



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Ragan Henninger

SUBJECT: SEE BELOW

DATE: November 16, 2022

Approved

Date

11/16/2022

**SUBJECT: CITY INITIATIVES ROADMAP - EMERGENCY HOUSING SYSTEM
EXPANSION: RECREATIONAL VEHICLE PARKING PROGRAM
ANALYSIS**

RECOMMENDATION

- (a) Accept the staff report on Recreational Vehicle Parking Program Analysis.
- (b) Adopt a resolution authorizing the Director of Housing, or their designee, to negotiate and execute an amendment to an existing agreement with Destination: Home, in an amount not to exceed \$200,000, for the Lived Experience Advisory Board of Santa Clara County to complete a survey and analysis of people experiencing homelessness living in recreational vehicles.

OUTCOME

Approval of this action will authorize staff to implement a census and survey of people experiencing homelessness living in recreational vehicles (RVs). The results of this work will inform the development of a strategy for how to support and transition people living in their RVs into housing and a plan to manage the impacts of RV parking on public streets. Staff will also develop a framework to address where RVs can park in the City for review and consideration by the Neighborhood Services and Education Committee based on what the City Council may subsequently consider referring to the Administration to work with the City Attorney's Office on new or amended ordinances.

EXECUTIVE SUMMARY

The City has experienced an increase in unhoused residents living in RVs or other oversized vehicles. City Council directed staff to identify an approach to count and understand the needs of these residents, evaluate RV parking programs and ordinances in other jurisdictions, and provide

recommendations for efficiently addressing issues related to RVs or other oversized vehicles in the City.

To that end, in this memorandum, staff has provided an approach to understand the scope and nature of needs with a recommendation to conduct a census and survey, evaluated several RV safe parking programs to form the basis for further program efforts in San José, and provided a comparative analysis of municipal ordinances that seek to address lived-in RV issues on City streets. The information provided in this memorandum lays out substantial background that will, upon completion of the census and survey analysis, enable the City to move forward on a comprehensive approach to both supporting people who live in RVs and better managing the impacts of these RVs and oversized vehicles on the City.

BACKGROUND

At the [May 3, 2022, City Council meeting](#), Vice Mayor Jones and Councilmember Mahan brought forward an item (Item 7.1) seeking to address the ongoing issue of how the City should best manage the needs of people living in RVs while meeting the needs of people, businesses and the environment that are also impacted by public street live-in RV parking. The City Council voted to direct staff to explore the practices of other jurisdictions grappling with these issues and to return to City Council with a proposal and findings.

More recently, on [September 28, 2022](#), Vice Mayor Jones along with Councilmembers Foley, Jimenez, and Mahan brought forth an additional item (Item C.1) to the Rules and Open Government Committee seeking to bring before the full City Council several additional directions related to managing RVs, helping people who reside in them, and addressing various impacts to other members of the community, businesses and the environment. Also, during this meeting, Councilmember Cohen brought forth an item (also Item C.1) seeking to have the City Council direct staff to further explore ordinances that would bring consistency to the City's approach to managing RVs and to consider mechanisms for instituting options such as RV/vehicle repair and vehicle buyback programs specifically for inoperable vehicles that inhibit people residing in them from participating in RV safe parking programs. Both memoranda were consolidated at the October 26, 2022, Rules and Open Government Committee meeting.

The resulting analyses and recommendations for all items have been consolidated into this single memorandum for clarity and consistency.

The issues City Council seeks to address can be separated into four categories, discussed below. These are:

1. Census and Survey: RV census and needs of people;
2. RV Program Comparison: RV/oversized vehicle programs/results;
3. Inoperable RV Programs: Inoperable lived-in vehicle program options; and
4. RV Ordinances: RV/lived-in vehicle ordinances and options.

The order of the discussion of these items in this memorandum is intentional. First, understanding the data about the magnitude and locations of RV parking issues and the nature of people's needs is necessary for designing approaches appropriate to the scale and complexity of the overall issue. Second, based on this data, the range of programmatic options and knowledge of effectiveness – to the extent known – can be analyzed with the scale and nature of needs in mind. Then, addressing these issues of scale and program design must also incorporate related issues, such as challenges with inoperable vehicles that present unique problems for full resolution. Finally, with a robust understanding of the scope of human need and associated challenges, it is possible to have a meaningful policy discussion around potential ordinances that impact people and the environment.

The City does not have the data required to assess all of these items immediately. Given the urgency, though, there are immediate steps that can be taken – discussed below – even while obtaining the data. Further, by thinking about each item in the systematic approach described in this memorandum, it provides an ordered way to work towards substantive, urgent actions.

(1) Census and Survey: RV census and needs of people

The City needs to first understand the scope and location of the issue at a detailed enough level to make appropriate policy decisions. As a starting point, the County of Santa Clara Office of Supportive Housing leads a regional Point in Time (PIT) Count. The last year for which reliable RV and vehicle data exists, 2019, includes only an aggregate category for all unsheltered people who were identified as living in a vehicle, not separately for RVs.

In San José, for 2019, 17% of the 5,117 unsheltered unhoused residents identified living in some type of vehicle.

While the PIT Count is a useful starting point, the limitations for understanding the magnitude of the issue in San José suggest a periodic supplement of this data specifically for RVs and oversized vehicles would be of value. The data limitations include:

- a) The location data is not yet reliable as necessary within the City limits to determine how many potential RV parking sites (or other options) may be necessary.
- b) The count is done once every other year in February and cannot capture seasonal variation/movement that may impact the number and location of such lived-in vehicles.
- c) The count is not specific to RVs and oversized vehicles. Without further distinction, it is not possible to make clear assessments from that data about the need specific to RVs.

During the evaluation of approaches to conducting a census, staff met with officials from the City of Mountain View who conduct a regular census, County of San Mateo staff who conducted an RV census and survey in 2019, and researchers from the Benioff Homelessness and Housing Initiative who developed tools that enable the City of Seattle to conduct a regular census. City of Mountain View utilizes internal staff to cover roughly 14 square miles and determine the scope of RV/over-sized vehicles within its boundaries. City of Mountain View deploys staff who already regularly engage or observe lived-in RVs as part of their work, which helps increase

efficiencies in the count. Further, the staff have developed some level of trust and familiarity to offset potential alarm or suspicion around such a count.

In discussion with the Benioff Homelessness and Housing Initiative researchers, staff learned that they had designed a set of principles used in the City of Seattle to enable participants in the PIT Count to refine the census being performed. In addition, County of San Mateo conducted an RV survey in 2019 after seeing a 127% increase in lived-in RVs on its streets from its prior count. County of San Mateo staff worked with a consultant and members of the community to develop the questions and approach. City staff reviewed the process, timing, and approach of the survey to gain further insights.

Discussions and review of materials from these jurisdictions suggest that a periodic census count of RVs and oversized vehicles is likely to be a benefit to the City of San José. Conducting an initial census count will also enable staff to compare the results to the local PIT Count estimates of lived-in vehicles to consider whether the PIT Count data would be a sufficient ongoing tool for monitoring progress.

As part of the October 26 item, the Rules and Open Government Committee also sought to have staff develop an understanding of the range of needs of people living in RVs. The purpose was to enhance design of appropriate interventions. Staff has already learned from its experiences at a range of encampments, including the FAA-directed Guadalupe Gardens clearance. Helpful lessons learned include:

- People who live in RVs frequently worry that housing options will not result in permanent homes. They are understandably not willing to risk giving up their RVs for a home until they feel secure in their new home. A time-limited RV storage should be considered to reduce barriers to participating in a housing program. People are sometimes given RVs – both inoperable and not – to live in without documentation, which can hamper efforts to sell, repair, or for the City to purchase such RVs. Support, along with funding, is needed to help people register their vehicles and repair them.

Some people who have RVs view those RVs as their homes and are seeking a safe place to live in them on a potentially permanent or at least long-term basis. Identifying a safe place where people can park will allow the needed time to build trust so that they can consider alternative housing options. As a result of the above, the development of a thoughtful approach is necessary to further understand the needs of people living in RVs. To deepen the City's understanding of the specific needs of residents living in RVs in San José, a further field survey of a sample of unhoused residents who live in RVs or oversized vehicles would be valuable. A recommendation for this item is contained in the Analysis section below.

(2) RV/Oversized Vehicle Program Comparison, (3) Inoperable RV Programs Discussion, and (4) RV Ordinance Comparison

Council directed staff to explore three additional items - RV/oversized vehicle programs, inoperable RV programs, and RV ordinance comparisons - to understand what is being done in

other communities and, to the extent available, what those results indicate. See ATTACHMENT 1 for these comparison materials from other jurisdictions. This attachment includes several reports as sub-attachments that provide detailed results from other communities.

ANALYSIS

This analysis addresses the specific Council directions from the May 3, 2022 and September 28, 2022, Memoranda described in the background section above.

- I. *Explore cost and strategy required to conduct an RV census and survey of needs of people living in RVs.*

Existing resources can be deployed to conduct the RV census and gather satellite imagery to improve the efficiency of this census. Further, the imagery will provide insights about high-need areas that may be more readily apparent at a zoomed-out view than from the ground level count.

In addition, staff has analyzed alternative options to conduct a survey for purposes of understanding the unique needs of unhoused people residing in RVs. Given that the City already has a contractual relationship with the Lived Experience Advisory Board (LEAB) through Destination: Home, this presents an efficient opportunity to work with an existing partner that has specialized expertise and knowledge to conduct the more in-depth survey. Staff would work with the LEAB and any sub-contractor for design of the sample size and survey methodology and plan to conduct such survey after the census is completed. LEAB and Destination: Home have expressed their interest in the survey, the Housing Department is developing a project scope and will seek formal LEAB approval.

Recommendation:

Utilize up to \$200,000 from the Housing Trust Fund to complete preparation for a survey and further analysis work with Destination: Home Lived Experience Advisory Board and any sub-contractors to design the sample and survey instrument for needs identification. The final deliverable will be a report identifying key findings.

- II. *Return to City Council with proposal and budget appropriation by the end of November 2022.*

Although staff has reviewed the programs of other jurisdictions, it is not yet possible to provide a proposal because the City of San José does not have a current census of the number of RVs within the City's boundaries. For this reason, staff recommends to move forward with two steps. First, as noted above in section I, staff proposes to conduct an RV vehicle census, including utilization of satellite imagery for the narrow purpose of efficient deployment of the City staff who will conduct the count. Second, because staff has programmed one RV site for up to 45 vehicles at the Santa Clara Valley Transportation Authority Santa Teresa site and is aware of the

cost, staff will continue to explore possible further RV Safe Parking options that may also be in the range of the \$1.6 million annual cost for the Santa Teresa location.

III. Identify service types and levels associated with survey and census results.

Staff recommends returning to City Council with a report of findings of the survey and census, which will identify service types and levels needed by people living in RVs.

IV. Leverage existing efforts to identify Emergency Interim Housing for possible RV parking sites.

Staff has already begun reviewing more than 150 locations that have been considered for Emergency Interim Housing to determine whether any sites are appropriate for RV safe parking. Staff will continue to engage City Council Offices and the relevant community in which such sites may be located when sites are identified as potential candidates.

V. Prioritize siting of RV parking where Council Offices have identified locations of support.

This direction was brought forward in a memorandum by Vice Mayor Jones along with Councilmembers Foley, Jimenez, and Mahan, dated September 28, 2022, and was approved at the Rules and Open Government Committee on October 26, 2022. The Rules Committee clarified at that time that this direction is expressly limited to affirmatively prioritizing funding for sites when a City Council Office has identified a site within the District for which it supports an RV safe parking location. It does not bar nor impact in any way the City Council's overall ability to vote to identify locations it deems to be appropriate for consideration nor does it create any type of veto authority for a single district. Staff recommends adoption of the proposed prioritization approach for RV safe parking previously approved at the Rules and Open Government Committee.

VI. Community engagement.

The City Council has already adopted Council Policy 6-30 regarding community outreach. This policy establishes public notice and outreach requirements in advance of certain real estate developments. City Council's direction was to apply this policy to the community engagement process for Emergency Interim Housing. Staff recommends applying this policy to the RV Parking siting process and, subject to resource availability, continuing to seek further opportunities for community input and engagement.

VII. Explore ordinance options that standardize acceptable RV parking.

As noted, staff explored ordinance options of multiple cities and reviewed a survey conducted by the County of Los Angeles. Of the ordinances and implementation approaches identified, the City of Mountain View seems to have taken an approach that may be a starting point for further consideration within the City of San José. The approach provides a clear, easy-to-read official map of where unhoused residents in RVs are allowed to live, which is an important start. The

policy is standardized in a way that gives clarity to all residents, which can increase efficiency by limiting the volume of repeated calls and emails from primarily housed residents seeking to have a specific RV or group of RVs inspected and removed.

However, the City of San José must also address how to better manage lived-in vehicles that are inoperable. One of the lessons learned from large encampment operations including the FAA-directed Guadalupe Gardens clearing is that there are many particularized challenges specific to unhoused residents living in inoperable vehicles. These include not only finding suitable housing options – which can be made more challenging by higher health needs among these residents – but also addressing emotional and well-being needs of residents who are attached to the only home they may have, and ultimate transport and disposal of inoperable vehicles.

Following the starting point implemented by the City of Mountain View described above, the City of San José could further consider policies that both make it easier for a person whose vehicle is towed to dispute such a tow/recover compensation and accelerate the time within which a “good-faith” tow may be executed. As required by the California Vehicle Code, the City currently allows individuals the option to request a tow hearing by mail or over the phone. Requests must be made within 10 days and an informal hearing will take place within two business days of the request. Further, such process could include an accelerated compensation when a tow and storage has been determined to be not in accordance with the policy. Upon completion of the analysis of the RV census and survey, staff will return to the Neighborhood Services and Education Committee with a framework for policy changes on parking ordinances and enforcement for consideration. Once the framework is approved, staff will work with the City Attorney’s Office to draft an ordinance that standardizes and provides clarity for parking of RVs on public streets.

VIII. Explore RV options related to buyback and vehicle repair.

Staff detailed the existing RV buy back pilot program in place for the Guadalupe Gardens FAA safe relocation effort.

The Housing Department piloted an RV repair program in partnership with HomeFirst during the FAA-directed Guadalupe Gardens clearance. Lessons learned include:

- Finding a mechanic who was willing to participate in the unique circumstances was difficult because most mechanics said they didn’t have ability to take additional work (even though it was paid work) or were not willing to repair vehicles outside their shops;
- The scope of RV repairs that could be completed “in the field” was limited because of no access to power and lifts, certain tools, etc. More extensive repairs could be performed in the mechanic shop. In order to tow an RV to the mechanic shop, the RV owner had to show proof of ownership; as noted above, that documentation is not always available;
- The cost of repairs needed were often more than the RV was worth; and
- There was an effort to partner with mechanic(s) on a volunteer basis, but it was not fruitful, as they were often unreliable.

The HomeFirst pilot RV repair program in Guadalupe Gardens repaired 14 RVs, a small fraction of the total RVs in the area that staff believes is a result of the challenges outlined. The Housing Department's upcoming safe parking programs include flexible funding to assist with vehicle repairs for participants in the program. To consider an expanded citywide RV repair effort, staff recommends further outreach to RV retailers, existing tow companies, surveying the unhoused and evaluating the publication of a Request for Information (RFI) to determine whether such services are available and the cost. The results from the RV census and survey would also inform the RFI.

Conflict of Interest

Jacky Morales-Ferrand, Director of Housing, serves as an uncompensated member of the board of directors of Destination: Home, a California non-profit corporation. Ms. Morales-Ferrand has not participated in the selection of Destination: Home for the additional funding and will not participate in the making of any contract, contract amendment, or grant agreement awarded to Destination: Home.

CONCLUSION

Staff has determined that an RV census and survey is necessary to better understand the magnitude and nature of the needs of unhoused people living in RVs. Staff has further identified promising practices from the RV safe parking programs of other jurisdictions and recommends a path forward for considering an ordinance that could provide further clarity and consistency about where people could park their RVs and what the rules would be. Staff has also determined that the Rules and Open Government Committee prioritization for locations that already have support for RV safe parking is a workable approach to expediting these important options. Finally, staff has identified a path to utilize the data to further inform a framework for policy changes on parking ordinances and enforcement.

EVALUATION AND FOLLOW-UP

Staff will return to the Neighborhood Services and Education Committee in the spring with the findings of the census and survey, a strategy for moving forward with approaches to address the needs identified in the survey, and a framework for policy changes on parking ordinances and enforcement.

CLIMATE SMART SAN JOSE

The recommendation in this memorandum has no effect on Climate Smart San José energy, water, or mobility goals.

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PUBLIC OUTREACH

As the subject of this memorandum is not yet to implement any specific program, community outreach has not yet been undertaken. However, in compliance with Council Policy 6-30, staff proposes to engage the community prior to moving forward with any RV safe parking location.

This memorandum will be posted on the City's Council Agenda website for the November 29, 2022, Council meeting.

COORDINATION

The development of this memorandum was coordinated with the Police Department, the Transportation Department, the City Attorney's Office, and the City Manager's Budget Office.

COMMISSION RECOMMENDATION/INPUT

No commission recommendation or input is associated with this action.

FISCAL/POLICY ALIGNMENT

The proposed expenditures at this time align with the Enterprise Priorities for Ending Homelessness and for Clean, Vibrant, Inclusive Neighborhoods and Public Life. It is also in alignment with the Council endorsed *Community Plan to End Homelessness*.

COST SUMMARY/IMPLICATIONS

Approval of the recommended action authorizes a not-to-exceed amount of \$200,000 to contract with Destination: Home to conduct a survey and analysis of people experiencing homelessness living in recreational vehicles. The costs for this contract will be paid from the Housing and Homeless Projects appropriation within the Housing Trust Fund. Any costs for future RV safe parking sites or ongoing expenditure associated with the management of RVs will need to be addressed in the development of the 2023-2024 Proposed Budget development process.

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BUDGET REFERENCE

The table below identifies the fund and appropriation to fund the recommended as part of this memorandum.

| Fund # | Appn # | Appn Name | Current Total Appn | Amt for Contract | 2022-2023 Adopted Operating Budget Page | Last Budget Action (Date, Ord. No.) |
|--------|--------|-------------------------------|--------------------|------------------|---|-------------------------------------|
| 440 | 225F | Housing and Homeless Projects | \$4,465,000 | \$200,000 | 1002 | 10/18/22, Ord No. 30833 |

CEQA

Not a Project, File No. PP17-009, Staff Reports, Assessments, Annual Reports, and Informational Memos that involve no approvals of any City action; and File No. PP17-003, Agreements/Contracts (New or Amended) resulting in no physical changes to the environment.

/s/

RAGAN HENNINGER
Deputy Director, Housing Department

For questions, please contact Ragan Henninger, Deputy Director, Housing Department, at ragan.henninger@sanjoseca.gov.

Attachments

ATTACHMENT 1

RV PROGRAM AND RV ORDINANCE COMPARISON

Council directed staff to explore RV/oversized vehicle programs to understand what is being done in other communities and, to the extent available, what those results indicate. Staff contacted several programs directly to gather details and program results, where available. In addition, in early 2022, the Benioff Homelessness and Housing Initiative released an in-depth study of RV programs (SEE **ATTACHMENT 1-A – Benioff Homelessness and Housing Initiative RV Research Report**). The result of this exploration follows.

City of Mountain View Program and Results

The City of Mountain View has a safe parking program that served between 130 to 150 unduplicated participants in 80 vehicles as of its summer 2022 update. The site operates on a 24/7 basis to enable participants not to have to relocate after evening hours. All of the households that participate are assessed for their vulnerability with the Vulnerability Index-Service Prioritization Decision Assessment Tool (VI-SPDAT) to determine eligibility for various housing options. Research in recent years has revealed that use of the VI-SPDAT can exacerbate racial inequities and many jurisdictions have moved to other assessment tools, as such, the local Continuum of Care is currently in the process of updating its VI-SPDAT tool. Nevertheless, it is the assessment tool used most frequently and it provides some useful insights. The Mountain View program has a 30% target of placement into permanent housing that is a systemwide benchmark set by the Continuum of Care. Of the 52 households that exited the program during Fiscal Year 20-21, the average length of stay in the program was 287 days and 16 of them (30.7%) exited to a permanent housing option.

Jewish Family Service of San Diego Program and Results

Since 2017, Jewish Family Service of San Diego (JFSSD) has operated safe parking programs in the City of San Diego. Staff has previously visited the safe automobile parking site, which includes a secure parking lot on the campus of JFSSD, as well as connection to services and access to on-site showers. JFSSD operates a total of four safe parking locations across San Diego County, one of which has accommodations for RVs, however the evaluation report obtained combines program results for all vehicle types. The results for the program year between February 2019 and November 2020 reveal 18.4% of all exits were to permanent or temporary housing options. Approximately 30% of exits are defined as positive exits, including exits to shelters. Although further RV-specific program information is not presently available, a copy of the evaluation report prepared by the University of California at San Diego is attached as **ATTACHMENT 1-B – Evaluation of Jewish Family Service of San Diego’s Safe Parking Program**.

Dreams for Change Program and Results

Staff contacted safe parking provider Dreams for Change in San Diego, which operates multiple safe passenger vehicle sites and has accepted RVs in the past. The Executive Director provided candid insights about the organization’s experience and rationale for discontinuing the RV portion of its program. One issue Dreams for Change faced was space constraints for the 100-car waiting list for its safe parking spaces. RVs take up more space than passenger vehicles and therefore can accommodate fewer total vehicles in a lot. Similar to experiences in San José, many people living in RVs view the vehicle as their home and are not in search of additional housing, which can make transition to permanent homes more difficult to achieve. Further, the provider found that RV disposal of abandoned vehicles was very difficult and expensive and that

even with restrooms provided participants would use the RV restroom and drain onto the ground. Finally, Dreams for Change experienced a difficulty engaging residents who had 24/7 access to parking their RVs for further service connection.

Los Angeles Vehicular Homeless Outreach Project (VHOP) Program

Due to increasing numbers of RV and camper residents in Los Angeles County, that County launched the VHOP Program in its second supervisorial district. In 2020, that district included at least 1,985 RVs. Staff in Los Angeles were directed to undertake a substantial report that included statewide comparisons of RV programs and parking restrictions (See **ATTACHMENT 1-C – Report to Los Angeles County Board of Supervisors**). Although program results could not be included in this memorandum, the VHOP program did connect with 224 unhoused RV residents and made several useful observations. First, VHOP determined that the average Vulnerability Index Service Prioritization Decision Assistance Tool (VI-SPDAT) score of these residents was an 8.4. This is a tool used by many jurisdictions to understand a person’s level of need and the report concluded that 8.4 was high enough for most to qualify for permanent supportive housing – which supports people with significant health conditions. As noted above, there are racial equity concerns about the VI-SPDAT, but the tool nevertheless provides useful insight. Staff in Los Angeles also concluded that the average cost to dispose of RVs was \$500 but could go as high as \$9,000 depending on the condition of the vehicle.

In addition to the VHOP findings, the report also included a review of the parking rules of more than 20 jurisdictions with concentrations of RV encampments. The report concluded that

“Excessively targeted or localized parking regulations were likely to result in shifting RV encampments to neighboring areas, triggering additional calls for parking restrictions.” (App. IV, pg 84, emphasis added)

Given resource constraints, this finding suggests that determining where people living in RVs should be allowed to exist may be a more prudent use of City resources than solely identifying places that they are not allowed to be overnight. In any event, this finding is instructive as the San José City Council seeks to determine effective and efficient approaches that will work for this community.

Los Angeles County ultimately called for the establishment of a detailed Countywide RV Encampment Pilot Program, which includes a cross-section of departmental responsibilities (see **ATTACHMENT 1-C**, pg. 90). Staff discussed the County’s early-stage development of this Pilot Program with Los Angeles County staff and learned that it may be rolled out in a specific portion of that County’s unincorporated area first as part of a phased approach. This insight may be helpful in considering a citywide versus phased approach within San José.

Safe Parking LA Program and Results

Staff further reviewed a safe parking program in Los Angeles that did not distinguish between RVs and cars. The program included 10 sites across the city and had enrolled at least 2,000 participants since its inception in 2017. Its most recent annual report demonstrated assistance to 395 participants, 40% of whom exited to housing (the report did not differentiate between emergency, transitional and permanent options – an important distinction to track). It included a

range of case management, housing plan creation, and assistance with moving towards a stable housing outcome. see **ATTACHMENT 1-D – SafeParking LA Report**.

City of Redwood City Safe Parking Program and Results

The City of Redwood City implemented a combination of approaches in 2020 to address lived-in RVs within its city limits. These approaches included opening an RV safe parking lot together with a permit program and added enforcement of a municipal ordinance. The effort also included providing vouchers for sewage disposal at a local dumping station, access to a water refill station, case management at the RV safe parking lot, and connection to housing. Redwood City reported a decrease from 140 RVs on city streets to an average of 12-15 RVs per night. As of February 2022, 58 households have utilized the RV safe parking program with 19 being provided access to permanent housing and more than 50% of participants receiving some type of housing subsidy. The posted results do not make clear whether the large decrease in RVs on the streets was caused by resolution of a person's need versus simply relocating to another jurisdiction. As part of a comprehensive approach, the City of San José should attempt to address needs within the city limits to ensure its approaches do not push residents into nearby cities.

Summary and Issue Definition

This survey of programs in other communities provides some helpful context for successes and challenges. Providing a safe, sanitary option for people living in RVs can have substantial value for the unhoused residents, for their housed neighbors and small businesses and for protecting the environment. Further, the program design may include substantial service support to connect people to other resources. These are worthwhile program elements that are valued in interviews of participants.

One element not addressed in most program discussions is ensuring a clear identification of the problem the program is intended to solve. Programs may be designed with various outcomes in mind, such as:

- an explicit intent to connect people to services and permanent housing; or
- designed to establish safe spaces that are not in conflict with other uses and of benefit to both the person living in the RV and other residents or businesses that may be impacted by waste disposal, fire hazards, environmental challenges or other issues.

The nature and extent of service offerings and outcome measures may be different depending upon whether the primary goal of the program is connection to permanent housing versus providing a safe, sanitary place to live.

1) Inoperable RV Programs: Inoperable lived-in vehicle options

Council directed staff to consider programs that may either repair inoperable vehicles or offer buy back assistance to purchase and dispose of RVs. The City's Housing Department, in partnership with Destination: Home, implemented an RV buyback program, called *Cash for Keys*, as part of the Guadalupe Gardens Flight Path Relocation effort. Participants in the program were offered additional services, expedited referral to interim housing, and a \$500 Visa gift card in exchange for their "junk" vehicles. The value of the vehicles was under \$500 and/or they were deemed inoperable as determined by specially trained members of the Police Department.

Participants completed a Declaration of Abandonment of Vehicle, a release and consent form. As of October 31, 2022, 34 vehicles have been removed from Columbus Park because of this program.

In addition to evaluating and implementing buyback programs, one area of consideration that must be addressed is the process of evaluating, processing, for removing, and disposing of low value/junk RVs once a resident has relinquished an RV or it is otherwise unclaimed. This process allows for RVs or vehicles valued at less than \$500 to be towed directly to a dismantler to be disposed of without being first taken to or stored at a tow yard. There must be a sufficient number of trained staff, including sworn peace officers, to ensure effectiveness of the removal and disposal process. Because only certain sworn officers who have been trained accordingly may identify and qualify vehicles for direct disposal or dismantling, providing adequate staffing levels for this role is critical. Similarly, even when a person has agreed to relinquish an RV and the inoperable vehicle has been marked for tow, there must be adequate tow and storage/disposal capacity from the companies that complete these components of the process. Further, even this process is dependent upon Housing Department outreach and BeautifySJ sanitation services as part of the overall coordinated system. Ensuring a full review of the system components as part of ongoing planning will maximize the efficiency and success of any buyback program.

2) RV Ordinances: RV/lived-in vehicle ordinances

A helpful starting point for a comparative analysis of ordinances related to RVs/oversized vehicles and vehicle habitation is to understand what the law currently is within the City of San José. The current regulation governing the use of RVs or vehicles for habitation is contained in SJMC 6.46.040,

SJMC 6.46.040 – Using trailers for living or sleeping quarters – Restrictions
No person shall use any automobile trailer or house car for living or sleeping quarters in any place in the city, outside of a lawfully operated mobile home park or auto camp; provided, however, that nothing contained in this section shall be deemed to prohibit bona fide guests of a city resident from occupying a house car or automobile trailer upon residential premises with the consent of the resident, under a permit from the health officer, for a period not to exceed forty-eight hours; nor shall this section be deemed to prohibit the temporary use of a trailer for security purposes in the guarding of commercial, industrial or institutional properties, under a permit issued by the director of neighborhood preservation.

This section has similarities to provisions found in other municipal codes that are described later in this memorandum. However, as will be discussed, there are substantial reasons to consider a comprehensive approach that may be more effective, equitable, and efficient.

Additionally, there are various parking regulations in San José's Municipal Code that can be used as a means to address RV or large vehicle parking, including the following:

SJMC 11.36. 220 – Storing vehicles on streets - Time limit and movement

No person who owns or has possession, custody or control of any vehicle shall park such vehicle upon any street or alley and fail to move the vehicle more than one-tenth (1/10) of a mile from the original parking space for more than a consecutive period of seventy-two (72) hours. For the purpose of this section, attempting to eradicate or hide the tire markings placed by an authorized city employee may result in the issuance of a citation and removal of the vehicle without further warning pursuant to the requirements of California Vehicle Code Section 22669.

Staff are currently able to use this code section in conjunction with authority provided by the California Vehicle Code to tow vehicles that are parked for more than a consecutive period of 72 hours without moving. However, the Parking Compliance Unit is currently not resourced to apply SJMC 11.36.220 to vehicles not displaying specific indicators (investigation criteria) that demonstrate the vehicle has likely been abandoned as most vehicles move after being warned of the parking regulation and possible enforcement. Application of SJMC 11.36.220 typically results in vehicles being moved or pushed/relocated onto adjacent streets or into neighborhoods. The investigation process rarely results in towing. Pre-pandemic, less than 7% of vehicles investigated for SJMC 11.36.220 were towed.

The City's Vehicle Abatement Program currently investigates potential inoperable and/or abandoned vehicles that meet certain condition criteria and are reported through SanJose311. In addition, staff proactively patrols every city street identifying and addressing vehicles that also meet these condition criteria. The program does not investigate vehicles simply because they have been parked for an extended period of time but instead uses specific vehicle condition criteria (missing or flat tires, deployed airbags, etc.) to identify vehicles that are more likely abandoned and will legally qualify to be towed. The investigation criteria are applied to all types of vehicles parked within the public right-of-way and does not single out RVs.

SJMC 11.36.260 – Stopping, standing and parking – Prohibited when signs are in place

Whenever any ordinance or resolution prohibits the stopping, standing and parking of vehicles on certain streets or highways, or portions thereof, during all or certain hours of the day, and authorized signs or other markings are in place giving notice thereof, no person shall stop, stand or park any vehicle on or along those streets or highways, or portions thereof, to which such prohibition applies during the times specified in such ordinance or resolution.

Per Chapter 11.16, the City Traffic Engineer has the authority to install traffic control devices, which includes various parking restriction signs or markings, to regulate, guide or warn traffic.

The determination of the placement of any device would be based on the result of a traffic study. If implemented, the posted restrictions would apply to all vehicles.

SJMC 11.98.060 – Large vehicle parking prohibited

No person shall park a large vehicle in any zone posted as a “no large vehicle parking zone.”

Per Chapter 11.98, a large vehicle is one that is over six feet in height or exceeds seven feet in width. Implementation of no large vehicle zones on certain streets, or portions of a street, is at the discretion of DOT’s Director, when a determination is made based on a traffic study that parking of large vehicles creates a safety hazard for pedestrians and vehicles. SJMC 11.98.060 identifies various factors that may be considered in making this determination. If implemented, the posted restrictions would apply to all large vehicles.

It is important to note that parking violations are typically enforced through the issuance of parking citations. If the vehicle meets certain legal conditions, it may be eligible to be towed. Under the parking ordinances, the City could continue to enforce the existing provisions by issuing citations, or towing the vehicle, if it meets certain legal conditions. It is important to note that triggering enforcement action by specific vehicle type, size or category would need to be further reviewed by the CAO and administration. Additionally, as demonstrated by the litigation in Mountain View (discussed below), a more productive approach may be to revise the existing ordinances in ways that provide clarity to all parties, identify places where it is acceptable to park and live in a RV, and determine if the existing parking ordinances should be modified to include explicit expanded authority to cite or tow vehicles parked on certain streets under certain conditions.

Moving from the current City of San José ordinance, staff also reviewed ordinances implemented by Rancho Cordova, the City of Mountain View and the City of Redwood City. These ordinances reveal a range of approaches – from absolute prohibition to a collaborative model.

Rancho Cordova

Among the most absolute of prohibitions, Rancho Cordova has a vehicle habitation ordinance as follows:

10.30.030 Use of vehicles for human habitation prohibited on public property

It is unlawful for any person or persons to use a vehicle for human habitation on or in any public street, right-of-way, alleyway, parking area or any other public property, except in a designated public campground, recreational park, or licensed mobile home park.

Data was not readily available about the impacts of the Rancho Cordova approach on unhoused people living in their RVs, on other members of the community or on environmental protection efforts.

City of Redwood City

Slightly less restrictive than Rancho Cordova, Redwood City has a specific code, RCC Section 14.72 N, related to living in vehicles, but instead of applying to all vehicles. It reads:

It is prohibited within the city limits of Redwood City for anyone to sleep in, cook in, or use for any other living purposes an automobile trailer, house trailer, camper, van, truck, pickup truck, recreational vehicle, boat or other vehicle.

In addition, in 2020 Redwood City opened an RV parking lot and implemented a citywide permit process by which people living in their vehicles could obtain a permit to park in certain areas for specified times.

Staff was not able to find reports directly from unhoused residents living in RVs in Redwood City, which would be a more complete assessment of program results and should be a part of any effort in San José. However, Redwood City reported a 75% decrease in on-street lived-in RVs within six months of the above changes.

City of Mountain View

The City of Mountain View initially adopted a “narrow streets” ordinance and a “bike lane” ordinance in 2019. These ordinances established limitations regarding the streets on which people who lived in their oversized vehicles could park. The narrow streets ordinance, as to parking of oversized vehicles, reads:

SEC. 19.79.4. - Parking of oversized vehicles on certain narrow streets prohibited.

- a. No person shall park any oversized vehicle on narrow streets less than or equal to forty (40) feet in width, or portions thereof, as set forth by resolution of the city council.*

The above City of Mountain View ordinance restricts the parking of oversized vehicles which exceed 22 feet in length, or 7 feet in width, or 7 feet in height, including boats, large trucks, and recreational vehicles (RVs).

In 2021, however, City of Mountain View was sued regarding the legality of its ordinance on various claims, including under the Americans with Disabilities Act. As part of the settlement agreement, the City identified specific public street areas covering at least a 3-mile area on which people living in their vehicles were allowed to park. See **ATTACHMENT 1-E – Streets with Parking Restrictions Map**. It also agreed to specific notification procedures before a tow, a 72-hour minimum time before towing could occur, and a post-tow hearing procedure for people who dispute the validity of the tow.

The settlement agreement terms have not been implemented long enough to draw conclusions about the impact those terms may have on people who live in their oversized vehicles, on communities in which such vehicles are no longer permitted or on the presence of hazards such as biowaste, engine fluid disposal or other environmental issues that can arise. However, the

Mountain View approach does demonstrate at least three practices that may be of value for ensuring equity, environmental protection, and suitable dispute resolution that may be appropriate for the City of San José. These include:

- Clear identification of where people are allowed to park.
- Clear protocol for administering the ordinance, including notice procedures, that can be easily understood by vehicle owners or inhabitants, followed by staff and shared publicly.
- Sufficient dispute resolution practices for a resident to contest the storage of their vehicle and any tow.



The Long Road Home: Housing and Service Needs of People Who Inhabit Oversized Vehicles in Oakland's Public Parking

Benioff Homelessness and Housing Initiative



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Executive Summary

We conducted in-depth interviews with residents of oversized vehicles (n=48) from across five sites of public parking in Oakland, CA during July 2021 to understand their housing and service needs. The interviews assessed resident's views on the current **Safe RV Parking Program** and a proposed **Rental Parking Program model**, based on Oakland land-use code changes adopted in 2021. **Safe RV Parking Programs** provide long-term parking spaces with security and access to water, electricity, mobile showers, toilets, laundry, and health and social services. A proposed **Rental Parking Program model** would provide long-term privately operated parking spaces with security, water, electricity, hygiene facilities and would adhere to California State Mobile home park laws, grant tenants' rights to their occupants, and would not require that renters participate in social services or case management.

Overview of findings

Housing Preferences:

- Participants preferred staying in oversized vehicles to other unsheltered settings or congregate shelters.
- Participants were reluctant to accept non-permanent housing options (e.g., rapid rehousing or transitional housing) because they feared they would return to homelessness after the subsidies or temporary housing came to an end. They were not willing to give up their vehicles for a non-permanent exit from homelessness.
- The majority would have preferred to live in permanent housing but noted that they could not afford to do so. A minority reported preferring living in their vehicles to housing.

Health and Social Service Engagement:

- Participants had limited engagement with social services or healthcare.
- Participants were unaware of eligibility requirements for the currently operating Safe RV Parking Program.
- Participants concerns about the security of their vehicle when they were not in them (e.g., tickets, towing, loss of property) made them reluctant to seek social services or healthcare.

Benefits of currently operating Safe RV Parking and a proposed Rental Parking Program:

- Participants expressed positive opinions of **Safe RV Parking**, noting the following potential benefits: security, hygiene infrastructure, a location other than public space.
- Participants expressed positive opinions of a proposed **Rental Parking Program model** noting the positive benefits: security, hygiene infrastructure, a location other than public space, *and* lease/tenancy rights and community building.
- Study participants said they were willing to pay approximately one-third of their income for rent in the proposed Rental Parking Program model.

Key Study Recommendations:

- Consider expanding Safe RV Parking as a form of non-congregate shelter.
- Safe RV Parking residents should be offered housing-directed services, although they may lack of enthusiasm for programs that offer only short-term interventions.
- Study the feasibility of implementing a Rental Parking Program model and identify potential sites. Feasibility studies should explore cost, funding, regulatory structures, and private property management.

1. Introduction

A growing number of people experience homelessness in their vehicles across the Western United States.¹ People experiencing homelessness may choose vehicles over other options (e.g. encampments, emergency shelter, or staying intermittently with friends or family) because they see their vehicle as more secure and safe.¹ People who live in their vehicles because they have no housing meet the Federal definition of homelessness, as set out by the Homelessness Emergency Assistance and Rapid Transition to Housing (HEARTH) Act and are considered to be “unsheltered.”² In the United States, approximately 39% of people experiencing homelessness are unsheltered; in California, 70% of people experiencing homelessness are unsheltered.³

Without accessible, legal, private space for parking, vehicle residents park in public parking spaces, where they risk harm from ticketing, impoundment, vandalism, and theft.⁴ Up to half of vehicles lived in by people experiencing homelessness are “oversized,” such as recreational vehicles (RVs), detached trailers, school busses, or commercial trucks.ⁱⁱ Municipal codes restrict oversized vehicles to parking overnight in industrial zones. These zones tend to lack trash receptacles, toilets, fresh water, and be far from social services.

Few studies have examined the social determinants, conditions, or outcomes of experiencing homelessness in vehicles.⁵ However, there is limited research focused on those who occupy an oversized vehicle in public spaces.⁶ In Spring 2021, City of Oakland staff reached out to researchers at the University of California San Francisco Benioff Homelessness and Housing Initiative (BHHI) to learn more from residents of oversized vehicles about their housing preferences, service utilization, and preferences regarding existing and proposed parking programs. Researchers at the UCSF Benioff Homelessness and Housing Initiative (BHHI) conducted the **C**COVID-19-**O**riented **R**esident of **O**versized **V**ehicle **A**ssessment (**COROVA**) to investigate this population’s personal preferences, needs, barriers, and capacity to access medical care and social or housing services during the COVID-19 pandemic. We aimed to inform the development of interventions to incorporate residents of oversized vehicles into housing, social services, and medical services.

