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# County of Los Angeles CHIEF EXECUTIVE OFFICE

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SACHI A. HAMAI  
Chief Executive Officer

April 2, 2018

Board of Supervisors  
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To: Supervisor Sheila Kuehl, Chair  
Supervisor Hilda L. Solis  
Supervisor Mark Ridley-Thomas  
Supervisor Janice Hahn  
Supervisor Kathryn Barger

From: Sachi A. Hamai  
Chief Executive Officer

**SUSTAINABLE SOLUTIONS TO ASSIST HOMELESS PEOPLE LIVING IN RECREATIONAL VEHICLES; OPTIONS TO CREATE "SAFE PARKING" LOTS FOR CARS AND RECREATIONAL VEHICLES (ITEM NUMBER 32, AGENDA OF JANUARY 30, 2018)**

On January 30, 2018, the Board of Supervisors (Board) directed the Department of Public Works (DPW), Department of Public Health, Department of Regional Planning, and the Chief Executive Office's Homeless Initiative (CEO-HI), in coordination with the Sheriff's Department and County Counsel, to report back in 60 days on three directives related to assisting homeless people living in vehicles. The CEO-HI has taken the lead on one of the directives related to developing options to create "safe parking" lots to assist homeless service providers with connecting homeless persons to housing and support services. The report back on the other two directives, related to disposal of dilapidated recreational vehicles (RVs) and improper disposal of RV waste, will be addressed by DPW via a separate memorandum to the Board.

The Attachment is a report on options to create "safe parking" lots in the unincorporated areas of Los Angeles County and/or on County owned properties located countywide. The report provides an overview of vehicular homelessness in the County, reviews existing safe parking programs in Los Angeles and elsewhere in California, provides recommendations on necessary components of a safe parking program, describes options for siting safe parking programs, and includes estimated costs and funding sources for programs. Finally, the report includes next steps for moving forward with safe parking in Los Angeles County should the Board provide direction to move forward.

If you have any questions, please contact Phil Ansell, Homeless Initiative Director, at 213-974-1752 or by email at [pansell@ceo.lacounty.gov](mailto:pansell@ceo.lacounty.gov).

SAH:JJ:FAD  
PA:JR:EBI:ib

Attachment

c: Executive Office, Board of Supervisors  
County Counsel  
Sheriff  
Health Agency  
Public Health  
Public Works  
Regional Planning

## Safe Parking Lots

### *Options to Create Safe Parking Lots to Assist Homeless Service Providers with Connecting Homeless Persons to Housing and Support Services*

On January 30, 2018, the Board of Supervisors (Board) directed the Departments of Public Works (DPW), Public Health (DPH), Regional Planning (DPR) and the Chief Executive Office's Homeless Initiative (CEO-HI), in coordination with the Sheriff's Department and County Counsel, to report back in 60 days on three directives related to assisting homeless people living in vehicles. The CEO-HI has taken the lead on one of the directives related to developing options to create "safe parking" lots to assist homeless service providers with connecting homeless persons to housing and support services. This report provides information about vehicular homelessness and offers an overview of safe parking program options and considerations.

### 1. Vehicular Homelessness in Los Angeles County

Lack of affordable housing options in Los Angeles County has forced thousands of people out of their homes. Many of these individuals and families are living in temporary shelters, tents and other makeshift structures, or on the streets of Los Angeles County. For those who own vehicles, their cars, vans, or campers/recreational vehicles may also serve as shelter. According to the findings of the 2017 Greater Los Angeles Homeless Count (Homeless Count), which covers all of Los Angeles County except Glendale, Long Beach, and Pasadena's Continuum of Care, there were 8,554 vehicles in use as residences, with approximately 16,303 individuals residing in these vehicles. Table I provides a breakdown of vehicular homelessness by Supervisorial District (SD). Tables II and III provide lists of the 10 census tracts in the County that have the highest number of vehicles being used as residences and highest number of people residing in vehicles, respectively. Addendum 1 provides several maps displaying vehicular homelessness hotspots. While this data is from last year's Homeless Count, it is a useful starting point for identifying high need areas. Data from the 2018 Homeless Count will be available in Spring of 2018.

**Table I: Vehicular Homelessness**

<b>Supervisorial District</b>	<b>Cars</b>	<b>Vans</b>	<b>Campers/RVs</b>	<b>Total Vehicles</b>
SD 1	381	400	732	1513
SD 2	797	693	1,398	2888
SD 3	476	449	893	1818
SD 4	289	220	415	924
SD 5	204	100	1,107	1411
<b>Grand Total</b>	<b>2147</b>	<b>1862</b>	<b>4545</b>	<b>8554</b>

**Table II: Census Tracts with Most Vehicles**

Census Tract	City	Community Name	SPA	SD	Cars	Vans	Campers/RVs	Total Vehicles
910202	Unincorporated Palmdale	Unincorporated Palmdale	1	5	1	0	255	256
911001	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	14	11	161	186
277400	Los Angeles	Westchester/Playa NC	5	2	45	20	74	139
910805	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	9	1	101	111
900102	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	9	1	88	98
541001	Unincorporated Compton	West Compton	6	2	14	7	69	90
540902	Unincorporated Willowbrook	Willowbrook	6	2	12	1	71	84
273300	Los Angeles	Venice NC	5	3	19	23	8	50
980014	Los Angeles	Wilmington NC	8	4	19	2	29	50
900201	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	2	2	46	50

**Table III: Census Tracts with Most People Estimated to be Living in Vehicles**

Census Tract	City	Community Name	SPA	SD	Est. People in Cars	Est. People in Vans	Est. People in Campers	Est. Total People in Vehicles
910202	Unincorporated Palmdale	Unincorporated Palmdale	1	5	2	0	534	536
911001	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	22	20	337	379
277400	Los Angeles	Westchester/Playa Del Rey	5	2	72	36	155	263
910805	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	14	2	212	228
900102	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	14	2	184	200
541001	Unincorporated West Compton	West Compton	6	2	22	13	145	179
540902	Unincorporated Willowbrook	Willowbrook	6	2	19	2	149	170
900201	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	3	4	96	103
543305	Unincorporated Compton	Unincorporated Compton	8	2	2	7	90	99
900104	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	0	2	96	98

## 2. Safe Parking Programs: Overview and Experience

The goal of safe parking programs is to provide a temporary site for individuals and families residing in their vehicles to park overnight. In addition to offering a secure site for parking where participants are protected from threats to their security and are not subject to ticketing for parking unlawfully, these programs offer an effective way for families and individuals to stabilize their lives and get connected to case management, health and mental health services, and advocacy services with the goal of exiting their vehicles and obtaining permanent housing.

There are two primary examples of successful safe parking programs in the state of California in Santa Barbara and San Diego. There are also two programs currently running in the City of Los Angeles, but both are relatively early in their operations. Addendum 2 provides key information about each program.

## 3. Safe Parking Programming Considerations

Based on an examination of existing programs and interviews with experts and program operators in the field, the CEO recommends that the programmatic issues listed in Table IV be considered in determining the best design for a safe parking program.

**Table IV**

<b>Programmatic issues</b>	<b>Possible options for consideration</b>
Program administration	<ul style="list-style-type: none"> <li>• Third party, service provider, or other entity</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Case management, housing navigation, and/or other services</li> <li>• Services provided onsite or referred for offsite meetings</li> <li>• Hours of service provision</li> <li>• Onsite or offsite services</li> </ul>
Hygiene facilities	<ul style="list-style-type: none"> <li>• Portable toilets, sinks, access to mobile showers or another shower location</li> </ul>
Service populations	<ul style="list-style-type: none"> <li>• Lots or areas of lot designated for particular populations (i.e. families) or mixed population</li> </ul>
Security	<ul style="list-style-type: none"> <li>• Private security, self-policing, police patrol, or other mechanism</li> </ul>
Hours	<ul style="list-style-type: none"> <li>• Overnight or 24-hour</li> </ul>
Vehicles	<ul style="list-style-type: none"> <li>• Operable or inoperable</li> <li>• Lots specific to RVs or mixed-use lots</li> </ul>
Enrollment requirements	<ul style="list-style-type: none"> <li>• Must be actively working with a service provider to search for housing or other requirements for ongoing enrollment</li> <li>• Length of time in program</li> <li>• Renewal of enrollment</li> <li>• Loss of spot after period of absences</li> </ul>

	<ul style="list-style-type: none"> <li>• Vetting of participants for violent crime or sex offender history/status</li> </ul>
Entry and exit	<ul style="list-style-type: none"> <li>• Restrictions on when participants enter and exit the lot</li> </ul>
Insurance, License, Registration	<ul style="list-style-type: none"> <li>• Requirements for vehicles and drivers</li> <li>• Access to financial assistance to update documents as needed</li> </ul>
Basic rules of the program	<ul style="list-style-type: none"> <li>• Addressing issues such as substance use, cooking, noise levels, etc.</li> </ul>

If the Board provides direction to move forward with consideration of a County safe parking program, the CEO will work with service providers and other key stakeholders to generate specific recommendations on the programmatic issues listed in Table IV, and any other issues that arise during the course of further research. A County safe parking program would be limited to the unincorporated areas of the County and/or to any County property located countywide.

#### 4. Legal and Risk Management Issues

The following legal and risk management issues have been identified by County Counsel and CEO Risk Management in their initial review of safe parking programs. Further review is needed if programming moves forward.

