from 2023–2025 under the most aggressive installation schedule, but it may occur over a longer period of time upwards of 6 years (2023–2028). The City plans to contract the commercial partner to provide operations and maintenance of the transit shelters for 10 years with two potential 5-year extensions in accordance with the agreements with the City. In addition, the City is proposing changes to Los Angeles Municipal Code (LAMC) Sections 67.01 and 67.02, which would modify the type of advertising structures allowed in the public right-of-way to effectuate portions of the STAP and potentially authorize the consideration of other projects in the future. These potentially foreseeable projects are estimated to involve the installation of future advertising displays at approximately 500 sidewalk locations between 2023 and 2025 or as many as 167 sites per year (concurrent with the STAP rollout period).

## Determination

Based on the analysis provided in this Initial Study/Mitigated Negative Declaration (IS/MND), the Bureau of Engineering and StreetsLA find that with incorporation of mitigation measures, the proposed project would not have a significant effect on the environment.

## **ORGANIZATION OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

This IS/MND has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 *et. seq.*) and the CEQA Guidelines (California Code of Regulations [CCR] 15000 *et. seq.*). This IS/MND is organized into the following sections:

**Response to Comments on the Draft IS/MND:** This provides a list of agencies, organizations, and individuals commenting on the Draft IS/MND; copies of the written comments received during the Draft IS/MND public review period; and the lead agency responses to those comments.

**Draft IS/MND:** This portion of the document includes the Draft IS/MND in its entirety, which was circulated during the public review period from October 14 through November 12, 2021, with technical additions and clarifications in redline.

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### ATTACHMENTS

<b>Attachment A</b>	Aesthetics and Visual Impacts Analysis, October 2021
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