ⁱ Although many vehicle residents do not self-identify as homeless, people who live in vehicles are considered to be homeless by the current Federal definition of homelessness. People who experience homelessness are classified as either sheltered or unsheltered. People living in their cars are classified as “unsheltered” according to the US Code: “an individual or family with a primary nighttime residence that is a public or private place not designed for or ordinarily used as a regular sleeping accommodation for human beings, including a car, park, abandoned building, bus or train station, airport, or camping ground” (USC Title 42, §11302)

ⁱⁱ California Vehicle Code 630 & 670 defines vehicles that exceed 25 feet in length, 80 inches in width, or 82 inches in height as “oversized”

2. Background

A. Vehicle Residency in the nine San Francisco Bay Area Counties

Vehicles are the most common sleeping location of people who experience unsheltered homelessness in six of the nine California Bay Area counties (Table 1). According to the 2019 Point-In-Time (PIT) counts,ⁱⁱⁱ vehicle residents represented 26% of the total homeless population (in the eight Bay Area counties that recorded vehicular homelessness) and 36% of unsheltered people.⁷ San Mateo County had the largest proportion of vehicle residency, representing 45% of the total homeless population and 75% of the unsheltered population.

| County | Three Most Common Forms of Shelter in local PIT Reports | Total Vehicle Residents | Total Homeless Community | VR % of Homeless Community | Total Unsheltered Community | VR % of Unsheltered Community |
|--|---|-------------------------|--------------------------|----------------------------|-----------------------------|-------------------------------|
| Alameda | 1. Vehicle ("Car/Van": 23%, "RV": 22%): 45% 2. "Tent": 27% 3. "Street/outdoors": 15% | 2817 | 8022 | 35% | 6312 | 45% |
| Contra Costa ^{1 2} | 1. Vehicle ("RV":17%, "Car":15%, "Van":5%): 37% 2. "Tent/make-shift shelter": 34% 3. "Street/sidewalk": 18% | 581 | 2277 | 26% | 1570 | 37% |
| Marin ¹ | 1. "Vehicle" : 25% 2. "Tent":15% 3. "Boat" & "On the Street": 12% | 258 | 1034 | 25% | 708 | 36% |
| Napa ³ | N/A | N/A | [323] | N/A | [151] | N/A |
| San Francisco ¹ | 1. "Outdoors/Streets/Parks/Tents": 65% 2. "Vehicle" : 35% 3. "Abandoned Building": <1% | 1813 | 8011 | 23% | 5180 | 35% |
| San Mateo | 1. Vehicle ("RVs": 55%, "Cars": 20%): 75% 2. "Streets": 17% 3. "Tents/Encampments": 7% | 678 | 1512 | 45% | 901 | 75% |
| Santa Clara ^{1 4} | 1. "Outdoors/Streets/Parks/Encampments": 34% 2. "Vehicle" : 18% 3. "Structure not Meant for Habitation" & "Other": 13% | 1747 | 9706 | 18% | 7922 | 22% |
| Solano ¹ | 1. "Vehicle" : 37% 2. "On the Street": 28% 3. "Tent/Encampment": 15% | 426 | 1151 | 37% | 932 | 46% |
| Sonoma ¹ | 1. "Vehicles" : 29% 2. "On the Street": 24% 3. "Tents": 10% | 856 | 2951 | 29% | 1957 | 44% |
| Total | | 9176 | 34664 | 26% | 25482 | 36% |
| Average Vehicle Residency in PIT Reports Across 8 Counties | | | | 30% | | 43% |
| Median Vehicle Residency in PIT Reports Across 8 Counties | | | | 27% | | 41% |

1 = Total Vehicle Residents calculated from reported percentage

2 = 2020 data (2019 unavailable)

3 = PIT data from Napa County is not included in average and total calculations because disaggregated information was not published

4 = Disaggregation in Santa Clara report is based on PIT *Survey* not PIT *Count*

Table 1: Vehicle Residents (VR) in Point-In-Time (PIT) reports in the nine SF Bay Area Counties (2019).

Alameda County reported the largest number of vehicle residents in the Bay Area. The largest city in Alameda County is Oakland, which is home to over half of the county's total homeless population. The official Point-In-Time Count in Oakland showed that vehicle residents represented 45% of the unsheltered population (N=3210).⁸ Roughly half of these 1,430 vehicle residents slept in oversized automobiles.

ⁱⁱⁱ Due to concerns over risks of COVID-19 transmission, many continuums of care – including Oakland – did not conduct their biennial 2021 PIT count. Data from the recently conducted 2022 PIT count will not be available until late Spring.

B. Safe RV Parking and Rental Parking Programs

A growing number of communities across the US operate “**safe parking programs**” to provide vehicle residents temporary off-street places where they can access a safe place to park, water, toilets, case management and housing navigation.⁹ Oakland launched **Safe RV Parking sites** for oversized vehicles in 2019, shortly after Alameda County began an overnight-only Safe Car Parking for non-oversized vehicles. Oakland’s **Safe RV Parking** sites are managed and operated by local organizations, including the Housing Consortium of the East Bay (HCEB) and Building Opportunities for Self-Sufficiency (BOSS). These sites provide long-term parking spaces with 24-hour security and access to water, electricity, mobile showers, toilets, laundry, and health and social services.

The City of Oakland proposed land use and policy changes in 2021 that would allow for the private development of **Rental Parking Programs**. A proposed Rental Parking Program model would adhere to the California State Mobile Home and Special Occupancy Parks Acts,^{iv} and grant tenants’ rights to their occupants.¹⁰ Table 2 summarizes the similarities and differences between the existing Safe RV Parking Program and a proposed Rental Parking Program model. We asked COROVA study participants about their thoughts and preferences regarding these.

| Safe RV Parking (currently operating) | | Rental Parking Program (proposed model) | |
|--|--|---|--|
| Amenities | Rules | Amenities | Rules |
| water, electricity, & 24/7 security | social services and housing navigation is available but not required | water, electricity, & 24/7 security | social services and housing navigation is available but not required |
| mobile toilets, shower, & laundry services | no rent | adheres to CA State Mobilehome & Special Occupancy Park Acts [§18200-18774] | resident pays rent for lease |
| adult guests & pets allowed | limited to vehicles manufactured for habitation , such as an RV or detached trailer | adult & minor guests, & pets allowed | limits on vehicle type (e.g., RV, trailer, bus, camper truck or van) are at the discretion of site owner |
| | not intended for permanent stay; program has goal for participant to exit to permanent housing | rental assistance | lease terms at discretion of site owner; no goal for lessee to exit site to permanent housing |
| | only adults are eligible | tenant rights | adults with children are eligible |

Table 2: Characteristics of Oakland’s currently operating Safe RV Parking and proposed Rental Parking Program model

^{iv} California State Law: HSC §18200-18774

C. COROVA Report Background

During the COVID-19 pandemic, there was an increase in the number of people living in oversized vehicles throughout Oakland. Oakland's 2019 Point-in-Time (PIT) count found that 703 people living in RVs, compared to 413 in 2018. It found 727 people living in standard-sized (non-oversized) vehicles, compared to 399 in 2018.¹¹ The 2021 count was cancelled; the results from the 2022 count will be available later this Spring.^v

In early 2021, the Office of Oakland Mayor Libby Schaaf contacted the University of California San Francisco Benioff Homelessness & Housing Initiative (BHHI) to learn more about Oakland residents who inhabit oversized vehicles in Oakland. Oakland operates several programs that provided off-street parking space for oversized vehicles (detailed in Table 2, above). Policymakers wanted to know about the housing and service needs of people who were *not using* these programs and their thoughts on a proposed land use change to support development of rentable parking spaces, similar to mobile home or RV parks (The proposed Rental Parking Program model).

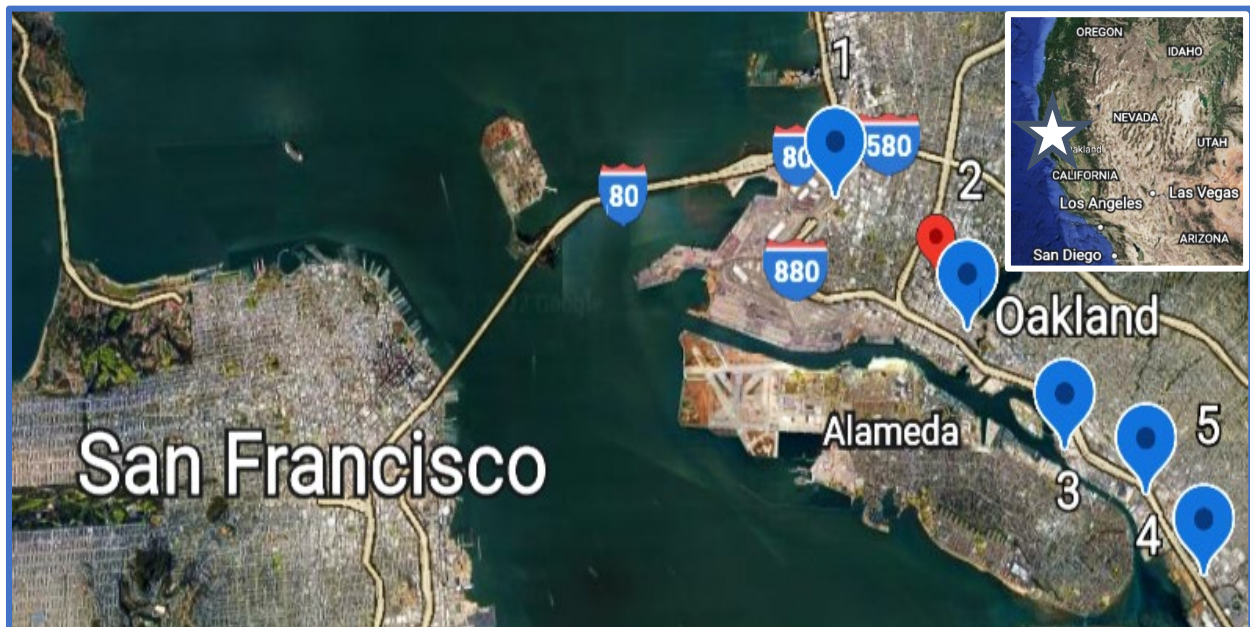
In response, BHHI researchers worked with City of Oakland staff and service providers to develop the COROVA study. We conducted interviews at a variety of study sites, including busy streets where the inhabitants of RVs and detached trailers described moving regularly and cul-de-sacs where people had inhabited immobile vehicles for years. At some sites, residents of oversized vehicles constructed outdoor food gardens and verandas for visitors; at others, residents built multi-story structures on top of immovable RVs and detached trailers. Researchers consulted frequently with city staff, social service providers, parking enforcement officers, and community health outreach workers. They provided guidance in the selection of study sites, development of interview questions, the amount of participant compensation, and strategies to recruit participants.

^v The 2022 PIT was conducted in February, 2022, but results are not yet available.

3. Study Methods

We designed this study to understand the preferences of and use of housing and social services among residents of oversized vehicles. We conducted semi-structured interviews that focused on participant background and experiences with, preferences for, and access to social and housing services. Unlike survey research, qualitative research does not estimate proportions or provide numerical estimates.

Our research teams conducted 48 semi-structured interviews in English and Spanish with adult residents of oversized vehicles throughout West Oakland (see Figure 1) during July 2021. Interviews lasted between 20 minutes and two hours. We recruited study participants at five sites using convenience and snowball (referral) sampling. We audio recorded and selectively transcribed interviews into an online survey form. We then coded and thematically analyzed the data. We included verbatim quotes from our study participants in this report to illustrate the overarching themes.



1. Wood St
2. Laney College Neighborhood
3. Union Point Neighborhood
4. Alameda Ave
5. Independent Rd

Figure 1: Study Sites in Oakland (CA)

4. Study Findings

A. How people came to live in oversized vehicles in Oakland

We asked participants the city where they lived when they were last housed, what events or conditions led to their becoming homeless, and their rationales for staying in oversized vehicles at their current locations.^{vi}

This [place where I park my vehicle] is usually where I resort to. It's only comfortable because it's what I know and I feel safest. First of all [a nearby business] has a bathroom. Second of all, I just feel more safe. It's not like I'm in the middle of nowhere where there's no one around. If something happens, someone can hear you scream. I grew up in Alameda, and other than that this is where I've been.

- Amy, 32-year-old woman, vehicle resident for 3 years

Theme A1: Three quarters of study participants became homeless in Alameda County, and one-half became homeless in Oakland.^{vii} Most participants reported losing their previous housing because of employment loss and/or medical/mental health crises. Many had been evicted due to their inability to pay rising rents or the actions of others (such as a housemate failing to pay/stealing rent from a sublessee). Participants explained that they stayed where they were staying (as opposed to on private property or in a protected setting), because they could not identify any private property or protected space to stay in.

It means a lot to me to be here in Oakland living in my camper. As little and old as it is, I'm still proud of what I have. It's mine, I paid for it. Some people are [living in a vehicle] because of their income, their health - there's all different types of situations that play into why people are here. Just because they're in a camper doesn't mean they're on drugs. And if they are, look to the reason why they are. Everyone has a story, and they can't just fit everybody's story like it's just one person. It's different, it's individuality. It's the truth.

- Alyssa, 40-year-old woman, vehicle resident for 4 years

Theme A2: Study participants lived where they did to preserve connections with local neighborhoods, employment opportunities, family, friends, social services and healthcare. Participants parked near their childhood homes, families, or neighborhoods. Some moved from nearby areas because of parking restrictions. Some parked near opportunities for formal and informal work, and some near medical or substance use treatment facilities to maintain access to care.

You could say [the people who live in this place] are like family. When I need something, I ask one of them and they either help or try to help me. When I go to work, they take care of my place. We take care of each other here, and it's a little difficult because when you return someone stole this or that from you, but you can't always be here too. It's hard to explain but I do feel a part of Oakland, a resident of Oakland.

- Cecilia, 40-year-old woman, vehicle resident for 8 years

^{vi} All participant names are pseudonyms

^{vii} The study employed a qualitative methodology focused on participants' experiences. We did not design it to estimate proportions. Thus, these proportions should be interpreted cautiously.

B. Housing Preferences

We asked participants about their preferences for housing, asking participants to evaluate how living in their vehicle compared to other forms of shelter (e.g., unsanctioned tent encampment, congregate shelters). Participants described their experiences with temporary housing subsidies and temporary rental support.

Theme B1: Participants preferred oversized vehicles to staying in congregate shelters or in other unsheltered settings. Participants perceived that their oversized vehicles offered more safety for their property and themselves compared to other forms of unsheltered homelessness. Participants reported that they would not trade their vehicle residence for a place in a congregate shelter because they wanted to stay with their pets, partners, and property. They feared leaving their vehicle unsecured due to concerns about theft, damage or fines. Even if offered a place to safely store their vehicle, they noted that they would not choose to stay in a congregate shelter.

My current residency is that RV, motor home, and that's my life. If I ain't got that, I'm totally screwed because I ain't got no place to go... at least this way here I have a little more stability for me. Not much, but a little bit. And I DON'T want to be in a tent.

- Enola, 49-year-old woman, vehicle resident for 4 years

Theme B2: Participants did not trust rapid rehousing (or other temporary subsidies or housing), for fear that they would return to homelessness. Participants described low levels of trust in temporary housing programs. Some participants had re-entered homelessness when short-term housing subsidies expired, while others had been waiting years for a permanent housing voucher. Participants were not willing to trade their vehicle for temporary housing subsidy or temporary housing due to their experiences and fears of returning to homelessness without their vehicle.

It doesn't seem plausible that I would be able to get housing out here. All these places that they're building, they always say a portion will be low-income. I went through Bay Area Community Services and if THEY couldn't help me?! Then I know I'm screwed. If I don't hit the lotto, if I don't find a leather bag or manila folder on the ground full of money - let's be honest, I don't see it happening.

- Jemal, 33-year-old man, vehicle resident for 4 years

Theme B3: The majority of participants preferred permanent affordable housing but could not afford rent and cost of living. A minority preferred to remain living in their vehicles. Most participants reported regular income from low paying work or benefits; however, they could not afford the cost of housing and living in Oakland. Study participants reported a median annual income of \$9,000 (range \$0-\$32,800), well below an average annual cost of at least \$20,000 to rent a 1-bedroom apartment in Oakland during our study.¹²

I miss having place at night where I can feel safe, lock my door, and take a shower, draw a bath, or go pee. I hella miss using a regular bathroom. But I'm not going to lie to myself and try to get something I can't afford. And the hardest part is saving up the money to move in. [Landlords] want you to show them you have three times rent in your bank account. It's hard to save up that kind of money when you have to buy all these things like propane, gas, this and that. There's no way you're going to save money [to rent an apartment].

- Amy, 32-year-old woman, vehicle resident for 3 years

Some participants preferred access to a short-term Safe Parking spot, hoping that they would be able to move into permanent housing quickly. Others preferred a longer-term parking space where they could await permanent housing vouchers. Some participants preferred to live someplace where they could stay permanently in their oversized vehicle, such as an RV park with tenant protections.

Of course, I would want affordable housing. I apply every time there's a Section 8. But, I don't think that's the problem, I don't think there's enough housing or apartments for the people out here. They have to build those first before they can make those possible. I think they should make more things accessible for people, especially with children - not just adults. We don't always want to live in a shelter and work for their help. I do good on my own. I go to work. My kid goes to school. But, it would be nice if we had more security. Even though we live in an RV, we still try to function like normal people.

- Joy, 32-year-old woman, vehicle resident for 3 years

C. Health and Social Service Engagement

We asked participants about their awareness of, access to, and utilization of health and social services.

Theme C1: Participants had limited engagement with social services or healthcare.

Most participants reported not being engaged with social services, healthcare or housing navigation services, and being unable to access trash receptacles and toilets. Although one large site we recruited participants from received regular visits from social service outreach and mobile care, participants in our other study sites reported rarely receiving visits from outreach workers.

If the social workers come out to talk to people living in RVs, and people aren't home, they never leave contact information or anything. They never follow up. I never heard back from them. I've been in the street three years and they never helped me with anything.

- Carlos, 38-year-old man, vehicle resident for 2 years

Theme C2: Participants expressed reluctance to seek social services or healthcare due to fears of consequences from leaving their vehicle (e.g., tickets, towing, loss of property). Participants reported barriers to accessing services. These include risk to their vehicle and possessions if left unattended, lack of transportation to services, lack of familiarity with available social service programs, and inability to access online resources due to advanced age, limited English-language proficiency, or limited literacy.

It's hard for me to leave for a long period of time because I'm scared that I'm going to come back and [the RV] is going to be gone. Or somebody's going to have ransacked it and everything. It's hard for me to leave for a long period of time, but sometimes I just gotta do it. I go and hope and pray for the best, and come back. And, whatever they decide to leave me is what they left me, be grateful and go on. It's really hard.

- Enola, 49-year-old woman, vehicle resident for 4 years

Participants described negative experiences with law enforcement, city officials, and news media. As a result, they tended to distrust outsiders. We observed police officers ticket and impound vehicles while we were conducting interviews. This event led some nearby vehicle residents to decline study participation, and others to discuss the trauma they experienced from their displacement and property loss.

[My trailer] was something, especially at my age, that I was able to proudly say was my own. Something I worked hard for, that I didn't have to buy illegally. Something I didn't have to steal. Something I was blessed with, was able to maintain, and make look good. It's had a little wear and tear since I've been gone. I went to jail, bailed out on a couple different warrants because I was scared I was going to lose my stuff. An officer had seen me sleeping in my vehicle one day after I got off work. He knew who I was, he knew what I was, he knew my truck had been parked there for a while. So, he harassed me and threw me in jail. I thought I was going to get 15 years, I ended up getting probation. So, I got back out here, to my pad, to my house. I see it the way it is (now), it's like there's been a hurricane in it. I've seen my stuff all the way down the street, in different areas of camp, and with people in different areas. It is what it is.

- Tim, 34-year-old man, vehicle resident for 9 months

D. Perspectives on Safe RV Parking and proposed Rental Parking Programs

We detailed the characteristics of the currently operating Safe RV Parking Program and the proposed Rental Parking Program model (see Table 2 on page 6), then asked participants to describe their perspectives on both programs, including perceived benefits and potential drawbacks.

D1. Views on Currently Operating Safe RV Parking Programs

Theme D1: Study participants identified benefits and barriers to currently operating Safe RV Parking Programs. Benefits included protection from tickets, impoundment, theft and vandalism, which participants noted in their current situations. Participants noted that Safe RV Parking Programs could be beneficial due to their offering security for their vehicle, as well as bathrooms, water, electricity, garbage receptacles, and access to social services.

Participants noted the following barriers to Safe RV Parking Program participation: lack of understanding about eligibility and availability, as well as restrictions on personal behaviors and family visitation.

[Study participant was parked adjacent to a currently operating Safe RV Parking Site] They don't really come tell us about it [the currently operating Safe RV Parking Site]. There's like a group that does activism type meetings and stuff, but I don't even know if they're officially working with the city, or anything like that. Because the information they have isn't all the correct either. I don't really know too much about it other than it's behind a gate. I don't think that they get any more benefit than [parking on the street]]. If anything, they might even lose some things. But, to each their own. I don't know what they're really doing.

- Jake, 39-year-old man, vehicle resident for 8 months

D2. Views on a proposed Rental Parking Program model

Theme D2: Study participants responded positively to the proposed Rental Parking Program model. In addition to the benefits from utilizing Safe RV Parking, they recognized additional benefits to Rental Parking, including lease/tenancy rights and community building. Study participants reported being willing to pay approximately one-third of their (\$9000 median annual) income for rent in a proposed Rental Parking Program model – or, \$250 per month.

My RV would be one less RV out here that's taking up the sidewalks. You know, people could use the parking space, because I'd be in a designated area, that's reserved [in the proposed Rental Parking program model]. It's another level of stability, because I won't be in fear of the cops coming and saying, 'Hey, you have to (move)' - because, you know, every now and then everybody has to move for three days so that they can do a deep clean. And I won't have to worry about that. I would be in a gated community, so my belongings would be more secure, because there's always a neighbor looking out. Nobody's gonna be dinking around in my stuff, because you make it your business to look out for your neighbor. It would bring more community. It makes things warmer. There's just certain times when you need the support of a community.

- Carl, 42-year-old man, vehicle resident for 5 years

5. Recommendations

While the currently operating Safe RV Parking programs have services (e.g., case management and housing assistance), many residents doubt that the housing options they are presented with offer enough stability to make it worthwhile for them to give up their oversized vehicles. While most participants preferred housing, they were cautious. They noted that if homeless, their oversized vehicle was preferable to other options (congregate shelters, being unsheltered without a vehicle). They would only relinquish their vehicle for a housing option that they believed would be permanent. They recognized that transitional housing or short-term subsidies (like in rapid rehousing programs) presented a high risk of returning to homelessness—and therefore, were unacceptable. Residents of oversized vehicles carefully considered the benefits and drawbacks of housing options relative to the risks of losing access to their vehicles.

The participants noted that both the existing Safe Parking Program and a proposed Rental Parking Program model had benefits compared to their current situation of living in vehicles outside of designated or private settings. Recognizing the increased interest in non-congregate shelter options, and based on our findings, our recommendations include:

1. **Expand currently operating Safe RV Parking Programs** for people who inhabit oversized vehicles. Consider these a form of non-congregate shelter that can serve as interim housing while individuals await permanent exits.
2. **Continue to seek long-term housing vouchers for residents in Safe RV Parking and a proposed Rental Parking model.** Understand and plan for the possibility that they may reject other offers (e.g., rapid rehousing) for fear that they will be left worse-off than they are currently.
3. **Identify sites and conduct feasibility studies about a proposed Rental Parking Program model,** exploring costs, funding, regulatory structures, and private property management. Assume that residents may be willing to pay up to one-third of their income in rent, while recognizing that their annual incomes and thus cost recovery, will be low.

6. Discussion

In this study of residents of oversized vehicles in Oakland, we found that vehicle residents were from Oakland or other parts of Alameda County. While disconnected from social services, they sought a stable place to live and participate in their community. These findings are consistent with prior research.¹³ They were extremely low-income. Study Participants generally preferred housing to living in their oversized vehicles, but preferred living in their vehicles to other forms of homelessness (i.e., congregate shelters or other forms of being unsheltered). They recognized the fragility of current homelessness exits, fearing that without permanent subsidies or permanently affordable housing, they would return to homelessness. They were unwilling to trade the relative safety of their vehicles for a short-term solution, fearing that they would be worse off when the short-term solution ended. While in their vehicles, participants wanted a stable space to park, where they could be safe from personal harm, property theft, vandalism, tickets, and impounds.

While study participants identified benefits to Safe RV Parking Programs (e.g., security, hygiene facilities, electricity, water, and access to mobile services), they reported barriers to participating (for example, not understanding eligibility requirements, lack of availability, and restrictions on personal behaviors and visitation). Study participants responded positively to a proposed Rental Parking Program model and were willing to pay one-third of their income to receive tenancy rights, security, bathrooms, and the opportunity to develop a community.

Our study results demonstrate a need to (1) expand the currently operating Safe RV Parking Programs for people who want to move from their vehicles into housing, (2) develop the Rental Parking Program for people who want to secure a lease and tenancy rights, and (3) increase opportunities for permanent housing exits through long-term vouchers or permanently affordable housing.

7. About the Benioff Homelessness & Housing Initiative

The UCSF Benioff Homelessness & Housing Initiative (BHHI) is a research and policy translation center at UCSF that focuses on preventing and ending homelessness through the development and translation of research into evidence-based action. The BHHI uses the principles of strategic science, to engage with end-users to develop actionable research questions.

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The views expressed here are those of the authors and should not be attributed to the University of California or the City of Oakland.

9. Appendix

A: Study Sample Characteristics

| | Study Participants (n=48) |
|--|---------------------------|
| Age, median (range) | 41.5 (23-74) |
| Months currently homeless, median (range) | 48 (1-300) |
| Total months inhabiting vehicles, median (range) | 42 (1-312) |
| Months inhabiting current vehicle, median (range) | 11 (.5-120) |
| Total number of vehicles inhabited, median (range) | 3.5 (1-200) |
| Annual income, median (range) | 8.9K (0-32.8k) |
| Male, No. (%) | 27 (56%) |
| Black/African American, No. (%) | 11 (23%) |
| US Veteran, No. (%) | 3 (6%) |
| Disabling Condition, No. (%) | 29 (60%) |
| Chronically Homeless (Federal Definition), No. (%) | 27 (56%) |
| Never Slept in an Emergency Shelter, No. (%) | 31 (65%) |
| Didn't Use Social Services that required them to leave vehicle in Past Year, No. (%) | 42 (87%) |
| Has Access to Traditional Housing, No. (%) | 6 (13%) |
| Alameda County resident before housing loss | 38 (79%) |

Table 3: Sociodemographic Background of COROVA Study Participants

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Evaluation of Jewish Family Service of San Diego's Safe Parking Program

Two-Year Summary Research Report

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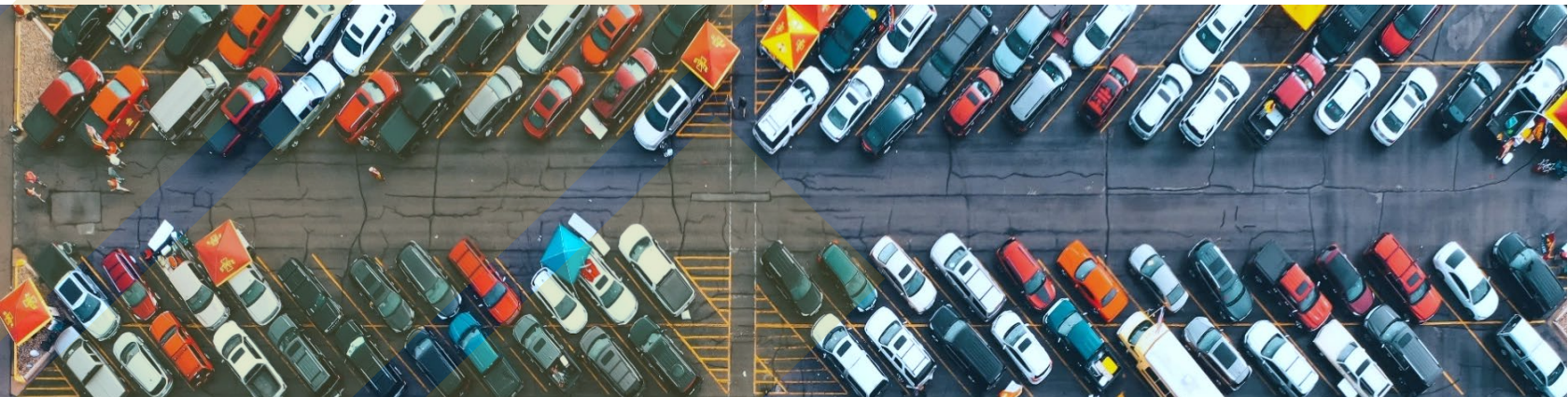
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Urban Studies and Planning

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Gratitude and Dedication

This research study and its accompanying course were made possible by a generous gift from Mark and Hanna Gleiberman, two civic leaders intent on alleviating suffering, supporting transformative learning experiences for students, and fostering health, opportunity, and compassion for all San Diego neighbors. Thank you for seeing the value in research, and its importance for effecting positive change.

This research is also only possible because of the enthusiasm and collaborative spirit of our community partner, Jewish Family Service of San Diego. Opening one's program up to the scrutiny of evaluation research takes courage, faith, and a genuine desire to make life better for people. Our presence on the parking lots meant added labor, coordination, expense, and the risk that feedback might be critical. Nonetheless, from direct line staff all the way up to the administrative and managerial leadership at JFS, we never encountered resistance or complaint. On the contrary, there was consistent willingness across the organization to facilitate this research, and a clear desire to learn from it. For that partnership, we are grateful. Collaborations between university researchers and local service providers offer a way for us all to understand problems, solutions, and the effectiveness of any strategies we might envision to get there. Such cooperation and shared purpose is fundamental to our collective efforts to solve the seemingly intractable challenge of homelessness in San Diego and the U.S.

We would like to thank the student researchers who were members of our first and second year course series.¹ They played a critical role in this research. Their curiosity, empathy, generous listening, sharp minds, and hard work brought forth rich data and analysis. We could not have accomplished the breadth and depth of this research without them.

Finally, we dedicate this research to the thousands of unhoused San Diegans who have used the JFS Safe Parking Program, and the 128 individuals and families who have shared their stories and insights with us. We have been captivated by your life narratives and humbled by the resilience and kindness you consistently demonstrate, even in the face of great hardship. We are deeply grateful, and hope that our findings will contribute to effective policies and helpful services for everyone across the county. It is our fervent hope that all San Diegans (and all people everywhere) be healthy, safe, secure, and stably housed.

¹ Year 1 cohort: Enrique Arcilla, Sable Beltran, Michelle Castro-Pilar, Bryan Chan, Hannah Davis, Aaron Chen, Nicolas Escoto, Madeline Froemming, Mayra Garcia, Janet Gleason, Jason Hefner, Xinyi Huang, Hannah Kreitman, Myah Lunceford, Daniela Montes-Flores, Alexandra Reep, Celia Sanchez-Zelaya, Needhi Sharma, Dominic Sistena, Natalie Tran, Amy Truong, Cindy Vides; Year 2 cohort: Allyn Reyes, Samaya Elder, Yao Fu, Clarissa Maloney, Leslie Aparicio, Harris Liner, Jorge Lopez, Lina Lew, Ryan Welsh, Shunyi Hu, Michael Castaneda, Kaelyn Emery, Jordan Hinze, Griffen Dempsey, Stephanie Holder, Yichen Wang, Megha Aepala, Valeria Ortega.

Executive Summary

This report summarizes the research findings of a two-year evaluation of the Safe Parking Program (SPP) run by Jewish Family Service of San Diego which operates its program on four separate lots in San Diego County. Our team utilized a mixed-methods study combining quantitative and qualitative data collection and analysis. Using data from the County of San Diego Homeless Management Information System (HMIS), we analyzed baseline statistics on 1,096 SPP client households. This was combined with oral histories that we conducted with 128 SPP clients, six listening sessions with 55 SPP clients, and four listening sessions with 15 frontline staff.

The broad aim of this research has been to understand how the safe parking program model fits into a larger strategy of solving homelessness in San Diego. Do safe parking programs offer a helpful and effective intervention for helping unhoused people to get safely rehoused and back on their feet? Within this broader query, we have examined sub-questions such as:

- What percentage of SPP clients exit “successfully” to permanent and temporary housing?
- What percentage return to the parking lots?
- Are there particular patterns in the data (e.g., demographic or experiential), that are associated with positive or negative exits?
- Are there other ways that SPPs might benefit people, even those clients who do not have a quick or easy transition to permanent, stable housing?

Another aim of the research has been to understand who the individuals and families are who are enrolled in the safe parking program. What are their stories and what can they tell us about risk factors for falling into homelessness? Further, what can we learn from them about the day-to-day experiences of living unhoused in San Diego, as well as what helps and what hinders people in becoming stably rehoused? In speaking with clients via interviews, and to frontline staff and clients in listening sessions, we delved into what those who are right up close and personal with services, supports, and conditions perceive to be most helpful, and what could be added or changed. In the midst of this research, the COVID-19 pandemic hit. Thus, our data spans the time before and after the shelter-in-place orders in California. This report will share the impacts of the ongoing pandemic on SPP clients.



Key Findings

Client Demographics

Much of what we learned about clients using the JFS Safe Parking Program runs contrary to common negative stereotypes about people experiencing homelessness. The individuals we spoke with represent a tremendously diverse background with respect to education, work and life history, as well as age, race/ethnicity, family status, and individual challenges.

- Most households are made up of adults only, but 20% of participants are members of families with children.
- SPP clients represent a diversity of racial and ethnic backgrounds and are distributed as follows: White (47.6%), Hispanic (19.6%), Black (16.2%), Multiracial (6.4%), Asian (3.1%), American Indian/Alaskan Native (1.7%) and Native Hawaiian/Pacific Islander (1.5%). Black, American Indian/Alaska Native, and Native Hawaiian/Pacific Islander San Diegans are represented in the SPP at disproportionately higher rates compared to their percentages in the general population, a pattern seen in general homelessness population statistics in San Diego² and across the country.³
- SPP clients range in age from youth to elders with nearly half (44.7%) over the age of 50, 27.6% are 60 or older, and 14.1% of the clients are under the age of 20.
- For the majority of participants (69.6%), the current crisis is their first experience of homelessness over the prior three years. A large number (43.7%) report being unhoused for one month, while about a quarter of the participants (26.6%) experienced longer term (12+ months of) homelessness over the prior three years.
- Contrary to common stereotypes, only a relatively small percentage of SPP clients have a mental health issue (15.3% compared to 26% in the general population⁴) or substance use disorder (1.7% vs roughly 8% in the general population⁵). More than a quarter have a physical disability (slightly higher than 20% in the general population), and 15.1% report having a chronic health issue (significantly lower than the general population⁶).

Household Exits

- Among households that enrolled between February 1, 2019 and November 30, 2020, 18.4% had “positive exits” (meaning they exited to permanent or temporary housing)

² [Statement on Racial Inequality and Action](#), San Diego Regional Task Force on Homelessness.

³ [Homelessness and Racial Disparities](#), National Alliance to End Homelessness, October 2020.

⁴ According to the National Institute of Mental Health Disorders, an estimated 26% of Americans ages 18 and older -- about 1 in 4 adults -- suffers from a diagnosable mental disorder in a given year.

⁵ According to the National Center for Drug Abuse Statistics.

⁶ According to estimates from the 2018 National Health Interview Survey (NHIS), more than half (51.8%) of adults had at least 1 of 10 selected diagnosed chronic conditions (arthritis, cancer, chronic obstructive pulmonary disease, coronary heart disease, current asthma, diabetes, hepatitis, hypertension, stroke, and weak or failing kidneys), and 27.2% of US adults had multiple chronic conditions (CDC Research Brief, 2020).

through March 31, 2021. Because there was no exit data for 59.6% of the households who left, the 18.4% positive exit rate is almost certainly an underestimate.

- The factors most strongly associated with positive exits were age (younger heads of household exit sooner and achieve more permanent exits) and total monthly income (heads of household with higher incomes achieve more permanent and temporary exits).

Returns to Safe Parking Program

- Of the 874 households who exited between February 1, 2019 and November 30, 2020, 20% returned to the program once, 4.3% returned twice, and 1.1% returned three or more times through March 31, 2021. The strongest factors associated with returning to the SPP were age of the head of household (being older increasing the likelihood) and having been chronically homeless.

Possible Effects of the COVID Pandemic

- The COVID pandemic took a toll on staff and clients alike, demanding a great deal of additional energy and support on the part of staff, eliminating critical practical and social outlets (gyms, parks, cafes, libraries, etc.) for clients, and adding stress and anxiety to everyone's day.
- The pandemic made it more difficult for some populations to exit to permanent housing, generally older heads of household, those with physical disabilities, and clients with histories of chronic homelessness. It similarly negated advantages that some populations had previously demonstrated in the pre-COVID period in exiting to permanent housing. For example, households with Asian, Black and Hispanic heads had more permanent exits than those with White heads of household in the pre-COVID period, however, this trend only continued with Asian heads of household during the COVID period.



Recommendations Based on Findings

Our recommendations span six categories ranging from those actions which might have a direct positive impact on SPP clients, to those which support staff, to those aimed at addressing the broader challenge of mass homelessness in our region, state, and country. More detail is provided in the body of this report.

Enhancing direct and indirect client supports

- Support the capacity of clients to increase their income (both employment-based, and benefits-based)
- Identify new strategies to support older heads of household, and learn from those older adults who do achieve positive exit outcomes
- Institute more robust programmatic interventions and follow-up protocols for households that exit to less-stable destinations
- Extend the operational hours at all lots, and provide 24-hour access for at least one lot
- Enhance basic services and amenities at all lots
- Build relationships and partnerships with other service providers, educational institutions, and civic, healthcare, advocacy, and community organizations
- Reach out to local grocery stores, restaurants, and businesses to solicit donations of gift cards, food, or supplies to support clients, both on the lot and as they transition back to housing
- Provide “quality of life” vouchers
- Assure that all aspects of the program are developed with a racial equity and trauma-sensitive lens

Increasing staff training and support

- Provide additional and ongoing training for frontline staff regarding accessing supports for clients
- Arrange opportunities for interaction, information sharing, and mutual support between and among frontline staff
- Convene client-facing staff to create a “checklist” of policies, practices, and procedures to be followed daily, weekly and monthly

Fostering community, peace, wellness, and resource-sharing on the lots

- Foster greater connection and mutual support among clients
- Provide an orientation flyer to clients as they enter the lot
- Expand sources and sites of information and resource-sharing
- Work with clients to identify jobs/roles on the lots to improve quality of life
- Encourage and facilitate links between clients and community members

Further Inquiry: collecting data to better understand and address program and client challenges

- Investigate and resolve the lackluster outcomes of male-headed families
- Investigate the factors associated with more, and more rapid, positive exits
- Create avenues through which clients can air concerns, provide feedback, and offer suggestions for improving the lots, including those they can institute themselves
- Follow up with clients once they have left the lot and collect data on what helps and what hinders individuals and families in finding and maintaining stable housing

Policy Advocacy

- Advocate for greater access to both permanent supportive housing and subsidized vouchers
- Advocate for HUD to include SPPs in their eligibility criteria for Continuum of Care funding and Emergency Shelter Grants
- Advocate for “long-stayers” and chronically unhoused clients to be prioritized for Project Homekey
- Advocate for more robust data collection and program evaluation of homelessness interventions

Spearheading further inquiry and shared learning regarding the Safe Parking Program model

- JFS should play a leading role in facilitating a community of practice through which to share challenges, insights, and best practices of SPPs
- To the extent possible, continue to collect data, monitor outcomes, listen to clients and staff, and learn from such inquiry and critical programmatic appraisal
- Engage in public education efforts about the SPP and how it fits into a broader set of solution strategies to solve homelessness in San Diego



Scope of the Study

This report is a culmination of knowledge gleaned from two years of a collaborative, mixed-methods (quantitative and qualitative) study evaluating the Jewish Family Service of San Diego Safe Parking Program. It has benefitted from the input and insights of faculty and student researchers, administrative leads and direct line staff from JFS, and more than 150 unhoused San Diegans using JFS' SPP lots. The study is ongoing and this report contains our findings to date. Beyond what it can tell us about the effectiveness and usefulness of the SPP model as one element of a broader solutions strategy in our region, it offers a rich body of data that can help us all understand more about the “who, what, where, how and why” of vehicle-based homelessness in San Diego.