- Legality of restricting in and out privileges to lot
- Requirements for driver's license, registration, and insurance
- Alcohol and drug policy
- Background checks of participants
- Potential entrance of non-program participants into lot
- Movement of vehicles that have not vacated the lot at morning end time of program (if overnight parking only)
- Security of County property if lot is on County land/at County facility
- Addressing auto collisions or other automobile damage
- Fire safety
- Determination of prohibited activities
- Addressing violations of program rules

Safe parking programs would require operators of all vehicles using the lot to sign waivers to release the County/provider from liability. Prior damage to vehicles could be noted at this time.

#### 5. Siting Safe Parking Programs

To move forward with a safe parking program in the County of Los Angeles, appropriate program sites must be identified. The following options are under review:

- **County Assets:** CEO Real Estate is compiling a list of County buildings with parking lots that may be suitable for a safe parking program. These include vacant

buildings where parking lots are not in use and buildings where parking lots (or some portion of the lots) are not in use overnight.

- **Faith Community:** Existing programs in the City of Los Angeles are sited in parking lots of faith organizations. CEO-HI has identified faith organizations that are interested in exploring the use of their parking lot for overnight safe parking.
- **Privately Owned:** Business owners or other land owners interested in providing safe parking could volunteer their space for use. Some businesses informally allow vehicles to park overnight in their lots; such business may be approached to establish a more formal program with services provision.

In order to move forward with any potential site, whether County-owned or otherwise, an assessment of zoning and land use restrictions is necessary. Addendum 3 provides examples of short-term zoning-related options to facilitate siting of safe parking lots.

## 6. Estimated Program Costs

Table V provides estimated costs for a safe parking program.

**Table V**

<b>Component</b>	<b>Estimated Cost per Month</b>
Use of Parking Lot	N/A County owned or donated
Portable toilets (double unit) and sinks (two stations) w/ daily servicing	\$916 (\$50/month rental + \$866/month servicing – less frequent service may be possible)
12-hour security	\$6300 (\$17.50/hour – fewer hours of security may be possible)
Case Management	Utilize existing CES services
Program Administration (Includes oversight, contracting for facilities and services, intake, etc.)	10% of total program budget
Housing Navigation	Utilize existing CES services
Waste Disposal for RVs	To be addressed by DPW in their Board report

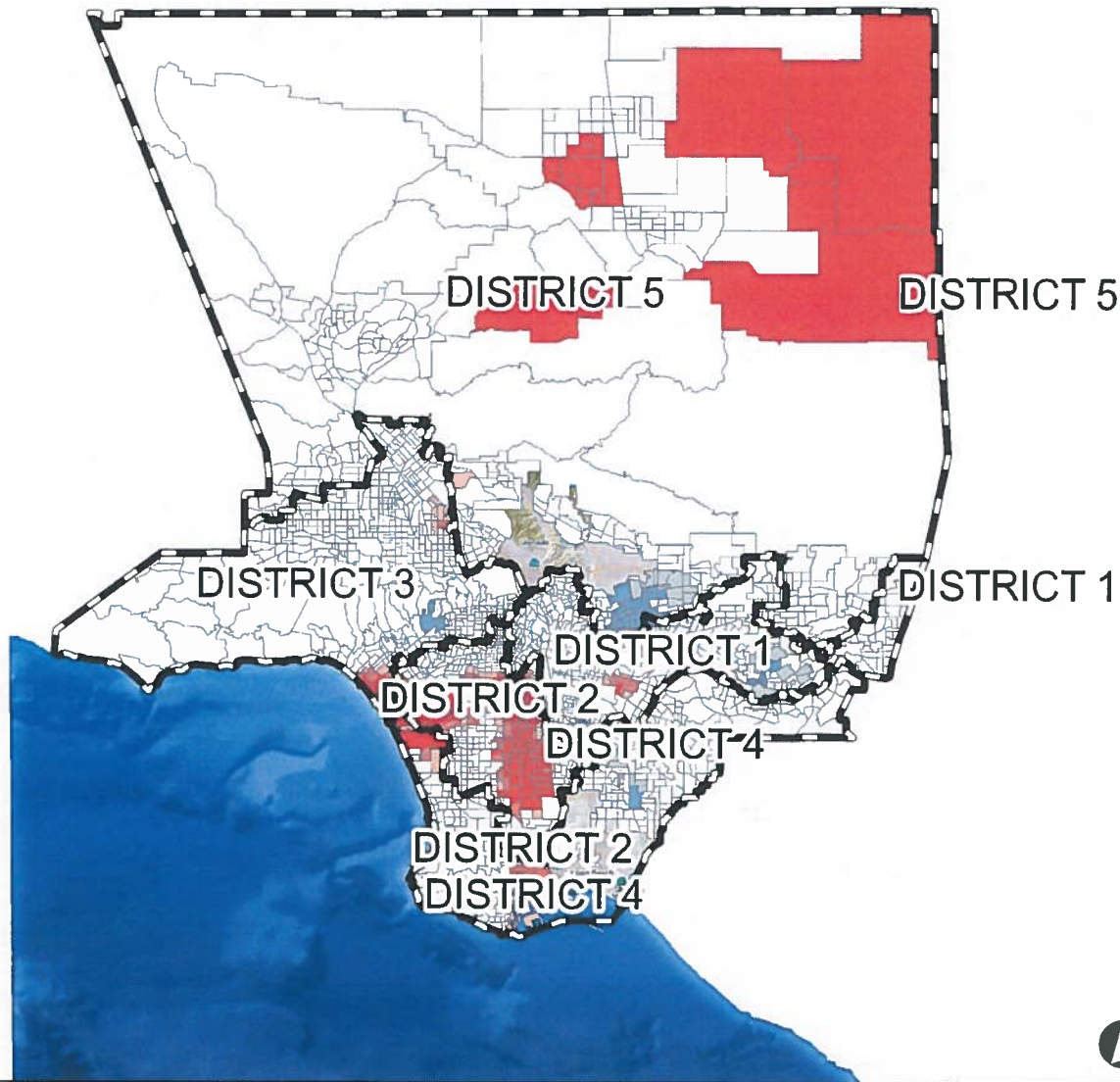
## 7. Next Steps

Safe parking programs provide security for individuals and families experiencing vehicular homelessness, while helping to connect them to needed services and housing. With more than 16,000 individuals residing in their vehicles in LA County, there is a significant need for solutions. As Los Angeles County works to combat and prevent homelessness, safe parking may be an additional strategy that can strengthen the County's ability to engage and house as many people experiencing homelessness as possible.

If the Board directs the CEO to move forward with the development of a safe parking program, the CEO would engage in a planning process involving key stakeholders to determine ideal program design. Further assessment of possible sites, both County and non-County, would occur in consultation with Board Offices. Additionally, County Counsel and CEO Risk Management would engage in further review of the program. Once the program is developed, the CEO would return to the Board for approval to proceed with implementation.



# Number of Vehicles Used as Shelter – Hot Spot Analysis



### Legend

- Supervisorial District (2011)
- Hot Spot Analysis on Number of Vehicles**
- Cold Spot (Identify statistically significant spatial clusterings of low numbers of vehicles)
- Cold Spot (Identify statistically significant spatial clusterings of low numbers of vehicles)
- Not Significant
- Not Significant
- Hot Spot (Identify statistically significant spatial clustering of high numbers of vehicles)



36.5 0 18.24 36.5 Miles

County of Los Angeles

1: 1,155,581.00

This map is for reference only and should not be used for legal decisions. While the County of Los Angeles makes its best effort to ensure data is accurate, the County makes no representation or warranty of any kind.

### Notes



## Existing Safe Parking Programs in California

	Santa Barbara	San Diego	Los Angeles SSG HOPICS	Los Angeles Safe Parking LA
<b>Spaces in use</b>	133	120	10	9
<b>Number of lots</b>	24	2	1	1
<b>People served</b>	N/A	180-220	N/A	10
<b>Hours</b>	Varies by lot	6pm-7am	9pm-7am	6pm-6am (one night per week lot is only open for 9 hours overnight)
<b>Populations</b>	Mixed	Mixed: families and single adults are placed in separate areas	Families	Mixed
<b>Services</b>	<ul style="list-style-type: none"> <li>• Case management</li> <li>• Rapid re-housing</li> <li>• Employment services</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment, intake, and referrals</li> <li>• Case management</li> <li>• Housing navigation</li> </ul>	<ul style="list-style-type: none"> <li>• Case management</li> <li>• Housing Navigation</li> <li>• Provider visits the site twice a week and some weekends for one hour and sees participants in office during the day</li> </ul>	<ul style="list-style-type: none"> <li>• Case Management</li> <li>• Coordinated Entry System leads in Service Planning Area 4 provide case management services/refer to appropriate providers for population</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Portable toilets are provided by lot owner or program administrator if approved by owner.</li> <li>• Not all lots have toilets.</li> <li>• RVs are steered to lots without toilets.</li> </ul>	Portable toilets and handwashing stations	1 portable sink/toilet for every 20 participants. Showers are available at the youth center across the street at 4:30am.	Portable toilet and sinks
<b>Security</b>	Two lot monitors drive between the 24 lots.	No, but close working relationship with San Diego Police Department.	Yes, from 8:30pm to 7am.	Yes. Unarmed guards cover two shifts: 6pm-12am, 12am-6pm. Guards cost \$17/hr.

