

Addendum B

14-0748

Attachment
MOTION

ENERGY & ENVIRONMENT

JUN 6 2014

Streets convey not only automobiles and pedestrians but also water. When it rains, water flows from the street into catch basins and storm drains that then divert the runoff into our local tributaries, rivers and ocean. In the process, street pollution contaminates waterways, and stormwater that could be captured and reused is discharged into the ocean.

This system presents a number of challenges for the City of Los Angeles (City). First, it does not sufficiently address runoff pollution, which the City is mandated to mitigate. The City currently must satisfy 22 Total Maximum Daily Load (TMDL) regulations as part of its Municipal Separate Storm Sewer System (MS4) Permit. Failure to comply with the permit could result in extensive financial penalties.

Second, the current system fails to capitalize on stormwater capture and groundwater infiltration opportunities. Local efforts to bolster our local water supply, particularly in this time of drought, are necessary in order to meet the Mayor's goal of reducing City water imports by half.

Finally, it does not adequately protect against flooding. There are more than 400 known locations that have drainage problems causing localized flooding in our neighborhoods and exposing our residents, motorists, and bicyclists to potential safety hazards. In addition, poor drainage and chronic flooding can damage and undermine street pavement.

Incorporating Best Management Practices and green street infrastructure such as bioswales, curb cuts, and tree wells can mitigate a number of these concerns by infiltrating water where appropriate and removing contaminants from polluted water before discharge.

To achieve this, the Bureau of Street Services, Bureau of Sanitation, Bureau of Engineering, and the Department of Water and Power would need to collaborate and develop green infrastructure projects that provide multi-benefit solutions.

An estimated 2,400 centerline miles are currently failing or near failing. A new approach to capital expenditures should be pursued to maximize the public investment in infrastructure as opposed to today's patch-work approach.

City policy should prioritize multi-benefit solutions that improve transportation and safety, minimize flooding, reduce watershed pollution, and increase stormwater capture and local water supply. A multi-benefit approach also necessitates a review of current departmental performance metrics to better measure the efficiency and effectiveness of such projects.

I THEREFORE MOVE that Council instruct/request the Bureau of Street Services and the Bureau of Sanitation, in conjunction with the Bureau of Engineering, Department of Water and Power, Chief Legislative Analyst and the City Administrative Officer, to work with the City Attorney to develop a draft ordinance that requires all public street construction and reconstruction projects, irrespective of funding source, to incorporate *Stormwater Management Guidelines for Public Street Construction and Reconstruction* (as attached) consisting of the following components:

- Drainage capacity/flood mitigation;
- Stormwater infiltration feasibility;
- Water quality improvement and regulatory standards.

I FURTHER MOVE that the Bureau of Street Services and Bureau of Sanitation report to the Council in 45 days on the status of the working group and draft ordinance development.

JUN 6 2014

PRESENTED BY:

FELIPE FUENTES
Councilmember, 7th District

SECONDED BY:

ORIGINAL