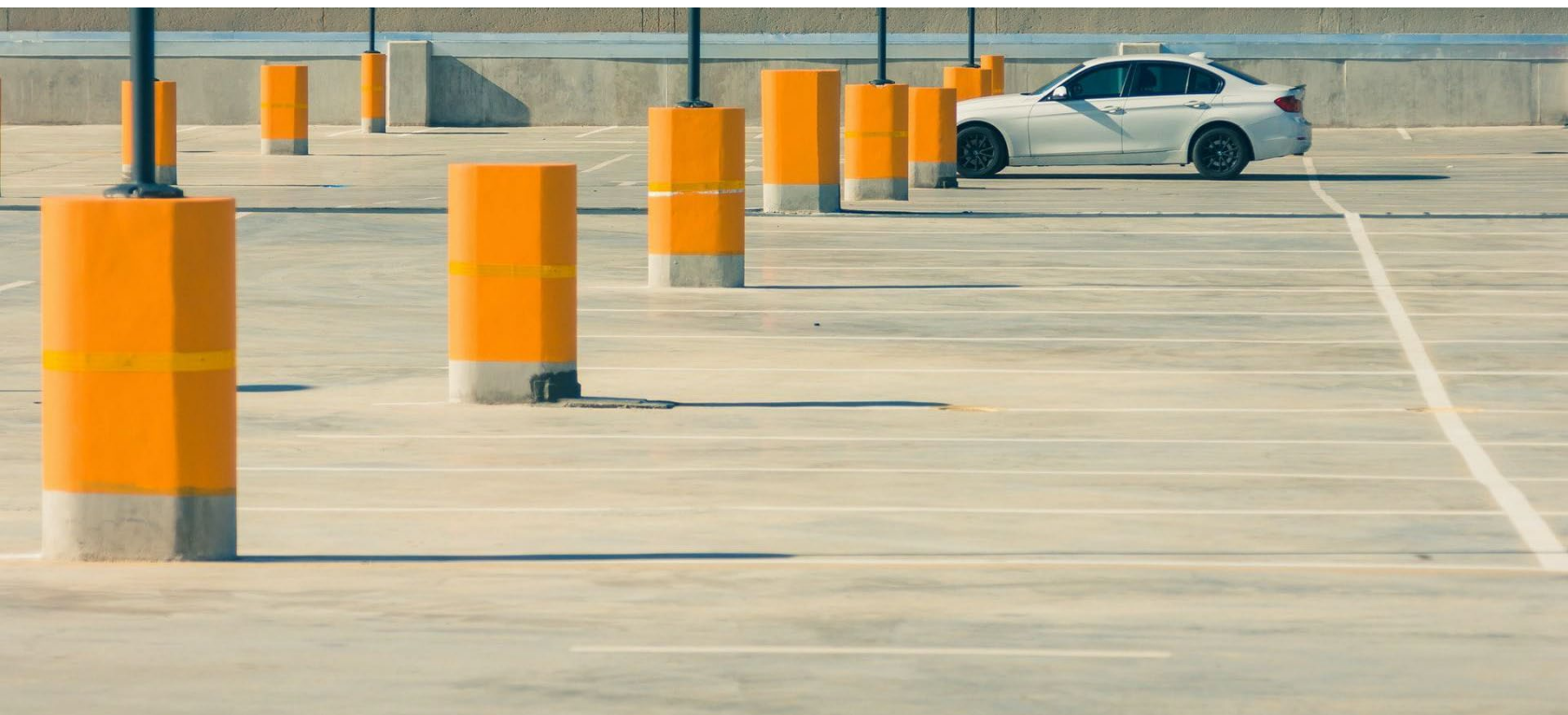
We hope that it will help inform thinking, planning, and funding regarding homelessness across our region, as well as offer a direct counter to the negative stereotypes and misconceptions that are rife across our county and country about the individuals and families who are in the grip of a homelessness crisis. Research that can illuminate the root causes of this social and health emergency, as well as the personal tragedies that precipitate individual experiences of homelessness, can help us move away from a narrative of individual blame and shame to one of historical, structural, and cultural root causes. It can help us to clarify the aims of our collective efforts, understand what different interventions can and cannot do, and think about how we all (researchers, policymakers, service providers, civic leaders, funders, advocates, and people experiencing homelessness) can work together to end homelessness in our region.

Throughout our research and continuing still, we have felt the urgency of this issue for people who are living unhoused. We have heard their frustration and despair, witnessed their resilience and grace, and learned from them regarding the day-to-day challenges of homelessness, and what interventions might help. The individuals we have spoken with on the lots over the past two years are the experts, having perspectives from lived experience that cannot be gained from reading articles or reports. We want to highlight and honor their contributions, and thank them again and again for sharing their stories and insights in hopes of easing the way for other San Diegans who face a similar life crisis.

Year 2 of the JFS Safe Parking Program evaluation (which covered activities between October 1, 2020 and June 30, 2021) built upon the research findings and accomplishments of Year 1. The aim was to continue to collect quantitative and qualitative data on SPP clients and staff to deepen our understanding of SPP client demographics and trajectories, impacts of services and supports, and challenges and opportunities with the SPP, along with a specific focus on the impact that the COVID-19 pandemic has had on the program. We continued to integrate a pedagogical component to the research and for a second year taught an undergraduate course focused on homelessness in San Diego. The 18

students who completed the course contributed to the data collection and analysis of the SPP, and brought their own humanity to conversations with SPP clients, just as 22 students did in Year 1.

In Year 2 we continued to analyze Homeless Management Information System (HMIS) data on the JFS SPP. We also continued to conduct oral history interviews with SPP clients at the three sites included in Year 1 (Aero, Balboa, and Mission Valley) in addition to the new Encinitas lot. New to the research this year was the incorporation of four listening sessions with frontline SPP staff at all four parking lots. We also added listening sessions with SPP clients at all four parking lots. In total, we conducted 57 additional oral history interviews, engaged 55 SPP clients across six different listening sessions, and engaged 15 SPP staff across four listening sessions.





Methodology

1. Quantitative Data Analysis Research Methodology

At JFS, basic data is collected on all SPP clients upon entry to their designated parking lot. For clients who stay longer than one night, more comprehensive data are collected within two to three days. Data collected is entered into the County of San Diego’s HMIS system, JFS’s ETOi system, or both.⁷

For this research project, we primarily analyzed demographic and outcome data for clients: 1) who enrolled at one or more of the three longest running JFS safe parking lots (i.e., Aero, Balboa, and Mission Valley) between February 1, 2019 and March 31, 2021, and 2) whose information had been entered into HMIS (not all clients who were entered into the ETOi system as having stayed at one of the lots were entered into HMIS, and vice versa). JFS did serve clients who enrolled prior to February 1, 2019. However, it was on February 1, 2019 that JFS took full control of the program, and because we do not have data on all clients who enrolled prior to February 1, 2019, those clients in the HMIS system who enrolled prior to that date represent a biased sample of clients that does not adequately represent the distribution of demographic traits and outcomes of the full SPP population.

Finally, we excluded clients from the North County lot because the lot has not been running long enough to adequately evaluate its performance, especially since it has run almost entirely during the COVID pandemic. A total of 1,585 SPP clients in the HMIS database enrolled at the Balboa, Aero, or Mission Valley lots through March 31, 2021. These clients comprised 1,170 households. Excluding households that enrolled prior to February 1, 2019 reduces the total down to 1,096 households. These households form the basis of much of the demographic and exit outcome analysis contained in this report.

In calculating outcome rates, we used “all SPP households” as the denominator, rather than all SPP households who had exited the program. This is important because having a larger denominator necessarily results in a smaller percentage (or rate) of “positive exits” for our results. Further, the kind of exits that are considered “positive” varies; when JFS and other service providers report data to the Regional Task Force for Homelessness, they follow U.S.

⁷The HMIS system is the countywide repository for data collection on homelessness projects and programs funded by the U.S. Department of Housing and Urban Development (HUD). HUD mandates this data collection. The Regional Task Force on Homelessness (RTFH) manages the system for San Diego County. ETOi is the internal data collection software and reporting system used by JFS. HMIS and ETOi collect similar data but there are some variations. Our research team decided to use the HMIS data on JFS SPP clients in order to be able to compare these clients to the County’s larger population of homeless individuals served by HUD-funded programs.

Department of Housing and Urban Development (HUD) guidelines, which consider exit to a homeless shelter to be a positive exit. We did not consider “exit to shelter” a positive exit in our calculations. This has the effect of reducing the rate of positive exits yet further. This context is important because it puts the rate, which could be calculated as higher using different assumptions, in perspective.

2. Qualitative Data Analysis Research Methodology

Rich qualitative data was collected on SPP clients and frontline staff. Undergraduate students from UC San Diego were trained in best practices in oral history interviewing. In Year 2, 18 students conducted 57 oral history interviews with SPP clients at all four JFS SPP lots. These built on 71 oral history interviews conducted by 22 students in Year 1.⁸ The aim of the interviews was to better understand the humanscape and unique personal trajectories of people experiencing unstable housing. Additional SPP client data and insights were collected through a series of listening sessions. The research team conducted listening sessions with SPP clients at all four JFS SPP lots. A total of 55 SPP clients participated across six sessions. The purpose of the listening sessions was to better understand clients’ experiences at SPP lots and learn about their thoughts and experiences pertaining to homelessness.

Between November 9th and December 7th, 2020, the research team conducted listening sessions with staff at each of the four JFS SPP lots with the aim of tapping the wisdom and insights of frontline staff. We queried them about staff rewards, needs and concerns, barriers clients face in becoming permanently rehoused, changes they’ve seen over the past year of the COVID pandemic, and their perceptions of program effectiveness. Fifteen staff members participated in the conversations, sharing their observations, suggestions, and rich body of knowledge about clients, what helps, and what hinders people in becoming stably rehoused.⁹

Over two weeks in September 2021, the research team returned to each of the four SPP lots to share findings, hear from clients still on the lots about anything we might have missed, and listen to feedback from newer clients regarding both the SPP program supports and their general thoughts about vehicle-based homelessness. These sessions took place roughly six months after the last of the spring listening sessions of Year 2. Of the 60-70 people in attendance across the four lots, roughly one third of the faces were familiar to us. The insights clients shared, including additional recommendations, have been integrated into this summary report.

⁸ Please refer to our Year 1 Research Summary for a full analysis of findings from our first year.

⁹ See report, *JFS Frontline Staff Listening Sessions: Synthesis of Findings* for a detailed summary.



The Broader Context of Safe Parking Programs in the U.S.

One of the research aims of the JFS SPP evaluation was to determine the extent to which the JFS SPP could serve as a model for other SPPs in the U.S. Our research team, in collaboration with a research team based out of Los Angeles,¹⁰ simultaneously catalogued and summarized the landscape of SPPs across the U.S. The following was identified:

- Safe Parking Programs are relatively new with the first one established in Santa Barbara in 2004.
- 43 communities in the U.S. have a Safe Parking Program and the overwhelming majority (93%) are on the West Coast.
- Program models vary considerably. The Center for Homeless Inquiries differentiates between the umbrella model and independent operators. Umbrella programs typically contain several lots managed by one organization that likely receives public funding. Some type of case management is typically provided. The number of total parking spaces ranges from 21 - 101. In contrast, independent operators manage a single lot and offer spaces for 6- 60 vehicles. Case management typically is not provided and operating budgets are substantially smaller than those for umbrella programs.
- Availability of services varies significantly. All SPPs identified provide access to toilets and approximately 60% provide one or more of the following: showers, meals, wi-fi, and/or electronic charging stations. Close to 50% of SPPs provide financial support for vehicle repairs, auto insurance, and registration. Approximately 50% of SPPs provide housing placement assistance. Less common is financial support for housing related expenses such as moving and security deposits. Some programs provide services such as childcare and counseling.
- Lot hours also vary. More than 50% of the identified SPPs are open 24 hours a day whereas other programs require clients to leave by a specific time in the morning and then reopen in the evening.
- Advertising and recruitment for SPPs is typically done utilizing multiple forms of outreach including 2-1-1 centers, referrals, word of mouth, and law enforcement.
- The target population for SPPs varies. Close to 50% of the SPPs prioritize specific demographic groups such as families and veterans. Some umbrella SPPs target certain lots for specific subsets of the population. Some SPPs will only accept local residents.
- Safety and security protocols may include checking sex offender registries and/or conducting criminal background searches. SPPs typically provide new clients with information about their rules and regulations.

¹⁰ Center for Homeless Inquiries (2021). *Safe Parking: Insights from a Review of National Programs*. Available at: <https://static1.squarespace.com/static/5e40681539b77957555f10e0/t/609ef366f1f5035bc056db19/1621029735677/Safe+Parking+Briefer+Final.pdf>.

- SPP challenges include inflexible hours of operations, requirements for proof of identity (driver's license), funding (SPPs are not eligible for HUD Continuum of Care funding or Emergency Shelter Grants), community resistance, and challenges with rehousing clients.
- Program outcomes vary considerably and agreed upon benchmarks for success have yet to be determined. The Center for Homeless Inquiries found that most SPPs track clients' exits into temporary or permanent housing and the percentage of positive exits ranges from 13% to 60% based on self-report. Furthermore, the Center for Homeless Inquiries was unable to identify patterns based on program features such as type of lot, hours of operation, and/or types of services provided.
- Many SPPs prioritize building a sense of community among their clients and creating an environment that contributes to clients' sense of safety.

Based on the review of the national landscape of SPPs, it is evident that Jewish Family Service of San Diego has one of the largest and most comprehensive SPPs in the U.S. As such, JFS is in a position to serve as a leader in this environment. It should take the initiative to share its experiences (successes as well as challenges) with policymakers, elected officials, and other SPP providers. With the recent expiration of the (second) eviction moratorium in October 2021, there is a high likelihood that demand for SPPs will surge. JFS is in a position to share best practices.





Quantitative Findings

JFS SPP Client Demographics (February 1, 2019 - March 31, 2021)

- The vast majority of SPP households (91.7%) do not have children. However, 20% of all (individual) clients are members of households with children.
- SPP clients represent a diversity of racial and ethnic backgrounds and are distributed as follows: White (47.6%), Hispanic (19.6%), Black (16.2%), Multiracial (6.4%), Asian (3.1%), American Indian/Alaskan Native (1.7%) and Native Hawaiian/Pacific Islander (1.5%). Black, American Indian/Alaska Native, and Native Hawaiian/Pacific Islander San Diegans are represented in the SPP at disproportionately higher rates compared to their percentages in the general population, a pattern seen in general homelessness population statistics in San Diego¹¹ and across the country.¹²
- Compared to the racial and ethnic composition of the County of San Diego overall, a higher proportion of SPP clients are Black, Mixed Race, American Indian/Alaskan Native, and Native Hawaiian/Pacific Islander with proportionately fewer Asians and Hispanics enrolled in the program.
- SPP clients range in age from youth to elders with nearly half (44.7%) being over the age of 50, over a quarter (27.6%) 50 and over, and 14.1% under the age of 20.
- SPP heads of household have had a range of experiences with homelessness: 26.6% had been homeless for 12 or more months in the three years prior to enrollment, whereas 43.7% had only been homeless for one month. For a majority, their current experience of homelessness at the time of enrollment was the only time they had been homeless in the prior three years (69.6%), whereas 11.2% had been homeless three times or more. Additionally, 16% of heads of household were determined to be “chronically homeless.”¹³
- SPP heads of household live with a variety of health concerns: 26.7% have a physical disability, 15.3% have a mental health issue, and 15.1% have a chronic health issue. Compared to the broader population of unhoused people in the U.S., these percentages are lower. For example, nearly 43% of people in the U.S. living in shelters have a disability, and the percentage of unhoused people nationwide with “any mental illness” is estimated to be approximately 45%.

¹¹ [Statement on Racial Inequality and Action](#), San Diego Regional Task Force on Homelessness.

¹² [Homelessness and Racial Disparities](#), National Alliance to End Homelessness, October 2020.

¹³ An individual is defined by HUD as “Chronically Homeless” if they have a disability and have lived in a shelter, safe haven, or place not meant for human habitation for 12 continuous months or for four separate occasions in the last three years (must total 12 months). HUD Exchange (2015) *Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH): Defining Chronically Homeless Final Rule*.

Household Exits from the JFS Safe Parking Program

Since it can take time for a household to exit after they have enrolled in the SPP, we analyzed exit data for those households who enrolled through November 30, 2020, which gives households at least four months (and up to 26 months, depending on when they enrolled during this period) to exit. Among households that enrolled between February 1, 2019 and November 30, 2020 and then exited by March 31, 2021, we found the following:

- 13.7% exited to permanent housing
- 4.7% exited to temporary housing situations
- 4.7% of households had not exited the program
- 6.5% exited into unhoused situations
- 8.7% exited to the emergency shelter system
- The destinations of 59.6% of households were not known

The strongest factor in disparate exits to permanent housing is age of head of household, while the second strongest factor is total monthly income. However, even taken together, these two “explanatory factors” still account only minimally for disparate outcomes across clients. Thus, more data is needed to understand what factors foster (and which hinder) successful client outcomes. This will be the aim of our research in Year 3.

It is important to note that programs for the unhoused generally have a moderately high number of households whose exit destinations are unknown, which complicates the analysis. For example, according to data from the Regional Task Force on Homelessness, during the second quarter of 2020 (April 1 - June 30), 15.18% of all exits from emergency shelters, 15.97% of all exits from permanent supportive housing programs, and 14.20% of all exits from transitional housing programs across San Diego were to unknown destinations.¹⁴ Thus, it is a challenge everywhere. However, the rate is considerably higher for SPP clients for reasons that are not immediately clear. One hypothesis is that it may have something to do with the SPP clients’ greater mobility due to automobile ownership. In Year 1, the percentage of unknown exits was exceptionally high (approaching 70%). Once we shared this information with JFS, they made a concerted effort to improve data collection in this area. As a result of these efforts, among households that enrolled during the fourth quarter of 2020, the percentage of unknown exits dropped to 28.6%. Even with this improvement, however, the problem of unknown exits hampers our ability to assess true outcomes for exiting clients.

¹⁴ [Regional Task Force on Homelessness - Dashboard](#) (Entries and Exits, Q2, 2020).

Additional analysis of data on household exits from the JFS SPP revealed the following:

Head of household income is associated with exit outcomes

- Total monthly income (combining both earned, employment-based, and benefits-based income) predicts increased permanent or temporary exits relative to homeless or emergency shelter exits. The mean total income of those who exit to permanent destinations is \$1,477 and to temporary destinations is \$1,3646, whereas the mean total income of those who exit to homeless destinations is \$1,243 and to emergency shelters is \$1,166. In other words, even increments on the scale of only \$100/month are associated with more positive outcomes.
- Monthly earned income predicts increased permanent exits relative to temporary, homeless, and emergency shelter exits. The mean earned income of those who exit to permanent destinations is \$661, whereas the mean earned income of those who exit to temporary destinations is \$452, to homeless destinations is \$508, and to emergency shelters is \$417.

Head of household age is associated with exit outcomes

- Increased age for a head of household predicts decreased permanent exits and increased temporary exits, particularly for households with heads who are more than 69 years old. Households exit to permanent destinations at rates of 16.1% when heads are under 30 years, 13.8% when heads are 30-69 years, and 7.8% when heads are over 69 years. Households exit to temporary destinations with rates of 0.8% when heads are under 30 years, 4.8% when heads are 30-69 years, and 11.8% when heads are over 69 years.
- Increased age also predicts increased homeless and emergency shelter exits and no exits. Households with heads over 59 years old exit to homeless situations at a rate of 9.5% compared to 5.3% for other households. For emergency shelter exits, we see elevated rates extend to households with heads over 49 years (11.7%) relative to other households (4.9%). Finally, looking at households that do not exit, we found rates of 2.5% when heads are under 30 years, 3.6% when heads are 30-59 years, and 8.0% when heads are over 59 years.
- The association with decreased permanent exits relative to negative and no exits is partially but not wholly driven by increased rates of physical disability and lower monthly income.

Head of household gender and household type are associated with exit outcomes (though it is not statistically significant due to low household numbers)

- Female-headed families achieve the strongest positive results, with a 20% permanent exit rate and a rate of 10.9% to homeless, emergency shelter, or no exits. Two-parent, female-headed families have a particularly strong permanent exit rate of 28.6%. Male-headed families, on the other hand, only exit to permanent destinations 13.6% of the time and have homeless, emergency shelter, or no exits 27.3% of the time. These male-headed families experience the highest level of temporary exits (9.1%) and emergency shelter exits (22.7%).

- Single females and female-headed households also perform better than single males and male-headed households (but not as well as female-headed households), exiting to permanent destinations 17.4% of the time and to homeless, emergency shelter, or no exits 19.8% of the time compared to 10.7% permanent exits and 20.9% homeless, emergency shelter, or no exits for single males and male-headed couples. These latter households have the highest no exit rates (6.6%), whereas all families exited during this time frame.

Household experience with homelessness is associated with exit outcomes

- Higher amounts of time homeless during the three years prior to enrollment predicts fewer permanent exits and more no exits. Households who had been homeless for six or more months exited to permanent destinations 9.2% of the time and did not exit 7.9% of the time, whereas households who had been homeless for one to five months exited to permanent destinations 17.5% of the time and did not exit 3.2% of the time.
- These associations are partially but not wholly driven by lower monthly income.

Head of household race and ethnicity are associated with exit outcomes

- Households with Asian, Black and Hispanic heads were more likely than those with White heads of household to exit to permanent destinations relative to their negative and no exits.
 - Households with Asian heads had the highest rate of permanent exits at 24.1% while 20.7% exited to homelessness or emergency shelters, or did not exit;
 - Black heads of household had permanent exits at a rate of 16.4%, while only 11.9% exited to homelessness or emergency shelters, or did not exit;
 - Hispanic heads of household had permanent exits at a rate of 15%, while only 16.2% exited to homelessness or emergency shelters, or did not exit;
 - White heads of household had permanent exits at a rate of 12.3%, while 22.9% exited to homelessness or emergency shelters, or did not exit.
- These associations are largely driven by differential ages (older for White heads) and rates of physical disability (higher for White heads) among these populations. For households with Black and Hispanic heads, higher levels of monthly income also contribute to their improved exit outcomes.

Length of Stay in the JFS Safe Parking Program

Households that remain the longest in the program generally fall into two categories: those that have not exited (369.7 days on average) and those that exit to emergency shelters (169.8 days on average). Households that ultimately exit to permanent destinations remain in the program longer (95 days on average) than households that exit to unknown destinations (64.8 days on average) or back into homeless destinations (shelters or the streets, 81.2 days on average) but less than those that exit to temporary destinations (111.8 days on average). At every step along the age spectrum, older heads of household take longer to exit than younger heads of household, ranging from an average of 40.6 days for those under 30 years old to an average of 137.3 days for those over 69 years old. Single adults who exit also remain in the program longer (79.6 days on average) than adults with children who exit (47 days on average).

Additional analysis of JFS SPP longstayers, the 10% (117 households) that have stayed in the program the longest, revealed the following when compared to all households in the program:

- Top 10% of longstayers were in the program more than 300 days (whether they had exited or still remained in the program through March 31, 2021).
- Top 10% of longstayers are older: 84.6% are 50 years and over, whereas 56.2% are 50 years and over among all households; clients who are 70 years and over have extended stays on the lots at more than double the average rate for all heads of household (11.1% of 70+ years old clients vs 4.9% of all households).
- Top 10% of longstayers have been homeless for longer: 31.4% of the longstayer households had been homeless more than 12 months in the three years prior to enrollment, compared to 20.8% of all households.
- Top 10% of longstayers have less income: their average is \$1,145, whereas the average among all households is \$1,354.
- Top 10% of longstayers have more single-person households: 89.7% are individuals, compared to 84.1% among all households.
- Top 10% of longstayers are more likely to be male: 64.1% are male, compared to 56.9% among all households.
- Top 10% of longstayers are more likely to be single males that are 50 years and over: 47.9% compared to 29.8% among all households.
- Top 10% of longstayers are more likely to be individual males who are 50 years and over and who were also homeless more than 12 months in the three years prior to enrollment: 13.7% compared to 7% among all households.

Household Returns for the JFS Safe Parking Program

Of the 874 households who exited between February 1, 2019 and November 30, 2020, 175 returned to the program once (20%), 38 returned twice (4.3%), 8 returned three times (0.9%), and 2 returned four times (0.2%) through March 31, 2021. The strongest factors in these outcomes are having been chronically homeless and age of the head of household, though even taken together these two factors do not go very far in explaining who returns to the program after exiting. More research is needed to understand the factors that contribute to disparate rates of return to SPP lots.

Additional analysis of data on household exits from the JFS SPP revealed the following:

Head of household returns to SPP vary by exit types

- Rates of return depend on the type of exit. Whereas heads who exited to unsubsidized rentals had 12.1% rates of return, those who exited to subsidized rentals had much lower return rates of 5.9%. Those who exited to permanent housing with family had return rates of 13.2%; those who exited to homeless situations had rates more than three times greater (46.6%), and those who exited to permanent housing with friends also had high return rates (44.4%). These were even higher than exits to emergency shelters (rates of 25.6%), and temporary housing with friends or family (rates of 23.1%).

Head of household chronic homelessness is associated with higher rates of return to SPP lots

- Chronic homelessness predicts increased rates of first (and second) return: heads of household who have experienced chronic homelessness return at a rate of 31.3% while heads of household who have not experienced chronic homelessness return at a rate of 17.9%.

Head of household age is associated with rates of return to SPP lots

- Older age predicts increased rates of first (and second) return: heads of household over 69 years return at a rate of 30% while heads of household under age 30 return at a rate of 11.4%.

Household type is associated with rates of return to lots

- Couples and families return to the lots at much lower rates: single-adult households have higher rates of first (and second) return, with a rate of 21.6% for single adults and 19.2% for single-parent families, whereas couples have a 10.9% rate and two-parent families have a 3.7% rate.

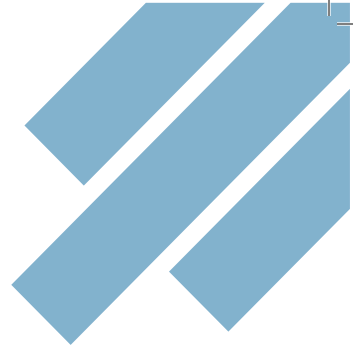
Head of household income is associated with rates of return

- Higher total monthly income predicts decreased rates of return: the mean total income for those who do not return to the lots is \$1,367, higher than those who do return to the SPP lots (\$1,206).

Head of household race is associated with rates of return to SPP lots

- Households with Black heads were less likely and households with Native American/Alaskan heads were more likely than those with White heads to return once to the lots. Households with Black heads returned 13.4% of the time, households with Native American/Alaskan heads returned 46.2% of the time, whereas households with White heads returned 21.1% of the time.
- When looking at the comparative rates of return between households with Black and White heads, age of the head of household partially drives their differences. Further research would be worthwhile to tease out other contributing factors, both to the greater success of Black heads of households in permanent exits and fewer returns, and to the disproportionately higher rates of houselessness for Black heads of household in the first place.





The Possible Effects of the COVID Pandemic

To get a sense of how the COVID pandemic may have affected the results of the SPP, we compared similar time periods before (March 19, 2019 through March 31, 2020) and during the pandemic (March 19, 2020 through March 31, 2021). We started on March 19 in each time period because that is when the California lockdown was announced. While we tracked exits through March 31 of each time period, we only looked at households enrolled through November 30 of the given year in order to allow at least four months for households to exit. We found that the pandemic made it more difficult for some populations to exit to permanent housing and that it similarly negated advantages that some populations demonstrated in the pre-COVID period in exiting to permanent housing.

Differences between the pre-COVID and COVID time periods:

- Association linking heads of household physical disability to fewer permanent exits was stronger in the COVID period.¹⁵
- Association linking chronic homelessness (and number of months homeless in the prior three years) to fewer permanent exits was only found in the COVID period.
- The effects described in the two points above are largely behind two additional associations that were found in the COVID period:
 - an association linking older heads of household to fewer permanent exits that was stronger in the COVID period¹⁶
 - an association linking the head of household's earned income to more permanent exits that was only found in the COVID period
- Association linking veteran heads of household to more permanent exits was only found in the pre-COVID period.
- Association linking female heads of household to more permanent exits was only found in the COVID period.
- Whereas households with Asian, Black and Hispanic heads had more permanent exits than those with White heads in the pre-COVID period, only households with Asian heads of household did so during the COVID period.

¹⁵ It was not statistically significant for the pre-COVID period though it pointed in the same direction.

¹⁶ It was not statistically significant for the pre-COVID period though it pointed in the same direction.



Qualitative Findings

Proximate and Upstream Contributors to Homelessness

Analysis of the HMIS data provided critical baseline statistics. We supplemented this data with SPP client and staff interviews and listening sessions in order to better understand the individual stories behind them. The reasons for falling into homelessness are as varied as the individuals who shared them; we have been privy to countless stories of crisis and loss, many poignant, others gut-wrenching. Narrative diversity notwithstanding, the immediate causes of homelessness do follow particular patterns. The most frequent proximate causes of homelessness/houselessness include:

- Loss of a job
- Medical crisis
- Loss of a partner or spouse to death or divorce
- Domestic violence
- Illness and death of a parent, child, or other significant person in someone's life
- Loss of a naturally-occurring affordable housing (NOAH) unit, e.g., due to death of the owner and selling of the property by heirs

Note that while the vast majority of unhoused people in San Diego (and in the SPP) are from San Diego, for that subset who come from other cities, the story is typically one of shattered expectations, e.g., a promised job that did not materialize, a relationship that did not work out, etc.

The throughline is that in every case, an individual or family sustains some kind of significant blow(s) and they lack a sufficient buffer (of wealth, or social/familial support, or both) to cushion that impact. The common baseline, just as it is the case for the majority of people across the country who become unhoused, is that at the time of their housing crisis, 1) they are experiencing deep economic insecurity, and 2) the familial or community supports they may have are insufficient to keep them housed. It must be said that, with respect to support from individuals' immediate circle of family and friends, the inability to offer funds or housing is not because family members or friends do not want to lend assistance. In some cases, friends and family want to help, and might even be able to help, but at significant personal cost because their own resources are severely limited as well. Many SPP clients, perceiving this and not wanting to burden family and friends, choose not to share their circumstances.

It is critical to note just how widespread economic precarity is across San Diego, as well as across our state and nation. In one oft-cited survey,¹⁷ 69% of Americans reported that they did not have \$1000 in personal savings to cover an unexpected expense; 45% could not even come up with \$400. Millions of Americans are one medical crisis, paycheck, or personal shock away from losing their housing. The reason that our students come to the conclusion again and again that SPP clients are "just like us" and

¹⁷Vultaggio, Maria. *Most Americans Lack Savings*. Statista. December 18, 2019.

that becoming unhoused “can happen to anybody” is that the clients really are very much like them and people they know: family members, neighbors, friends. Contrary to the presumptions students often carry into their interviews, they find that many of the clients have jobs or recent work histories. Some have college degrees; others have been entrepreneurs. All have relationships, people, and/or pets that make their lives meaningful. Before they became derailed, they were on life trajectories that are familiar to the students. They lived in houses or apartments. Many worked for decades before being laid off. They are ordinary - no less kind or capable or accomplished compared to other people we know.

One important contributing factor to homelessness that we see, both “upstream” and “downstream,” is trauma. A disproportionately high proportion of clients, in both Year 1 and 2 of our oral history interviews, revealed childhood backgrounds and life trajectories populated with experiences of abuse, neglect, and/or significant privation. The research on adverse childhood experiences (ACEs) is clear: higher numbers of ACEs put individuals at increasingly higher risk of negative health and social outcomes as adults, including homelessness, addiction, depression, and physical health problems.¹⁸ Having a trauma-informed and sensitive staff and being prepared to connect clients with relevant counseling and support resources are important ways to attend to these clients’ needs.

Barriers to Becoming Stably Rehoused

We explored the question, “What are the barriers to becoming stably rehoused?” with both SPP clients and direct line staff as each group offers critical perspectives on the challenges people are facing. From the clients’ vantage point, structural barriers are the most formidable. While many recognized that individual challenges such as disabling physical and mental health conditions, as well as addiction, were at play for some people, the answers that came up again and again were “unaffordable rent,” “impossible to find housing I can afford,” and “I don’t earn enough money to cover rent in San Diego.” In California, 21% of renter households (more than 1.2 million households) are extremely low income (ELI), earning \$27,330 or less.¹⁹ We have a severe shortage of housing that is affordable to this group: across the state, we lack almost one million homes that are affordable to extremely low income (ELI) households.²⁰ In 2019 (pre-COVID), according to the California Poverty Measure (CPM), 16.4% of Californians (6.3 million) lacked enough resources to meet basic needs. In San Diego, that percentage was even higher: 17.8% of our neighbors live at or below the Federal Poverty Line.

For people on the lots, monthly income, whether earned or fixed, is simply inadequate to cover market rent. The average income for SPP households is barely over the Federal Poverty Line for individuals, and in many cases, this income has to serve for two or more people making up a household. The average rent for an apartment in San Diego is \$2,344,²¹ roughly \$1000 higher than the average household income for SPP clients. Something has to change for that individual or household to regain stable

¹⁸Stressful and traumatic events during childhood have a strong relationship to both negative health outcomes and lifetime homelessness. Hernandez, L. and Wiewel, B. (2020) [Trauma and Resiliency Informed Care and Homelessness](#). Sol Price Center for Social Innovation; [Adverse Childhood Experiences \(ACEs\)](#), CDC Vital Signs, November 2019.

¹⁹National Low Income Housing Coalition, “Housing Needs By State: California” (accessed November 8, 2021).

²⁰Ibid.

²¹Rentcafe.com Rental Market Trends for San Diego (accessed August 31, 2021).

housing: either an increase in income (a higher paying job, more work hours, better social safety net supports), a decrease in cost of housing, or both. The challenge is even greater for many older adults (who make up a significant proportion of SPP clients), particularly those with disabling conditions, who live on a severely limited and fixed income.

Nationwide, only one out of four individuals who qualifies for subsidized housing receives it.²² In California, the situation is even worse. SPP clients spoke of being on the waiting list for a Section 8 voucher anywhere from 10-15 years. SPP staff identify many of the same barriers that clients do, as they are on the front lines of helping households figure out their budgets and find apartments they can afford. Staff are also cognizant of the many stresses (economic, physical, psychological, social) that clients face and the ways these factors complicate their lives and make regaining economic and housing stability challenging. These range from fall-out from economic shocks (inability to pay medical bills, losing jobs, partners, parents, and/or children), to reverberations of trauma, abuse and other childhood adverse experiences earlier in life. Such experiences can cause people to feel even more overwhelmed and less able to deal with the practical demands of both surviving (figuring out where to rest, where to charge phones, where to eat, how to spend the day or keep kids entertained, how to hide “being homeless” from others) and building a life again (editing and sending out resumes and job applications, applying for SNAP and other possible benefits, apartment hunting, doctors and other appointments for self and family, making sure kids do their homework assignments, etc.).

For most clients, living out of their vehicles is the only reasonable option for the moment. The alternatives: shelter or rough sleeping on the streets are considered to be even less desirable. Shelters have numerous rules and stipulations. To many, they feel overcrowded and unsafe. People often prefer the freedom of having the private space their vehicle offers, no matter how cramped and uncomfortable it may be. People with pets feel they have no other option, since pets cannot be brought into shelters. Families or couples wanting to remain together have vanishingly few shelter options available, so they choose to remain together in their vehicles.

Direct line staff do report that some clients are unrealistic about where they are willing to live. People tend to want to live in areas they know and have lived before, but when they lose their housing (often naturally occurring affordable housing, or NOAHs), as is the case with many of the older clients, or their circumstances change significantly (job loss, medical bankruptcy, loss of partner and dual earner), they can no longer afford to live where they want to live. This is a painful shift for clients and it can take time to adjust to the new reality.

²²Center on Budget and Policy Priorities, “3 in 4 Low-Income Renters Needing Rental Assistance Do Not Receive It” (last updated July, 2021).

Impacts of the JFS Safe Parking Program on Clients

It is difficult to capture all that is happening within the Safe Parking Program. It is a robust program, providing the most comprehensive array of supports we've seen at any safe parking lot. As discussed below, our research identified formal and informal impacts.

Formal Sources of Support

As discussed previously, the bare minimum among the SPPs we have surveyed across the West Coast and Colorado includes space at a private or public lot with some level of security and toilet facilities (usually a porta-potty). The JFS program varies somewhat from lot to lot with the greatest number of resources available at the Balboa lot, simply because this is the organization's main campus and it has both Wi-Fi and showers. Clients at other lots do have access to these showers but for them it requires additional driving, and clients are loath to waste gas money on what they consider to be unnecessary trips. All JFS SPP clients have access to the following: toileting, handwashing, and shower facilities (located at two of the lots), staff support from 6-9 p.m., a case manager to whom they are assigned, referrals to other programs and resources as needed, hot meals 3 nights/week²³ and other (packaged) meals and snacks the other nights, access to a microwave, hotpot, books and a seating area, financial literacy and budgeting support, a housing navigator, and financial support for various needs that may arise on a case-by-case basis (e.g., gas cards, paying for a critical car repair, first month rent plus security deposit for a client who has saved enough money and is ready to be rehoused, etc.).

Social and Emotional Supports

While it was easy to identify formal sources of support, it was difficult to capture the more intangible human element: the social and emotional experience and support that arise out of the relationships between both staff with clients, and clients with one another. These include a sense of community, of non-judgement, of reprieve from the averted eyes or the stigmatizing gaze of the public, both of which rob clients of the sense of dignity, shared humanity, and belonging we all need and deserve. These are nearly impossible to measure quantitatively but they are captured clearly in the words of clients in our listening sessions. When asked, "What has been helpful to you?" about the SPP, a frequent response was "safety." Although many people (especially women, who had been sleeping in their cars on the streets and had been attacked or threatened) were referring to actual physical safety, most were also (or solely) referring to emotional and psychological safety. The lots are a place where they can let their guard down, relax, and engage in conversations with other clients simply as two people interacting (rather than as two unhoused people conversing). They do not (cannot) forget that they are unhoused, but in these interactions on the lot, this fact about them becomes merely an aspect of their whole self rather than the only thing that defines them.

²³ Providing a warm meal to all clients at four lots is a monumental effort involving the solicitation and coordination of a fleet of volunteers. During the Shelter In Place order across California, JFS staff managed to organize the provision of meals nearly every night, but this pace proved impossible to maintain over time. Volunteers across San Diego continue to step up to provide meals, but they are doing so with less frequency. This means that some weeks, JFS is unable to meet its "three hot meals a week" goal.

Many clients also spoke with gratitude toward both staff and other clients for the care they extended and for “treating (them) like fellow human beings.” The power and uplift of this experience cannot be overstated. It is relevant to questions about outcomes and impacts. Vehicle-based houselessness is growing rapidly and SPPs are a relatively new intervention. Assessing their effectiveness based on narrow outcome data (the percentage of people who are confirmed to have transitioned to “positive” exits, however that is defined, within a 4-6 month period) does not capture all that we suspect may be going on. As discussed previously, a very high percentage of clients leave the program as “unknown exits.” We cannot know, unfortunately, whether they end up with some sort of positive resolution (they move in with family, or friends, or find a rental they can afford), or a negative outcome (still sleeping in their car, or worse, on the streets). We also cannot know if the safety, supports, and resources made available to them while they stayed at the SPP had an effect on their outcome. The best we can do is to surmise, based on formal and informal interviews, listening sessions, and conversations with both clients and front-line staff. Based on this feedback, and in spite of many unknowns, we are comfortable asserting that the JFS SPP clearly helps people (as we outline further below), and that it is a worthwhile intervention to have available to unhoused San Diegans right now.

Mutual Aid

What we have observed, and heard directly from clients, is that people look out for and help one another on the lots, with many positive outcomes. This mutual aid creates an informal network of advice, and emotional and practical support that benefits and helps foster resilience for all. The relationships of reciprocal support which develop on the lots have a positive effect on all participants: recipients of aid or care gain practical and emotional support; those offering that care or support are able to fulfill a valued social role as a helper, which is a welcome contrast to ways they often come to feel (internalized stigma and judgement can transform into excoriating self-talk). Helping others enables people to be lifted, even if only temporarily, out of a focus on their own basic-needs crisis, and oriented towards fulfilling higher-order needs of mastery, connection, and meaning/purpose.

A subset of clients aired complaints about the limitations of showers and shower time, about having to leave the lots so early, and occasionally about not feeling like they were being treated with compassion and respect. Living unhoused is very hard. What may seem like a small inconvenience or indignity to someone who is comfortably housed is experienced very differently by individuals who feel rubbed raw by the circumstances of their lives. It is important to be cognizant of this, and to pay special attention to our tone and choice of words. Small kindnesses make a difference. Notwithstanding the small number of disgruntled individuals on the lots, it remains the case that the vast majority of clients appreciate what the JFS SPP offers: a pause point, a reprieve amidst the grind, an opportunity to feel like an ordinary human being and community member again.

For roughly a fifth of the SPP households with greater earned income, the combination of programmatic, financial, social, and emotional supports offered by the SPP is just the launching board needed for becoming stably re-housed. For others, especially the growing number of older adults who are falling into homelessness and who live on fixed incomes, or for individuals who have disabilities and

a very limited capacity to earn a living income, the SPP serves as a harm reduction intervention, making what would otherwise feel like an intolerable, lonely, hopeless, anxiety-filled circumstance a little more tolerable. A significant subset of (usually older) clients are “long stayers” for the very reason that affording any kind of market rate rent in San Diego on a fixed (low) income is impossible. Lacking families who might be able to take them in or lend them financial support, they wait for Section 8 vouchers or senior subsidized units to become available, a wait that can take years.

Whether clients are among the fortunate percentage who are able to achieve a “positive exit,” or they have some other outcome, the Safe Parking Program provides immediate safety, security, care of basic needs, dignity, community, hope, and possibility which can only have a positive impact on both physical and psychological health. In that sense, we understand the SPP as a harm reduction model as much as an intervention aimed at getting clients stably housed as quickly as possible.