	<b>Santa Barbara</b>	<b>San Diego</b>	<b>Los Angeles SSG HOPICS</b>	<b>Los Angeles Safe Parking LA</b>
<b>Type of location</b>	Lots include: <ul style="list-style-type: none"> <li>• 12 churches</li> <li>• 3 County lots</li> <li>• 3 City lots</li> <li>• 6 non-profits</li> </ul>	<ul style="list-style-type: none"> <li>• One city-owned lot and one non-profit.</li> <li>• One lot is in a commercial area; the other lot is in a more residential area with an adjacent park/recreation center.</li> </ul>	Church parking lot	Faith organization parking lot
<b>Notable policies or rules</b>	Limited financial assistance for insurance and registration costs.		<ul style="list-style-type: none"> <li>• 2 - 3 spaces between program spots.</li> <li>• Participants are screened for enrollment by provider.</li> <li>• Must have valid license, insurance, and registration or be receiving assistance to procure these documents. Financial assistance is available for this purpose.</li> <li>• Can lose spot if absent for three nights.</li> <li>• Monthly permit granted to participants; may renew permits. Participants must be engaged in housing search and location activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Issued a 30-day parking pass. Participants should be actively seeking housing.</li> <li>• Administering organization screens and vets clients.</li> </ul>
<b>Cost per day per parking space</b>	\$8	\$16	\$23	\$10 (estimate)

### **Possible Short-Term Zoning Solutions for Siting Safe Parking Lots**

The Department of Regional Planning (DRP) recommends consideration of the following potential approaches to addressing zoning issues and expediting the process related to siting of Safe Parking Lots:

#### **1) Use of County Property (California Government Code 65402)**

- Under this section of the CA government code, projects on County-owned land may be able to accommodate temporary Safe Parking Lots.
- This applies to all County-owned land located in incorporated cities and/or unincorporated communities.
- Applicants in collaboration with County Homeless Initiative staff should identify County-owned sites large enough to host Safe Parking Lots without displacing required parking for the existing uses onsite. In addition, the applicant must meet performance and development standards (bathroom facilities, fencing, screening, lighting, solid and human waste collection, on-site security guard) to maintain safety and quality of life, and to avoid incompatibilities with surrounding uses.
- Since these projects are ministerial approvals, they do not require a public hearing, but would require compliance with performance and development standards.
- The cost for DRP to review a Safe Parking Lot Project on County-owned land is \$1,498. Permit approval requires a land use application, ownership information, site plan, floor plan, elevations, photographs, and conceptual approval from the County Department of Public Works and possibly the County Fire Department.
- Permits expire within two years of approval. The applicant may apply for a one-year, one-time extension. Depending on the temporary nature of a Safe Parking Lot, the permit may have an earlier expiration date.

#### **2) Temporary Use Permits (LA County Zoning Code 22.56.1830)**

- This Code Section allows for short and long-term Safe Parking Lots if sponsored by a public agency, nonprofit, religious, fraternal, or educational service organization.
- This applies to all private property in the unincorporated communities.
- Short-term events are limited to 6 weekends or 7 days during a 12-month period; long-term events may request a longer time frame if they can meet the burden of proof (The applicant would be required to provide justification for the project, including how operations will not harm the neighboring properties). Any public agency, nonprofit, religious, fraternal, or educational service organization can apply for an extended Temporary Use Permit (TUP) and collaborate with County agencies to establish a Safe Parking Lot.
- The Director of DRP may approve an *extended* TUP if the applicant has met the burden of proof, and if any opposition received can be mitigated or if the concerns are unfounded. The Director can also deny the application and the applicant may request a public hearing.

- Notification to neighbors within a 500-foot radius is required and any opposition to the project will be evaluated by DRP.
- All TUPs have conditions that must be satisfied and require inspections. The applicant must propose a sunset date. A TUP approval, short or extended, would require development/performance standards to be satisfied by the applicant and on-going inspections. The Director of DRP may request additional inspections as deemed necessary to address quality of life issues and ensure compatibility with the surrounding uses.
- TUPs cost \$220 plus a \$200 inspection fee, or \$3,094 with a hearing plus the \$200 inspection fee.



MARK PESTRELLA, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

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<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE

REFER TO FILE: **T-3**  
**BRT920581**

June 28, 2018

TO: Each Supervisor

FROM: Mark Pestrella  
Director of Public Works

### **BOARD MOTION OF JANUARY 30, 2018, AGENDA ITEM 32 SUSTAINABLE SOLUTIONS TO ASSIST INDIVIDUALS LIVING IN RECREATIONAL VEHICLES**

On January 30, 2018, the Board adopted Agenda Item 32, a Motion instructing the Departments of Public Works, Public Health, Regional Planning, and the Chief Executive Office's Homeless Initiative, in coordination with the Sheriff's Department and County Counsel, to report back in 60 days specifying the roles and responsibilities of the respective department(s) or agency in implementing recommendations for developing sustainable solutions to assist individuals living in recreational vehicles (RVs). The Board extended the report back to June 13, 2018.

Following the Board's Motion, the aforementioned departments and agencies worked collaboratively to develop recommendations regarding sustainable solutions to assist individuals living in RVs related to the following three areas of concern listed in the Motion: (1) the proper disposal of unclaimed, dilapidated, and hazardous RVs; (2) minimizing improper disposal of RV waste; and (3) the creation of safe parking for RVs.

Attached is a report on issues related to each of the areas of concern, current efforts being implemented to address the areas of concern, sustainable options to assist individuals living in RVs, and funding needs to implement recommendations should the Board provide direction to move forward.

Additionally, if the Board directs lead departments to move forward with any of the recommendations in the report, the lead departments will coordinate closely with the Chief Executive Office's Homeless Initiative to ensure that these efforts are carried out in alignment with the implementation of existing Homeless Initiative strategies and goal of connecting people experiencing homelessness to services and housing. The Chief Executive Office will provide future updates to the Board as needed.

Each Supervisor  
June 28, 2018  
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If you have any questions or need more information regarding Public Works matters, please contact Mark Pestrella at (626) 458-4001 or your staff may contact Phil Doudar at (626) 458-4018 or via e-mail at [pdoudar@dpw.lacounty.gov](mailto:pdoudar@dpw.lacounty.gov).

For Public Health matters, please contact Dr. Barbara Ferrer at (213) 288-8117 or your staff may contact Terri Williams at (626) 430-5774 or via e-mail at [twilliams@ph.lacounty.gov](mailto:twilliams@ph.lacounty.gov).

For Chief Executive Office's Homeless Initiative matters, please contact Michael Castillo at (213) 976-1756 or via e-mail at [mcastillo@ceo.lacounty.gov](mailto:mcastillo@ceo.lacounty.gov).

JHC:la

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Attach.

cc: Supervisor Mark Ridley-Thomas (Karly Katona, Dhakshike Wickrema,  
Beth Streckler, Kathleen Austria)  
Supervisor Janice Hahn (Louisa Ollague, Dana Garcetti-Boldt, Herlinda Chico)  
Chief Executive Office (Chia-Ann Yen, Maria Duron, Michael Castillo,  
Elizabeth Ben-Ishai)  
County Counsel (Warren Wellen, Laura Jacobson)  
Executive Office  
Public Health (Terri Williams, Obi Ogamba, Fredrick Agyin, Gail Morrison,  
Lauren Dunning)  
Regional Planning (Jeff Lemieux, Elsa Rodriguez)  
Sheriff's Department (Lieutenant Jeffrey Cale)

## **SUSTAINABLE SOLUTIONS TO ASSIST HOMELESS PEOPLE LIVING IN RECREATIONAL VEHICLES**

On January 30, 2018, the Board adopted Agenda Item 32, a Motion instructing the Departments of Public Works, Public Health, Regional Planning, and the Chief Executive Office's Homeless Initiative, in coordination with the Sheriff's Department and County Counsel to report back in 60 days specifying recommendations for developing sustainable solutions to assist individuals living in recreational vehicles (RVs) related to the following three areas of concern listed in the Motion: (1) the proper disposal of unclaimed, dilapidated, and hazardous RVs; (2) minimizing improper disposal of RV waste; and (3) the creation of safe parking for RVs. The Board extended the report back to June 13, 2018.

### **EXECUTIVE SUMMARY**

Pursuant to the Board's Motion, the interagency team comprised of the above-mentioned departments and contracted homeless service providers (the Team) convened meetings to explore the issues and worked collaboratively to develop sustainable solutions to assist individuals living in RVs.

Despite an increase in available resources and collaborative outreach efforts, the challenges associated with individuals living in RVs continue to evolve throughout the County, and the number of RVs used as residences continues to grow. The Team has developed a series of recommendations that could be implemented as a Pilot Program, focused on sustainable solutions to assist individuals living in RVs in the unincorporated West Rancho Dominguez, Rosewood, and Willowbrook communities (Engagement Areas). The Pilot Program could then be refined as necessary and expanded to other areas of the County.

### **RECOMMENDATIONS**

Below are recommended actions to provide sustainable solutions responsive to the three directives in the Board Motion:

#### **Continue the Following Current Outreach and Enforcement Efforts**

- Provide interagency engagement to assist the individuals living in RVs with various specialty services such as healthcare and supportive services, with the ultimate goal of transitioning residents to permanent housing. Further, Public Health will continue to provide outreach, such as immunization services and health education, to support these activities.
- Educate the individuals living in RVs regarding parking policies, proper dumping and disposing of waste and hazardous materials, and provide plastic bags for storage of personal belongings.

