

## MOTION

Los Angeles Municipal Code (LAMC) 62.06 relates to the establishment of the Street Damage Restoration Fee (SDRF) which requires any entity that is required to obtain a permit to excavate in a public street or alley must pay an SDRF. LAMC 62.06(E) states that any entity making an excavation in a street within one year following the resurfacing of the street, must repave the entire street block from curb face to curb face. This street cut moratorium is a temporary ban on cutting into City streets for the installation or repair of underground utilities like gas, water, and electricity. The moratorium aims to reduce the number of street cuts, which can cause traffic disruptions, damage to city infrastructure, and safety hazards for drivers and pedestrians. The moratorium period is intended to allow the City to assess and improve its processes for managing street cuts, and to come up with a more comprehensive and coordinated approach to managing the excavation of City streets.

The street cut moratorium has faced several challenges and criticisms since its inception, including:

- Business disruptions; the moratorium has caused disruptions for businesses that require underground utility work and have been unable to proceed with their projects. This has resulted in delays, increased costs, and reduced efficiency for these businesses.
- Environmental and fiscal concerns; In many cases, cutting into a newly repaved street does not impact the majority of the street, but would require a complete repaving of a street resulting in removing perfectly good asphalt and increasing waste, both environmentally and fiscally.
- Safety concerns; Critics of the City's street cut moratorium have argued that the moratorium may actually compromise public safety by delaying essential utility repairs and upgrades that are needed to ensure the reliability and safety of utility services.
- Property owners' concerns; some have argued that the moratorium prevents property owners from being able to make necessary improvements to their buildings and properties. This can delay the occupancy of much needed housing and/or other development projects.
- Lack of clarity; the moratorium has faced criticism for lacking clear guidelines and processes for obtaining exceptions or permits for essential utility work, making it difficult for business and property owners to navigate and comply with the ban.

These challenges highlight the need for a balanced approach that addresses the need for infrastructure improvements and the need to minimize disruptions, reduce waste, as well as reducing safety hazards in the City.

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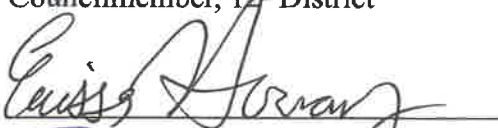
I THEREFORE MOVE that the Bureau of Street Services in consultation with the Bureau of Engineering, be requested to report back to the Public Works Committee with options for consideration to amend LAMC 62.06 in an effort to modify the need to repave an entire block when repaving within the first year after a street cut and replace it with a requirement that will address the concerns stated above; ultimately resulting in a more environmentally friendly, fiscally responsible, safer requirement that would still provide for a sound street repair that will not materially shorten the life of the overall street.

PRESENTED BY

  
JOHN S. LEE

Councilmember, 12<sup>th</sup> District

SECONDED BY





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