No single intervention can solve the complex “wicked problem” of homelessness; we need a multilayered, multi-pronged, upstream and downstream strategy to achieve that. Still, we are convinced, based on our data, that SPPs generally, and the JFS SPP model in particular, offer an important tool in our collective toolbox. Our research in Year 3 will give us a picture of longer-term impacts of participation in the JFS SPP as well as general insights about what helps and what hinders people in finding and maintaining stable housing.





Educational Outcomes of Accompanying UC San Diego Course

Similar to Year 1, during this second academic year, we taught the two-quarter course series that we designed to accompany and support the research. Because we taught the course series during COVID, we feared that the remote format would detract from the impact of the experience. Although we were unable to create on-the-ground, in-person experiences for the students during the first quarter as we had done the prior year, with everyone fully vaccinated and safety measures in place, we were ultimately able to bring most of the students to each of the four lots during the spring quarter of 2021 to participate in the listening sessions, as well as conduct oral history interviews. Those students who were not living in San Diego during this quarter “Zoomed in” with student partners who were physically present. The arrangement was not without its challenges (Wi-Fi connectivity foremost), but we made it work and the results were very positive. Not only were we able to collect rich listening session data and personal narratives, but the impact on clients and students alike was positive and lasting.

To say that the students were affected by their conversations with SPP clients would be an understatement. Human stories are powerful; they give us new lenses on the world and on our lives. What the students suffered from most was feeling that they were not able to personally do anything to help the people with whom they were engaging. We suggested that their mere attention, curiosity, respect and generous listening likely had a positive impact on their interlocutors. In fact, we heard this from a number of the interviewees. But the influence went both ways; as can be seen in the student quotes below, speaking with clients on the lots was tremendously impactful for students, positively affecting both their understanding of the issue, and their perceptions of unhoused individuals. One student even wrote a heartfelt letter to one of her interviewees, letting him know how much his words had affected her, and how grateful she felt that he had trusted her with his story.

In terms of measures, across the board, and according to multiple assessment tools (pre & post-course surveys, students’ self-assessment of learning, review of assignments, quality of research data contributed by students), 100% of the students in this year’s course had significant gains in multiple areas, including:

- Knowledge about the roots, history, demographics, humanscape and servicescape of homelessness;
- The experience of homelessness/houselessness and its impacts on physical, social, and psychological health and wellbeing; and
- Policy responses and programmatic interventions to houselessness.

Measure by measure data can be made available upon request.

Included are a sampling of student quotes from their final class survey.

This course series has completely changed my outlook on homelessness, and the people that it encompasses. I came into this two-quarter course with my own subconscious attitudes and preconceived notions regarding unhoused individuals and now I can say with great confidence that my perception has changed for the better. I'm grateful for everything that I learned in the past year and hope to take this important knowledge with me throughout my career and undergraduate learning, as well as share this wealth of knowledge with my own social circle and family. We can all benefit from empathy and learning about others' experiences, especially experiences that are surrounded by stigma.

– UC San Diego Student



Urban Challenges: Homelessness in San Diego (UC San Diego Cohort 1, March 2020)

STUDENT QUOTATIONS

The field research and the lectures combined really helped me dismantle the fear and discomfort (and in turn, shame) that I felt towards homeless people in years past. Because of this course, I have actually talked to several unhoused individuals that I've met out in the world and was even able to help a young woman and her dog get food and water :) It's really changed my outlook on life too; I understand my own privilege better, and how precarious so many families' financial situation is.

(This class) has taught me a lot about unhoused individuals. I actually found the topic of my honors thesis project because of this class, and I would like to help implement some of the houselessness solutions within Southern California in the future.

This class revolutionized my thinking about the issue of homelessness in our country.

It has given me a greater knowledge, appreciation, and understanding of homeless people and their lives. The JFS site visits were by far the most impactful element of the course, and I won't forget the people I met on those lots for a long time, and I hope to pass on their experiences and stories to others.

This course has really educated me about homelessness and housing. I really did not know anything about this topic before, but now I not only feel very knowledgeable, I am also able to put human faces to those who are homeless.

(The impact of this class has been) massive. I've learned things about myself that I didn't know I felt, I've learned how wrong I've been and I've learned how to change my own mind and understand that even as a "woke" progressive, we really don't have a big enough grasp as a society on these issues as we need to.

The impact on me is being able to see the reality of how homeless individuals live. We got a sneak peek into their lives and what hardships they go through. We got to hear a bit of their stories and it is shocking to hear why they are homeless or it is eye opening to hear that the event that caused these individuals to be placed in this situation can happen to any of us. It makes you rethink your situation and, in a sense, humbles you. It teaches you to appreciate things more and have more compassion for everyone in our society even the individuals who have their social identity robbed due to homelessness.

There have been many impacts, but the biggest has definitely been the experience of individually connecting with people experiencing houselessness. Sitting together, discussing life face-to-face (albeit covered by masks) with other humans has been tremendous, especially after being so connection-starved over the past year. The opportunity to go out into the world and do real fieldwork has given a completely new dimension to my education as an urbanist. I am less afraid to talk to people and grasp their sense of the problems faced in the communities we all inhabit together.



Recommendations

Our recommendations span six categories ranging from those actions which might have direct positive impacts on SPP clients and SPP staff, to those which focus on broader policy issues.

A. Enhancing direct and indirect client supports

- Support the capacity of clients to increase their income (both employment-based and benefits-based): Higher income is associated with increased exits to both permanent and temporary housing. However, of the 602 exited heads of household who had total monthly income data for both their enrollment and exit, only two had demonstrated an income improvement. While there could be heads of household who have not exited who have increased their incomes or exited heads of household who increased their incomes but simply did not report their exit incomes, it is still clear that there is much room for improvement when it comes to helping clients increase their monthly incomes in order to improve their exit outcomes. Finding ways to partner with workforce development agencies and other employment training supports would be a valuable aid to clients particularly at this moment in time when many industries are having a hard time recruiting employees. Many clients noted that simple logistical supports (Wi-Fi access, a laptop loaner program, access to a printer, advice on resumes) could help them gain employment. Additionally, helping clients to apply for SNAP, WIC, SSDI, VA, and other benefits may expand clients' capacities to cover a wider range of permanent, stable housing options.
- Identify new strategies to support older heads of household, and learn from those older adults who do achieve positive exit outcomes: While lower monthly income and physical disability do explain part of the poorer exit outcomes exhibited by older heads of household, they do not provide a complete explanation for these outcomes. For older heads of household who do not have a disability and could work, it might be useful to develop partnerships with organizations who specialize in workforce services for older residents (e.g., AARP Foundation). For some older clients, working is not a viable option. Learning from past older clients who have been successful across a range of incomes could inform additional strategies that might increase success for the older population. For some older clients, income supports will be critical - very few clients 70 years and older exited to rentals without subsidies. For those who do have the income or supports to exit, we might find that social networks can provide the motivation and support necessary for successfully exiting. If that were the case, a secular approach modeled after a program like Bridge of Hope²⁴ would

²⁴Bridge of Hope is a faith-based model based in Pennsylvania that draws in community members to be of support (as "caring neighbors") to individuals and families becoming re-housed after experiencing homelessness.

be worthy of piloting. Social networks might be particularly important given that older clients return to SPP lots at higher rates. Building partnerships with other nonprofits who work with older adults (e.g., Serving Seniors and St. Paul's PACE) may open up additional avenues for housing, connection, advocacy, and support.

Looking across other localities might surface other programmatic or policy approaches that improve outcomes for this population. The same approach to learning should be implemented to better assist clients who have spent a longer time being homeless (and have worse exit outcomes) and clients who are determined to be chronically homeless (and have higher rates of return to lots).

- *Institute more robust programmatic interventions and follow-up protocols for households that exit to less stable destinations:* Households exiting to subsidized and unsubsidized rentals or permanent housing with family have much better outcomes than those who exit to less stable destinations. Finding ways to support the latter, through follow-up calls, connections to other support, advocacy, or service organizations, or other means will help reduce the rate of returns to the SPPs and better guide households to more sustainable housing situations.
- *Extend the operational hours at all lots, and offer 24-hour access for at least one lot:* Listening session feedback from SPP clients overwhelmingly indicated support for increased access to the lots during the day. Allowing clients to stay until 8 or 9am in the morning would reduce stress significantly for some, as they would have time to gather their thoughts, plan their day, and pack up their things in a calmer fashion. They could “have a cup of coffee and feel like a human again before being shooed off for the day.” Opening the lots at an earlier time (4pm or 5pm) would enable clients to get settled earlier and would offer more time for people to meet with their case managers. Finally, having at least one lot open 24 hours would take away the stress, mental effort, and “gas cost” of having to find a place to stay for the day, for those who are not employed.
- *Enhance basic services and amenities at all lots:* SPP clients indicated a strong desire for enhanced access to shower facilities, Wi-Fi, meals (as many evenings a week as possible), more trash bins, storage, mailboxes, microwave access, laptop loaners program, access to car battery chargers, and electronic charging stations (ECS). Wi-Fi and ECS in particular are critical to being able to search for jobs and rental opportunities, stay connected with loved ones, and remain hopeful. Shower facilities are a sore spot for many people as they are a basic need, but also experienced as a link to normalcy and a sense of dignity.²⁵ That showers are only available 1-2 times/week per individual, and that the time offered (15 minutes) is

²⁵Dignity was an issue that came up both explicitly and implicitly in both group and individual conversations with clients. Human beings are social animals; we derive our sense of worth from the world around us: from how people treat us, from the subtle and not so subtle messages we receive in public and private.

so limited is a source of great frustration on top of an already-present mountain of stress. The cleanliness and functioning of the porta-potties and restrooms was another point of aggravation that came up repeatedly, especially since these are a core need, and often the only places where people can get even a modicum of privacy after a day of feeling watched, scrutinized, and judged. For some, the bathroom or porta-potty is the only place to change into and out of work clothes.

Clients do not expect JFS staff to constantly clean these spaces; rather, they would like to figure out a strategy, as a community, to keep the bathrooms clean and hygienic for all. A few small intervention strategies would be to hold a community conversation about working together to keep the bathrooms clean, having signage on the bathroom doors reminding everyone to clean up after themselves as if it were their own home, and tools available to help keep them to that communal promise (disinfectant, wet wipes, paper towels, etc.). Another suggestion would be to set up a small space with a curtain and a mirror so that clients needing to dress for work didn't have to do so in the bathroom or porta-potty.

To the extent that JFS can (continue to) create conditions that foster safety and security, attend to people's basic physical needs, and enable them to maintain human connection, hope, and dignity in the face of blows to their sense of self-efficacy and autonomy, it will remain a critical support to the increasing number of San Diegans in this liminal space of living out of their vehicles.

- *Build relationships and partnerships with other service providers, educational institutions, and civic, healthcare, advocacy, and community organizations:* Tapping into the extensive array of skills, resources, and opportunities across the community and making the SPP lots a place-based conduit for these can ease clients' stress and create pathways to educational and employment opportunities, with positive effects for both the JFS SPP and community-based partners. This might include bringing local community college auto mechanic training program students on site to help clients with small repairs, or even a small lecture series on car maintenance or identifying mechanical problems to help clients to be more knowledgeable regarding their vehicles. Other suggestions include partnering with local law schools to bring legal clinics to the lots, County Public Health or community health clinics to offer health fairs, workforce development agencies to bring resume and interview workshops, etc. With regard to connecting clients to outside resources, trusted relationships help to facilitate "warm hand-offs" to physical and mental healthcare, employment supports, legal aid, Veterans Administration, YMCA, senior services, after school programs for children, etc.
- *Reach out to local grocery stores, restaurants, and businesses to donate gift cards, food, or supplies to support clients, both on the lot and as they transition back to housing:* Some clients pointed out that local businesses (e.g., Pep Boys, AutoZone, Home Depot, Target, Vons, Ralphs, Walmart, Subway, Starbucks, etc.) might be willing to donate a small amount

of merchandise or store credit (gift cards) to support a community-based, nonprofit program like the JFS SPP. Such donations could lighten the load of clients, since most have exceedingly tight budgets.

- Provide Quality of Life Vouchers: Pursue external funding to provide clients with vouchers/financial assistance for the following types of quality of life supports: gym memberships (LA Fitness, Planet Fitness, YMCA), AAA memberships, storage unit vouchers, PO boxes, vouchers to local laundromats, gas cards, etc.

B. Increasing staff training and support

- Provide additional and ongoing training for frontline staff: Expanding staff members' skill sets and broadening their understanding of both homelessness and about how JFS SPP fits into the larger ecosystem of services/solutions will give them additional tools and knowledge to support clients.
- Arrange additional training and opportunities for interaction, information sharing, and mutual support among frontline staff: Supporting people in a housing crisis is emotionally exhausting work; finding ways for staff to debrief, share thoughts, and support one another will likely help them and translate to even stronger supports for clients. The staff listening sessions proved to be a worthwhile experience for all those staff who participated, as they were able to hear and learn from colleagues, share their insights, and make suggestions for how to improve things on the lots. They are a valuable resource to tap, and their wellbeing and support have a tremendous influence on the experience of clients on the lots. Building in a paid hour each week for staff to exchange strategies and lessons learned, collaborate in problem solving, and simply affirm one another's efforts would likely be of great benefit.
- Convene client-facing staff to create a "checklist" of policies, practices, and procedures to be followed daily, weekly and monthly and to organize a set of resources that can expand everyone's capacity to help clients: Frontline staff are capable and knowledgeable but they come with different bodies of expertise and experience. Holding a meeting to create, and later refine, a shared list of rules and procedures for all lots will help to clarify expectations for all, while offering an opportunity for feedback and discussion. An SPP checklist could include morning and evening procedures, troubleshooting suggestions, and answers to frequently asked questions (FAQs) by clients. A formal, organized set of resources can ensure that all staff members have access to the knowledge needed to meet the diverse set of needs that clients present.

C. *Fostering community, peace, wellness, and resource-sharing on the lots*

- *Foster greater connection and mutual support among clients:* Being unhoused has negative social and psychological effects, and both are related to physical and mental health. Clients can be important emotional and practical supports to one another, which may improve outcomes. Some clients are more social and are inclined to reach out, have casual conversations, and provide support. Others may need a little support in cultivating connections. Interactions can be fostered by creating physical spaces where people can gather (e.g., seating in common areas), and programming (support groups, meditation groups, cafe and conversation hours, monthly movie or music nights, etc.), and opportunities to contribute (cleaning up, helping to write and distribute a short weekly newsletter, being an orientation support person for people just coming into the lot, etc.).
- *Provide an orientation flyer to clients as they enter the lot:* Some clients shared that it would have helped to have a single-page flyer handed to them upon entry that had a map of the lot with the location of the bathrooms, common area, and staff area, as well as basic rules (where to park, where not to park, hours of operation, etc.), information (showers availability and sign-up procedures, schedule of meetings with case managers, etc.), and expectations to help orient them when they were overwhelmed and confused.
- *Expand sources and sites of information and resource-sharing:* Some clients are internet-savvy and others much prefer old fashioned paper resources. In all cases, we heard a call for more information about where they might find services and resources (access to mental and physical healthcare, scheduled meals, food banks and donation centers, senior supports, advocacy organizations, supports for families). They also wanted a space to be able to share resources with one another. A combination of a large bulletin board that all could contribute to, a pamphlet with a list of resources and community organizations, and a website filled with resources and links would be very welcome.
- *Work with clients to identify jobs/roles on the lot to improve quality of life:* Many clients feel bored, useless, and frustrated as they try to negotiate their housing crisis. At the same time, they see challenges on the lot and ways they could contribute to make things better (safer, cleaner, more tolerable, more conducive to people connecting and having a sense of hope). Creating an avenue for people to contribute to the smoother running of the lots would foster a sense of purpose and usefulness for individuals, as well as (potentially) a sense of community at the lots. If any additional resources happen to be available, they could be used to cover a small stipend or other compensation (e.g., gas cards) for the clients in these roles, although this would likely still be of benefit without compensation.
- *Encourage and facilitate links between clients and community members:* Having supports and social connections in place when ready to leave the SPP lot will increase likelihood of

staying stably housed. There are some pilot programs that can be emulated which identify volunteers in the community (specifically in or near the neighborhoods where clients will be moving) and connect people being rehoused with them. The volunteers make a commitment to support a particular family with practical needs (getting children registered in the local school, learning where local parks, grocery stores, and public transportation are located, support with challenges like car repairs, etc.), as well as be a social connector with others in the neighborhood. Relationships, even if they are formally arranged initially, can have a powerfully positive influence on people's ability to remain stably housed.

D. Further inquiry: collecting data to better understand and address program and client challenges

- *Investigate and resolve the lackluster outcomes of male-headed families:* Male-headed families have fewer permanent exits than female-headed families and more negative exits, particularly to emergency shelters despite having comparable income levels. Learning the causes of these disparate outcomes, and paying attention to the strategies, attitudes, and circumstances of female-headed families may improve understanding and the capacity to support male-headed families, enabling all to reach their fullest potential.
- *Investigate the factors associated with more, and more rapid, positive exits:* Understanding the characteristics and conditions that support success is as important as understanding the factors associated with slower exits, no exits, and returns to the lot. Once these factors are understood, JFS (and partnering organizations) can innovate and evaluate various (educational, environmental, service and/or policy) interventions to try to foster them across the client population.
- *Create some avenue through which clients can air concerns, provide feedback, and offer suggestions for improving the lot, including those they can institute themselves:* Having some sense that our voices are heard and our concerns matter is important to all human beings, but particularly so when we feel largely invisible and voiceless in so many areas of our everyday life. Feedback can be framed as an opportunity to offer constructive feedback about something that isn't working or could be improved, and to offer a possible solution. For example, a Constructive Feedback Box could be set up in the common area at each lot and paper and pens be made available. Any submissions would need to follow a format, e.g., name, observation (whether positive, negative, or mixed), what is being suggested to do about it, and who could implement the solution, i.e., staff, the individual offering the suggestion, other clients on the lot, or entities outside of the lot.
- *Follow up with clients once they have left the lot:* To the extent possible, recognizing staffing constraints, conduct follow-up calls with former SPP clients over the course of 6-12 months

in order to better understand longer term outcomes, challenges, and factors which foster success. Lessons learned can inform services and scaffolding for subsequent clients coming to the SPP.

E. Policy advocacy

- *Advocate for greater access to both permanent supportive housing and subsidized vouchers:* For many clients, particularly those with a low, fixed income, becoming stably rehoused is virtually impossible without subsidized housing or rental support.
- *Advocate for HUD to include SPPs in their eligibility criteria for Continuum of Care funding and Emergency Shelter Grants:* Given the positive impact of SPPs and the growing role they play in the ecosystem of responses to homelessness, efforts should be made to lobby local, state and national officials to enable SPPs to apply for these critical sources of funding from HUD. The City of San Diego could volunteer to pilot such an effort.
- *Advocate for “long-stayers” and chronically unhoused clients to be prioritized for Project Homekey:* Permanent housing should be prioritized for the hardest to house subpopulations.
- *Advocate for more robust data collection and program evaluation of homelessness interventions:* Understanding a problem is critical to solving it. We cannot know what programs and interventions should be upscaled until we evaluate them for effectiveness. We cannot improve the services we do provide unless we understand the effects they have on clients. Building regular data collection and program evaluation into funding contracts will benefit us all as we collectively tackle the challenge of homelessness across our region.

F. Spearheading further inquiry and shared learning regarding the Safe Parking Program model

- *JFS should play a leading role in facilitating a community of practice and sharing best practices of SPPs:* Jewish Family Service of San Diego has one of the largest and most comprehensive SPPs in the U.S. With the recent expiration of the eviction moratorium, there is a high likelihood that demand for SPPs will surge. JFS is in a position to share best practices. One suggestion (already underway) is to spearhead and convene a Community of Practice for mutual learning, service improvement, and collective policy advocacy.
- *To the extent possible, continue to collect data, monitor outcomes, listen to clients and staff, and learn from such inquiry and critical programmatic appraisal:* JFS is a model learning

organization, having shown itself to be an eager partner in the evaluation of its own program. Recognizing that regular data collection and analysis is difficult without external funding and support, we nonetheless encourage JFS and other safe parking programs to build in evaluative mechanisms in hopes of continuing this commitment to providing the most appropriate, effective, and helpful services to its clients.

- *Engage in public education efforts about the Safe Parking Program and how it fits into a broader set of solution strategies to solve homelessness in San Diego:* Public attitudes can make or break effective strategies, and the support of policymakers is also critical. JFS can harness stories and data arising out of this research to educate both policymakers and the public about the causes of homelessness, the diversity and humanity of the SPP clients, and solutions to houselessness which include safe parking programs as a tool in the larger toolbox of interventions.

UC San Diego

SOCIAL SCIENCES

Urban Studies and Planning

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[CLICK HERE FOR THE CHIEF EXECUTIVE OFFICER'S REPORT DATED AUGUST 12, 2022](#)



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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IN REPLY PLEASE

REFER TO FILE: **T-3**
10346-2-1

April 11, 2022

TO: Each Supervisor
FROM: Mark Pestrella, PE
Director of Public Works

A handwritten signature in blue ink, appearing to read "Mark Pestrella".

BOARD MOTION OF JANUARY 11, 2022, AGENDA ITEM 3 ADDRESSING RECREATIONAL VEHICLE ENCAMPMENTS DURING COVID-19 RECOVERY

On January 11, 2022, the Board approved a motion instructing Public Works to report back on the best practices from across the State that leverage parking regulations to reduce repopulation of recreational vehicles (RV) in hot spot areas and around schools.

Public Works developed a survey that was distributed to multiple regional and municipal agencies across the State to learn about their current practices and experiences in addressing vehicular homelessness and RV encampments. Survey responses and subsequent discussions with these agencies revealed the following trends and commonalities found among responding agencies:

- RV encampment hot spots generally develop on streets where potential interaction with residents or tenants was minimal, such as on streets with no fronting development or streets in industrial and commercial areas.
- While RV encampment hot spots sometimes develop near schools, responding agencies did not note any issues or trends near schools.
- Parking regulations were seldom used directly to address the presence of RVs in hot spot areas or around schools. There was typically another nexus for implementing parking regulations, such as the need for parking turnover or health and safety concerns.
- Parking regulations mostly played a supporting role to any program addressing RV encampments. Access to health and social services, as well as alternative housing, including off-street safe places to park were essential to address recurring issues.

- Parking regulations were only effective with consistent enforcement of posted parking regulations.
- Excessively targeted or localized parking regulations were likely to result in shifting RV encampments to neighboring areas, triggering additional calls for parking restrictions.
- A commonly used parking regulation throughout the State was the overnight parking restriction (e.g., No Parking 10 p.m. to 6 a.m.) that applies to all users of the restricted roadway which may unduly impact parking needs in residential areas, as well as in commercial and industrial areas with night shift operations.
- Active enforcement of existing parking regulations in the State, such as the 72-hour limit for parking [California Vehicle Code Section 22651(k)], impoundment of illegally parked unregistered vehicles [California Vehicle Code Section 22651(j)], or restricting the parking of vehicles over 6 feet in height within 100 feet of an intersection [California Vehicle Code Section 22507(a)] have proven to have some success in deterring RV encampments, particularly in areas where more restrictive regulations were not feasible.

Additionally, a growing number of municipal agencies, including the Cities of Hawthorne and Long Beach have adopted citywide ordinances that prohibit the long-term parking of larger vehicles, such as RVs without a permit. The effectiveness of these ordinances is also dependent on consistent enforcement.

Public Works' current practices in applying parking regulations to assist the County's efforts to address RV encampments are as follows:

- A site-specific or street-specific approach is generally used based on the request or concern received and on feedback from the impacted residents and commercial tenants in the vicinity.
- Street sweeping parking prohibition signs are posted in areas that did not already have such signs, which are enforceable.
- Street sweeping parking regulations are modified to include tow-away provisions for locations with recurring compliance issues.

- Restricting the parking of vehicles over 6 feet in height within 100 feet of an intersection is considered if the restriction enhances traffic conditions at an intersection.
- Time-limit parking regulations are considered for streets where frequent parking turnover is desirable and appropriate public outreach has been conducted.
- Overnight parking regulations (10 p.m. to 6 a.m.) are considered if social and health services efforts are not deemed adequate.
- Stopping prohibitions or red curbs are typically not considered as it would result in prohibiting stopping and parking at all times which could unduly impact road users during time periods in which some stopping, or parking may be beneficial.
- Referrals for the enforcement of 72-hour parking limits were also made to facilitate greater parking turnover where appropriate.

Based on a review of County Code Chapter 16.86 there is an existing prohibition of camping (which includes the use of a vehicle for living accommodations) on any public street. Violation of this chapter is considered an infraction that is punishable by an escalating fine.

Additionally, several unincorporated communities, such as Altadena and Marina del Rey, have existing nonconforming vehicle ordinances (County Code Section 16.54.075). These ordinances restrict the parking of larger vehicles, such as RVs without a permit.

To provide relief to the millions of residents sheltering in place throughout the COVID-19 pandemic, many jurisdictions throughout the State relaxed or even suspended their parking enforcement efforts. While necessary to avoid imposing any additional financial burden on residents, this practice may have exacerbated RV encampment concerns. Over the past year, parking enforcement has been gradually reimplemented in most areas. However, the long-term effects of this lapse in enforcement are still being experienced throughout the State with some RV encampment areas becoming almost permanent fixtures. County homeless social and health service providers are working closely with enforcement agencies to bring enforcement in these areas up to pre-pandemic levels without undoing the progress made in connecting the people experiencing vehicular homelessness with housing and services.

Based on the information provided by the responding agencies, the review of Public Works' current practices and policies and ongoing efforts by homeless service providers and enforcement agencies, the following practices are recommended to address RV encampments:

- Parking regulations are a tool that can be effective in managing the presence of RV encampments on public streets. However, it does not serve as the solution to vehicular homelessness. Without the addition of alternative housing, including off-street safe places to park, RVs displaced by parking regulations will relocate to other less restrictive areas where the same issues and concerns are likely to be encountered. The focus should remain on providing social and health services to assist those experiencing vehicular homelessness find alternative housing. Only when those efforts have proven ineffective, and the presence of RVs constitutes a clear health and safety concern as defined by the appropriate agencies, should the implementation of new parking regulations be considered.
- Parking regulations are only effective if appropriately enforced. Multi-agency commitment to consistent parking enforcement is critical to the success of any parking regulations. All proposed parking regulations should be vetted by the appropriate enforcement agencies to ensure they are committed and adequately equipped to maintain effective enforcement levels.
- The least restrictive parking regulations should be considered first to minimize the impacts to the surrounding community. For example, existing street sweeping parking regulations may be modified to include a tow-away provision to encourage the turnover of parking. Overnight parking regulations should only be considered when social and health services efforts and enforcement of applicable laws are not adequate.
- Parking regulations should be considered using a less site-specific but more holistic approach over wider areas of impact to reduce the likelihood of RV encampments moving to adjacent neighborhoods.
- In the absence of adequate alternative housing, including any shortages of off-street safe places to park, parking regulations should allow for controlled RV parking at locations where they will have the least impact to the surrounding community and where health and safety concerns can be monitored and addressed.

Each Supervisor
April 11, 2022
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If you have any questions, please contact me or your staff may contact Steve Burger, Assistant Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

JFP:ja

P:\TSM\Pub\TRAFFIC\ADDRESSING RV ENCAMPENTS-JAN 2022 REPORT

cc: Chief Executive Office
Executive Office

MOTION BY SUPERVISOR HOLLY J. MITCHELL

January 11, 2022

Addressing RV Encampments During COVID-19 Recovery

On January 30, 2018, the Los Angeles County (County) Board of Supervisors (Board) adopted a [motion](#) instructing the Directors of the Departments of Public Works, Public Health (DPH), Regional Planning, and the Chief Executive Office's Homeless Initiative, in coordination with the Sheriff's Department and County Counsel, to report back on recommendations for developing sustainable solutions to assist individuals living in recreational vehicles (RVs). The [report back](#) dated June 28, 2018 included recommendations on: (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.

In light of the unprecedented times we have faced in the last two years, it is imperative for the County to update the recommendations and re-evaluate our approach to addressing RV encampments given their growth in the unincorporated areas and across the County. Almost four years after the adoption of the 2018 motion, the County has learned many lessons from the Vehicular Homeless Outreach Project (VHOP), a pilot program led by the St. Joseph Center. It is critical that the County use all of its current tools and resources to connect people experiencing homelessness (PEH) living in dangerous conditions in RV encampments to permanent housing; followed by proper

- MORE -

MOTION

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| SOLIS | _____ |
| KUEHL | _____ |
| HAHN | _____ |
| BARGER | _____ |
| MITCHELL | _____ |

disposal of RVs to clear the public rights-of-way and create safe and clean public spaces for all County residents.

The COVID-19 pandemic brought enormous economic and health challenges for all our constituents. The County mobilized all of its departments to respond to this emergency in accordance with the Centers for Disease Control and Prevention (CDC) and DPH guidelines. As part of the CDC guidelines, County teams engaging PEH have prioritized connections to interim housing such as Project Roomkey to limit the exposure and transmission of the virus.

The County's stay-in-place order was implemented to protect both unhoused and housed constituents. Now almost two years into the pandemic, as we examine actions taken to address the public health crisis, our housing crisis and our homelessness crisis, there is an opportunity to integrate into our recovery lessons learned to address PEH in RV encampments.

Since 2018, and especially during the last 24 months, while we appropriately focused County resources to housing those most at risk and vulnerable to COVID-19, we have seen an extraordinary growth of RV encampments. This growth has caused a major detrimental impact on the quality of life for both the unhoused population residing in the RVs and the residents and businesses around the RV encampments.

According to the VHOP team, in the last year alone—of the total number of RVs they came across, 40% were dilapidated and in need of towing and removal; 30% were mobile but unhealthy; and only 20% were mobile and in healthy conditions. And the average Vulnerability Index – Service Prioritization Decision Assistance Prescreen Tool (the tool used to identify those most in need of housing and support intervention) score of PEH living in RVs was 8.4. The score means that PEH living in RVs are higher acuity individuals in need of permanent housing. However, most individuals in the vehicular homeless population have some source of income, either General Relief, Supplemental Security Income or Social Security Disability Insurance and can pay partially for rent in the appropriate housing program. The VHOP team also noted that a significant number of people living in the RVs were undocumented and refused housing out of fear of being deported and having identities shared with government agencies.

In addition, in the absence of safe parking locations for RVs with the appropriate supportive services, an underground economy has emerged. RVs are cycled back into the community from tow-yards. These RVs are bought sometimes without the necessary documentation, rented to PEH and used to run an underground economy in which PEH are physically abused and threatened. Owners of some RVs have become in reality slum lords as they abuse their tenants with physical threats, beatings, burning of RVs, and more. It is critical for the County's teams to prioritize and address the hot spots across the County where crime and exploitation have increased, with a particular focus on the unincorporated communities.

It is therefore appropriate to update the 2018 report and its recommendations given the County's updated priorities and COVID-19 economic recovery goals in order to address RV encampments strategically and thoughtfully while at the same time improving the quality of life for all of our constituents

I THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:

1. Instruct the Executive Director of the Chief Executive Office's (CEO) Homeless Initiative (HI), in collaboration with the Directors of the Department of Public Works (DPW), Department of Public Health (DPH), Department of Regional Planning (DRP), Department of Mental Health (DMH), and the Department of Health Services (DHS), and in coordination with the Los Angeles County Sheriff's Department (LASD), the St. Joseph Vehicular Homeless Outreach Program (VHOP), and the Los Angeles Homeless Services Authority (LAHSA), to evaluate and update the June 28, 2018 Report for Sustainable Solutions to Assist Homeless People Living in Recreational Vehicles (RV) and report back to the Board of Supervisors (Board) in writing within 60 days. The updated report should include but not be limited to:
 - a. The number of RVs that have been illegally obtained, that have missing plates or Vehicle Identification Numbers, whose owners cannot be identified, or that are deemed hazardous and unsafe. The costs to tow and dismantle these RVs should be included in the report.

- b. Identify hot spot areas in or around RV encampments where within the past 24 months, an increase in crime has been documented or increased criminal activity has been reported.
 - c. Identify hot spot RV encampment areas within 500 feet of schools.
 - d. An inventory of parking restrictions currently in place in all hot spot RV encampment areas identified above, an assessment of parking enforcement efforts at these locations, and identification of resources needed to improve parking enforcement efforts.
 - e. Recommendations to update County towing vendors to ensure compliance against the lien sale of hazardous RVs by lienholders for low-value RVs (valued at \$500 or less) per California Vehicle Code section 22669.
2. Direct the CEO to collaborate with the Directors of DPW, DRP, DMH, and DPH, and the Sheriff, to identify existing and new resources to support a Countywide RV encampment program to implement recommendations from directive 1, prioritizing hot spots, schools, RV removal and dismantling, and piloting Safe RV Parking sites.

I FURTHER MOVE THAT THE BOARD OF SUPERVISORS:

1. Instruct the Director of DPW to report back in writing within 90 days on best practices from across the state that leverage parking regulations to reduce re-population of RVs in hot spot areas and around schools.
2. Instruct the CEO - Real Estate Division to identify County parcels that can be used as off-site parking locations to assist PEH living in RV and report back in writing in 90 days the locations in each Supervisorial District.
3. Request LASD to report back in writing in 90 days on the best practices from across the State regarding outreach strategies and parking enforcement for PEH living in RV and identify the resources necessary to implement the best practices.
4. Instruct the Director of DPH to report back in writing in 90 days on the best practices from across the State regarding the sustainable solutions for proper

disposal of waste to assist PEH living in RV, including mobile disposal of RV waste.

5. Instruct the Director of the CEO – HI to report back in writing in 90 days on the best practices from across the State regarding sustainable solutions to assist PEH living in RV.

#

(IG/LS)



County of Los Angeles CHIEF EXECUTIVE OFFICE

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<http://ceo.lacounty.gov>

FESIA A. DAVENPORT
Chief Executive Officer

August 12, 2022

Board of Supervisors
HILDA L. SOLIS
First District

HOLLY J. MITCHELL
Second District

SHEILA KUEHL
Third District

JANICE HAHN
Fourth District

KATHRYN BARGER
Fifth District

To: Supervisor Holly J. Mitchell, Chair
Supervisor Hilda L. Solis
Supervisor Sheila Kuehl
Supervisor Janice Hahn
Supervisor Kathryn Barger

From: Fesia A. Davenport
Chief Executive Officer

ADDRESSING RV ENCAMPMENTS DURING THE COVID-19 RECOVERY (ITEM NO. 3, AGENDA OF JANUARY 11, 2022)

On January 11, 2022, the Board of Supervisors (Board) adopted a motion directing the Chief Executive Office Homeless Initiative (CEO-HI), in collaboration with the Department of Public Works (DPW), Public Health (DPH), Regional Planning (DRP), Mental Health (DMH), Health Services (DHS), the Los Angeles County Sheriff's Department (LASD), the St. Joseph Center Vehicular Homelessness Outreach Program (VHOP), and the Los Angeles Homeless Services Authority (LAHSA), to evaluate and update the June 28, 2018, report on sustainable solutions to assist people experiencing homelessness (PEH) living in recreational vehicles (RVs). This report addresses the directives, as described in Attachment I.

BACKGROUND

Prior to the COVID-19 pandemic, the CEO-HI, in partnership with relevant County departments and agencies, conducted extensive research to provide effective recommendations on sustainable solutions to assist PEH living in RVs. However, the pandemic has had significant financial and health impacts on residents in the County, especially our houseless neighbors. These impacts may have shifted the landscape and resources required to support PEH living in RVs transition to more suitable housing solutions.

Therefore, in response to the January 11, 2022, motion, the CEO-HI, in collaboration with the County departments and agencies listed above, formed a working group ("Workgroup") to review and analyze each directive. The CEO-HI facilitated several meetings with the Workgroup to compile data, revisit previous recommendations made in response to prior motions, and develop proposed solutions to assist PEH that are living in RVs.

Attachment II is the Workgroup's comprehensive report that addresses each of the directives of this motion.

PROPOSED RECOMENDATION

The Workgroup recommends developing and implementing a pilot RV encampment program to obtain a better understanding of the resources needed to effectively assist PEH living in RVs countywide. The Workgroup recommends the launch of the pilot around an identified RV encampment within Service Planning Area (SPA) 6, which also has the highest number of RVs located within its boundaries (according to data from the 2020 Homeless Count). In addition, within SPA 6, Supervisorial District 2 funds the VHOP team at St. Joseph Center to support outreach efforts for vehicular homelessness. VHOP conducts targeted outreach to PEH living in RVs and provides incentives for accessing services and agreeing to turn over their RV to the County for destruction.

The pilot will take into consideration resources and recommendations identified in the attached report, which includes 1) identification of County parcels that can be used as RV storage solutions, 2) the use of the LAHSA and LASD Homeless Outreach Services Team (HOST) to address RV encampments, 3) the development of a Countywide Encampment Protocol for RVs, 4) leveraging existing housing resources, and 5) the use of parking regulations to address safety concerns.

Feedback from outreach workers who have engaged with RV dwellers indicate a reluctance from PEH living in RVs to give up their vehicle to accept a temporary housing solution, such as a motel room or shelter placement. To address this concern, further attention will be focused on the use of County-owned land to allow people living in RVs to store their vehicle while they are in an interim housing placement, with the agreement that once permanent housing is found, the RV will be turned over to the County for destruction. The pilot will concentrate on human-centered outreach efforts to provide compassionate engagement and services to this vulnerable population.

The pilot would include members from the current Workgroup, including but not limited to; CEO-HI, LAHSA and LASD HOST, St. Joseph Center VHOP team, DMH, DHS, DPW, DRP, and County Counsel.

NEXT STEPS

CEO-HI is working with partners to enhance the Countywide Encampment Protocol (CEP) to strengthen how RV encampments will be handled as part of the CEP. This process is expected to be completed by September 2022.

Upon release of the 2022 Los Angeles Homeless Count data, CEO-HI will work with LAHSA and DPW to update the analysis of RV encampments to identify "hot spots" Countywide. CEO-HI will reconvene the Workgroup to review the updated data, and identify the additional resources needed to develop a Countywide RV encampment program.

The next report to the Board on the revised CEP, updated assessment of RV encampments, and options for expanding the RV encampment program, is targeted for November 18, 2022.

Each Supervisor
August 12, 2022
Page 3

Should you have any questions regarding this matter, please contact me or Cheri Todoroff, Executive Director of Homeless Initiative, at (213) 974-1752 or ctodoroff@ceo.lacounty.gov.

FAD:JMN:CT
JR:LC:ym

Attachments

c: Executive Office, Board of Supervisors
County Counsel
Sheriff
Health Services
Mental Health
Public Health
Public Works
Regional Planning
Los Angeles Homeless Services Authority

ADDRESSING RV ENCAMPMENTS DURING THE COVID-19 RECOVERY

BOARD DIRECTIVES

Evaluate and update the June 28, 2018, report on sustainable solutions to assist people experiencing homelessness (PEH) living in recreational vehicles (RVs). This includes:

- The number of RVs that have been illegally obtained, that have missing plates or Vehicle Identification Numbers, whose owners cannot be identified, or that are deemed hazardous and unsafe. The costs to tow and dismantle these RVs should be included in the report;
- Identification of hot spot areas in or around RV encampments where within the past 24 months, an increase in crime has been documented or increased criminal activity has been reported;
- Identification of hot spot RV encampment areas within 500 feet of schools;
- An inventory of parking restrictions currently in place in all hot spot RV encampment areas identified above, an assessment of parking enforcement efforts at these locations, and identification of resources needed to improve parking enforcement efforts; and
- Recommendations to update County towing vendors to ensure compliance against the lien sale of hazardous RVs by lienholders for low-value RVs (valued at \$500 or less) per California Vehicle Code section 22669.

The motion further directs the CEO to collaborate with the Directors of DPW, DRP, DMH, DPH, and the LASD, to identify existing and new resources to support a Countywide RV encampment program to implement recommendations from the above directives, prioritizing hot spots, schools, RV removal and dismantling, and piloting Safe RV Parking sites.

Additionally, the Board directs the following to inform efforts to address RV encampments:

- DPW to report back on best practices from across the State that leverage parking regulations to reduce re-population of RVs in hot spot areas and around schools;
- CEO-Real Estate Division to identify County of Los Angeles (County) parcels that can be used as off-site parking locations to assist PEH living in RVs and the locations in each Supervisorial District;
- LASD to report back on the best practices from across the State regarding outreach strategies and parking enforcement for PEH living in RVs and identify the resources necessary to implement the best practices;
- DPH to report back on the best practices from across the State regarding the sustainable solutions for proper disposal of waste to assist PEH living in RVs, including mobile disposal of RV waste; and
- CEO-HI to report back on the best practices from across the State regarding sustainable solutions to assist PEH living in RVs.