- As necessary, cite and tow non-compliant RVs after robust engagement efforts and requisite due process procedures.
- Communicate/collaborate among homeless service providers, the Sheriff's Department, Public Health, and Public Works regarding the roles and responsibilities related to engagement, evaluation, and enforcement of applicable laws related to RVs on public streets.

#### Additional Efforts that can be Immediately Implemented

- Provide financial assistance for the RV owners to voluntarily give up dilapidated RVs for recycling or dismantling and receiving housing assistance and ongoing rental subsidies. Measure H funding may be available as part of a broader service provided to individuals living in RVs.
- With County Counsel, the Sheriff's Department to work with County towing vendors to ensure against the lien sale of hazardous RVs by lienholder for low-value RVs (valued at \$500 or less) per CVC Section 22669.
- Develop additional materials for homeless service providers' use in their engagement with individuals living in RVs with resources available to them, including specialty services such housing assistance, healthcare benefits, income, parking polices, and disposal of wastes.
- With County Counsel, the Sheriff's Department can evaluate the feasibility of amending the existing franchise agreements with the towing companies that would give the County right of first refusal or other means of acquiring unclaimed RVs rather than any lien sale.
- With Board direction, the Chief Executive Office can move forward with the development of a safe parking element.

#### Efforts Requiring a Funding Source or Further Legal/Logistics Analysis

- Following requisite due process, County paying costs of dismantling RVs that are deemed hazardous or unsafe – up to \$32,000 annually for the Engagement Areas.
- County purchasing unclaimed RVs for immediate disposal – estimated costs to be determined.
- Establish a pilot solid waste and household hazardous program to collect household waste from RV residents/owners. There is funding to pilot this service for the short-term through amendments to the existing waste collection contracts. Additional funding may be needed to provide this service for the long-term for the current Engagement Areas. As a part of this effort, Public Works will also make available free sharps containers for RV residents/owners.



- Contracting for mobile waste collection service to the those residing in RVs as part of the broader service provided to people experiencing homelessness. A voucher could be provided to the RV operators who are willing to receive services from the homeless service providers and work toward transitioning to permanent housing. Measure H funds can be utilized for this purpose, and the Chief Executive Office's Homeless Initiative is investigating costs and details regarding management of the contract.
- Forming a homeless service engagement team for other communities in the unincorporated areas having concentration of individuals living in RVs beyond the pilot area.

### Programmatic Ordinance

- With Board direction, County Counsel can develop a new programmatic ordinance focused on breaking the RV cycle, curbing substandard RV rentals, and minimizing the improper dumping of solid and liquid waste from RVs. In coordination with outreach and education efforts, this ordinance could create a legal framework, identify responsible departments, and delegate the requisite authority to effectively administer the program to protect the health and safety of the residents of RVs and the public moving forward.

## **BACKGROUND**

For the past 10 months, the Team have met regularly to coordinate engagement with and assistance to individuals living in RVs in the Engagement Areas. The following is an overview of current engagement efforts undertaken by the Team to assist individuals living in RVs.

- The homeless service providers (Saint Joseph Center, Los Angeles Homeless Service Authority, and Homeless Outreach Program Integrated Care System) conduct street-based outreach to assist individuals living in RVs with resources, benefits, healthcare, employment, and other supportive services, with the ultimate goal of transitioning them to short- and long-term housing solutions.
- The outreach involves walking the streets and making contact with individuals living in RVs on a daily basis during weekdays. Each homeless service provider covers 2 days of the week in designated areas. Generally, they provide engagement in the morning and follow-up with services, such as assigning individuals with case managers, nursing services, specialty counselors, and a mental health clinician in the afternoon.
- Public Works has implemented street sweeping and Tow Away Zones to maintain roadway cleanliness in the Engagement Areas, as well as to provide support to homeless service providers and the Sheriff's Department in their engagement efforts.

- The Sheriff's Department and homeless service providers coordinate enforcement and outreach efforts for RVs parked on the street in the Engagement Areas. For example, once per month, the homeless service providers will accompany the Sheriff's Department into an Engagement Area. When an RV is identified and tagged for potential violation of parking restrictions or another vehicle code, the RV operator is given the notice that if the violation is not remedied, the RV may be towed in 72 hours. During this 72-hour period, the homeless service providers have the opportunity to intervene and offer information or other assistance to the RV operator in the interim.

When possible, the homeless service providers can offer funding for deposit and move-in cost assistance, rental subsidies, and other supportive resources to help transition RV residents into more permanent housing. This financial assistance can help incentivize individuals to relinquish their RV for permanent dismantling rather than it remaining on the street as a residence.

- The homeless service providers also conduct other outreach to educate the individuals living in RVs about parking restrictions, proper dumping and disposal of waste and hazardous materials, and other similar issues.

Despite an increase in available resources and collaborative outreach efforts toward assisting individuals living in RVs, the overall issue continues to evolve throughout the County, and the number of RVs used as residences continues to grow. According to the 2018 Greater Los Angeles Homeless Count that covers all of the County of Los Angeles except for the Cities of Glendale, Long Beach, and Pasadena, there were 9,181 vehicles in use as residences, of which 4,603 were classified as campers or RVs. In the current Engagement Areas, there are approximately 135 distinct RVs used for dwellings on a monthly basis. Based on the recent homeless count, these Engagement Areas have been identified as areas having among the highest number of people living in RVs in the County.

Some challenges created by these RVs include:

- Often substandard living conditions for RV residents.
- Unregulated and likely substandard rental market.
- Health concerns arising from the improper depositing or dumping of sewage, septic tank waste, and trash on the public road, sidewalks, or on nearby private property.
- Illegal activities.
- Potentially adverse impact on nearby businesses.
- Reduced traffic visibility when RVs are parked near intersections or driveways.

- Reduced availability of street parking for residents, visitors, businesses, and their customers.

Pursuant to the Board's Motion, the aforementioned departments and agencies convened meetings to explore the issues and worked collaboratively to develop recommendations responsive to the Motion's three directives. While the first two directives are addressed below, the third Safe Parking element is contained in a separate memorandum attached hereto.

## **1. BREAKING THE RV CYCLE**

As noted in the Motion, the Team has discovered that a major impediment to transitioning individuals out of living in substandard RVs is the fact that many of these RVs are resold or rented to individuals experiencing homelessness after the vehicles are impounded, creating a market for relatively affordable but often substandard and unsafe housing. This impound to street process has been termed "the RV Cycle".

The RV Cycle is largely perpetuated by financial factors. Towing and storage fees can be high during impound. Under the law, these fees are paid by the owner, but if unclaimed the unpaid fees become a lien against the RV. Since RVs often go unclaimed, the towing vendors can try to recoup the unpaid fees by holding a lien sale. RVs in a substandard or unsafe condition regularly sell for a few hundred dollars. On the other hand, the cost of dismantling or recycling an unclaimed, substandard RV can be high and towing vendors have no incentive to take on this cost. Instead, substandard RVs often return to the street where they may be lived in or rented out to individuals experiencing homelessness. In some cases, it may be cheaper for the owner of an RV to simply repurchase their RV at a lien sale rather than pay the towing, storage, and other applicable fees.

There are four components to breaking the RV Cycle: (1) evaluating and identifying RVs that are hazardous or pose a public health and safety threat, (2) citing and towing hazardous RVs that pose a public health and safety threat, (3) ensuring these RVs are destroyed when unclaimed rather than returning to the street as a residence or rental, and (4) evaluation of habitability and RV rental regulations.

### **Evaluating and Identifying Hazardous RVs that Pose a Public Health and Safety Threat**

The majority of the RVs in the Engagement Area are in compliance with applicable, existing vehicle and public health and safety laws. However, there are a number of RVs that are substandard or unsafe and could constitute a nuisance by endangering the life, health, and safety of the occupants and/or the public. Evaluating and identifying such problematic RVs and focusing resources on the individuals living in these RVs is crucial to breaking the RV Cycle and curbing the substandard rental market.

Currently, only a limited evaluation of an RV's condition is being done by the Sheriff's Department through its role in enforcement of parking restrictions and other vehicle codes.

### Citing and Towing Hazardous RVs

In the unincorporated areas of the County, including the Engagement Areas, RVs may be cited or towed for violating existing parking restrictions, unpaid parking citations, expired registration; and when vehicles are abandoned, wrecked, or deemed a hazard to public health, safety, and welfare. As part of their parking enforcement duties, Sheriff's deputies will conduct a visual inspection of an RV parked on the public street to assess its condition and compliance with applicable code sections including equipment and operability requirements. Relevant sections of the CVC and the Los Angeles County Code (LACC) include:

- CVC Section 4000(a) - Expired vehicle registration in violation
- LACC Section 15.64.200 - Parked or left standing in one location in excess of 72 hours
- CVC Section 22669 - Vehicle equipment that creates a hazard to public safety, health, and welfare, lacking equipment to operate safely on a public highway
- CVC Section 22523 - Abandoned or inoperable vehicle

Under various laws, a towed RV may be claimed by its owner, sold, or destroyed. Some particularly dilapidated or hazardous RVs are not purchased at auction and remain at the tow yard since the cost to dismantle or destroy them can also be prohibitively high. During the period of August 2017 and March 2018, the Sheriff's Department, through its franchise agreement vendors, has towed 55 RVs in the Engagement Areas. The following is a breakdown of the disposition of those vehicles:

Destroyed:	18
Sold at auction:	12
Returned to legal or registered owner after fees paid:	7
Remain in storage at tow yards:	18

### Ensuring Unclaimed, Substandard, or Unsafe RVs are Dismantled

Presently, all County involvement with an RV ends when it is ordered towed and it is left to the towing vendor to manage its final disposition. However, mechanisms could be implemented to ensure that substandard or unsafe RVs do not return to the street to be lived in or rented out.

