

MOTION BY SUPERVISOR HILDA L. SOLIS

AUGUST 6, 2019

**QUALITY OF LIFE IMPACTS IN UNINCORPORATED EAST LOS ANGELES**

Lack of affordable housing, homelessness, unemployment, and the rising cost of rental units 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, other makeshift structures, or on the streets of Los Angeles County. For County constituents who own vehicles, their cars, vans, or campers/recreational vehicles may also serve as shelter. The problem is further compounded in certain unincorporated communities such as unincorporated East Los Angeles and City Terrace, where makeshift RV housing, illegal furniture and large item dumps, and unpermitted swap meets encroachments in public road rights-of-way has caused serious concerns among residential communities for lack of action by LA County to address these issues.

The voters in these unincorporated communities overwhelmingly supported Measures W, Measure H, Measure A, and Measure H. Motions by the Board of Supervisors, subsequent report backs and implementation of recommended solutions have addressed some of these concerns. However, the County still faces incredible challenges to effectively address our constituents' concerns.

Specifically, conditions in the County's largest urban unincorporated areas of East Los Angeles and City Terrace, serviced by the nation's largest Public Works department, remain unacceptable. Alarming, quality of life concerns raised by

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residents in East LA and the surrounding communities are increasing, especially with respect RV's used as housing and parked in residential areas, makeshift unauthorized swap meets in roadway medians, illegal dumping in residential communities, and more. Furthermore, several Board-approved motions and their resulting reports have led to identification of viable solutions that have yet to be implemented.

The California Streets and Highways code designates the Board of Supervisors as the responsible entity for supervision, management, and control of the County's streets and roadways. The Board has further delegated this authority to the County Road Commissioner to carry out necessary road right-of-way maintenance and operations responsibility. LA County voters supported Senate Bill 1 at the November 2018 elections, in addition to Measure M, Measure H, and Measure W, all of which provide additional resources to support the maintenance of local streets and roadways. Notwithstanding that comprehensive solutions and projects derived from voter-approved measures often take over a decade to implement, this Board of Supervisors has an obligation and responsibility to effectively respond to quality of life and maintenance issues within the unincorporated communities we serve.

**I, THEREFORE MOVE**, that the Board of Supervisors direct the Department of Public Works, in consultation with Public Health, Regional Planning, Consumer and Business Affairs and other relative Departments to:

1. Identify and address issue areas within unincorporated East Los Angeles road rights-of-way relating to illegal dumping, makeshift homeless encampments including vehicles and RV's, maintenance of medians, and unauthorized swap meets and other activities with immediate attention given to the following neighborhoods:
  - a. Whiteside industrial zone
  - b. Whittier Boulevard, Cesar E. Chavez Avenue, and City Terrace Drive commercial corridors
  - c. Olympic Boulevard along the Union Pacific railroad right-of-way
  - d. Saybrook residential area
2. Develop strategies to improve the County's responsiveness to the above issue areas, including consideration of increased staffing on weekends;

3. Work with law enforcement and stakeholders to develop community policing strategies that focus on crime prevention, nuisance abatement, and pro-active vigilance to ensure a culture of safety and social order;
4. Streamline and invest in effective project delivery processes for multi-benefit projects that can address the recurrence of quality of life issues within road rights-of-way, with a focus on minimizing implementation timelines
5. Develop a comprehensive evaluation plan – inclusive of public health and safety impact assessments – that uses quantitative, qualitative and participatory techniques to measure outcomes related to items noted in directives above;
6. Develop a strong community engagement and education plan that establishes a model for empowering and building capacity among local and regional community-based organizations and stakeholders to encourage cultural competency for all related outreach efforts.
7. Report back monthly detailing corrective actions taken and status of remaining items to be completed within identified geographic areas;

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