ADDRESSING RECREATIONAL VEHICLE ENCAMPMENTS DURING COVID-19 RECOVERY

AUGUST 2022

Los Angeles County
Chief Executive Office
Homeless Initiative



The Los Angeles County
HOMELESS INITIATIVE
REAL HELP. LASTING CHANGE.

Addressing Recreational Vehicle Encampments During COVID-19 Recovery

Overview

The information provided in this report is in response to the January 11, 2022, motion adopted by the Los Angeles County Board of Supervisors (Board) – which contained multiple directives – all aimed at addressing Recreational Vehicle (RV) encampments during the COVID-19 recovery.

Background

The COVID-19 pandemic has had significant economic and health impacts on Los Angeles County residents. Although federal, State, and County relief resources were created to provide protections against the uncertainty caused by the pandemic, the number of individuals and families facing financial and housing instability continues to rise. These unprecedented times have also exacerbated the homeless services delivery system, as capacity at interim housing sites were reduced to comply with Public Health guidelines and to prevent transmission of the virus. Many interim housing sites/shelters have also encountered and continue to face isolation/quarantine orders due to coronavirus outbreaks.

This impact can also be seen in the increased visibility of street homelessness across communities in Los Angeles County, including the presence of RVs and campers. For people experiencing homelessness (PEH) or facing financial hardship, RVs and campers are often seen as a viable form of shelter that provides privacy and safety.

Even prior to the pandemic, RV and vehicular homelessness has been a focus of the Board and examined in prior reports to the Board. In collaboration with relevant County departments and the Los Angeles Homeless Services Authority (LAHSA), the Chief Executive Office – Homeless Initiative (CEO-HI) provided reports that include insight and recommendations focused on sustainable solutions for PEH who are living in Campers/RVs. Therefore, this report seeks to revisit previous recommendations made in the June 2018, Board Motion on RVs and address the information sought from the directives listed in the January 11, 2022, motion on “*Addressing RV encampments during COVID-19 recovery.*”

Vehicular Homelessness in Campers/RVs Data

The Greater Los Angeles Homeless Count (Homeless Count) provides a snapshot of the number of people facing homelessness in Los Angeles County. According to the findings of the 2020 Homeless Count, more than 66,000 people experience homelessness on any given night in the Los Angeles region (not including Glendale, Long Beach, and Pasadena Continuum of Care). This total also includes people seeking shelter in tents, make-shift dwellings, and vehicles like Campers/RVs.

The Homeless Count, also referred to as the “point-in-time count,” is led by LAHSA and generally conducted on an annual basis. Reports from the 2019 and 2020 Homeless Count, detail the number of PEH residing in vehicles within Los Angeles County.

Table 1 shows the number of Campers/RVs being used as shelter within each Supervisorial District (SD), based on the 2021 districting lines. Overall, the total number of Campers/RVs increased by more than 300 (from 4,873 to 5,203) in the Los Angeles County Continuum of Care, with the most significant increase (27%) seen in SD 2.

Table 1. Number of Vehicles by SD, Los Angeles Continuum of Care, 2019 and 2020

| Los Angeles County Supervisorial District (SD)* | Campers/RVs 2019 | Campers/RVs 2020 | % Change |
|---|------------------|------------------|-------------|
| SD 1 | 872 | 979 | + 12% |
| SD 2 | 1,565 | 1,985 | + 27% |
| SD 3 | 1,167 | 996 | - 15% |
| SD 4 | 425 | 440 | + 4% |
| SD 5 | 844 | 803 | - 5% |
| Grand Total | 4,873 | 5,203 | + 7% |

Source: 2019 and 2020 Los Angeles Point-in-Time Homeless Count. * The data in this report uses Supervisorial District boundaries from 2021 which were created in 2012 after the 2010 Census and used through 2021, during the timeframe when presented data was collected.

Tables 2 and 3 depict the top 10 census tracts with the highest number of vehicles, inclusive of Campers/RVs, according to the 2019 and 2020 homeless count, respectively.

Table 2. Top 10 Census Tracts with Most Vehicles, Los Angeles Continuum of Care, 2019

| Census Tract | City | Community Name | SPA | SD | Total Cars | Total Vans | Total Campers /RVs | Total Vehicles |
|--------------|---------------------------------|--|-----|----|------------|------------|--------------------|----------------|
| 540902 | Unincorporated | Willowbrook | 6 | 2 | 83 | 19 | 82 | 184 |
| 541001 | Unincorporated | Unincorporated West Rancho Dominguez - Victoria | 6 | 2 | 43 | 14 | 79 | 136 |
| 900102 | Unincorporated | Unincorporated Hi Vista | 1 | 5 | 13 | 5 | 118 | 136 |
| 543305 | Compton/Unincorporated | Compton/Unincorporated Rancho Dominguez | 8 | 2 | 26 | 7 | 64 | 97 |
| 532303 | Commerce | Commerce | 7 | 1 | 27 | 5 | 56 | 88 |
| 910002 | Unincorporated | Unincorporated Littlerock/Unincorporated Pearblossom | 1 | 5 | 5 | 4 | 69 | 78 |
| 224020 | Los Angeles | Fashion District/South Park (Downtown)/Other | 4 | 1 | 29 | 15 | 29 | 73 |
| 535400 | Unincorporated | Unincorporated Florence-Firestone - Watts | 6 | 2 | 4 | 5 | 56 | 65 |
| 980014 | Carson/Los Angeles | Carson/Wilmington | 8 | 4 | 6 | 11 | 47 | 64 |
| 502200 | Santa Fe Springs Unincorporated | Santa Fe Springs/Unincorporated West Whittier | 7 | 4 | 35 | 18 | 10 | 63 |

Source: 2019 Los Angeles Point-in-Time Homeless Count

Table 3. Top 10 Census Tracts with Most Vehicles, Los Angeles Continuum of Care, 2020

| Census Tract | City | Community Name | SPA | SD | Total Cars | Total Vans | Total Campers /RVs | Total Vehicles |
|--------------|-----------------------------|---|-----|----|------------|------------|--------------------|----------------|
| 540902 | Unincorporated | Willowbrook | 6 | 2 | 10 | 20 | 156 | 186 |
| 911001 | Unincorporated | Pearblossom/Llano/Littlerock /Juniper Hills/Llano | 1 | 5 | 31 | 37 | 90 | 158 |
| 535400 | Unincorporated/ Los Angeles | Florence-Firestone/Watts | 6 | 2 | 9 | 23 | 92 | 124 |
| 208402 | Los Angeles | Westlake | 4 | 1 | 38 | 32 | 29 | 99 |
| 541001 | Unincorporated | Unincorporated West Rancho Dominguez – Victoria | 6 | 2 | 21 | 14 | 55 | 90 |
| 541300 | Compton | Compton | 6 | 2 | 13 | 20 | 54 | 87 |
| 900602 | Lancaster | Lancaster | 1 | 5 | 45 | 15 | 19 | 79 |
| 900102 | Unincorporated | Hi Vista | 1 | 5 | 3 | 0 | 74 | 77 |
| 900103 | Unincorporated | Lake Los Angeles | 1 | 5 | 3 | 7 | 63 | 73 |
| 273502 | Los Angeles | Venice | 5 | 3 | 7 | 54 | 6 | 67 |

Source: 2020 Los Angeles Point-in-Time Homeless Count

Tables 4 and 5 depict the top 10 census tracts with the most estimated people living in vehicles, inclusive of Campers/RVs, according to the 2019 and 2020 Homeless Count, respectively. Additionally, Appendix I of this report provides a visual depiction of 2019 and 2020 hot spots of PEH who are living in vehicles, inclusive of Campers/RVs.

Since the 2021 Homeless Count was postponed due to health concerns caused by the COVID-19 pandemic, the 2020 Homeless Count data is the most current data available. However, the point-in-time count resumed this year and was conducted at the end of February 2022. Data collected in the 2022 Homeless Count will be available late Summer/early Fall. Once the data becomes available, potential changes in Camper/RV locations and volume can be determined.

Table 4. Top 10 Census Tracts with Most Estimated Persons in Vehicles, Los Angeles Continuum of Care, 2019

| Census Tract | City | Community Name | SPA | SD | Estimated Persons in Cars | Estimated Persons in Vans | Estimated Persons in Campers/ RVs | Estimated Total Persons in Vehicles |
|--------------|-------------------------|---|-----|----|---------------------------|---------------------------|-----------------------------------|-------------------------------------|
| 540902 | Unincorporated | Unincorporated West Rancho Dominguez - Victoria | 6 | 2 | 114 | 26 | 151 | 291 |
| 541001 | Unincorporated | Unincorporated West Rancho Dominguez - Victoria | 6 | 2 | 59 | 19 | 146 | 224 |
| 900102 | Unincorporated | Unincorporated Hi Vista | 1 | 5 | 14 | 8 | 179 | 201 |
| 543305 | Compton/ Unincorporated | Compton/ Unincorporated Rancho Dominguez | 8 | 2 | 51 | 12 | 128 | 191 |
| 532303 | Commerce | Commerce | 7 | 1 | 36 | 7 | 104 | 147 |
| 980014 | Carson/ Los Angeles | Carson/Wilmington | 8 | 4 | 12 | 19 | 94 | 125 |
| 224020 | Los Angeles | Fashion District/South Park (Downtown)/Other | 4 | 1 | 41 | 26 | 57 | 124 |

| | | | | | | | | |
|--------|----------------|---|---|---|----|---|-----|-----|
| 910002 | Unincorporated | Unincorporated Littlerock/ Unincorporated Pearblossom | 1 | 5 | 5 | 6 | 105 | 116 |
| 535400 | Unincorporated | Unincorporated Florence- Firestone | 6 | 2 | 5 | 7 | 103 | 116 |
| 121102 | Los Angeles | Shadow Hills/Sun Valley | 2 | 3 | 23 | 8 | 68 | 98 |

Source: 2019 Los Angeles Point-in-Time Homeless Count

Table 5. Top 10 Census Tracts with Most Estimated Persons in Vehicles, Los Angeles Continuum of Care, 2020

| Census Tract | City | Community Name | SPA | SD | Estimated Persons in Cars | Estimated Persons in Vans | Estimated Persons in Campers/RVs | Estimated Total Persons in Vehicles |
|--------------|--------------------------------|---|-----|----|---------------------------|---------------------------|----------------------------------|-------------------------------------|
| 911001 | Unincorporated | Pearblossom/Llano/Littlerock/ Juniper Hills/Llano | 1 | 5 | 60 | 55 | 197 | 312 |
| 540902 | Unincorporated | Willowbrook | 6 | 2 | 14 | 34 | 249 | 297 |
| 535400 | Unincorporated/ Los Angeles | Florence- Firestone/Watts | 6 | 2 | 13 | 39 | 147 | 198 |
| 900102 | Unincorporated | Hi Vista | 1 | 5 | 6 | 0 | 162 | 167 |
| 208402 | Los Angeles | Westlake | 4 | 1 | 57 | 57 | 41 | 155 |
| 900103 | Unincorporated | Lake Los Angeles | 1 | 5 | 6 | 10 | 138 | 154 |
| 900602 | Lancaster | Lancaster | 1 | 5 | 87 | 22 | 42 | 151 |
| 541001 | Unincorporated | Rosewood/East Gardena | 6 | 2 | 29 | 24 | 88 | 141 |
| 541300 | Compton | Compton | 6 | 2 | 18 | 34 | 86 | 138 |
| 900806 | Lancaster | Lancaster | 1 | 5 | 68 | 21 | 35 | 124 |

Source: 2020 Los Angeles Point-in-Time Homeless Count

Illegally Obtained RVs and Cost to Tow/Dismantle

The CEO-HI, in collaboration with the Department of Public Works (DPW), LAHSA and LASD Homeless Outreach Services Teams (HOST), and the Vehicular Homelessness Outreach Program (VHOP) team at St. Joseph Center, worked to compile information on illegally obtained Campers/RVs and identify costs to tow and dismantle them.

Generally, outreach workers conduct engagement in a meaningful, service-led manner to PEH. Outreach to Camper/RV inhabitants requires an even more strategic outreach approach, as this vulnerable population often do not consider themselves homeless. The vehicle itself provides an additional barrier that can thwart direct engagement efforts. Since outreach staff are more focused on the engagement and connection to services, minimal vehicular data is recorded. In addition, the severe condition of these vehicles makes it difficult to locate identifying information. Vehicle Identification Numbers (VIN) are hard to read and are often scratched out. According to VHOP, of the 224 Campers/RVs encountered by their outreach teams, only about 10% had license plates/current registration, and the remaining 90% had missing plates or expired registration.

There simply is no robust data system to capture Campers/RVs that are illegally obtained. However, the VHOP program, which operates solely within SD 2, provides targeted outreach to PEH living in their vehicles. This region of the County also experiences some of the highest

numbers of people living in Campers/RVs, according to the census tract data in tables 4 and 5 above. In Fiscal Year 2020-21, VHOP reported that more than 60 Campers/RVs were disposed of.

Tables 6 illustrates the estimated costs associated with disposing of a Camper/RV by dismantling. This cost can vary depending on the size and condition of the vehicle. According to information provided by VHOP, it costs an average of \$500 to dismantle a Camper/RV. During FY 2020-21, based on St. Joseph's experience conducting outreach to RV dwellers as part of VHOP, in instances where RV dwellers were willing to leave their RV, St. Joseph's spent an average of \$455 to dismantle the RV.

Generally, DPW pays for the cost associated with dismantling and conducting larger RV clean-ups when RVs must be moved as part of a road construction activity or to address right of way issues. It can cost as little as \$200 to dispose of items like trailers; it can cost upward of thousands of dollars for bigger clean ups, such as removing burned RVs or buses filled with trash. Depending on the size and severity of the vehicle, the cost can range between \$5,000 to \$9,000 to dismantle RV's. For example, a partially burned Camper/RV could cost approximately \$5,000 for a hazardous waste contractor to properly prepare the vehicle to be dismantled.

Table 7 provides estimated tow and storage services rates, according to the LASD towing contract. The cost to tow a Camper/RV will vary depending on the length, size, and condition. VHOP works in collaboration to identify RVs and coordinate with tow companies. Campers/RVs are usually red tagged by LASD at least 72 hours in advance, before the vehicle is towed. DPW also works to remove trash/bulky items around the vehicle and store personal items. In coordination with partners from LASD, LAHSA and the VHOP team, CEO-HI is further exploring ways to capture data on RVs in a centralized manner across the County. Options being considered include adding Camper/RV information into the Homeless Management Information System (HMIS) during engagement efforts.

Table 6. Estimated Cost to Dismantle an RV

| Condition of Camper/RV | Average Cost to Dismantle an RV |
|--|---------------------------------|
| Average or Normal Condition | Approximately \$500 |
| Burned, Hazardous, Dilapidated Condition | \$5000 to \$9000 |

Table 7. Towing and Storage Rates, per LASD Tow Memorandum of Understanding (MOU)

| Tow & Storage Charge | Estimated Cost |
|--|--|
| Heavy Duty Towing (with no special preparation for towing) | \$273 for the first hour or fraction thereof, for a heavy-duty tow unit, \$136.50 for each additional half-hour or fraction thereof over the first hour, \$68.25 an hour or fraction thereof for each extra man required. |
| Heavy Duty Towing (requires special equipment and preparing prior to towing) | \$400 an hour or fraction thereof for a heavy-duty unit, \$200 per hour for each additional heavy-duty tow unit; and \$200 for each additional half-hour or fraction thereof over the first hour; \$100 an hour or fraction thereof may be charged for each additional man required. Fifty percent additional may be charged when the disabled truck carries a dangerous cargo of inflammables, corrosives, explosives, or liquid gas. |
| Storage for trucks, boats, and house trailers over one ton and less than 20 feet | Rates shall be \$44 for the first 24-hour period and \$44 for each day thereafter |

| | |
|--|---|
| Storage for trucks, boats, and house trailers over one-ton and more than 20 feet | Rates shall be \$51 for the first 24-hour period and \$51 for each day thereafter |
|--|---|

Criminal Activity In or Around RV Encampments

The CEO-HI, in collaboration with the LASD, and the VHOP team from St. Joseph's Center, identified hot spot areas in or around RV encampments where within the past 24 months an increase in crime has been documented or increased criminal activity has been reported. It is important to note that these criminal statistics do not necessarily indicate that the crimes being committed are directly related to the presence of RV encampments. Additionally, in situations where crimes have been committed in or around RV encampments, it is important to note that PEH are often victims of criminal activities themselves.

The data found in Appendix II provides the crime statistics on Camper/RV encampments within SD 1 and SD 2. In addition, SD 2's VHOP team was able to provide specific locations of RV encampments because of their unique role providing outreach to people experiencing vehicular homelessness in SD 2. The first part of the Appendix II report provides criminal statistics on RV encampments hot spots within SD 2, as identified by the St Joseph's VHOP team. The data shows an overall increase in crime in or around RV encampments in the Carson, Century, and Compton Sheriff stations.

The second part of the Appendix II report provides crime statistics in or around RV encampments located within SD 1. These locations were identified using the internal Los Angeles Homeless Encampment Automated Request Submission (HEARS) system which captures homeless encampment data that meet the requirements of LA Countywide Encampment Protocol (CEP), since its launch in August 2021. The CEP generally applies where five (5) or more PEH have been identified in unincorporated areas of LA County, County parks, County DPW properties, and cities where LASD is the contracted law enforcement agency. LASD and LAHSA HOST are specially trained LASD deputies and LAHSA Outreach Workers who utilize a co-responsive model to respond to all encampment requests that meet the requirements of the CEP.

The LASD HOST patrols a significant portion of LA County's homeless encampments. The compilation of criminal statistics required the complex coordination with many Sheriff stations across the County. Therefore, the scope of the report in Appendix II was limited to SD 1 and SD 2, as the HEARS system showed these two SDs as generating the most RV requests and having the largest increase in vehicular homelessness in 2020, as compared to the 2019 Homeless Count.

Further analysis is required to develop a better understanding of the possible criminal activity at or near the identified RV encampments where crime has increased. LASD HOST recommends additional resources be allocated to support an increase in deputies to allow for a more thorough investigation into connections between criminal enterprises and RV encampments.

RV Encampment Hot Spot Areas Near Schools

The CEO-HI, in collaboration with the DPW, identified hot spot RV encampment areas within 500 feet of schools using the HEARS system. The HEARS system's filtering function was utilized to identify approved or completed CEP requests, as of June 2022, that included RVs, campers, or trailers. Using this filtered list and the list of schools from the California Department of Education, a buffer of approved/completed requests within 500 feet of a school parcel was performed to identify if any RV encampments fell within these parameters. While there may be additional encampments within 500 feet of a school parcel, homeless encampment requests that are pending were not included because they have not received an assessment to verify the existence of the RV encampment.

This analysis resulted in the identification of approximately 4 RV encampments that were within 500 feet of a school parcel (see Table 8). However, a deeper review of these 4 RV encampments revealed that only 1 or 2 RVs were present at the encampments, which have all since been resolved. Based on this data, and recent experience exploring encampments identified by Los Angeles Unified School District, there is no data or information that supports the concern that RV encampments have or are forming near school locations.

Despite this, CEO-HI is aware of the sensitive and vulnerable nature of homeless encampments near schools. The April 19, 2022, Board Motion - Addressing Recreational Vehicle Encampments In Unincorporated County (Agenda Item #20), directed CEO-HI to review the CEP to assess and make recommendations related to protocol specific to RVs. As part of this effort, protocol considerations to address RV encampments near schools will be explored.

TABLE 8. LAC HEARS RV Encampments Within 500 ft of Schools

| RV Encampment Location | School Within 500 ft. | Outcome |
|--|--------------------------------------|--|
| Alley across 2620 E. 133rd (N/of Address) and runs East to West across from 2508 E.133rd St. | Jefferson Elementary School | Request Resolved |
| North side Marengo Street between City Terrace Dr and West of Ditman Ave, near City/County boundary line | Harrison Elementary school | RV relocated or not present after outreach conducted |
| 6000 S. Wilmington Av. Randolph to 60th St | Lillian Street Elementary School | Request Resolved |
| 117 N Townsend Ave, just north of 1st Street. | Alliance Morgan McKinzie High School | Request Resolved |

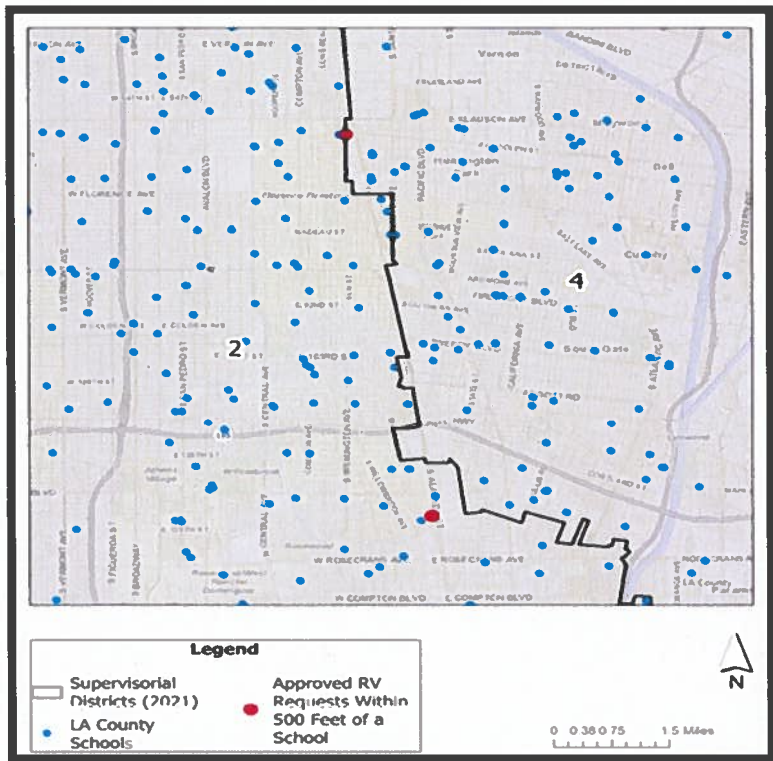
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RV Encampments Identified in HEARS

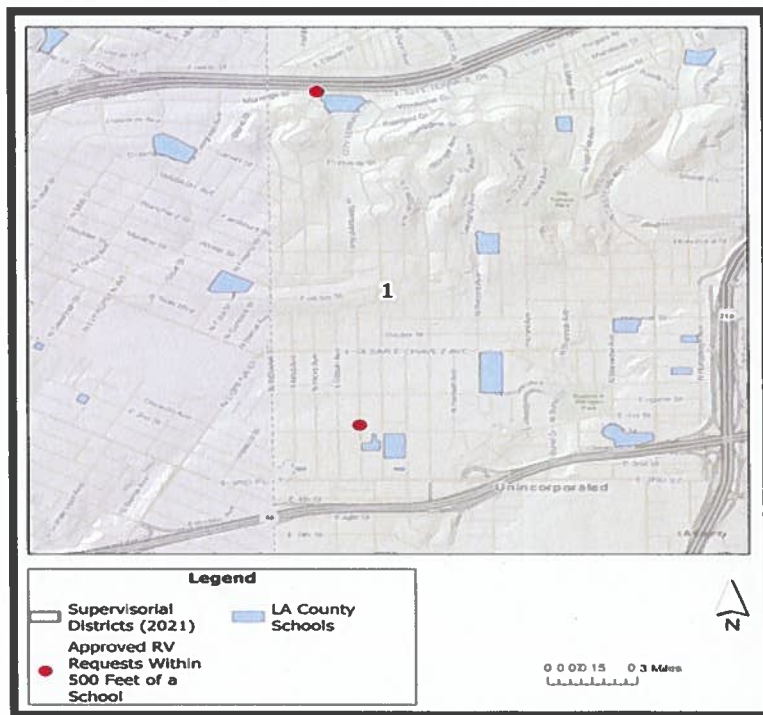


*Green and Purple figures represent CEP where RVs were present that have been approved or completed according to HEARS system (as of June 2022).

RV Encampments within 500 feet of a school.



The maps below and to the left show an enhanced image of the 4 encampments identified within 500 feet of a school. The numbers on the map display the SD where the RV encampment is located. (As of June 2022)



Inventory of Parking Restrictions at Hot Spot RV Encampments

The CEO-HI, in collaboration with DPW, developed an inventory of parking restrictions currently in place at RV “hot spots” across LA County communities. Utilizing the LA County HEARS system, a list of homeless encampments was filtered to only include encampments with Camper/RVs and trailers. The RV encampments identified through this process were then cross-referenced with another DPW system that maintains locations of parking restrictions.

Appendix III provides the list of RV “hot spots”, including pertinent information of street addresses where the encampments are located, and the parking regulations that correspond to them. It also provides a visual depiction of the curated list of RV “hot spots” and parking regulations.

Appendix IV provides further detail from DPW on their assessment of parking enforcement efforts and resources needed to improve them. DPW highlights the impact the COVID-19 pandemic has had on parking enforcement. Like many other jurisdictions statewide, there has been a temporary pause on the enforcement of parking regulations in LA County during the pandemic.

The CEO-HI supports the recommendations put forth in Appendix IV to provide a holistic approach in addressing PEH living in RVs. While parking enforcement is a tool to addressing RV encampments, it should be the last step in a protocol that involves targeted and continuous outreach and cross-agency collaboration to connect RV dwellers to the resources needed to transition people in RVs into a more permanent housing solution.

Prevent Resell of Hazardous RVs

The CEO-HI, in collaboration with LASD HOST, reviewed a sampling of LASD’s contracts for towing and storage services in Los Angeles County. LASD oversees towing that may occur as part of a CEP within their patrol jurisdiction. Through this review, it was found that there is no language/protocol that provides guidance on what will happen to a RV if it goes unclaimed by the registered owner, nor any required notice to LASD on the outcome. This lack of direction leaves the tow vendor open to resell a vehicle once it goes unclaimed, which often happens to make themselves whole for any storage or other related fees.

Within SD 2, the VHOP team from St. Joseph’s provides administrative support in towing vehicles that have been red tagged by LASD HOST during homeless encampment outreach. The VHOP team assists with coordination of towing with vendors authorized by LASD. While not currently in practice, because of their unique position in SD 2, the VHOP team may be best suited to follow-up on compliance measures to ensure confirmation that dilapidated vehicles are destroyed or not resold. Implementation of this strategy could be explored in SD while alternative approaches to ensure that hazardous RVs are not resold can be considered in other areas of the County that do not have a VHOP team. CEO-HI and LASD HOST will work with County Counsel to explore legally feasible options and possible language that can be added to LASD contracts with towing vendors to prevent the resell of unclaimed RVs.

Additionally, LASD HOST is currently exploring a potential solution to ensure compliance against the lien sale of hazardous RVs Countywide. This could include a stipulation that

requires a county representative be present to validate the destruction of an RV. This added step would ensure program integrity of the RV destruction process.

Resources to Support a Countywide RV Encampment Program

The CEO-HI will need to further explore resources to support an RV Encampment Program. Funding options include allowable local, State, or Federal funding streams such as Measure H or the Governor's proposed \$500 million grant funding to help communities throughout the State with encampment resolution. Additionally, in collaboration with partners, the following existing resources could be dedicated to addressing RV encampments:

1. Vacant County Parcels

County-owned properties could be used for a RV safe parking site. The CEO is exploring a preliminary list of properties that could be used as potential RV safe parking sites. In LA County, RV safe parking sites have been previously established; however, some of the challenges that were identified in operating them include the high cost to set-up and maintain this form of interim housing, and the limited hours of operation. To be more effective, any safe parking established for RVs would need to be 24-hour operations and have the required hook ups to sustain an RV (wastewater, electricity, propane). Additionally, case management/supportive services and site security would be necessary.

CEO-HI previously assisted in developing two trailer safe parking programs known as "Safe Landing." Safe Landing was part of a State program that provided free trailers to local jurisdictions to serve as interim shelter for families. This effort included the setup of approximately 20 new trailers at two sites within SD 2. Table 9 below depicts an estimate of the costs to set-up and operate the two 24-hour RV Safe Landing Programs.

Another consideration when creating RV safe parking is that many RVs currently being used as dwellings are dilapidated and do not have functioning systems that are able to connect to electrical or sewer services. As such, this could result in additional costs as the below estimates are based on new, fully functioning RVs.

TABLE 9. IDENTIFIED ITEMS AND COSTS ESTIMATES TO DEVELOP RV SAFE LANDING PROGRAM

| Broadway Trailer (St. Joseph's Center) and Exposition Trailer (Special Services for Groups) Estimated Cost Summary per 20 RVs | | |
|--|---------------------------------|----------------------------|
| Line Item | FY19-20 Total (5 months) | FY20-21 (12 months) |
| Program Operations | \$ 211,200 | \$ 584,000 |
| RV Technician | \$ 62,500 | \$ 150,000 |
| Security Services | \$ 180,000 | \$ 432,000 |
| Propane Services | \$ 90,000 | \$ 216,000 |
| Sewer Services | \$ 5,800 | \$ 13,920 |
| Trash Services | \$ 5,100 | \$ 61,200 |
| Water and Power Services | \$ 82,000 | \$ 196,800 |
| Estimated Total | \$ 636,600 | \$ 1,653,920 |

Another consideration that was identified through discussions with outreach workers and homeless service providers in the field is that PEH are hesitant to give up their RV for a housing option that is not permanent housing. An incentive to encourage people to transition from RVs into interim housing would be to allow PEH to retain their RV and provide a storage location for the RV until they receive permanent housing. The RV dweller would be informed that they have the option to retrieve their RV at any time should they decide to leave interim housing; however, upon entering permanent housing, the RV dweller would allow the RV to be disposed of.

If the Board provides further direction to move forward with consideration of County-owned RV storage yards or further exploration into existing community storage locations, CEO-HI will coordinate with all key partners in the RV Workgroup (HOST, LAHSA, DPH, St. Joseph's VHOP team), CEO - Master Planning Division, and County Counsel to conduct further research and provide more specific recommendations to develop this programmatic structure.

2. Leveraging Existing Housing Resources

Housing is an essential resource needed to support the transition of PEH who are living in RVs into more sustainable and safer housing solutions. The County has made significant investments in interim and permanent housing, and the number of beds and units is continuing to increase. As part of the RV Protocol, CEO-HI will establish a referral pathway to refer RV dwellers into interim housing programs. In addition, outreach staff and interim housing providers will enter RV dwellers into the Coordinated Entry System to get connected to permanent housing resources.

3. Public Health Guidance

Engagement with RVs dwellers should be a human services led effort, with compassion to those experiencing homelessness who are living in RVs. There may be a lack of understanding of the severe health and safety conditions living in RVs without the proper connections presents.

As such, an important new resource that could be leveraged to support the development of a Countywide RV encampment program would be educational outreach materials. CEO, in coordination with DPH, and outreach workers, has conducted research to develop educational materials to provide Public Health guidance for people living in RVs. The materials will highlight Public Health guidance on proper uses of RV water, disposal of wastewater, and warn of health and safety hazards of not following such guidance. A draft flyer is in development and being further vetted among partners to finalize and shape the messaging of the flyer.

4. Outreach

a. LASD and LAHSA HOST

HOST is unique co-response model that consists of specially trained LASD deputies and members of the LAHSA homeless engagement team (HET), who respond together to assist PEH. This highly trained team coordinates to resolve all Countywide homeless encampment protocols overseen by CEO-HI. Although the Countywide encampment protocol primarily focuses on street-based homeless encampments of five or more PEH in County jurisdiction, HOST has, on occasion, successfully engaged with RV dwellers.

A HOST effort focused solely on RV encampments would require a commitment of additional funding to support additional HOST personnel, as further described in Appendix V. The CEO-HI recommends incorporating the use of HOST into the RV encampment pilot program within SD 2 to provide insight to the resources that will be needed to expand this program countywide.

b. St. Joseph Center VHOP

The St. Joseph's VHOP team is a special unit that conducts outreach to people experiencing vehicular homelessness in SD 2. This program has been operating in this capacity and has extensive knowledge and expertise around this special population. Best practices identified by the VHOP team should be considered for integration into any solutions moving forward.

5. Mobile Disposal Services

As mentioned above, PEH living in RVs often do not consider themselves homeless. This presents a challenge to outreach workers when trying to engage people living in RVs. A helpful tool that has been used to initiate engagement with RV dwellers has been the use of incentives, such as mobile disposal services. This is a resource that could be provided by DPW crews or contracted to a vendor. The cost of providing mobile sewage pumping services vary by area but range from \$45 - \$320 per service.

After review of the potential new and existing resources, discussions with homeless service system experts, and prior recommendations, the CEO-HI recommends that a pilot RV encampment program be developed and implemented that leverages the work of the St. Joseph's VHOP teams, enhancing their current efforts to inform what is needed for a Countywide RV program. This pilot should take place in SD 2, where an established vehicular outreach model is already in existence with the VHOP team.

With Board direction on this recommendation, the CEO-HI will work with partners to implement the pilot, primarily utilizing the St. Joseph's VHOP team, unless additional resources are identified to support HOST involvement.

Best Practices Across the State Regarding Sustainable Solutions to Assist PEH living in RVs

The CEO-HI conducted extensive research across the State to identify best practices and sustainable solutions to assist PEH living in RVs. A virtual survey was developed to obtain a better understanding of solutions being considered or implemented to address RVs being used as shelter. To cast a wide net to various municipalities and agencies that serve PEH, LAHSA and the Hub for Urban Initiatives - Housing and Homeless Strategies for California assisted with the survey distribution to more than 20 neighboring Continua of Care (CoC) across the State. Although responses to the survey were limited, information was collected that reaffirmed the best practices and recommendations provided in prior reports by CEO-HI and other County departments on sustainable solutions to assist homeless people living in RVs.

For example, one jurisdiction highlighted the use of a safe RV parking program as a best practice to assist the population of PEH living in RVs. Their safe RV parking program included connection to homeless services, access to housing resources, and overnight RV parking. Although the lot was only available to guests for overnight access, the program provided information on daytime parking locations that RV dwellers could use. Other notable engagement components of their safe RV parking program included incentives such as gift cards for fuel, free septic tank dumping and access to potable water.

Feedback on challenges encountered during the operation of a safe RV parking program were also provided. Issues related to RV conditions, RV breakdowns and repairs, and fuel expenses were all highlighted as hurdles that have been encountered while administering a RV safe parking program.

In addition to the survey, preliminary research was also conducted to obtain a deeper knowledge of sustainable solutions being considered by other CoCs across the State. This research indicated that some municipalities were considering implementing the following practices:

- Use of parking regulations to enforce laws restricting people living in RVs
- Partnering with other municipalities (i.e., Metro, Airport) to expand availability of overnight safe RV parking sites
- Collaboration with private entities to develop an RV park

After thorough review of best practices and methods being considered by other jurisdictions across the state, it appears that LA County has previously identified the same best practices and sustainable solutions for PEH living in RVs. Unfortunately, there was not any best practice identified that has not been previously considered in LA County.

Additional Directives to Address Sustainable Solutions for PEH Living in RVs

In addition to the directives addressed above, the January 11, 2022, Board motion provided further directives to DPW, DPH, LASD, and CEO-Real Estate (CEO-RED). The chart below provides an update on progress made to address each directive.

| Directive No. | Subject | Status Update |
|---------------|---|---|
| 1 | DPW to report on best practices from across the state that leverage parking regulations to reduce re-population of RVs in hot spot areas and around schools. | DPW's response to this directive provided in Appendix IV. |
| 2 | CEO -RED to identify County parcels that can be used as off-site parking locations to assist PEH living in RVs within each Supervisorial District. | CEO-RED has compiled a preliminary list of vacant parcels owned by the County that could function as sites for RV safe parking. These locations include the exploration of Probation camps that have since closed. There were very limited sites available in the Supervisorial District recommended for the RV encampment program pilot. Further research and vetting is needed to determine a viable list of potential RV parking locations. CEO will continue reviewing the compiled list, in partnership with the Board Offices and LAHSA, to determine feasible sites. |
| 3 | LASD to report back on the best practices from across the State regarding outreach strategies and parking enforcement for PEH living in RVs and identify the resources necessary to implement the best practices. | LASD conducted extensive statewide research for best practices on outreach strategies and parking enforcement for PEH that are living in RVs. LASD response to this directive is provided in Appendix V. |
| 4 | DPH to report back on best practices from across the State regarding the sustainable solutions for proper disposal of waste to assist PEH living in RVs, including mobile disposal of RV waste. | DPH's response to this directive is attached in Appendix VI. |

Appendices

Appendix I - Map of Vehicle Encampment Hot Spots (LAHSA Homeless Count)

Appendix II - Criminal Statistics Data Near RV Encampments In Supervisorial District 1 &2

**Appendix III - Parking Regulations for Encampments in LA County and Maps Depicting Overlap of
Restrictions and RV Encampments**

Appendix IV - Department of Public Works Response to Board Motion

Appendix V - Los Angeles Sheriff's Department Response to Board Motion

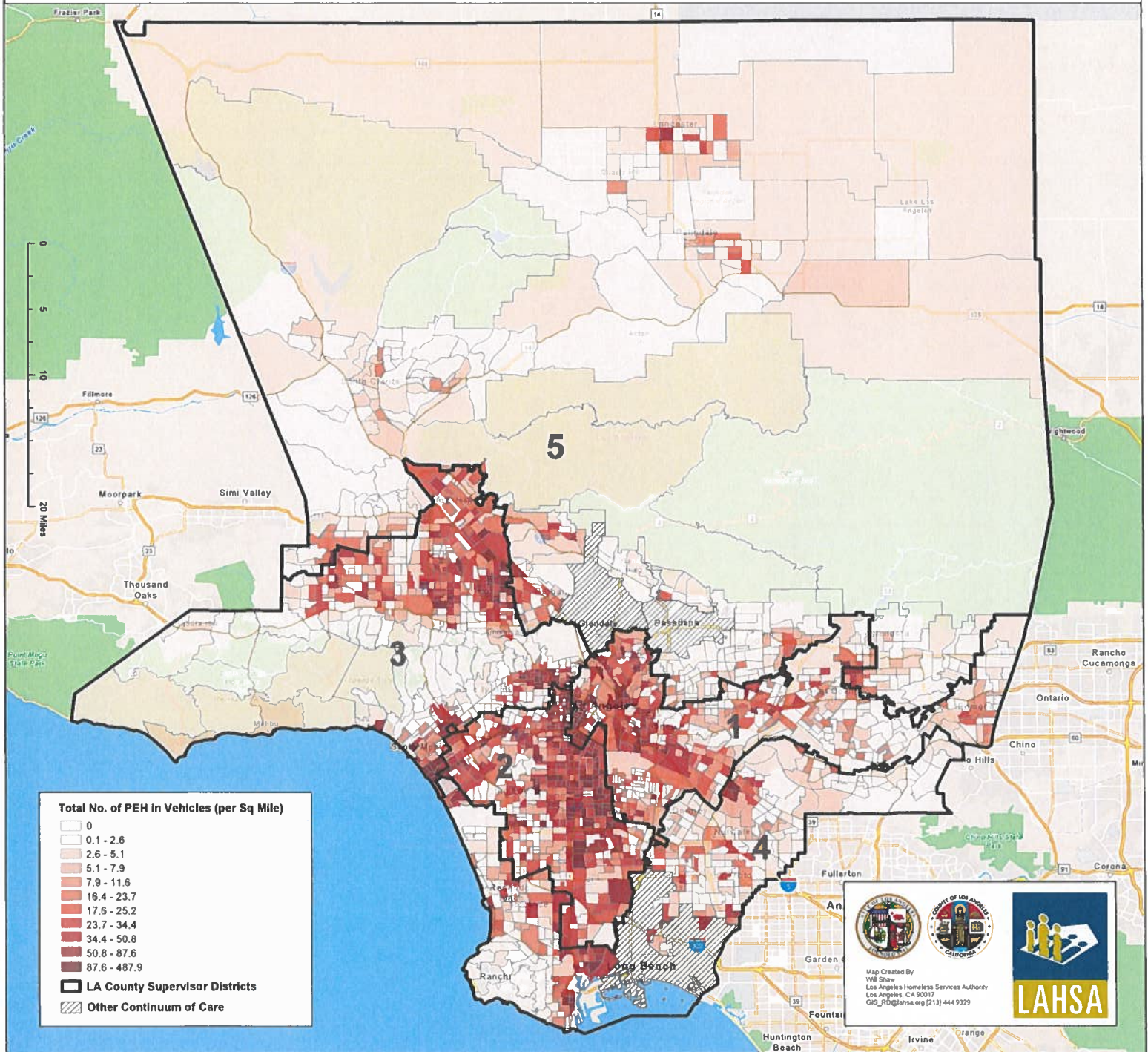
Appendix VI - Department of Public Health Response to Board Motion

Appendix I

- Map of 2019 Point-In-Time Homeless Count Data at Census Tract Level of People Experiencing Homelessness Living in Vehicles
- Map of 2020 Point-In-Time Homeless Count Data at Census Tract Level of People Experiencing Homelessness Living in Vehicles

PERSONS EXPERIENCING HOMELESSNESS (PEH) IN VEHICLES

2019 Point-In-Time Homeless Count Data at Census Tract Level



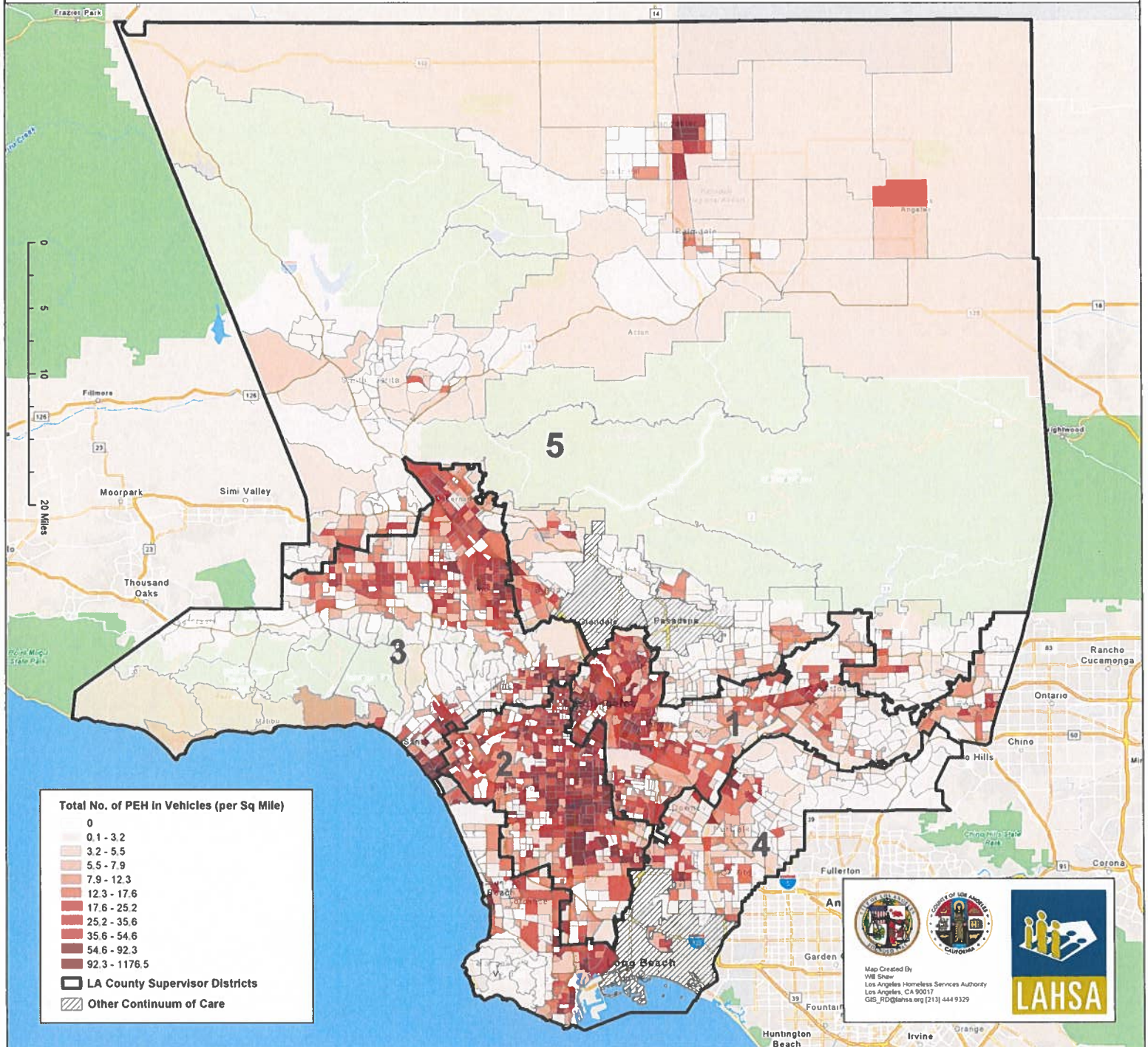
Persons experiencing homelessness (PEH) include those living in cars, vans, or recreational vehicles/campers. The data represented in the map was collected during the 2020 Point-In-Time Homeless Count and is represented at the Census Tract level. Census Tracts are statistical subdivisions of a county or statistically equivalent entity created by the US Census Bureau. Only Census Tracts within the boundaries of the LA County Continuum of Care (CoC) contain data. Other CoCs within LA County include Glendale, Long Beach, and Pasadena. LA County Board of Supervisor Districts in this map were in place at the time of the 2020 Point-In-Time Homeless Count. New Supervisor Districts were approved in 2021 and went into effect January 1st, 2022.