The following recommendations to help break the RV Cycle have been identified, but most lack the necessary funding to accomplish.

- *Incentivize dismantling RVs*

The Sheriff's Department's engagement with the towing companies revealed that there will be less impact on the towing vendors if the County can subsidize the cost of dismantling hazardous RVs, resulting in more dismantling RVs and less resale. The cost to dismantle varies from \$50 to \$500 depending on the size and condition of the RV but can be as high as \$1,600 if documentation certifying the destruction of the RVs is required.

Based on the current engagement efforts and number of RVs towed in the Engagement Areas, it is estimated that approximately 10 to 20 RVs are in such dilapidated condition that they require dismantling. Based on this figure, the estimated cost to subsidize for dismantling is \$5,000 to \$10,000 annually without documentation and \$16,000 to \$32,000 with documentation.

- *Prevent the sale of unclaimed hazardous RVs by lienholders for RVs towed under CVC Section 22669 valued at \$500 or less.*

Unclaimed low-value RVs (valued at \$500 or less) should not return to the street but rather must be dismantled or recycled pursuant to CVC Sections 22851.3 and 22851.10. Additionally, under CVC Section 22855, valuation may be estimated by the Sheriff's Department, the lienholder, or a full-time, salaried County employee as designated by the Board of Supervisors. Currently, the County relies on the towing company to make the determination as to the value of the RVs.

- *Amend existing towing agreements*

It is possible that the Sheriff's Department's towing agreements may be amended to provide the County a right of first refusal prior to lien sale for certain unclaimed RVs. This approach must be evaluated by County Counsel. If feasible, this approach could allow the County to acquire the RVs and dispose of them immediately without having to go through the lien process.

- *Acquire unclaimed RVs*

Similarly, it is possible that the Sheriff's Department's towing agreements could include a flat reimbursement fee for unclaimed RVs allowing the County to acquire the vehicles after normal process. The County could then take immediate action to dispose of dilapidated RVs. This approach must be evaluated by County Counsel.

## Evaluation of Habitability and RV Rental Regulations

The rental market created by the RV Cycle poses several public health and safety issues as many of the RVs are substandard and hazardous for human habitation. However, unlike typical rental housing, the same tenant protections are not afforded to individuals renting RVs as residences. This is largely due to the housing statutes and policies do not contemplate RVs parked on the street being as residences.

Generally, RVs may be occupied for habitation only in mobile home parks or special occupancy parks governed by the Mobile Home Parks Act, Health and Safety Code (HSC) Section 18200 et. seq., or the Special Occupancy Parks Act. Special Occupancy Parks Act (SOPA) allows local jurisdictions to pass an ordinance to assume enforcement authority under HSC Section 18865. A similar provision under the Mobile Home Parks Act also exists. However, even without such an ordinance, it appears that SOPA allows for some County oversight of RVs, specifically:

- *Recreational Vehicles on the Street*

HSC Section 18865 (f) allows the County to enforce SOPA as it relates to RVs and to accessory buildings and structures located in both inside and outside mobile home parks – for example, RVs on the highway or after they have been impounded.

- *Rental Market*

HSC Section 18871 prohibits any person to use or permit to be used for occupancy "Any RV...in an unsafe or unsanitary condition or that is structurally unsound and does not protect the occupants against the elements."

This code can be used to target those persons who are renting substandard RVs to vulnerable individuals in need of temporary housing.

- *Criteria for Evaluation*

Title 25 of California Code Regulations (CCR) Section 2607 defines a substandard RV as "any RV that has conditions (i.e., health, structural, nuisance, electrical, mechanical etc.) that endanger the life, limb, health, property, safety, or welfare of the occupants or the public."

Additionally, HSC Section 18207.3 requires RVs to meet the American National Standards Institute and National Fire Protection Association standards (depending on the date of manufacture) designed to protect the health and safety of persons using RVs.

Currently, there is no County department responsible for the enforcement of these codes or to evaluate the habitability of RVs, either impounded or parked on the street. Enforcement would require the authority, resources, and expertise to inspect and evaluate the condition of RVs to determine whether they are substandard and/or pose a threat to human health and safety if occupied. This evaluation could also be a factor in the valuation of a towed RV to determine its proper disposition (i.e. destruction or release/sale).

## **2. IMPROPER DUMPING OF RV WASTE**

The improper dumping of RV sewage and solid waste creates public health and safety issues along unincorporated County roadways and public space. While such dumping is already unlawful under various State and County Codes, in recent years, there have been increased complaints about the illegal dumping of sewage from RVs as well as piles of trash and debris associated with the RVs parked along public roadways. This type of dumping has increased the burden on Public Works and Public Health to investigate and remediate the areas of heavy RV concentration.

### Research Lessons Learned from Other Jurisdictions

The environmental health departments throughout the counties in the State were surveyed to learn about their efforts regarding dealing with illegal dumping of wastes from RVs parked on the street. We received 14 responses from various counties. In summary, 9 counties responded that they address illegal dumping of wastes from RVs parked on the street basically the same way the County currently addresses the issue. A notice of violation is issued for those who are in violation and the matter is referred to Public Works, Code Enforcement, law enforcement, and/or the District Attorney for further action.

The Cities of Los Angeles and Mountain View have taken a more proactive approach to dealing with illegal dumping issues. The City of Los Angeles is looking into providing street clean up services as well as vouchers for mobile sewage pump service. The City of Mountain View has adopted an RV Sanitary Waste Disposal Pilot Program to assist RV residents to properly dispose of their wastes. The pilot began January 2018 and will last through April 2018. A permanent program will be considered based on the outcome of the pilot program.

### Existing Code Enforcement

The dumping of solid waste and septic waste or sewage from RVs on public streets or into the storm drains is expressly illegal and constitute a nuisance under the following County Codes:

- Deposit of Offensive Substance Prohibited (LACC Section 11.16.050)
- Stormwater and Runoff Pollution Control (LACC Section 12.80 et. seq.)

- Illegal Dumping (LACC Section 13.80 et. seq. and Penal Code Title 10, Section 374.3)

Currently, Public Health and Public Works oversee the enforcement of these codes. Public Health and Public Works conduct inspection and evaluation of reported occurrences of illegal dumping of sewage and solid wastes on public streets. There is no routine inspection or evaluation being done partly because of the lack of resources and expertise to conduct such work.

Public Health receives complaints regarding improper waste disposal by RVs. Public Health investigates these complaints, and in the past, Public Health issued Notice of Violations directing the responsible party to make corrections when applicable. Fees were also assessed when compliance was not met. The Notice of Violations may have had a punitive connotation, therefore, Public Health now issues an Official Inspection Report to the RV owner or operator to abate the improperly disposed waste within a specified time period. Issuing an Official Inspection Report informs the responsible party of the public health concerns and methods of abatement, and gives them an opportunity to make corrections. This has been an effective method of working with residents on proper waste disposal.

Public Works has a contract to service the disposed waste on public streets on an as-needed basis. A more sustainable solution would need to be developed to prevent illegal dumping of wastes on public streets. The following are recommended measures to address this need:

#### Waste Collection Service

- *Collection of Solid Waste from RVs*

There is no routine service for solid waste collection for RVs on public streets. Currently, Public Works provides one-time clean up of trash and debris from public streets on a request basis. Public Works will establish a pilot solid waste program to collect household waste from RV owners/residents in coordination with the Chief Executive Office's Homeless Initiative and homeless service providers in the Engagement Areas through amendments to the existing franchise waste collection contracts. Collection mechanisms to be evaluated include the use of distinctive color bags that are pre-labeled "Trash" and distributed by the homeless service providers and picked up by the contracted waste haulers.

- *Household Hazardous Waste from RVs*

Public Works will evaluate potential mechanisms for collecting household hazardous waste from RVs, such as household cleaners, batteries, used oil, and lancets/needles, and to prevent the improper disposal of these items. As a part of this effort, Public Works will make available free sharps containers for RV residents/owners.



- *Sewage Collection*

Public Works cleans up any remains of sewage waste on public streets on a request basis. More sustainable way to address the sewage waste on public streets is to provide a mobile waste collection service for the RVs on public streets. A voucher could be provided to those RV operators who are engaged with the homeless service providers to receive services and work toward transitioning to permanent housing. The cost for such service ranges from \$20 to \$60 per vehicle serviced. The cost is negotiable depending on the number of vehicles that will be serviced and if the service is contracted.

#### Alternative Waste Disposal Locations for RVs

Public Works has identified 20 RV sewage dump stations in the County. However, many of the RV owners are not able to dump at these stations due to non-operable RVs, distance (nearest station is about 8 miles away), and cost.

There are five solid waste facilities near the West Rancho Dominguez area. Of the five facilities located in the vicinity of the area, two of them are not open to the public and another two do not accept household trash. The only facility that accepts household trash from the public is located 1 mile away from the Broadway corridor, charges a tipping fee of \$114.32/ton), and has a 1-ton minimum charge. This does not appear to be a viable option for the RV residents/owners in the area.

