

# **MITIGATION MONITORING PROGRAM**

FOR THE

## ***Sidewalk and Transit Amenities Program***

**INITIAL STUDY / MITIGATED NEGATIVE DECLARATION**

**Prepared By**

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## Introduction

The California Environmental Quality Act (CEQA) requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6). The program must be adopted by the public agency at the time findings are made regarding the project. The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (14 CCR Section 15097(c)). This mitigation monitoring program contains the elements required by CEQA for the *Sidewalk and Transit Amenities Program*.

## Project Description

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).

The analysis in this document assumes that, unless otherwise stated, the project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., *Los Angeles Municipal Code* and those adopted by the City of Los Angeles Department of Public Works). Also, the analysis in this document assumes that construction will follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., *Standard Specifications for Public Works Construction* and the *Work Area Traffic Control Handbook*) as specifically adopted by the City of Los Angeles (e.g., *The City of Los Angeles Department of Public Works Additions and Amendments to the Standard Specifications For Public Works Construction* (AKA "The Brown Book," formerly Standard Plan S-610)).

## **Mitigation Measures**

The mitigation measures described in the following pages are taken from the Initial Study and Mitigated Negative Declaration (MND) and related documents. The measures are listed according to the nexus between the listed mitigation measure and the environmental resource section of the source document. For example, MM-NOI-1 correlates to Noise impacts. The source document should be consulted whenever there is any question regarding the intent or implementation of the mitigation measure.

The following are identified for each mitigation measure:

1. The phases of the project at which each mitigation measure must be implemented;
2. the description of the mitigation measure;
3. the party who is responsible for the necessary implementing actions;
4. the necessary implementing vehicle;
5. the party who is responsible for verifying that the necessary implementing action is taken;  
and
6. the primary record documenting the necessary implementing action.

The mechanisms for verifying that mitigation measures have been implemented include design drawings, construction documents intended for use by construction contractors and construction managers, field inspections, field reports, and other periodic or special reports. All records pertaining to this mitigation monitoring program will be maintained and made available for inspection by the public in accordance with the City's records management systems and policies.

## **NOISE**

### *Potential for Noise Impacts*

**MM-NOI-1:** Construction equipment shall be properly maintained and equipped with mufflers. 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.

Implementation Phase	Responsible Party	Implementation Vehicle	Enforcement Responsibility	Record of Implementation
Design	Project Engineer	Project Plans & Specifications	Project Manager	Signed Plans & Specifications for Project file
Construction	Construction Contractor as the Bureau of Street Services designee	Construction Contract	Bureau of Street Services	Bureau of Street Services/Program Records

***Mandatory Findings of Significance***

*Potential for Cumulative Noise Impacts.*

**MM-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.

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