METHODOLOGY

The data represented in the map was collected during the 2019 Point-In-Time Homeless Count and is represented at the Census Tract level. During the Point-In-Time Homeless Count, volunteers conduct a physical count of PEH in Cars, Vans, and RV/Campers, which are converted into estimate total number of people based on the methodology described here. The data is then represented on the map and grouped into 10 classes based on the quantile classification method. Quantile classification is a data classification method that distributes a set of values into groups that contain an equal number of values. Catalina Island is omitted from map as no vehicular PEH was found.

PERSONS EXPERIENCING HOMELESSNESS (PEH) IN VEHICLES

2020 Point-In-Time Homeless Count Data at Census Tract Level



Persons experiencing homelessness (PEH) include those living in cars, vans, or recreational vehicles/campers. The data represented in the map was collected during the 2020 Point-In-Time Homeless Count and is represented at the Census Tract level. Census Tracts are statistical subdivisions of a county or statistically equivalent entity created by the US Census Bureau. Only Census Tracts within the boundaries of the LA County Continuum of Care (CoC) contain data. Other CoCs within LA County include Glendale, Long Beach, and Pasadena. LA County Board of Supervisor Districts in this map were in place at the time of the 2020 Point-In-Time Homeless Count. New Supervisor Districts were approved in 2021 and went into effect January 1st, 2022.

METHODOLOGY

The data represented in the map was collected during the 2020 Point-In-Time Homeless Count and is represented at the Census Tract level. During the Point-In-Time Homeless Count, volunteers conduct a physical count of PEH in Cars, Vans, and RV/Campers, which are converted into estimate total number of people based on the methodology described here. The data is then represented on the map and grouped into 10 classes based on the quantile classification method. Quantile classification is a data classification method that distributes a set of values into groups that contain an equal number of values. Catalina Island is omitted from map as no vehicular PEH was found.



In reviewing crime rates in the Sheriff's Department territory, there is an overall increase. Compton, Norwalk, San Dimas and South Los Angeles Stations are the only stations reporting minimal decreases in reported crimes; all other stations show an increase in crime when 2021 is compared to 2020.

In the attached pages we have broken down the Part I crime rates in the areas identified by the St. Joseph's outreach efforts. With regards to the specific stations involved, please refer to the below information on each station's individual crime rates.

Carson Station shows an overall increase of Part I Crimes of 13.22% year over year. Grand Theft Autos increased 54.64% for the station area, from 690 cars stolen in 2020 to 1,067 cars stolen in 2021. Property crimes overall in Carson station area increased 17.59% last year.

Century Station shows a slight increase in Part I Crimes of 2.96% year over year. Grand Theft Autos increased 23.54% for the station area, from 1,661 cars stolen in 2020 to 2,052 cars stolen in 2021.

Compton Station shows an overall decrease in Part I Crimes; however, Grand Theft Autos increased 34.03% for the station area, from 1,058 cars stolen in 2020 to 1,418 cars stolen in 2021. This trend appears to be continuing in 2022 and is reflected in the reported crimes in the areas identified by St. Joseph's outreach efforts.



LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
CARSON STATION PART I CRIMES
JANUARY 1 - DECEMBER 31, 2020 vs. 2021



| CRIME | AREA | 2020 | 2021 | PERCENT CHANGE |
|------------------------------|----------------------|--------------|--------------|----------------|
| CRIMINAL HOMICIDE | Carson | 8 | 8 | 0.00% |
| | Unincorporated | 2 | 5 | 150.00% |
| | Station Total | 10 | 13 | 30.00% |
| RAPE | Carson | 21 | 18 | -14.29% |
| | Unincorporated | 6 | 3 | -50.00% |
| | Station Total | 27 | 21 | -22.22% |
| ROBBERY | Carson | 98 | 111 | 13.27% |
| | Unincorporated | 31 | 35 | 12.90% |
| | Station Total | 129 | 146 | 13.18% |
| AGGRAVATED ASSAULT | Carson | 265 | 227 | -14.34% |
| | Unincorporated | 85 | 56 | -34.12% |
| | Station Total | 350 | 283 | -19.14% |
| VIOLENT CRIMES TOTAL | Carson | 392 | 364 | -7.14% |
| | Unincorporated | 124 | 99 | -20.16% |
| | Station Total | 516 | 463 | -10.27% |
| BURGLARY | Carson | 253 | 252 | -0.40% |
| | Unincorporated | 117 | 113 | -3.42% |
| | Station Total | 370 | 365 | -1.35% |
| LARCENY THEFT | Carson | 1,262 | 1,365 | 8.16% |
| | Unincorporated | 411 | 426 | 3.65% |
| | Station Total | 1,673 | 1,791 | 7.05% |
| GRAND THEFT AUTO | Carson | 529 | 766 | 44.80% |
| | Unincorporated | 161 | 301 | 86.96% |
| | Station Total | 690 | 1,067 | 54.64% |
| ARSON | Carson | 22 | 24 | 9.09% |
| | Unincorporated | 13 | 8 | -38.46% |
| | Station Total | 35 | 32 | -8.57% |
| PROPERTY CRIMES TOTAL | Carson | 2,066 | 2,407 | 16.51% |
| | Unincorporated | 702 | 848 | 20.80% |
| | Station Total | 2,768 | 3,255 | 17.59% |
| PART I CRIMES TOTAL | Carson | 2,458 | 2,771 | 12.73% |
| | Unincorporated | 826 | 947 | 14.65% |
| | Station Total | 3,284 | 3,718 | 13.22% |

Per the FBI Guidelines Homicide, Rape and Aggravated Assault are counted by victim. All other crimes are counted by incident, except Arson which is always counted.
 Red depicts +30% increases and green depicts -30% decreases. N/C = Not Calculable
 Source: LARCIS 5C UCR Data
 Report generated on 01/16/22



**LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
CENTURY STATION PART I CRIMES
JANUARY 1 - DECEMBER 31, 2020 vs. 2021**



| CRIME | AREA | 2020 | 2021 | PERCENT CHANGE |
|------------------------------|----------------------|--------------|--------------|----------------|
| CRIMINAL HOMICIDE | Lynwood | 4 | 4 | 0.00% |
| | Unincorporated | 26 | 41 | 57.69% |
| | Station Total | 30 | 45 | 50.00% |
| RAPE | Lynwood | 17 | 20 | 17.65% |
| | Unincorporated | 33 | 47 | 42.42% |
| | Station Total | 50 | 67 | 34.00% |
| ROBBERY | Lynwood | 157 | 175 | 11.46% |
| | Unincorporated | 389 | 306 | -21.34% |
| | Station Total | 546 | 481 | -11.90% |
| AGGRAVATED ASSAULT | Lynwood | 263 | 319 | 21.29% |
| | Unincorporated | 744 | 750 | 0.81% |
| | Station Total | 1,007 | 1,069 | 6.16% |
| VIOLENT CRIMES TOTAL | Lynwood | 441 | 518 | 17.46% |
| | Unincorporated | 1,192 | 1,144 | -4.03% |
| | Station Total | 1,633 | 1,662 | 1.78% |
| BURGLARY | Lynwood | 102 | 157 | 53.92% |
| | Unincorporated | 285 | 208 | -27.02% |
| | Station Total | 387 | 365 | -5.68% |
| LARCENY THEFT | Lynwood | 740 | 677 | -8.51% |
| | Unincorporated | 1,010 | 875 | -13.37% |
| | Station Total | 1,750 | 1,552 | -11.31% |
| GRAND THEFT AUTO | Lynwood | 669 | 963 | 43.95% |
| | Unincorporated | 992 | 1,089 | 9.78% |
| | Station Total | 1,661 | 2,052 | 23.54% |
| ARSON | Lynwood | 12 | 11 | -8.33% |
| | Unincorporated | 91 | 56 | -38.46% |
| | Station Total | 103 | 67 | -34.95% |
| PROPERTY CRIMES TOTAL | Lynwood | 1,523 | 1,808 | 18.71% |
| | Unincorporated | 2,378 | 2,228 | -6.31% |
| | Station Total | 3,901 | 4,036 | 3.46% |
| PART I CRIMES TOTAL | Lynwood | 1,964 | 2,326 | 18.43% |
| | Unincorporated | 3,570 | 3,372 | -5.55% |
| | Station Total | 5,534 | 5,698 | 2.96% |

Per the FBI Guidelines Homicide, Rape and Aggravated Assault are counted by victim. All other crimes are counted by incident, except Arson which is always counted. Red depicts +30% increases and green depicts -30% decreases. N/C = Not Calculable

Source: LARCIS 5C UCR Data
Report generated on 01/16/22



LOS ANGELES COUNTY SHERIFF'S DEPARTMENT
COMPTON STATION PART I CRIMES
JANUARY 1 - DECEMBER 31, 2020 vs. 2021

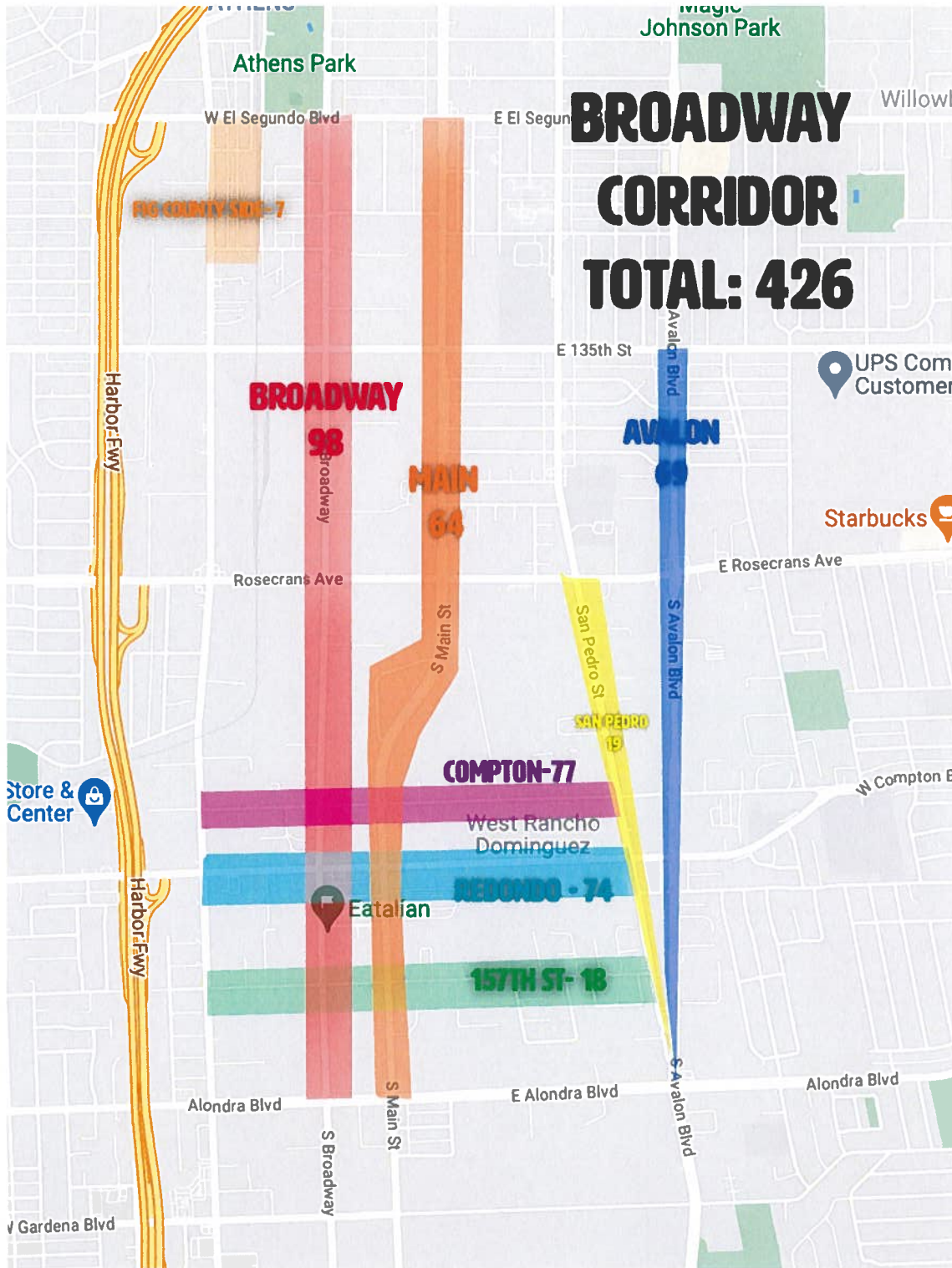


| CRIME | AREA | 2020 | 2021 | PERCENT CHANGE |
|------------------------------|----------------------|--------------|--------------|----------------|
| CRIMINAL HOMICIDE | Compton | 22 | 36 | 63.64% |
| | Unincorporated | 4 | 9 | 125.00% |
| | Station Total | 26 | 45 | 73.08% |
| RAPE | Compton | 48 | 37 | -22.92% |
| | Unincorporated | 13 | 7 | -46.15% |
| | Station Total | 61 | 44 | -27.87% |
| ROBBERY | Compton | 284 | 237 | -16.55% |
| | Unincorporated | 66 | 59 | -10.61% |
| | Station Total | 350 | 296 | -15.43% |
| AGGRAVATED ASSAULT | Compton | 774 | 648 | -16.28% |
| | Unincorporated | 174 | 153 | -12.07% |
| | Station Total | 948 | 801 | -15.51% |
| VIOLENT CRIMES TOTAL | Compton | 1,128 | 958 | -15.07% |
| | Unincorporated | 257 | 228 | -11.28% |
| | Station Total | 1,385 | 1,186 | -14.37% |
| BURGLARY | Compton | 222 | 183 | -17.57% |
| | Unincorporated | 94 | 57 | -39.36% |
| | Station Total | 316 | 240 | -24.05% |
| LARCENY THEFT | Compton | 1,189 | 795 | -33.14% |
| | Unincorporated | 214 | 145 | -32.24% |
| | Station Total | 1,403 | 940 | -33.00% |
| GRAND THEFT AUTO | Compton | 838 | 1,092 | 30.31% |
| | Unincorporated | 220 | 326 | 48.18% |
| | Station Total | 1,058 | 1,418 | 34.03% |
| ARSON | Compton | 45 | 42 | -6.67% |
| | Unincorporated | 6 | 15 | 150.00% |
| | Station Total | 51 | 57 | 11.76% |
| PROPERTY CRIMES TOTAL | Compton | 2,294 | 2,112 | -7.93% |
| | Unincorporated | 534 | 543 | 1.69% |
| | Station Total | 2,828 | 2,655 | -6.12% |
| PART I CRIMES TOTAL | Compton | 3,422 | 3,070 | -10.29% |
| | Unincorporated | 791 | 771 | -2.53% |
| | Station Total | 4,213 | 3,841 | -8.83% |

Per the FBI Guidelines Homicide, Rape and Aggravated Assault are counted by victim. All other crimes are counted by incident, except Arson which is always counted.
 Red depicts +30% increases and green depicts -30% decreases. N/C = Not Calculable
 Source: LARCIS 5C UCR Data
 Report generated on 01/16/22



SJC VHOP Hot Spots





HOMELESS OUTREACH SERVICES TEAM

RV Encampment - Compton

Streets: 157th St, Redondo Beach Blvd, Compton Blvd, Broadway, Main St, San Pedro St, Avalon Blvd

Part I Crimes: 2021 vs 2020

| 157th St | 2021 | 2020 | Difference | % Change |
|------------------------------|-----------|-----------|------------|---------------|
| Homicide | 0 | 0 | 0 | #DIV/0! |
| Rape | 0 | 0 | 0 | #DIV/0! |
| Robbery | 0 | 1 | -1 | -100.0% |
| Aggravated Assault | 1 | 4 | -3 | -75.0% |
| Violent Crimes Total | 1 | 5 | -4 | -80.0% |
| Burglary | 2 | 2 | 0 | 0.0% |
| Larceny Theft | 4 | 3 | 1 | 33.3% |
| Grand Theft Auto | 11 | 2 | 9 | 450.0% |
| Arson | 0 | 0 | 0 | #DIV/0! |
| Property Crimes Total | 17 | 7 | 10 | 142.9% |
| Part I Total | 18 | 12 | 6 | 50.0% |

| Redondo Beach Blvd | 2021 | 2020 | Difference | % Change |
|------------------------------|-----------|-----------|------------|--------------|
| Homicide | 0 | 0 | 0 | #DIV/0! |
| Rape | 1 | 0 | 1 | #DIV/0! |
| Robbery | 1 | 2 | -1 | -50.0% |
| Aggravated Assault | 5 | 4 | 1 | 25.0% |
| Violent Crimes Total | 7 | 6 | 1 | 16.7% |
| Burglary | 0 | 5 | -5 | -100.0% |
| Larceny Theft | 7 | 8 | -1 | -12.5% |
| Grand Theft Auto | 17 | 8 | 9 | 112.5% |
| Arson | 0 | 0 | 0 | #DIV/0! |
| Property Crimes Total | 24 | 21 | 3 | 14.3% |
| Part I Total | 31 | 27 | 4 | 14.8% |

| Compton Blvd | 2021 | 2020 | Difference | % Change |
|------------------------------|-----------|----------|------------|---------------|
| Homicide | 0 | 0 | 0 | #DIV/0! |
| Rape | 0 | 0 | 0 | #DIV/0! |
| Robbery | 3 | 0 | 3 | #DIV/0! |
| Aggravated Assault | 2 | 2 | 0 | 0.0% |
| Violent Crimes Total | 5 | 2 | 3 | 150.0% |
| Burglary | 2 | 1 | 1 | 100.0% |
| Larceny Theft | 8 | 3 | 5 | 166.7% |
| Grand Theft Auto | 13 | 0 | 13 | #DIV/0! |
| Arson | 1 | 0 | 1 | #DIV/0! |
| Property Crimes Total | 24 | 4 | 20 | 500.0% |
| Part I Total | 29 | 6 | 23 | 383.3% |



HOMELESS OUTREACH SERVICES TEAM

RV Encampment - Compton

Streets: 157th St, Redondo Beach Blvd, Compton Blvd, Broadway, Main St, San Pedro St, Avalon Blvd

Part I Crimes: 2021 vs 2020

| Broadway | 2021 | 2020 | Difference | % Change |
|------------------------------|-------------|-------------|-------------------|-----------------|
| Homicide | 0 | 0 | 0 | #DIV/0! |
| Rape | 0 | 0 | 0 | #DIV/0! |
| Robbery | 1 | 2 | -1 | -50.0% |
| Aggravated Assault | 1 | 2 | -1 | -50.0% |
| Violent Crimes Total | 2 | 4 | -2 | -50.0% |
| Burglary | 6 | 4 | 2 | 50.0% |
| Larceny Theft | 16 | 11 | 5 | 45.5% |
| Grand Theft Auto | 19 | 5 | 14 | 280.0% |
| Arson | 0 | 0 | 0 | #DIV/0! |
| Property Crimes Total | 41 | 20 | 21 | 105.0% |
| Part I Total | 43 | 24 | 19 | 79.2% |

| Main St | 2021 | 2020 | Difference | % Change |
|------------------------------|-------------|-------------|-------------------|-----------------|
| Homicide | 0 | 0 | 0 | #DIV/0! |
| Rape | 0 | 0 | 0 | #DIV/0! |
| Robbery | 0 | 1 | -1 | -100.0% |
| Aggravated Assault | 3 | 2 | 1 | 50.0% |
| Violent Crimes Total | 3 | 3 | 0 | 0.0% |
| Burglary | 3 | 0 | 3 | #DIV/0! |
| Larceny Theft | 9 | 4 | 5 | 125.0% |
| Grand Theft Auto | 8 | 12 | -4 | -33.3% |
| Arson | 0 | 0 | 0 | #DIV/0! |
| Property Crimes Total | 20 | 16 | 4 | 25.0% |
| Part I Total | 23 | 19 | 4 | 21.1% |

| San Pedro St | 2021 | 2020 | Difference | % Change |
|------------------------------|-------------|-------------|-------------------|-----------------|
| Homicide | 0 | 0 | 0 | #DIV/0! |
| Rape | 0 | 0 | 0 | #DIV/0! |
| Robbery | 2 | 1 | 1 | 100.0% |
| Aggravated Assault | 2 | 3 | -1 | -33.3% |
| Violent Crimes Total | 4 | 4 | 0 | 0.0% |
| Burglary | 5 | 6 | -1 | -16.7% |
| Larceny Theft | 3 | 4 | -1 | -25.0% |
| Grand Theft Auto | 16 | 3 | 13 | 433.3% |
| Arson | 3 | 2 | 1 | 50.0% |
| Property Crimes Total | 27 | 15 | 12 | 80.0% |
| Part I Total | 31 | 19 | 12 | 63.2% |



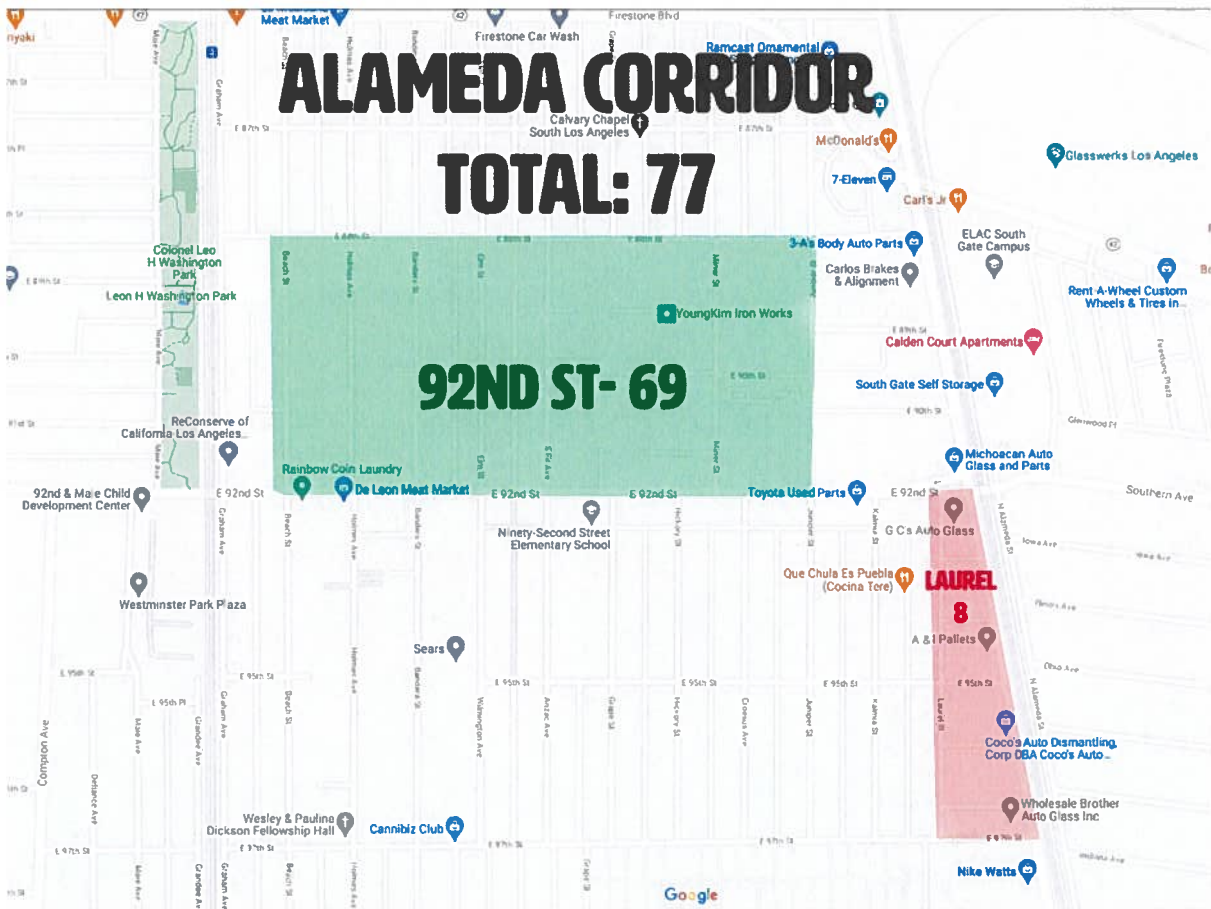
HOMELESS OUTREACH SERVICES TEAM

RV Encampment - Compton

**Streets: 157th St, Redondo Beach Blvd, Compton Blvd, Broadway, Main St, San Pedro St,
Avalon Blvd**

Part I Crimes: 2021 vs 2020

| Avalon Blvd | 2021 | 2020 | Difference | % Change |
|------------------------------|-------------|-------------|-------------------|-----------------|
| Homicide | 0 | 1 | -1 | -100.0% |
| Rape | 0 | 0 | 0 | #DIV/0! |
| Robbery | 6 | 6 | 0 | 0.0% |
| Aggravated Assault | 10 | 13 | -3 | -23.1% |
| Violent Crimes Total | 16 | 20 | -4 | -20.0% |
| Burglary | 7 | 2 | 5 | 250.0% |
| Larceny Theft | 4 | 7 | -3 | -42.9% |
| Grand Theft Auto | 6 | 3 | 3 | 100.0% |
| Arson | 2 | 0 | 2 | #DIV/0! |
| Property Crimes Total | 19 | 12 | 7 | 58.3% |
| Part I Total | 35 | 32 | 3 | 9.4% |





| Beach St to Juniper b/w 88th and 92nd | 2021 | 2020 | Difference | %Change |
|---------------------------------------|-----------|-----------|------------|---------------|
| Homicide | 2 | 0 | 2 | N/C |
| Rape | 0 | 1 | -1 | -100.00% |
| Robbery | 4 | 7 | -3 | -42.86% |
| Aggravated Assault | 13 | 9 | 4 | 44.44% |
| Violent Crimes Total | 19 | 17 | 2 | 11.76% |
| Burglary | 2 | 5 | -3 | -60.00% |
| Larceny Theft | 13 | 9 | 4 | 44.44% |
| GTA | 20 | 17 | 3 | 17.65% |
| Arson | 4 | 1 | 3 | 300.00% |
| Property Crimes Total | 39 | 32 | 7 | 21.88% |
| Part 1 Total | 58 | 49 | 9 | 18.37% |

| Laurel St | 2021 | 2020 | Difference | %Change |
|------------------------------|-----------|-----------|------------|----------------|
| Homicide | 0 | 0 | 0 | N/C |
| Rape | 0 | 0 | 0 | N/C |
| Robbery | 4 | 4 | 0 | 0.00% |
| Aggravated Assault | 10 | 17 | -7 | -41.18% |
| Violent Crimes Total | 14 | 21 | -7 | -33.33% |
| Burglary | 7 | 3 | 4 | 133.33% |
| Larceny Theft | 5 | 5 | 0 | 0.00% |
| GTA | 3 | 3 | 0 | 0.00% |
| Arson | 3 | 3 | 0 | 0.00% |
| Property Crimes Total | 18 | 14 | 4 | 28.57% |
| Part 1 Total | 32 | 35 | -3 | -8.57% |





HOMELESS OUTREACH SERVICES TEAM

| Gladwick St | 2021 | 2020 | Difference | % Change |
|------------------------------|-----------|-----------|------------|--------------|
| Homicide | 0 | 0 | 0 | N/C |
| Rape | 0 | 0 | 0 | N/C |
| Robbery | 0 | 3 | -3 | -100% |
| Aggravated Assault | 0 | 0 | 0 | N/C |
| Violent Crimes Total | 0 | 3 | -3 | -100% |
| Burglary | 2 | 1 | 1 | 100% |
| Larceny Theft | 7 | 3 | 4 | 133% |
| Grand Theft Auto | 22 | 8 | 14 | 175% |
| Arson | 0 | 0 | 0 | N/C |
| Property Crimes Total | 31 | 12 | 19 | 158% |
| Part I Total | 31 | 15 | 16 | 107% |

| S Rancho Way | 2021 | 2020 | Difference | % Change |
|------------------------------|----------|----------|------------|------------|
| Homicide | 0 | 0 | 0 | N/C |
| Rape | 0 | 0 | 0 | N/C |
| Robbery | 0 | 0 | 0 | N/C |
| Aggravated Assault | 0 | 0 | 0 | N/C |
| Violent Crimes Total | 0 | 0 | 0 | N/C |
| Burglary | 1 | 0 | 1 | N/C |
| Larceny Theft | 2 | 3 | -1 | -33% |
| Grand Theft Auto | 3 | 1 | 2 | 200% |
| Arson | 0 | 0 | 0 | N/C |
| Property Crimes Total | 6 | 4 | 2 | 50% |
| Part I Total | 6 | 4 | 2 | 50% |

| E University Dr | 2021 | 2020 | Difference | % Change |
|------------------------------|----------|----------|------------|--------------|
| Homicide | 0 | 0 | 0 | N/C |
| Rape | 0 | 0 | 0 | N/C |
| Robbery | 0 | 0 | 0 | N/C |
| Aggravated Assault | 0 | 1 | -1 | -100% |
| Violent Crimes Total | 0 | 1 | -1 | -100% |
| Burglary | 1 | 0 | 1 | N/C |
| Larceny Theft | 2 | 2 | 0 | 0% |
| Grand Theft Auto | 0 | 1 | -1 | -100% |
| Arson | 0 | 0 | 0 | N/C |
| Property Crimes Total | 3 | 3 | 0 | 0% |
| Part I Total | 3 | 4 | -1 | -25% |

| S Laurel Park Rd | 2021 | 2020 | Difference | % Change |
|------------------------------|-----------|-----------|------------|-------------|
| Homicide | 0 | 1 | -1 | -100% |
| Rape | 0 | 0 | 0 | N/C |
| Robbery | 1 | 1 | 0 | 0% |
| Aggravated Assault | 5 | 1 | 4 | 400% |
| Violent Crimes Total | 6 | 3 | 3 | 100% |
| Burglary | 3 | 1 | 2 | 200% |
| Larceny Theft | 11 | 10 | 1 | 10% |
| Grand Theft Auto | 12 | 1 | 11 | 1100% |
| Arson | 0 | 0 | 0 | N/C |
| Property Crimes Total | 26 | 12 | 14 | 117% |
| Part I Total | 32 | 15 | 17 | 113% |

RV Encampment Areas- Part I Crimes

| # | Location | 2021 | 2020 | Difference | %Change |
|----|---|------|------|------------|---------------|
| 1 | Saybrook between Olympic Blvd and Southside Dr | | | 0 | |
| 2 | Next to 756 Saybook north of Whittier Blvd. | 2 | 0 | 2 | Noncalculable |
| 3 | Marianna Ave between Telegraph and Olympic Bl | 2 | 2 | 0 | 0% |
| 4 | 117 N Townsend Ave, just north of 1st Street. | 7 | 6 | 1 | 17% |
| 5 | Across from 319 N Rowan Ave south of E Cesar E Chavez Ave. East side Rowan next to supermarket. | 4 | 2 | 2 | 100% |
| 6 | Knowles at Rogers | 0 | 1 | -1 | -100% |
| 7 | Across from 4040 Whiteside St in Industrial area of City Terrace | 2 | 1 | 1 | 100% |
| 8 | Bonnie Beach at Whiteside | 2 | 1 | 1 | 100% |
| 9 | Fishburn Ave between Medford Fowler | 2 | 5 | -3 | -60% |
| 10 | 5456 Pomona Blvd. Across the street. | 1 | 0 | 1 | Noncalculable |
| 11 | North side Marengo Street between City Terrace Dr and West of Ditman Ave, near City/County boundary line. | 2 | 1 | 1 | 100% |
| 12 | Pomona Bl from Sadler Ave to Alta Med building west of Hillview Ave | 7 | 4 | 3 | 75% |
| 13 | Whiteside at Bonnie Beach Pl - cul-de-sac | 2 | 2 | 0 | 0% |
| 14 | Southbound Ford Ave between 1st St and 3rd St | 2 | 3 | -1 | -33% |
| 15 | 6 RV's obstructing view of oncoming traffic for patrons of the AltaMed facility. | | | 0 | |
| 16 | 15906 E. San Bernardino Rd. Covina, CA 91722 In front of the Church on the Irwindale Ave. side. | 0 | 0 | 0 | Noncalculable |

Primary Offense, Part 1 crimes, 03/14/22

LOCATION 1- Saybrook between Olympic Blvd and Southside Dr, no data available, MONTEREY PARK PD area

NO DATA AVAILABLE FROM LASD, MONTEREY PARK PD AREA

Created 03/14/22

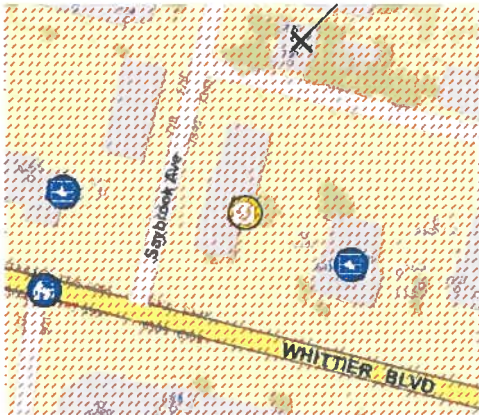
Source: CrimeView Desktop

Criteria: Primary Offense, Part I crimes

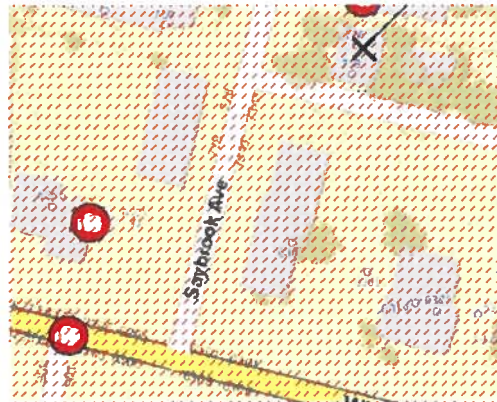
LOCATION 2- Next to 756 Saybook north of Whittier Blvd.