### **3. SAFE PARKING LOTS**

On April 2, 2018, the Chief Executive Office's Homeless Initiative submitted a Board memorandum and attachment titled, "*SUSTAINABLE SOLUTIONS TO ASSIST HOMELESS PEOPLE LIVING IN RECREATIONAL VEHICLES; OPTIONS TO CREATE "SAFE PARKING" LOTS FOR CARS AND RECREATIONAL VEHICLES (ITEM NUMBER 32, AGENDA OF JANUARY 30, 2018)*" directly to the Board of Supervisors. This document is attached to this memorandum and reports on options to create safe parking lots in the unincorporated areas of the County of Los Angeles and/or on County-owned properties located countywide.

### **4. FUNDING NEEDS ASSESSMENT**

The County of Los Angeles residents approved Measure H, which will generate approximately \$355 million annually for 10 years to be used for services and programs to prevent and combat homelessness in the County. Measure H funding may be available for RV dismantling and waste disposal if such services are part of a broader service provided to people experiencing homelessness who reside in their RVs. For example, if a homeless service agency was contracted to provide case management and other services to people living in lawfully parked vehicles (either in a safe parking lot or on the street where permitted), the agency could arrange for waste disposal services as a part of the support they are offering to the client(s). Incentives to

voluntarily relinquish substandard RVs for salvage may potentially also be coordinated as a part of such a program.

## **SUMMARY**

People living in RVs and associated challenges such as those addressed in this report are prevalent throughout the County. The current interagency engagement efforts in the Engagement Areas demonstrate the challenges associated with the individuals living in RVs can be best addressed collaboratively across departments and agencies in the long term. Implementation of the short-term and the long-term recommendations provided in this report will create a Pilot Program centered on sustainable solutions to assist individuals living in RVs in the Engagement Areas. The Pilot Program could then be refined as necessary and expanded to other areas of the County.

Additionally, if the Board provides direction to move forward with any of the above recommendations, the Chief Executive Office's Homeless Initiative, in coordination with the lead departments, will provide the Board with status reports on the evaluation of the proposed strategies described in this report and the implementation of the recommended action items as needed.

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# County of Los Angeles CHIEF EXECUTIVE OFFICE

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SACHI A. HAMAI  
Chief Executive Officer

April 2, 2018

Board of Supervisors  
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First District

MARK RIDLEY-THOMAS  
Second District

SHEILA KUEHL  
Third District

JANICE HAHN  
Fourth District

KATHRYN BARGER  
Fifth District

To: Supervisor Sheila Kuehl, Chair  
Supervisor Hilda L. Solis  
Supervisor Mark Ridley-Thomas  
Supervisor Janice Hahn  
Supervisor Kathryn Barger

From: Sachi A. Hamai  
Chief Executive Officer

**SUSTAINABLE SOLUTIONS TO ASSIST HOMELESS PEOPLE LIVING IN RECREATIONAL VEHICLES; OPTIONS TO CREATE "SAFE PARKING" LOTS FOR CARS AND RECREATIONAL VEHICLES (ITEM NUMBER 32, AGENDA OF JANUARY 30, 2018)**

On January 30, 2018, the Board of Supervisors (Board) directed the Department of Public Works (DPW), Department of Public Health, Department of Regional Planning, and the Chief Executive Office's Homeless Initiative (CEO-HI), in coordination with the Sheriff's Department and County Counsel, to report back in 60 days on three directives related to assisting homeless people living in vehicles. The CEO-HI has taken the lead on one of the directives related to developing options to create "safe parking" lots to assist homeless service providers with connecting homeless persons to housing and support services. The report back on the other two directives, related to disposal of dilapidated recreational vehicles (RVs) and improper disposal of RV waste, will be addressed by DPW via a separate memorandum to the Board.

The Attachment is a report on options to create "safe parking" lots in the unincorporated areas of Los Angeles County and/or on County owned properties located countywide. The report provides an overview of vehicular homelessness in the County, reviews existing safe parking programs in Los Angeles and elsewhere in California, provides recommendations on necessary components of a safe parking program, describes options for siting safe parking programs, and includes estimated costs and funding sources for programs. Finally, the report includes next steps for moving forward with safe parking in Los Angeles County should the Board provide direction to move forward.

If you have any questions, please contact Phil Ansell, Homeless Initiative Director, at 213-974-1752 or by email at [pansell@ceo.lacounty.gov](mailto:pansell@ceo.lacounty.gov).

SAH:JJ:FAD  
PA:JR:EBI:ib

Attachment

c: Executive Office, Board of Supervisors  
County Counsel  
Sheriff  
Health Agency  
Public Health  
Public Works  
Regional Planning

## Safe Parking Lots

### *Options to Create Safe Parking Lots to Assist Homeless Service Providers with Connecting Homeless Persons to Housing and Support Services*

On January 30, 2018, the Board of Supervisors (Board) directed the Departments of Public Works (DPW), Public Health (DPH), Regional Planning (DPR) and the Chief Executive Office's Homeless Initiative (CEO-HI), in coordination with the Sheriff's Department and County Counsel, to report back in 60 days on three directives related to assisting homeless people living in vehicles. The CEO-HI has taken the lead on one of the directives related to developing options to create "safe parking" lots to assist homeless service providers with connecting homeless persons to housing and support services. This report provides information about vehicular homelessness and offers an overview of safe parking program options and considerations.

#### 1. Vehicular Homelessness in Los Angeles County

Lack of affordable housing options in Los Angeles County has forced thousands of people out of their homes. Many of these individuals and families are living in temporary shelters, tents and other makeshift structures, or on the streets of Los Angeles County. For those who own vehicles, their cars, vans, or campers/recreational vehicles may also serve as shelter. According to the findings of the 2017 Greater Los Angeles Homeless Count (Homeless Count), which covers all of Los Angeles County except Glendale, Long Beach, and Pasadena's Continuum of Care, there were 8,554 vehicles in use as residences, with approximately 16,303 individuals residing in these vehicles. Table I provides a breakdown of vehicular homelessness by Supervisorial District (SD). Tables II and III provide lists of the 10 census tracts in the County that have the highest number of vehicles being used as residences and highest number of people residing in vehicles, respectively. Addendum 1 provides several maps displaying vehicular homelessness hotspots. While this data is from last year's Homeless Count, it is a useful starting point for identifying high need areas. Data from the 2018 Homeless Count will be available in Spring of 2018.

**Table I: Vehicular Homelessness**

<b>Supervisorial District</b>	<b>Cars</b>	<b>Vans</b>	<b>Campers/RVs</b>	<b>Total Vehicles</b>
SD 1	381	400	732	1513
SD 2	797	693	1,398	2888
SD 3	476	449	893	1818
SD 4	289	220	415	924
SD 5	204	100	1,107	1411
<b>Grand Total</b>	<b>2147</b>	<b>1862</b>	<b>4545</b>	<b>8554</b>

**Table II: Census Tracts with Most Vehicles**

Census Tract	City	Community Name	SPA	SD	Cars	Vans	Campers/RVs	Total Vehicles
910202	Unincorporated Palmdale	Unincorporated Palmdale	1	5	1	0	255	256
911001	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	14	11	161	186
277400	Los Angeles	Westchester/Playa NC	5	2	45	20	74	139
910805	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	9	1	101	111
900102	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	9	1	88	98
541001	Unincorporated Compton	West Compton	6	2	14	7	69	90
540902	Unincorporated Willowbrook	Willowbrook	6	2	12	1	71	84
273300	Los Angeles	Venice NC	5	3	19	23	8	50
980014	Los Angeles	Wilmington NC	8	4	19	2	29	50
900201	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	2	2	46	50

**Table III: Census Tracts with Most People Estimated to be Living in Vehicles**

Census Tract	City	Community Name	SPA	SD	Est. People in Cars	Est. People in Vans	Est. People in Campers	Est. Total People in Vehicles
910202	Unincorporated Palmdale	Unincorporated Palmdale	1	5	2	0	534	536
911001	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	22	20	337	379
277400	Los Angeles	Westchester/Playa Del Rey	5	2	72	36	155	263
910805	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	14	2	212	228
900102	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	14	2	184	200
541001	Unincorporated West Compton	West Compton	6	2	22	13	145	179
540902	Unincorporated Willowbrook	Willowbrook	6	2	19	2	149	170
900201	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	3	4	96	103
543305	Unincorporated Compton	Unincorporated Compton	8	2	2	7	90	99
900104	Unincorporated Antelope Valley	Unincorporated Antelope Valley	1	5	0	2	96	98

## 2. Safe Parking Programs: Overview and Experience

The goal of safe parking programs is to provide a temporary site for individuals and families residing in their vehicles to park overnight. In addition to offering a secure site for parking where participants are protected from threats to their security and are not subject to ticketing for parking unlawfully, these programs offer an effective way for families and individuals to stabilize their lives and get connected to case management, health and mental health services, and advocacy services with the goal of exiting their vehicles and obtaining permanent housing.

There are two primary examples of successful safe parking programs in the state of California in Santa Barbara and San Diego. There are also two programs currently running in the City of Los Angeles, but both are relatively early in their operations. Addendum 2 provides key information about each program.

## 3. Safe Parking Programming Considerations

Based on an examination of existing programs and interviews with experts and program operators in the field, the CEO recommends that the programmatic issues listed in Table IV be considered in determining the best design for a safe parking program.