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|----------------------|
| Location 2 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 1 | 0 | 1 | noncalculable |
| Aggravated Assault | 0 | 1 | 1 | -100% |
| Violent Crimes Total | 1 | 1 | 0 | 0% |
| Burglary | 1 | 0 | 1 | noncalculable |
| Larceny Theft | 0 | 0 | 0 | noncalculable |
| Grand Theft Auto | 0 | 0 | 0 | noncalculable |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 1 | 0 | 1 | noncalculable |
| Part I Total | 2 | 1 | 1 | 100% |

2021



2020

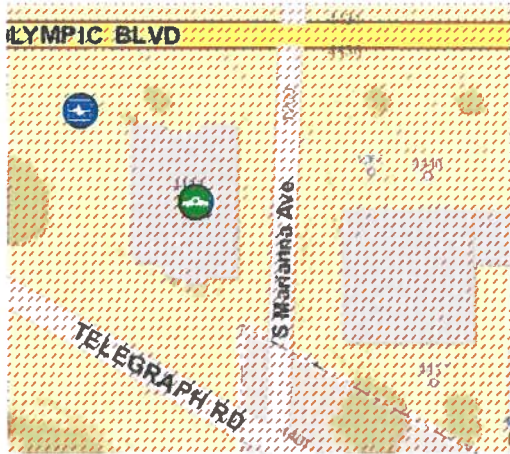


Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

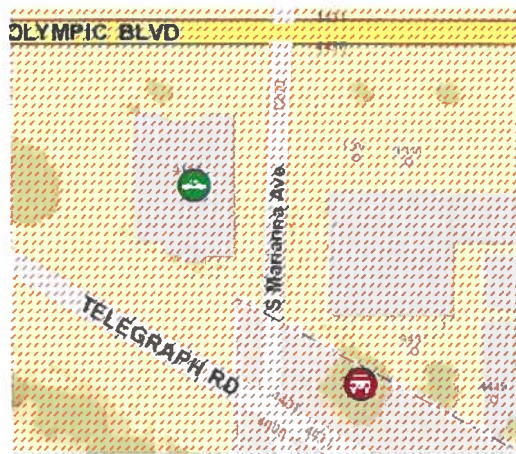
LOCATION 3 - Marianna Ave between Telegraph and Olympic Bl

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|----------------------|
| Location 3 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 0 | 0 | 1 | noncalculable |
| Violent Crimes Total | 0 | 0 | 0 | noncalculable |
| Burglary | 0 | 0 | 0 | noncalculable |
| Larceny Theft | 1 | 1 | 0 | 0% |
| Grand Theft Auto | 0 | 1 | -1 | -100% |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 1 | 2 | -1 | -50% |
| Part I Total | 1 | 2 | -1 | -50% |

2021



2020

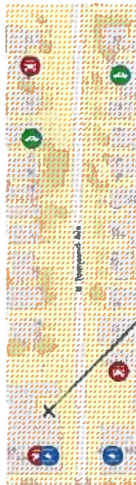


Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

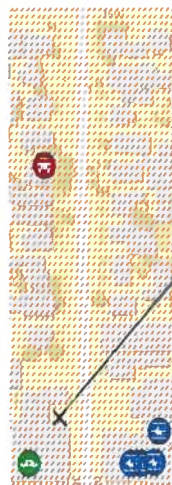
LOCATION 4 -117 N Townsend Ave, just north of 1st Street

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|----------------------|
| Location 3 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 0 | 0 | 1 | noncalculable |
| Violent Crimes Total | 0 | 0 | 0 | noncalculable |
| Burglary | 0 | 0 | 0 | noncalculable |
| Larceny Theft | 1 | 1 | 0 | 0% |
| Grand Theft Auto | 0 | 1 | -1 | -100% |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 1 | 2 | -1 | -50% |
| Part I Total | 1 | 2 | -1 | -50% |

2021



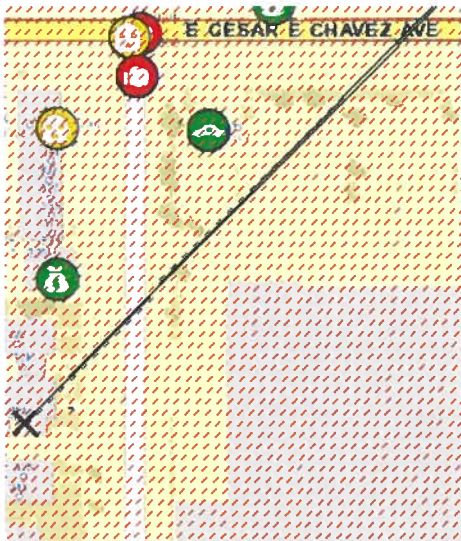
2020



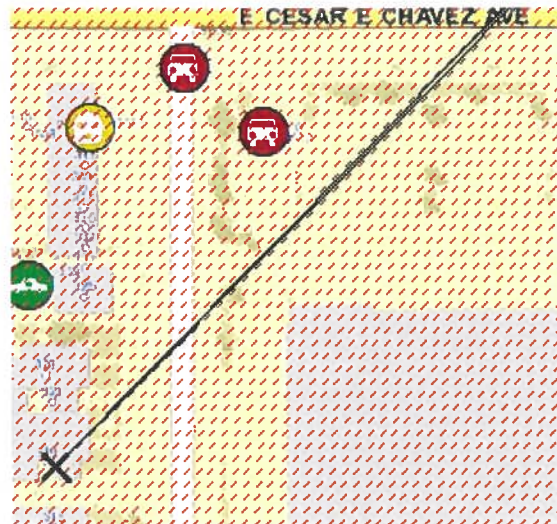
LOCATION 5 - Across from 319 N Rowan Ave south of E Cesar E Chavez Ave. East side Rowan next to supermarket.

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|----------------------|
| Location 5 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 1 | 0 | 1 | noncalculable |
| Aggravated Assault | 2 | 0 | 2 | noncalculable |
| Violent Crimes Total | 3 | 0 | 3 | noncalculable |
| Burglary | 0 | 0 | 0 | noncalculable |
| Larceny Theft | 1 | 0 | 1 | noncalculable |
| Grand Theft Auto | 0 | 2 | -2 | -100% |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 1 | 2 | -1 | -50% |
| Part I Total | 4 | 2 | 2 | 100% |

2021



2020

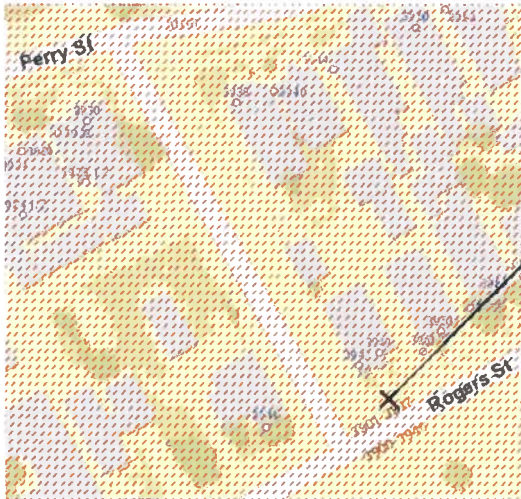


Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

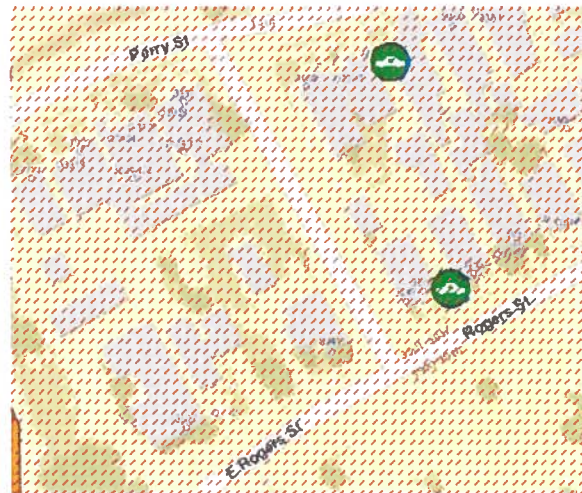
LOCATION 6 - Knowles at Rogers

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------------|-------------|-------------|-------------------|----------------------|
| Location 6 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 0 | 0 | 0 | noncalculable |
| Violent Crimes Total | 0 | 0 | 0 | noncalculable |
| Burglary | 0 | 0 | 0 | noncalculable |
| Larceny Theft | 0 | 1 | -1 | -100% |
| Grand Theft Auto | 0 | 0 | 0 | noncalculable |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 0 | 1 | -1 | -100% |
| Part I Total | 0 | 1 | -1 | -100% |

2021



2020

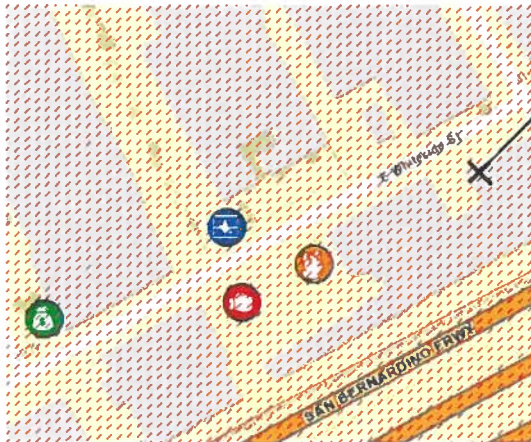


Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

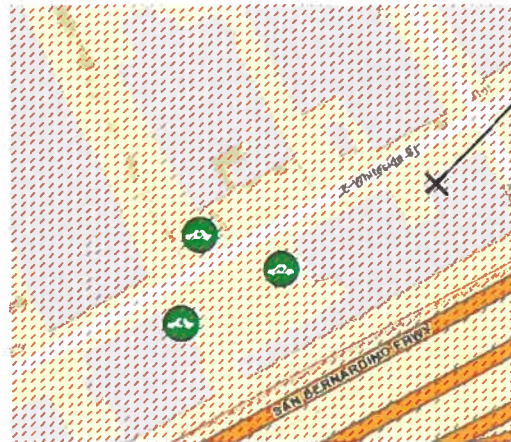
LOCATION 7 - Across from 4040 Whiteside St in Industrial area of City Terrace

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|----------------------|
| Location 7 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 1 | 0 | 1 | noncalculable |
| Violent Crimes Total | 1 | 0 | 1 | noncalculable |
| Burglary | 1 | 0 | 1 | noncalculable |
| Larceny Theft | 0 | 3 | -3 | -100% |
| Grand Theft Auto | 0 | 0 | 0 | noncalculable |
| Arson | 1 | 0 | 1 | noncalculable |
| Property Crime Total | 2 | 3 | -1 | -33% |
| Part I Total | 3 | 3 | 0 | 0% |

2021



2020

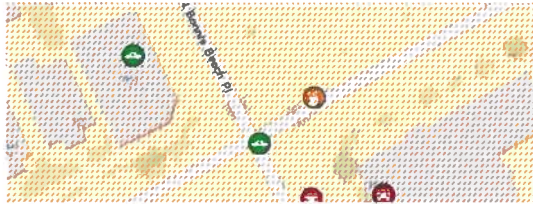


Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

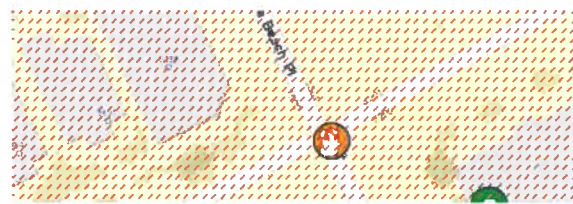
LOCATION 8 - Bonnie Beach at Whiteside

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|---------------|
| Location 8 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 0 | 0 | 0 | noncalculable |
| Violent Crimes Total | 0 | 0 | 0 | noncalculable |
| Burglary | 0 | 0 | 0 | noncalculable |
| Larceny Theft | 1 | 0 | 1 | noncalculable |
| Grand Theft Auto | 0 | 0 | 0 | noncalculable |
| Arson | 0 | 1 | -1 | -100% |
| Property Crime Total | 1 | 1 | 0 | 0% |
| Part I Total | 1 | 1 | 0 | 0% |

2021



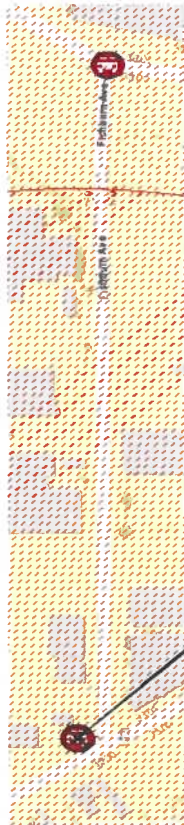
2020



LOCATION 9 - Fishburn Ave between Medford / Fowler

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|---------------|
| Location 9 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 0 | 3 | -3 | -100% |
| Violent Crimes Total | 0 | 3 | -3 | -100% |
| Burglary | 0 | 0 | 0 | noncalculable |
| Larceny Theft | 0 | 2 | -2 | -100% |
| Grand Theft Auto | 2 | 0 | 2 | noncalculable |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 2 | 2 | 0 | 0% |
| Part I Total | 2 | 5 | -3 | -60% |

2021



2020

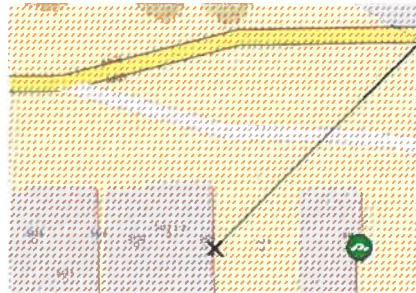


Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

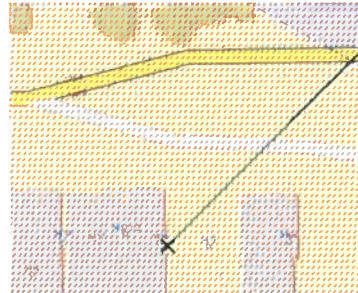
LOCATION 10 – 5456 Pomona Blvd. Across the street.

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|----------------------|
| Location 10 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 0 | 0 | 0 | noncalculable |
| Violent Crimes Total | 0 | 0 | 0 | noncalculable |
| Burglary | 0 | 0 | 0 | noncalculable |
| Larceny Theft | 1 | 0 | 1 | noncalculable |
| Grand Theft Auto | 0 | 0 | 0 | noncalculable |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 1 | 0 | 1 | noncalculable |
| Part I Total | 1 | 0 | 1 | noncalculable |

2021



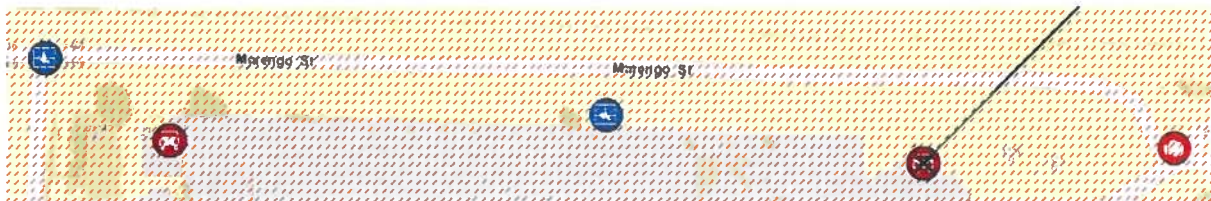
2020



LOCATION 11 - North side Marengo Street between City Terrace Dr and West of Ditman Ave, near City/County boundary line.

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|----------------------|
| Location 11 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 1 | 0 | 1 | noncalculable |
| Violent Crimes Total | 1 | 0 | 1 | noncalculable |
| Burglary | 1 | 0 | 1 | noncalculable |
| Larceny Theft | 0 | 0 | 0 | noncalculable |
| Grand Theft Auto | 0 | 1 | -1 | -100% |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 1 | 1 | 0 | 0% |
| Part I Total | 2 | 1 | 1 | 100% |

2021



2020



Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

LOCATION 12 - Pomona Bl from Sadler Ave to Alta Med building west of Hillview Ave

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|----------------------|
| Location 12 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 1 | 0 | 1 | noncalculable |
| Violent Crimes Total | 1 | 0 | 1 | noncalculable |
| Burglary | 2 | 1 | 1 | 100% |
| Larceny Theft | 4 | 2 | 2 | 100% |
| Grand Theft Auto | 0 | 1 | -1 | -100% |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 6 | 4 | 2 | 50% |
| Part I Total | 7 | 4 | 3 | 75% |

2021



2020

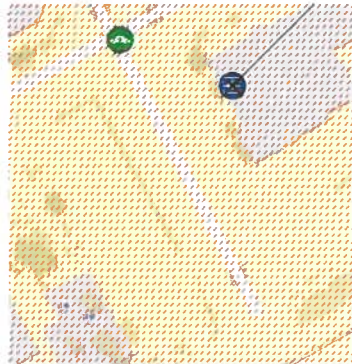


Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

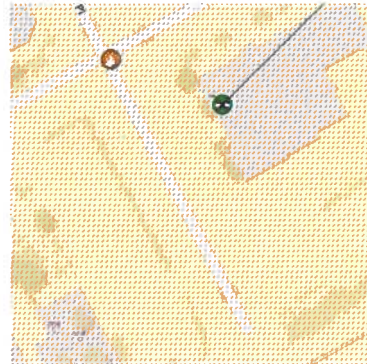
LOCATION 13 - Whiteside at Bonnie Beach PI - cul-de-sac

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|----------------------|
| Location 13 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 0 | 0 | 0 | noncalculable |
| Violent Crimes Total | 0 | 0 | 0 | noncalculable |
| Burglary | 1 | 0 | 1 | noncalculable |
| Larceny Theft | 1 | 1 | 0 | 0% |
| Grand Theft Auto | 0 | 0 | 0 | noncalculable |
| Arson | 0 | 1 | -1 | -100% |
| Property Crime Total | 2 | 2 | 0 | 0% |
| Part I Total | 2 | 2 | 0 | 0% |

2021



2020

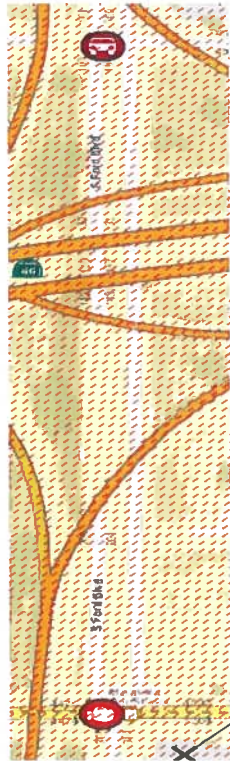


Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

LOCATION 14 - Southbound Ford Ave between 1st St and 3rd St

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|---------------|
| Location 14 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 1 | 1 | 0 | 0% |
| Violent Crimes Total | 1 | 1 | 0 | 0% |
| Burglary | 0 | 0 | 0 | noncalculable |
| Larceny Theft | 0 | 1 | -1 | -100% |
| Grand Theft Auto | 1 | 1 | 0 | 0% |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 1 | 2 | -1 | -50% |
| Part I Total | 2 | 3 | -1 | -33% |

2021

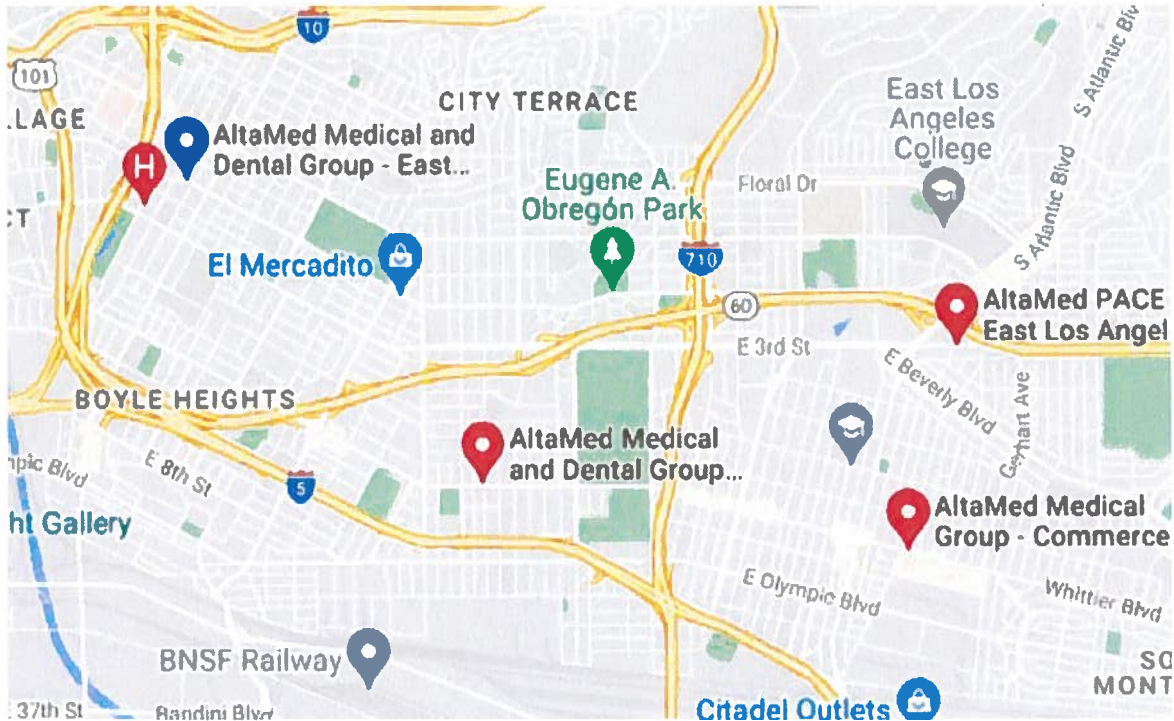


2020



Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

LOCATION 15 - 6 RV's obstructing view of oncoming traffic for patrons of the AltaMed facility. **UNABLE TO DETERMINE EXACT LOCATION**



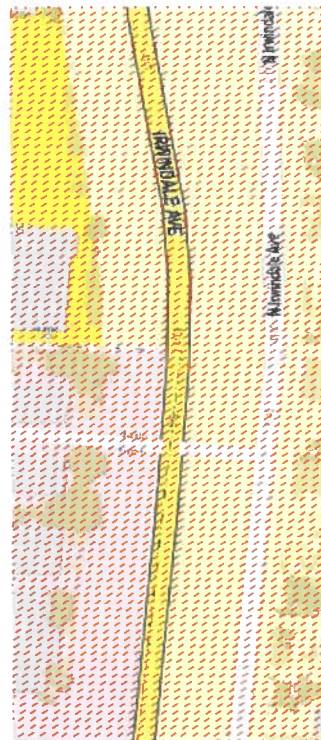
LOCATION 16 – 15906 E. San Bernardino Rd. Covina, CA 91722 In front of the Church on the Irwindale Ave. side.

| Part I Crimes 2021 vs 2020 | | | | |
|-----------------------------|----------|----------|------------|----------------------|
| Location 16 | 2021 | 2020 | Difference | %Change |
| Homicide | 0 | 0 | 0 | noncalculable |
| Rape | 0 | 0 | 0 | noncalculable |
| Robbery | 0 | 0 | 0 | noncalculable |
| Aggravated Assault | 0 | 0 | 0 | noncalculable |
| Violent Crimes Total | 0 | 0 | 0 | noncalculable |
| Burglary | 0 | 0 | 0 | noncalculable |
| Larceny Theft | 0 | 0 | 0 | noncalculable |
| Grand Theft Auto | 0 | 0 | 0 | noncalculable |
| Arson | 0 | 0 | 0 | noncalculable |
| Property Crime Total | 0 | 0 | 0 | noncalculable |
| Part I Total | 0 | 0 | 0 | noncalculable |

2021



2020



Created 03/14/22
 Source: CrimeView Desktop
 Criteria: Primary Offense, Part I crimes

LAC HEARS PARKING REGULATIONS AROUND RV ENCAMPMENTS

| No. | Supervisory District | Service Planning Area | City Name | Location Description | Parking Regulations |
|-----|----------------------|-----------------------|----------------|---|---|
| 1 | 1 | East | Unincorporated | Next to 756 Saybrook north of Whittier Blvd. | Saybrook Ave from N/O of Hubbard St to Whittier Blvd, Prohibit Parking for Street Sweeping, Both Sides, 8A-12P, Wednesdays only |
| 2 | 1 | East | Unincorporated | Marianna Ave between Telegraph and Olympic Bl | Marianna Ave from N/O of Olympic to Whittier, Prohibit Parking for Street Sweeping, 8A-12P, East Side Thurs, West Side Fridays |
| 3 | 1 | East | Unincorporated | 117 N Townsend Ave, just north of 1st Street. | Prohibit Parking for Street Sweeping, 8A-12P, East Side Wed, West Side Thursdays |
| 4 | 1 | East | Unincorporated | Across from 319 N Rowan Ave south of E Cesar E Chavez Ave. East side Rowan next to super market. | Prohibit Parking for Street Sweeping, 8A-12P, East Side Thurs, West Side Wednesdays |
| 5 | 1 | East | Unincorporated | Knowles at Rogers | Prohibit Parking for Street Sweeping, 11A-3P, East Side Tues, West Side Mondays |
| 6 | 1 | Metro | Unincorporated | Across from 4040 Whiteside St in Industrial area of City Terrace | Prohibit Parking for Street Sweeping, 11A-3P, North Side Monday; Prohibit Overnight Paking 7p-5a Both Sides Everyday |
| 7 | 1 | Metro | Unincorporated | Bonnie Beach at Whiteside | Prohibit Parking for Street Sweeping, 11A-3P, North Side Monday; Prohibit Overnight Paking 7p-5a Both Sides Everyday |
| 8 | 1 | Metro | Unincorporated | Fishburn Ave between Medford Fowler | Prohibit Overnight Parking 7p-5a Both Sides Everyday |
| 9 | 1 | East | Unincorporated | 5456 Pomona Blvd. Across the street. | Prohibit Parking for Street Sweeping, 5A-8A, North Side Monday, South Side Monday and Friday; NPAT Commercial Veh |
| 10 | 1 | East | Unincorporated | North side Marengo Street between City Terrace Dr and West of Ditman Ave, near City/County boundary line. | Prohibit Parking for Street Sweeping, 5A-8A, Both Sides Monday |
| 11 | 1 | East | Unincorporated | Pomona Bl from Sadler Ave to Alta Med building west of Hillview Ave | Prohibit Parking for Street Sweeping, 5A-8A, North Side Monday, South Side Monday and Friday; NPAT Commercial Veh |
| 12 | 1 | Metro | Unincorporated | Whiteside at Bonnie Beach Pl - culdesac | Prohibit Parking for Street Sweeping, 11A-3P, North Side Monday; Prohibit Overnight Paking 7p-5a Both Sides Everyday |
| 13 | 1 | East | Unincorporated | Southbound Ford Ave between 1st St and 3rd St | Prohibit Parking for Street Sweeping, 5A-8A, Both Sides Fridays |
| 14 | 1 | East | Unincorporated | 6 RV's near the AltaMed facility. | Prohibit Parking for Street Sweeping, 5A-8A, North Side Monday, South Side Monday and Friday; NPAT Commercial Veh |
| 15 | 2 | West | Los Angeles | Jefferson Blvd between Lincoln Blvd and Culver Blvd. | No Stopping along the north side between 300' w/o Lincoln Blvd and 300 feet east of Lincoln Blvd (Adopted on 8/22/1967) |
| 16 | 2 | South | Unincorporated | Across from 9015 Minor St. | 1. West side - PROHIBIT PARKING FOR STREET SWEEPING PURPOSES, B/W 11A-3P, THURSDAY ONLY 2. East side - PROHIBIT PARKING FOR STREET SWEEPING PURPOSES, B/W 8A-12N, FRIDAYS ONLY |

| | | | | | |
|----|---|-----------|----------------|---|--|
| 17 | 2 | South Bay | Unincorporated | West 120th Street between Raymond Avenue and Normandie Avenue | Street sweeping parking restriction: 1. South Side 9 to 11 am Mondays, Western Ave to Vermont Ave. 2. North Side 11 am to 1 pm Tuesdays, Western Ave to Vermont Ave |
| 18 | 2 | South | Unincorporated | Lennon St. & Spring St. | Street sweeping parking restriction 3 am to 5 am Wednesdays, both sides |
| 19 | 2 | South | Unincorporated | On 58Th Pl. Central Av. To Hooper Av. | 1. Street Sweeping parking Restriction N/S 4am to 7 am Fridays between Central Ave and Hooper Ave S/S 11am to 3 pm Wednesday between Central Avenue and Compton Avenue 2. 1 hour parking restriction on the south side between 177' e/o Central Ave to 635' w/o Hooper Ave |
| 20 | 2 | South | Unincorporated | Lou Dillon Ave. between 85th St. & 83rd St. | 1. No Parking btwn 6 PM and 7 am E/S btwn 83rd St and Firestone Blvd. 2. Street Sweeping Regulation : W/S 8am to 12 pm Wednesdays btwn Nadeau St and Firestone Bl E/S 4am to 7 am Fridays, btwn 83rd St and Firesone Bl |
| 21 | 2 | South | Unincorporated | 85th St. Between Lou Dillon Ave. & Alameda St. | 1. Street Sweeping 4 am to 7 am Fridays, B/S 2. No Parking Vehicles for sale. B/S 3. No parking 6 pm to 7 am B/S |
| 22 | 2 | South | Unincorporated | Redondo Beach Blvd. Between Main St. & San Pedro St. | Street Sweeipiing restriction 3 am to 5 am, Wednesdays on both sides btwn Figueroa and San Pedro |
| 23 | 2 | South | Unincorporated | Broadway between 133rd St. & 135th St. | 1. Street Sweeping restriction on both sides between 3 am and 5 am Tuesdays, From El Segundo Bl and Alondra Ave. 2. No Parking for Vehicles for Sale, both sides |
| 24 | 2 | South | Unincorporated | 9722 Baird Ave. | 1. Street Sweeping restriction on Baird Ave 11 am to 3 pm on the east side, Thursdays, 8 to 12 Noon Frydays, west side. |
| 25 | 2 | South | Unincorporated | 2301 Leota St. | 1. PROHIBIT PARKING FOR STREET SWEEPING PURPOSES B/W 8A-12P, TUESDAYS ONLY, ON THE SOUTH SIDE BETWEEN ROSEBERRY AVE AND SANTA FE AVE. 8AM-12P, MONDAYS ON THE NORTH SIDE |
| 26 | 2 | South | Unincorporated | Compton Blvd. Between Figueroa St. & Maple Ave. | PARKING RESTRICTION FOR STREET SWEEPING WEDNESDAYS 3AM-5AM ON COMPTON BOULEVARD BOTH SIDES, ACTIVE SINCE 08/08/2017 |
| 27 | 2 | South | Unincorporated | 154rh St. Between Avalon Blvd. & San Pedro St. | STREET SWEEPING RESTRICTION ON NORTH SIDE BETWEEN 9A-11A THURSDAYS ONLY: STREET SWEEPING RESTRICTION ON THE SOUTH SIDE BETWEEN 9A-11A WEDNESDAYS ONLY |
| 28 | 2 | South | Unincorporated | I5707 Avalon Blvd. | 1. STREET SWEEPING RESTRICTION BETWEEN 8A-10A WEDNESDAYS ONLY ON THE EAST SIDE ; BETWEEN 9A-11A THURSDAYS ONLY ON THE WEST SIDE 2. STOPPING PROHIBITION AVALON BLVD B/S-BETWEEN ALONDRA BLVD AND 800' N/O ALONDRA BLVD |
| 29 | 2 | South | Unincorporated | 96th St. Between Alameda St. & Laurel St. | 1. 96TH ST W/S, B/W LAUREL ST AND ALAMEDA ST PROHIBIT PARKING FOR STREET SWEEPING PURPOSES, B/W 11A-3P, THURSDAY ONLY ; W/S, B/W LAUREL ST & ALAMEDA ST PROHIBIT PARKING FOR STREET SWEEPING PURPOSES, B/W 8A-12N, FRIDAYS ONLY |

| | | | | | |
|----|---|-------|-----------------|---|---|
| 30 | 2 | South | Unincorporated | Along both sides of Juniper St. from 88th St. to 90th St. there are 15 RV's parked with large amounts of debris and bulky items | 1. PARKING RESTRICTION FOR STREET SWEEPING PURPOSES, B/W 8A-12N, FRIDAYS ONLY W/S; PARKING RESTRICTION FOR STREET SWEEPING PURPOSES, B/W 11A-3P, THURSDAYS ONLY 2. NO PARKING VEHICLES FOR SALE B/S |
| 31 | 2 | South | Unincorporated | Across from 8711 Juniper St. | 1. PARKING RESTRICTION FOR STREET SWEEPING PURPOSES, B/W 8A-12N, FRIDAYS ONLY W/S; PARKING RESTRICTION FOR STREET SWEEPING PURPOSES, B/W 11A-3P, THURSDAYS ONLY 2. NO PARKING VEHICLES FOR SALE B/S |
| 32 | 2 | South | Unincorporated | San Pedro St. between Avalon Blvd. & Redondo Beach Blvd. | 1. PARKING PROHIBITION - SAN PEDRO ST E/S, B/W REDONDO BEACH BLVD AND 70 FT S/O VALON BLVD W 6:30A-8AM, SATURDAYS & SUNDAYS EXCEPTED; PARKING PROHIBITION - SAN PEDRO ST W/S, B/W REDONDO BEACH BLVD - 240 FT S/O VALON BLVD B/W 6:30A-8AM, SATURDAYS & SUNDAYS EXCEPTED 2. SAT ON SAN PEDRO ST ON W/S BTWN 240' N/O COMPTON BLVD TO 240' S/O REDONDO BEACH BLVD 3. NO VEHICLES FOR SALE B/S |
| 33 | 2 | South | Unincorporated | 96th Pl between Alameda and Laurel | 1. STREET SWEEPING S/S B/W 11A-3P, THURSDAY ONLY N/S B/W 8A-12N, FRIDAYS ONLY 2. 96TH PLACE B/S, BTWN LAUREL STREET ALAMEDA STREET ACTIVE 02/05/2019 NO PARKING, EXCEPT ON SUNDAYS |
| 34 | 2 | South | Unincorporated | On Lou Dillon Ave from 76th St to 78th St | STREET SWEEPING W/S, 8A-12N, WEDNESDAYS ONLY E/S 8A-12P, THURSDAYS ONLY |
| 35 | 2 | South | Unincorporated | Alley across 2620 E. 133rd (N of Address) and runs East to West across from 2508 E. 133rd St. | Parking is not permitted in alleys regardless of posted signs. |
| 36 | 2 | South | Unincorporated | N/side and S/side of 58th Pl. between Compton and Hooper | North side - PROHIBIT PARKING FOR STREET SWEEPING PURPOSES, B/W 11A-3P, TUESDAYS ONLY South side - PROHIBIT PARKING FOR STREET SWEEPING PURPOSES, B/W 11A-3P, WEDNESDAYS ONLY |
| 37 | 4 | East | Huntington Park | 6000 S. Wilmington Av. Randolph to 60th St | On west side of Wilmington Avenue, parking prohibited for street sweeping purposes between 4-7AM Fridays Only; On east side of Wilmington Avenue, parking prohibited on Sundays between 6AM-9AM |

Existing Parking Regulations around RV Hot Spots

Page 1

- Lennon Street between Spring Street and Main Street
- Spring Street between Lennon Street and Main Street
- Redondo Beach Boulevard between Figueroa Street and San Pedro
- Compton Boulevard between Figueroa Street and Maple Avenue
- 154th Street between San Pedro Street and Avalon Boulevard

Page 2.

- Broadway between El Segundo and 135th Street

Page 3

- 120th Street between Normandie Avenue and Vermont Avenue

Page 4

- Baird Avenue between 92nd Street and 96th Street

Page 5

- Miner Street between 88th Street and 92nd Street
- Juniper Street between 88th Street and 92nd Street
- 96th Place between Laurel Street and Alameda Street
- 96th Street between Laurel Street and Alameda Street

Page 6

- Lou Dillon Avenue between 83rd Street and 85th Street
- 83rd Street between Lou Dillon Avenue and Alameda Street

Page 7

- Leota Street between Roseberry Avenue and Santa Fe Avenue
- Lou Dillon Avenue between 76th Street and Nadeau Street

Page 8

- 58th Place between Central Avenue and Compton Avenue
- Wilmington Avenue between Randolph Street and 61st Street

Page 9

- Marianna Avenue between Telegraph Road and Olympic Boulevard

Page 10

- Saybrook Avenue Between Hubbard Street and Whittier Boulevard

Page 11

- Pomona Boulevard between Atlantic Boulevard and Gerhart Avenue

Page 12

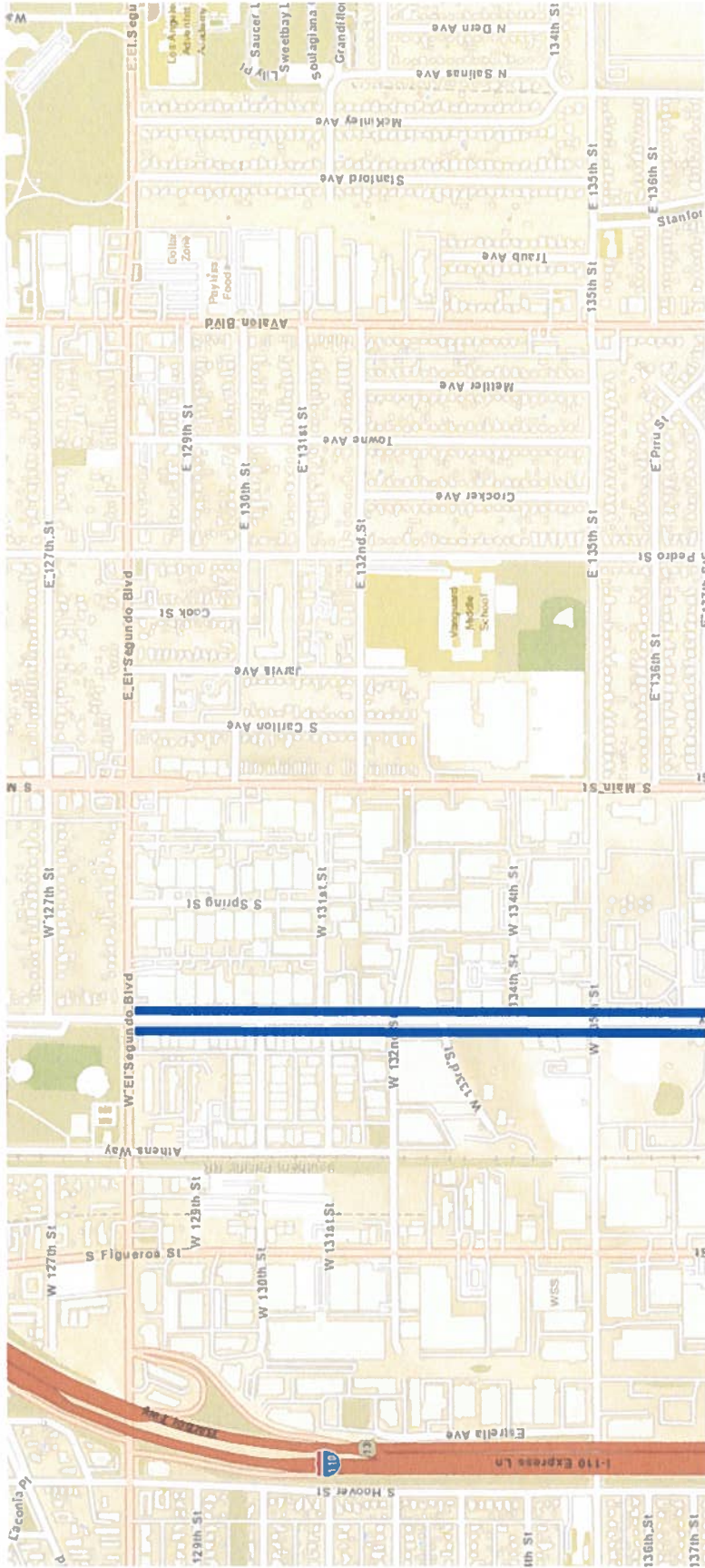
- Townsend Avenue between Michigan and 3rd Street
- Rowan Avenue between Cesar Chavez and 1st Street
- Ford Boulevard between 1st Street and 3rd Street

Page 13

- Knowles Avenue between Perry Street and Rogers Street
- Whiteside Street between Fowler Street and Eastern Street
- Fishburn Avenue between Medford Street and Fowler Street
- Marengo Street between Ditman Avenue and City Terrace Drive
- City Terrace Drive between Marengo Street and Bonnie Beach Place

Page 14

- Jefferson Boulevard between Lincoln Boulevard and Culver Boulevard



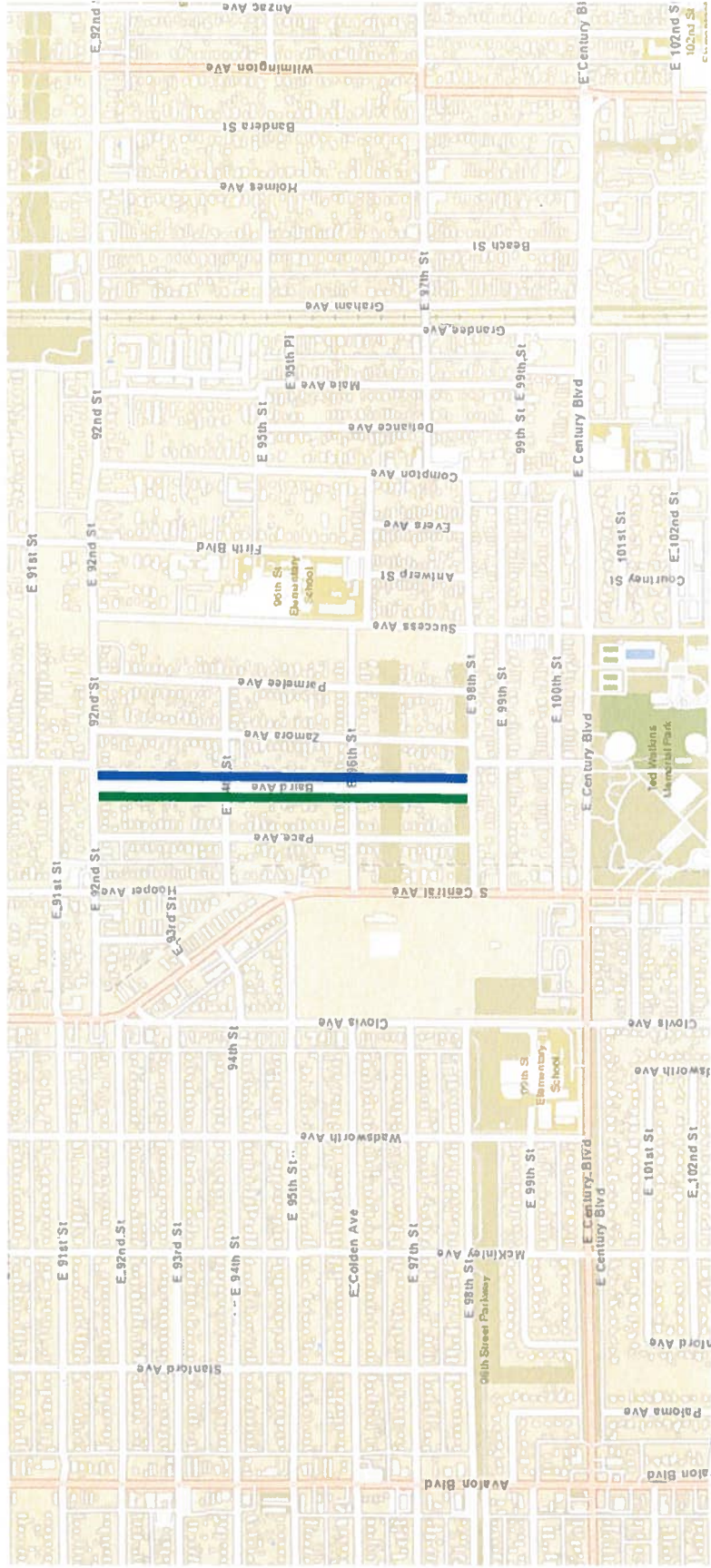
Broadway
No Parking 3am to 5am - Tuesdays - Street Sweeping