**Table IV**

<b>Programmatic issues</b>	<b>Possible options for consideration</b>
Program administration	<ul style="list-style-type: none"> <li>• Third party, service provider, or other entity</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Case management, housing navigation, and/or other services</li> <li>• Services provided onsite or referred for offsite meetings</li> <li>• Hours of service provision</li> <li>• Onsite or offsite services</li> </ul>
Hygiene facilities	<ul style="list-style-type: none"> <li>• Portable toilets, sinks, access to mobile showers or another shower location</li> </ul>
Service populations	<ul style="list-style-type: none"> <li>• Lots or areas of lot designated for particular populations (i.e. families) or mixed population</li> </ul>
Security	<ul style="list-style-type: none"> <li>• Private security, self-policing, police patrol, or other mechanism</li> </ul>
Hours	<ul style="list-style-type: none"> <li>• Overnight or 24-hour</li> </ul>
Vehicles	<ul style="list-style-type: none"> <li>• Operable or inoperable</li> <li>• Lots specific to RVs or mixed-use lots</li> </ul>
Enrollment requirements	<ul style="list-style-type: none"> <li>• Must be actively working with a service provider to search for housing or other requirements for ongoing enrollment</li> <li>• Length of time in program</li> <li>• Renewal of enrollment</li> <li>• Loss of spot after period of absences</li> </ul>

	<ul style="list-style-type: none"> <li>• Vetting of participants for violent crime or sex offender history/status</li> </ul>
Entry and exit	<ul style="list-style-type: none"> <li>• Restrictions on when participants enter and exit the lot</li> </ul>
Insurance, License, Registration	<ul style="list-style-type: none"> <li>• Requirements for vehicles and drivers</li> <li>• Access to financial assistance to update documents as needed</li> </ul>
Basic rules of the program	<ul style="list-style-type: none"> <li>• Addressing issues such as substance use, cooking, noise levels, etc.</li> </ul>

If the Board provides direction to move forward with consideration of a County safe parking program, the CEO will work with service providers and other key stakeholders to generate specific recommendations on the programmatic issues listed in Table IV, and any other issues that arise during the course of further research. A County safe parking program would be limited to the unincorporated areas of the County and/or to any County property located countywide.

#### 4. Legal and Risk Management Issues

The following legal and risk management issues have been identified by County Counsel and CEO Risk Management in their initial review of safe parking programs. Further review is needed if programming moves forward.

- Legality of restricting in and out privileges to lot
- Requirements for driver's license, registration, and insurance
- Alcohol and drug policy
- Background checks of participants
- Potential entrance of non-program participants into lot
- Movement of vehicles that have not vacated the lot at morning end time of program (if overnight parking only)
- Security of County property if lot is on County land/at County facility
- Addressing auto collisions or other automobile damage
- Fire safety
- Determination of prohibited activities
- Addressing violations of program rules

Safe parking programs would require operators of all vehicles using the lot to sign waivers to release the County/provider from liability. Prior damage to vehicles could be noted at this time.

#### 5. Siting Safe Parking Programs

To move forward with a safe parking program in the County of Los Angeles, appropriate program sites must be identified. The following options are under review:

- **County Assets:** CEO Real Estate is compiling a list of County buildings with parking lots that may be suitable for a safe parking program. These include vacant

buildings where parking lots are not in use and buildings where parking lots (or some portion of the lots) are not in use overnight.

- **Faith Community:** Existing programs in the City of Los Angeles are sited in parking lots of faith organizations. CEO-HI has identified faith organizations that are interested in exploring the use of their parking lot for overnight safe parking.
- **Privately Owned:** Business owners or other land owners interested in providing safe parking could volunteer their space for use. Some businesses informally allow vehicles to park overnight in their lots; such business may be approached to establish a more formal program with services provision.

In order to move forward with any potential site, whether County-owned or otherwise, an assessment of zoning and land use restrictions is necessary. Addendum 3 provides examples of short-term zoning-related options to facilitate siting of safe parking lots.

## 6. Estimated Program Costs

Table V provides estimated costs for a safe parking program.

**Table V**

Component	Estimated Cost per Month
Use of Parking Lot	N/A County owned or donated
Portable toilets (double unit) and sinks (two stations) w/ daily servicing	\$916 (\$50/month rental + \$866/month servicing – less frequent service may be possible)
12-hour security	\$6300 (\$17.50/hour – fewer hours of security may be possible)
Case Management	Utilize existing CES services
Program Administration (Includes oversight, contracting for facilities and services, intake, etc.)	10% of total program budget
Housing Navigation	Utilize existing CES services
Waste Disposal for RVs	To be addressed by DPW in their Board report

## 7. Next Steps

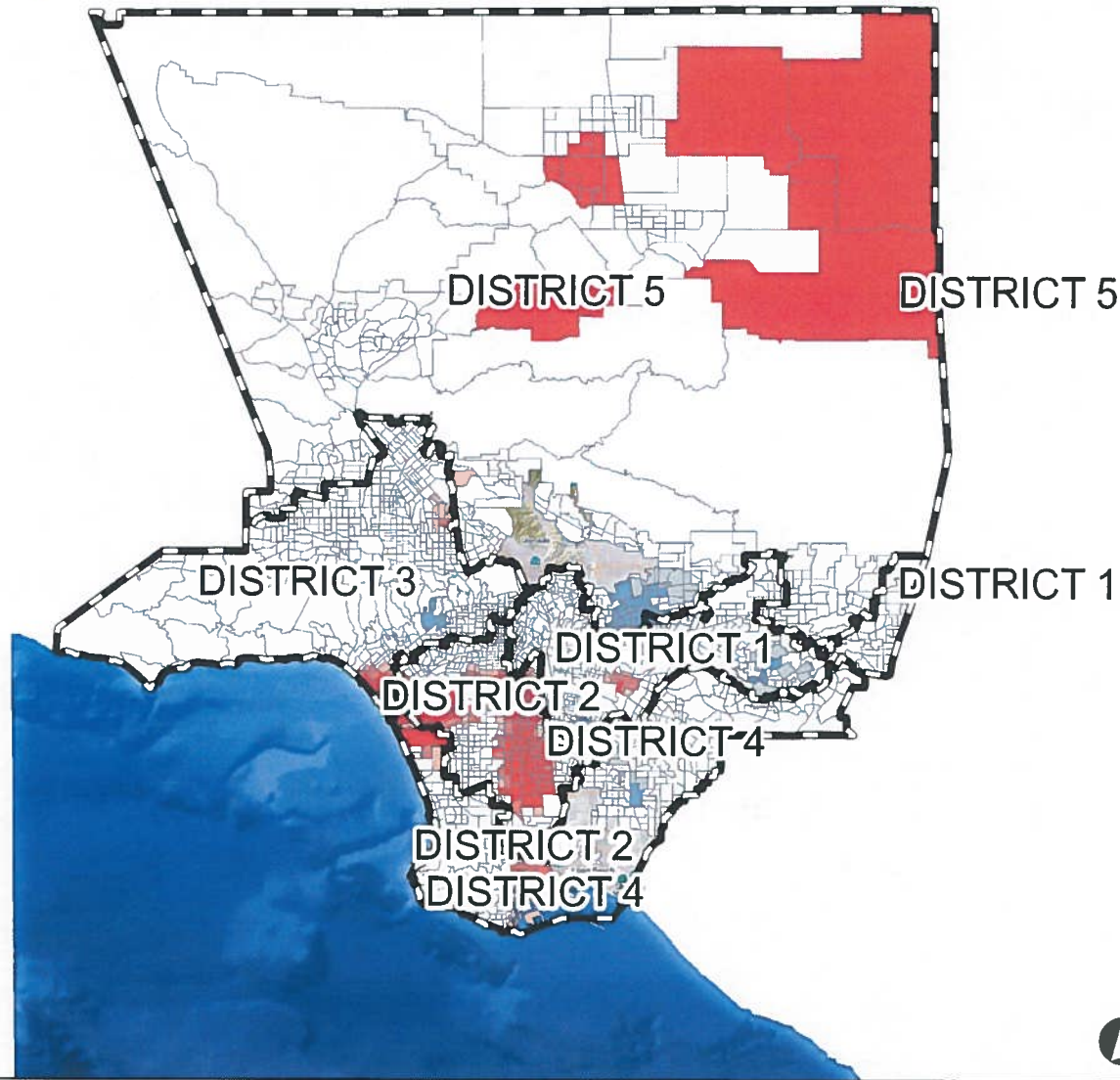
Safe parking programs provide security for individuals and families experiencing vehicular homelessness, while helping to connect them to needed services and housing. With more than 16,000 individuals residing in their vehicles in LA County, there is a significant need for solutions. As Los Angeles County works to combat and prevent homelessness, safe parking may be an additional strategy that can strengthen the County's ability to engage and house as many people experiencing homelessness as possible.

If the Board directs the CEO to move forward with the development of a safe parking program, the CEO would engage in a planning process involving key stakeholders to determine ideal program design. Further assessment of possible sites, both County and non-County, would occur in consultation with Board Offices. Additionally, County Counsel and CEO Risk Management would engage in further review of the program. Once the program is developed, the CEO would return to the Board for approval to proceed with implementation.





# Number of Vehicles Used as Shelter – Hot Spot Analysis



### Legend

- Supervisorial District (2011)
- Hot Spot Analysis on Number of Vehicles**
- Cold Spot (Identify statistically significant spatial clusterings of low numbers of vehicles)
- Cold Spot (Identify statistically significant spatial clusterings of low numbers of vehicles)
- Not Significant
- Not Significant
- Hot Spot (Identify statistically significant spatial clustering of high numbers of vehicles)



### Notes

36.5 0 18.24 36.5 Miles

County of Los Angeles

1: 1,155,581.00

This map is for reference only and should not be used for legal decisions. While the County of Los Angeles makes its best effort to ensure data is accurate, the County makes no representation or warranty of any kind.

## Existing Safe Parking Programs in California

	Santa Barbara	San Diego	Los Angeles SSG HOPICS	Los Angeles Safe Parking LA
<b>Spaces in use</b>	133	120	10	9
<b>Number of lots</b>	24	2	1	1
<b>People served</b>	N/A	180-220	N/A	10
<b>Hours</b>	Varies by lot	6pm-7am	9pm-7am	6pm-6am (one night per week lot is only open for 9 hours overnight)
<b>Populations</b>	Mixed	Mixed: families and single adults are placed in separate areas	Families	Mixed
<b>Services</b>	<ul style="list-style-type: none"> <li>• Case management</li> <li>• Rapid re-housing</li> <li>• Employment services</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment, intake, and referrals</li> <li>• Case management</li> <li>• Housing navigation</li> </ul>	<ul style="list-style-type: none"> <li>• Case management</li> <li>• Housing Navigation</li> <li>• Provider visits the site twice a week and some weekends for one hour and sees participants in office during the day</li> </ul>	<ul style="list-style-type: none"> <li>• Case Management</li> <li>• Coordinated Entry System leads in Service Planning Area 4 provide case management services/refer to appropriate providers for population</li> </ul>
<b>Facilities</b>	<ul style="list-style-type: none"> <li>• Portable toilets are provided by lot owner or program administrator if approved by owner.</li> <li>• Not all lots have toilets.</li> <li>• RVs are steered to lots without toilets.</li> </ul>	Portable toilets and handwashing stations	1 portable sink/toilet for every 20 participants. Showers are available at the youth center across the street at 4:30am.	Portable toilet and sinks
<b>Security</b>	Two lot monitors drive between the 24 lots.	No, but close working relationship with San Diego Police Department.	Yes, from 8:30pm to 7am.	Yes. Unarmed guards cover two shifts: 6pm-12am, 12am-6pm. Guards cost \$17/hr.

	<b>Santa Barbara</b>	<b>San Diego</b>	<b>Los Angeles SSG HOPICS</b>	<b>Los Angeles Safe Parking LA</b>
<b>Type of location</b>	Lots include: <ul style="list-style-type: none"> <li>• 12 churches</li> <li>• 3 County lots</li> <li>• 3 City lots</li> <li>• 6 non-profits</li> </ul>	<ul style="list-style-type: none"> <li>• One city-owned lot and one non-profit.</li> <li>• One lot is in a commercial area; the other lot is in a more residential area with an adjacent park/recreation center.</li> </ul>	Church parking lot	Faith organization parking lot
<b>Notable policies or rules</b>	Limited financial assistance for insurance and registration costs.		<ul style="list-style-type: none"> <li>• 2 - 3 spaces between program spots.</li> <li>• Participants are screened for enrollment by provider.</li> <li>• Must have valid license, insurance, and registration or be receiving assistance to procure these documents. Financial assistance is available for this purpose.</li> <li>• Can lose spot if absent for three nights.</li> <li>• Monthly permit granted to participants; may renew permits. Participants must be engaged in housing search and location activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Issued a 30-day parking pass. Participants should be actively seeking housing.</li> <li>• Administering organization screens and vets clients.</li> </ul>
<b>Cost per day per parking space</b>	\$8	\$16	\$23	\$10 (estimate)

### **Possible Short-Term Zoning Solutions for Siting Safe Parking Lots**

The Department of Regional Planning (DRP) recommends consideration of the following potential approaches to addressing zoning issues and expediting the process related to siting of Safe Parking Lots:

#### **1) Use of County Property (California Government Code 65402)**

- Under this section of the CA government code, projects on County-owned land may be able to accommodate temporary Safe Parking Lots.
- This applies to all County-owned land located in incorporated cities and/or unincorporated communities.
- Applicants in collaboration with County Homeless Initiative staff should identify County-owned sites large enough to host Safe Parking Lots without displacing required parking for the existing uses onsite. In addition, the applicant must meet performance and development standards (bathroom facilities, fencing, screening, lighting, solid and human waste collection, on-site security guard) to maintain safety and quality of life, and to avoid incompatibilities with surrounding uses.
- Since these projects are ministerial approvals, they do not require a public hearing, but would require compliance with performance and development standards.
- The cost for DRP to review a Safe Parking Lot Project on County-owned land is \$1,498. Permit approval requires a land use application, ownership information, site plan, floor plan, elevations, photographs, and conceptual approval from the County Department of Public Works and possibly the County Fire Department.
- Permits expire within two years of approval. The applicant may apply for a one-year, one-time extension. Depending on the temporary nature of a Safe Parking Lot, the permit may have an earlier expiration date.

#### **2) Temporary Use Permits (LA County Zoning Code 22.56.1830)**

- This Code Section allows for short and long-term Safe Parking Lots if sponsored by a public agency, nonprofit, religious, fraternal, or educational service organization.
- This applies to all private property in the unincorporated communities.
- Short-term events are limited to 6 weekends or 7 days during a 12-month period; long-term events may request a longer time frame if they can meet the burden of proof (The applicant would be required to provide justification for the project, including how operations will not harm the neighboring properties). Any public agency, nonprofit, religious, fraternal, or educational service organization can apply for an extended Temporary Use Permit (TUP) and collaborate with County agencies to establish a Safe Parking Lot.
- The Director of DRP may approve an *extended* TUP if the applicant has met the burden of proof, and if any opposition received can be mitigated or if the concerns are unfounded. The Director can also deny the application and the applicant may request a public hearing.

- Notification to neighbors within a 500-foot radius is required and any opposition to the project will be evaluated by DRP.
- All TUPs have conditions that must be satisfied and require inspections. The applicant must propose a sunset date. A TUP approval, short or extended, would require development/performance standards to be satisfied by the applicant and on-going inspections. The Director of DRP may request additional inspections as deemed necessary to address quality of life issues and ensure compatibility with the surrounding uses.
- TUPs cost \$220 plus a \$200 inspection fee, or \$3,094 with a hearing plus the \$200 inspection fee.

**MOTION BY SUPERVISORS MARK RIDLEY-THOMAS  
AND JANICE HAHN**

**JANUARY 30, 2018**

**RELATES TO ITEM 32**

**Sustainable Solutions to Assist Homeless People Living in Recreational Vehicles**

According to the 2017 Los Angeles Point-in-Time Homeless Count, on any given night, there were 14,412 vehicles of various types in which homeless persons were dwelling within the boundaries of the Los Angeles Continuum of Care (which includes all of Los Angeles County, except Glendale, Long Beach and Pasadena). These 14,412 vehicles included 4,545 campers and recreational vehicles (RVs).

Along the Broadway Corridor in the unincorporated community of West Rancho Dominguez, there has been a concentration and proliferation of RVs over the past decade. The County of Los Angeles has provided funding to non-profit partners to provide targeted engagement with this homeless population living in RVs and help connect them to essential and specialty services (such as mental health treatment and benefits advocacy) as well as more stable and affordable permanent housing options.

- MORE -

MOTION

SOLIS \_\_\_\_\_

RIDLEY-THOMAS \_\_\_\_\_

HAHN \_\_\_\_\_

BARGER \_\_\_\_\_

KUEHL \_\_\_\_\_

**MOTION BY SUPERVISORS RIDLEY-THOMAS AND HAHN**  
**JANUARY 30, 2018**  
**PAGE 2**

For the past six months, an interagency team, comprised of representatives from the Department of Public Works, Sheriff's Department, California Highway Patrol, and non-profit agencies (collectively, "the team"), have met regularly to ensure coordination of services. Through this effort, the team has discovered that a major impediment to transitioning individuals out of living in sub-standard RVs is the fact that many of these vehicles are resold or rented to homeless individuals after the vehicles are impounded, creating a market for relatively affordable, but substandard and unsafe, housing. A thorough investigation and assessment should be completed to evaluate whether there are potential interventions to end this cycle.

**WE THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:**

Instruct the Directors of the Department of Public Works, Department of Public Health, Department of Regional Planning and the Chief Executive Officer's Homeless Initiative, in coordination with the Sheriff's Department and County Counsel, and in consultation with, as deemed necessary, Los Angeles County Sanitation Districts and non-profit homeless services providers, to report back in writing in 60 days, with the specified roles and responsibilities of the respective department(s) or agency, in implementing recommendations related to:

- 1) Mechanisms to ensure that unclaimed, dilapidated, and hazardous recreational vehicles (RVs) are evaluated and, if appropriate, permanently disposed of in a suitable manner that prevents them from being auctioned and recirculated as substandard rented dwellings;

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**PAGE 3**

- 2) Options to minimize improper disposal of RV waste, including lessons learned from efforts in other jurisdictions; and
- 3) Options to create “safe parking” lots to assist homeless service providers with connecting homeless persons to housing and support services.

(DW/KK/CG)