120th Street

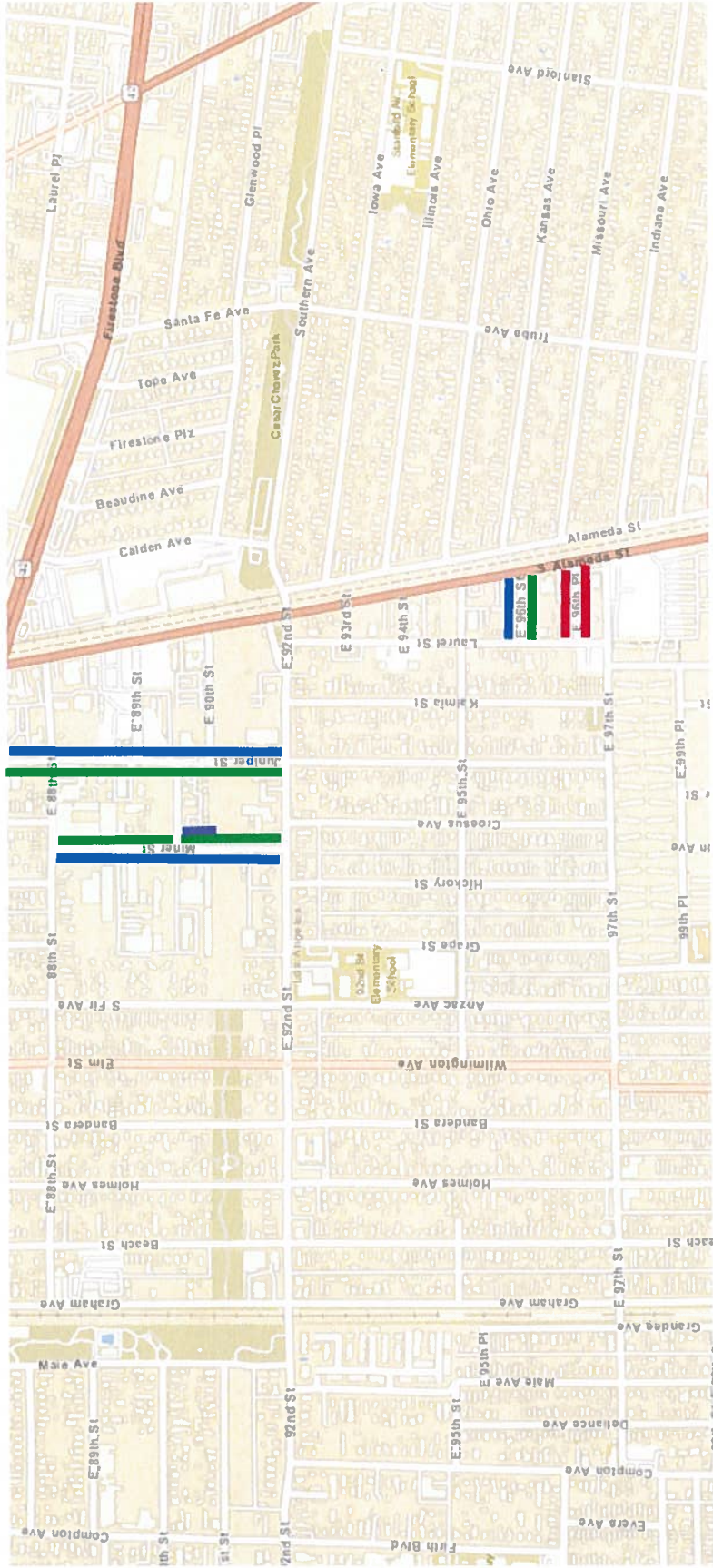
■ No Parking 9am to 11am - Mondays Only - Street Sweeping

■ No Parking 11am to 1pm - Tuesdays Only - Street Sweeping



Baird Avenue

- No Parking 11am to 3pm - Thursdays Only - Street Sweeping
- No Parking 8am to Noon - Fridays Only - Street Sweeping



Miner Street

- █ No Parking 11am to 3pm - Thursdays Only - Street Sweeping
- █ No Parking 8am to Noon - Fridays Only - Street Sweeping
- █ No Parking 8pm to 6am - Everyday

96th Place

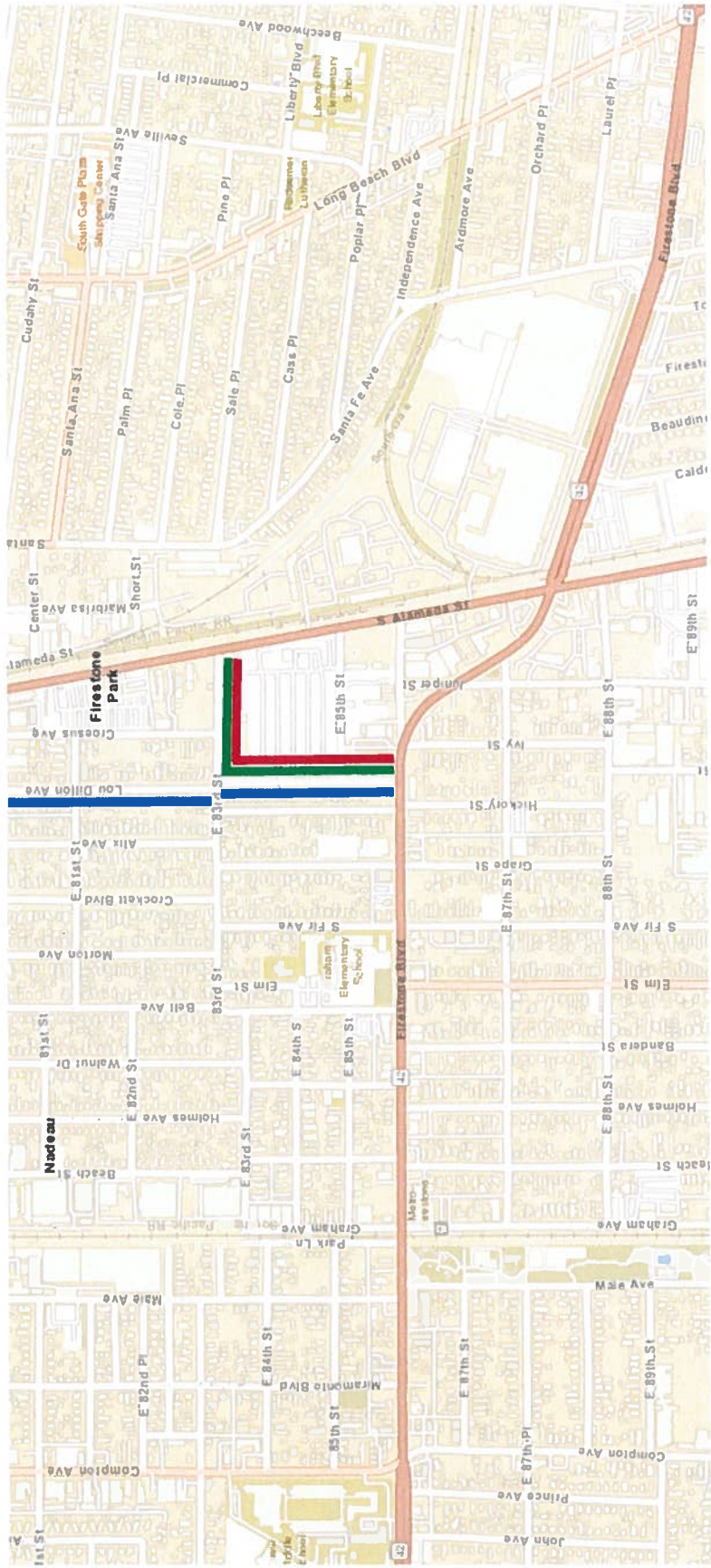
- █ No Parking 11am to 3pm - Thursdays Only - Street Sweeping
- █ No Parking 8am to Noon - Fridays Only - Street Sweeping

Juniper Street

- █ No Parking 11am to 3pm - Thursdays Only - Street Sweeping
- █ No Parking 8am to Noon - Fridays Only - Street Sweeping

96th Street

- █ No Parking Any Time



Lou Dillon Avenue



- No Parking 8am to Noon - Wednesdays Only - Street Sweeping
- No Parking 4am to 7am - Friday Only - Street Sweeping
- No Parking 6pm to 7am - Everyday

83rd Street

- No Parking 4am to 7am - Friday Only - Street Sweeping
- No Parking 6pm to 7am - Everyday

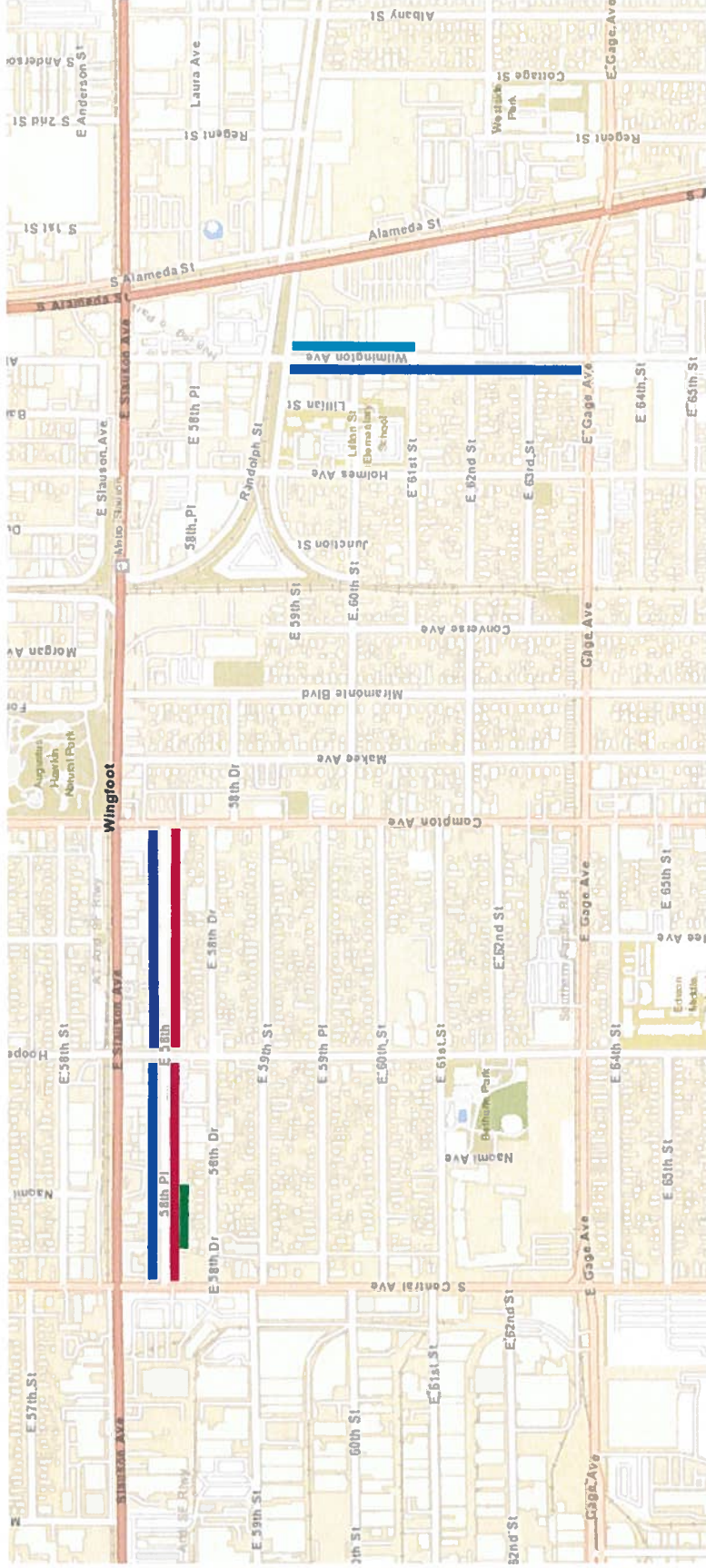


Leota Street

-  No Parking 8am to Noon - Mondays Only - Street Sweeping
-  No Parking 8am to Noon - Tuesdays Only - Street Sweeping

Lou Dillon Avenue

-  No Parking 8am to Noon - Wednesdays Only - Street Sweeping
-  No Parking 8am to Noon - Thursdays Only - Street Sweeping



58th Place

- No Parking 11am to 3am - Tuesdays Only - Street Sweeping
- No Parking 11am to 3pm - Wednesdays Only - Street Sweeping
- No Parking 4am to 7am - Fridays Only - Street Sweeping
- 1 Hour Parking

Wilmington Avenue

- No Parking 4am to 7am - Fridays Only - Street Sweeping
- No Parking 6am to 9am - Sundays Only - Street Sweeping
(City of Huntington Park)



Marianna Avenue

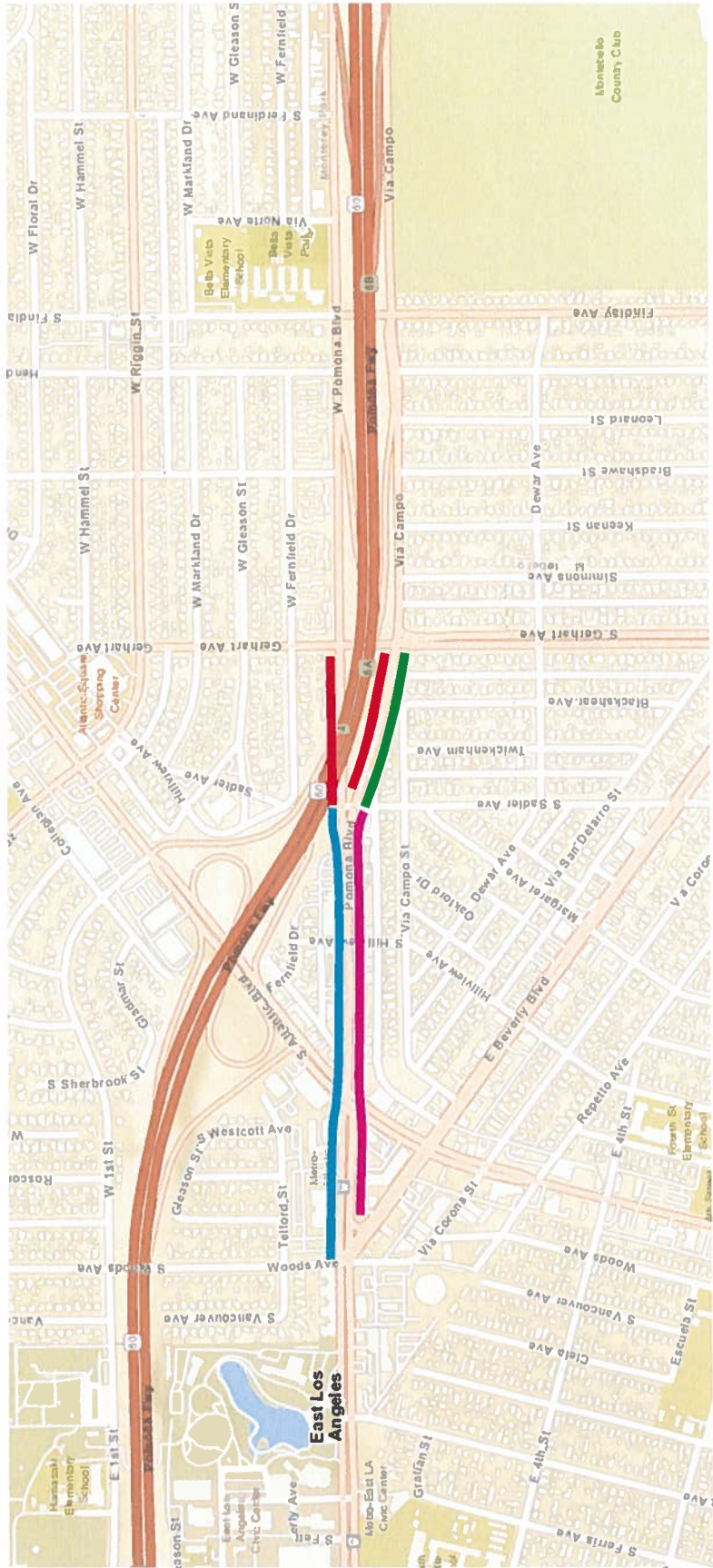
■ No Parking 8am to Noon - Thursdays Only - Street Sweeping

■ No Parking 8am to Noon - Fridays Only - Street Sweeping



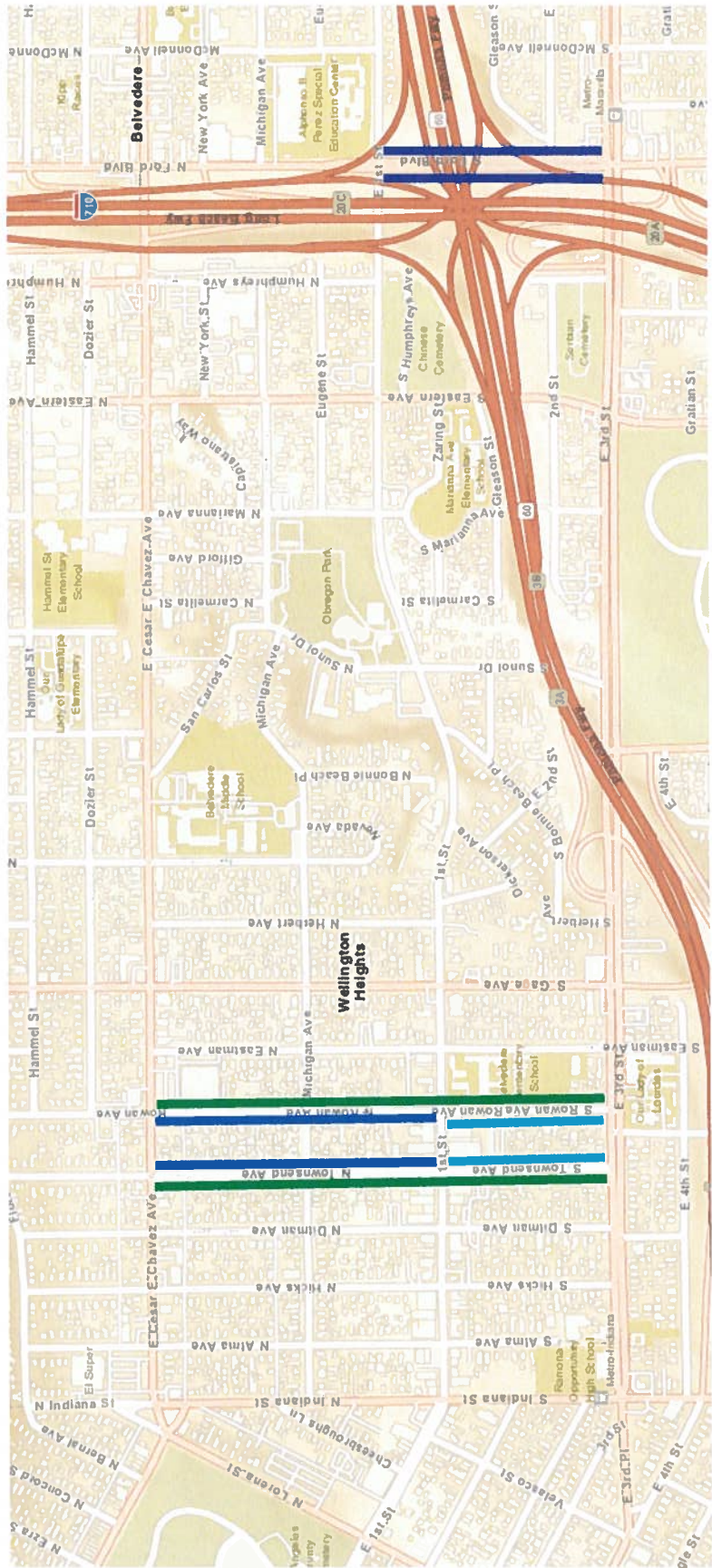
Saybrook Avenue

- No Parking 8am to Noon - Tuesdays Only - Street Sweeping
- No Parking 8am to Noon - Wednesdays Only - Street Sweeping



Pomona Boulevard

- █ No Parking 5am to 8am - Mondays Only - Street Sweeping
- █ No Parking 5am to 8am - Mondays and Fridays - Street Sweeping
- █ No Parking 11am to 3pm - Thursdays Only - Street Sweeping
- █ No Stopping Any Time



Townsend Avenue

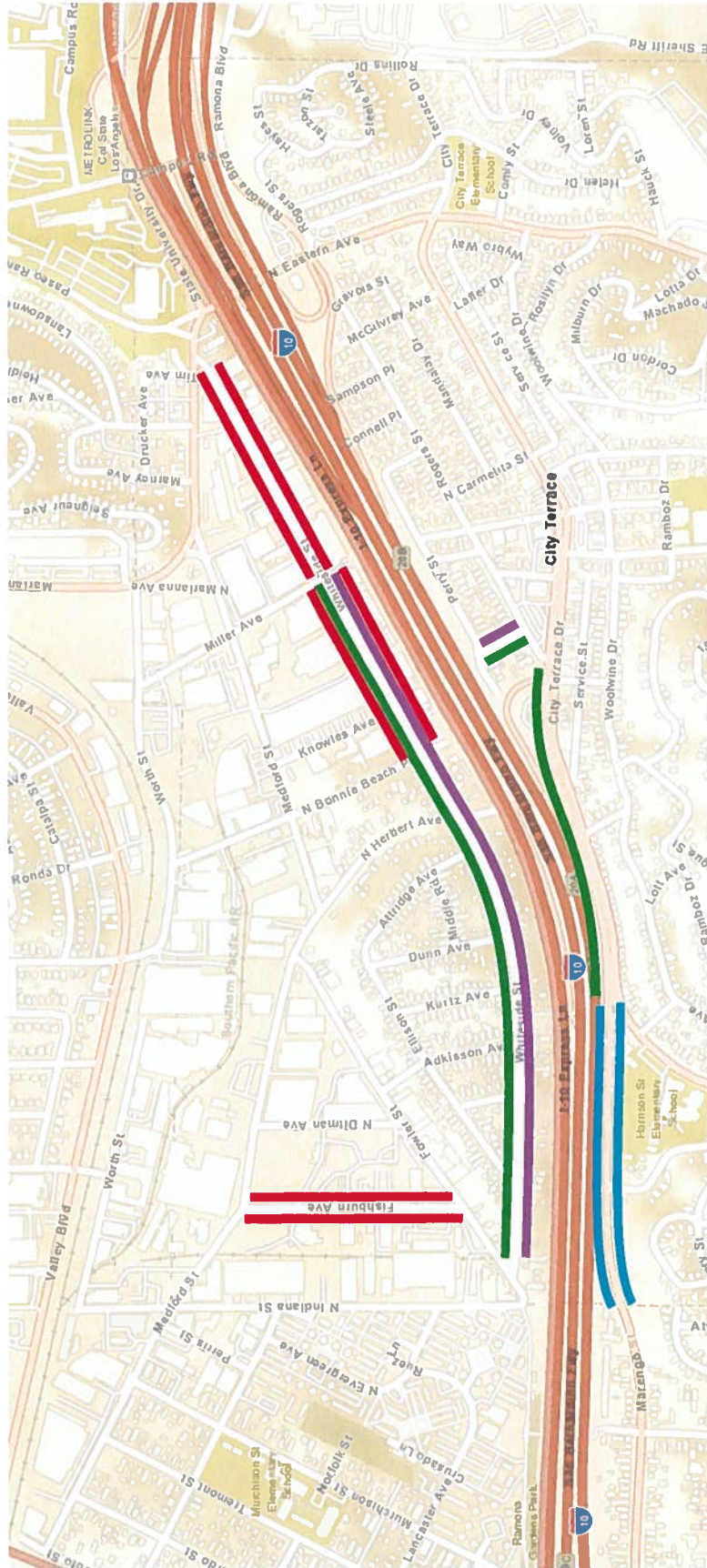
- No Parking 8am to Noon - Wednesdays Only - Street Sweeping
- No Parking 8am to Noon - Thursdays Only - Street Sweeping
- No Parking 8am to Noon - Fridays Only - Street Sweeping

Rowan Avenue

- No Parking 8am to Noon - Wednesdays Only - Street Sweeping
- No Parking 8am to Noon - Thursdays Only - Street Sweeping
- No Parking 8am to Noon - Fridays Only - Street Sweeping

Ford Boulevard

- No Parking 5am to 8am - Fridays Only - Street Sweeping



Knowles Avenue

- █ No Parking 11am to 3pm - Mondays Only - Street Sweeping
- █ No Parking 11am to 3pm - Tuesdays Only - Street Sweeping

Whiteside Street

- █ No Parking 11am to 3pm - Mondays Only - Street Sweeping
- █ No Parking 11am to 3pm - Tuesdays Only - Street Sweeping
- █ No Parking 7pm to 5am - Everyday

Fishburn Avenue

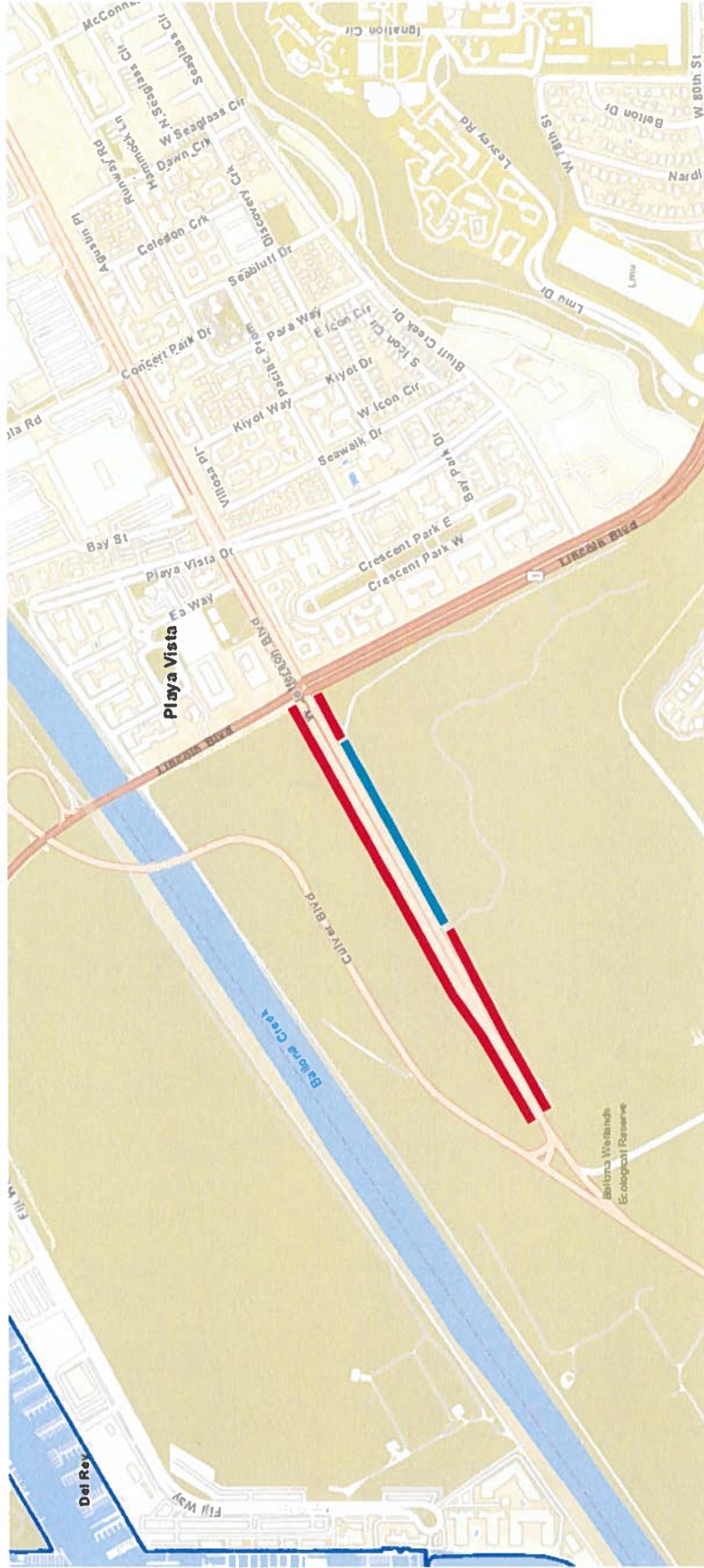
- █ No Parking 7pm to 5am - Everyday

Marengo Street

- █ No Parking 5am to 8am - Mondays Only - Street Sweeping

City Terrace Drive

- █ No Parking 11am to 3pm - Mondays Only - Street Sweeping



Jefferson Boulevard

No Stopping Any Time

No Parking 10am to 3pm - Tuesdays Only - Street Sweeping





MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

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

IN REPLY PLEASE
REFER TO FILE: T-3
10346-2-1

April 11, 2022

TO: Each Supervisor

FROM: Mark Pestrella, PE
Director of Public Works

A handwritten signature in blue ink, appearing to read "Mark Pestrella".

BOARD MOTION OF JANUARY 11, 2022, AGENDA ITEM 3 ADDRESSING RECREATIONAL VEHICLE ENCAMPMENTS DURING COVID-19 RECOVERY

On January 11, 2022, the Board approved a motion instructing Public Works to report back on the best practices from across the State that leverage parking regulations to reduce repopulation of recreational vehicles (RV) in hot spot areas and around schools.

Public Works developed a survey that was distributed to multiple regional and municipal agencies across the State to learn about their current practices and experiences in addressing vehicular homelessness and RV encampments. Survey responses and subsequent discussions with these agencies revealed the following trends and commonalities found among responding agencies:

- RV encampment hot spots generally develop on streets where potential interaction with residents or tenants was minimal, such as on streets with no fronting development or streets in industrial and commercial areas.
- While RV encampment hot spots sometimes develop near schools, responding agencies did not note any issues or trends near schools.
- Parking regulations were seldom used directly to address the presence of RVs in hot spot areas or around schools. There was typically another nexus for implementing parking regulations, such as the need for parking turnover or health and safety concerns.
- Parking regulations mostly played a supporting role to any program addressing RV encampments. Access to health and social services, as well as alternative housing, including off-street safe places to park were essential to address recurring issues.

- Parking regulations were only effective with consistent enforcement of posted parking regulations.
- Excessively targeted or localized parking regulations were likely to result in shifting RV encampments to neighboring areas, triggering additional calls for parking restrictions.
- A commonly used parking regulation throughout the State was the overnight parking restriction (e.g., No Parking 10 p.m. to 6 a.m.) that applies to all users of the restricted roadway which may unduly impact parking needs in residential areas, as well as in commercial and industrial areas with night shift operations.
- Active enforcement of existing parking regulations in the State, such as the 72-hour limit for parking [California Vehicle Code Section 22651(k)], impoundment of illegally parked unregistered vehicles [California Vehicle Code Section 22651(j)], or restricting the parking of vehicles over 6 feet in height within 100 feet of an intersection [California Vehicle Code Section 22507(a)] have proven to have some success in deterring RV encampments, particularly in areas where more restrictive regulations were not feasible.

Additionally, a growing number of municipal agencies, including the Cities of Hawthorne and Long Beach have adopted citywide ordinances that prohibit the long-term parking of larger vehicles, such as RVs without a permit. The effectiveness of these ordinances is also dependent on consistent enforcement.

Public Works' current practices in applying parking regulations to assist the County's efforts to address RV encampments are as follows:

- A site-specific or street-specific approach is generally used based on the request or concern received and on feedback from the impacted residents and commercial tenants in the vicinity.
- Street sweeping parking prohibition signs are posted in areas that did not already have such signs, which are enforceable.
- Street sweeping parking regulations are modified to include tow-away provisions for locations with recurring compliance issues.

- Restricting the parking of vehicles over 6 feet in height within 100 feet of an intersection is considered if the restriction enhances traffic conditions at an intersection.
- Time-limit parking regulations are considered for streets where frequent parking turnover is desirable and appropriate public outreach has been conducted.
- Overnight parking regulations (10 p.m. to 6 a.m.) are considered if social and health services efforts are not deemed adequate.
- Stopping prohibitions or red curbs are typically not considered as it would result in prohibiting stopping and parking at all times which could unduly impact road users during time periods in which some stopping, or parking may be beneficial.
- Referrals for the enforcement of 72-hour parking limits were also made to facilitate greater parking turnover where appropriate.

Based on a review of County Code Chapter 16.86 there is an existing prohibition of camping (which includes the use of a vehicle for living accommodations) on any public street. Violation of this chapter is considered an infraction that is punishable by an escalating fine.

Additionally, several unincorporated communities, such as Altadena and Marina del Rey, have existing nonconforming vehicle ordinances (County Code Section 16.54.075). These ordinances restrict the parking of larger vehicles, such as RVs without a permit.

To provide relief to the millions of residents sheltering in place throughout the COVID-19 pandemic, many jurisdictions throughout the State relaxed or even suspended their parking enforcement efforts. While necessary to avoid imposing any additional financial burden on residents, this practice may have exacerbated RV encampment concerns. Over the past year, parking enforcement has been gradually reimplemented in most areas. However, the long-term effects of this lapse in enforcement are still being experienced throughout the State with some RV encampment areas becoming almost permanent fixtures. County homeless social and health service providers are working closely with enforcement agencies to bring enforcement in these areas up to pre-pandemic levels without undoing the progress made in connecting the people experiencing vehicular homelessness with housing and services.

Based on the information provided by the responding agencies, the review of Public Works' current practices and policies and ongoing efforts by homeless service providers and enforcement agencies, the following practices are recommended to address RV encampments:

- Parking regulations are a tool that can be effective in managing the presence of RV encampments on public streets. However, it does not serve as the solution to vehicular homelessness. Without the addition of alternative housing, including off-street safe places to park, RVs displaced by parking regulations will relocate to other less restrictive areas where the same issues and concerns are likely to be encountered. The focus should remain on providing social and health services to assist those experiencing vehicular homelessness find alternative housing. Only when those efforts have proven ineffective, and the presence of RVs constitutes a clear health and safety concern as defined by the appropriate agencies, should the implementation of new parking regulations be considered.
- Parking regulations are only effective if appropriately enforced. Multi-agency commitment to consistent parking enforcement is critical to the success of any parking regulations. All proposed parking regulations should be vetted by the appropriate enforcement agencies to ensure they are committed and adequately equipped to maintain effective enforcement levels.
- The least restrictive parking regulations should be considered first to minimize the impacts to the surrounding community. For example, existing street sweeping parking regulations may be modified to include a tow-away provision to encourage the turnover of parking. Overnight parking regulations should only be considered when social and health services efforts and enforcement of applicable laws are not adequate.
- Parking regulations should be considered using a less site-specific but more holistic approach over wider areas of impact to reduce the likelihood of RV encampments moving to adjacent neighborhoods.
- In the absence of adequate alternative housing, including any shortages of off-street safe places to park, parking regulations should allow for controlled RV parking at locations where they will have the least impact to the surrounding community and where health and safety concerns can be monitored and addressed.

Each Supervisor
April 11, 2022
Page 5

If you have any questions, please contact me or your staff may contact Steve Burger, Assistant Deputy Director, at (626) 458-4018 or sburger@pw.lacounty.gov.

JFP:ja
P:\TSM\Pub\TRAFFIC\ADDRESSING RV ENCAMPENTS-JAN 2022 REPORT

cc: Chief Executive Office
Executive Office

Directive 3 (Response provided by LASD)**Best Practices for Outreach Strategies and Parking Enforcement for PEH Living in RVs and Identify The Resources Necessary To Implement The Best Practices**

At the request of the Board, LASD conducted statewide research to report on best practices from across the state regarding outreach strategies and parking enforcement for PEH living in RV's and identify the resources necessary to implement best practices.

A preliminary look into the issue of RVs used as dwellings in Los Angeles County revealed the same challenges that existed in 2018 still exist, however they have been magnified exponentially. The RV issue has clearly surpassed crisis levels and appears to grow daily. Currently, RV encampments have sprung up in all areas of the County and have significantly impacted public safety, public health, and community welfare. The exploitive underground economy regarding RV encampments has metastasized, creating additional trauma to those who are already vulnerable. Without proper intervention, areas of Los Angeles County will be overrun in short order.

After conducting an abundance of research and interviews with law enforcement agencies statewide, we found many examples, which at first were touted as solutions, but were later found to be troublesome and landed in litigation.

Los Angeles County already has the blueprint for success and the model for the nation for addressing homeless encampments. The Los Angeles County Homeless Encampment Resolution Protocol has been County policy since 2012 and serves as the gold standard. The Resolution Protocol exemplifies the County's efforts to combat homelessness with compassion and dignity as well as with civility and accountability.

The 5-point protocol process is services led and is strongly grounded in constitutional principles. It also affords flexibility in comprehensively addressing individual needs and is not a one size fits all approach.

The recommendation of LASD is to create a Los Angeles County Recreational Vehicle Encampment Resolution Protocol. This protocol would mimic the tremendous success of its predecessor in addressing homelessness and would comprehensively address the new age challenge posed by the influx of recreational vehicles used as housing units.

To be successful, we recommend a Los Angeles County RV HOST Task Force be created to parallel the work currently being conducted by the LASD HOST Team. The LASD HOST Team has earned an undisputed reputation for addressing those experiencing homelessness and homeless encampments in a compassionate and dignified manner, resulting in 100% success in employing the Los Angeles County Homeless Encampment Resolution Protocol. To date, LASD HOST has never had to use force or had to make an arrest to fully implement the protocol.

The LASD HOST Team has built valued relationships with innovative collaborative partners throughout the county. By adding the proper subject matter experts to the RV HOST Task Force, institutional delays can be avoided, and many challenges can be overcome in real time. For example, adding a State of California Department of Motor Vehicles Investigator to the Task Force would eliminate the delay in certification of a vehicle.

Deputy Sheriff's assigned to the LASD RV HOST Team would be required to have the same training currently required of an LASD HOST Team member. That training includes the LASD FOCUS 360 Crisis Intervention Training, The First Responder Homeless Training, Analytical Interviewing, Homeless Veterans class, Mental Health training, and in service training with civilian outreach providers.

The proposed members of the RV HOST Task Force would consist of:

- St. Joseph Homeless outreach specialists,
 - Department of Mental Health (DMH)
 - Department of Public Works (DPW)
 - Department of Public Health (DPH)
 - Department of Health Services (DHS)
 - Los Angeles Homeless Services Authority (LAHSA) outreach specialists
 - LASD HOST deputies
 - State of California Department of Motor Vehicles Investigator (DMV)

Some preliminary steps that would be included in the proposed 5-point process would be as follows:

| Steps | Process Description |
|-------------------|--|
| 1. Identification | An encampment of 4 or more recreational vehicles |
| 2. Assessment | Within 72 hours of a reported RV encampment, the RV HOST Team, along with its collaborative partners, would conduct a thorough assessment of the location. The assessment would include detailed pictures of the encampment, detailed photographs of each vehicle on site, individual interviews of each RV occupant, the preliminary matching of the proper resource to everyone located. |
| 3. Outreach | The RV HOST Team and collaborative partners would conduct outreach to address the needs identified during the assessment. |
| 4. Posting | The RV HOST Team and collaborative partners would conduct outreach to address the needs identified during the assessment. |
| 5. Clean up | This would be the final day for a RV to be located at the encampment. |

Upon examination, the current California Vehicle Code (CVC), Penal Code, and Los Angeles County Codes currently exist to comprehensively address RV parking enforcement. 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 more than 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

Currently, the LASD HOST Team is funded for 4 deputy sheriffs, 1 sergeant, and 1 lieutenant. Due to the current workload, which includes over 150 protocol locations, LASD HOST would not be able to address any RV encampments without either additional funding or the complete cessation of current obligations.

Due to the urgency of the situation, noting the potential significant increase in RV's relocating from LA City property to Los Angeles County daily, we strongly recommend an immediate funding of a pilot project, implementing the proposed Los Angeles County RV Encampment Resolution Protocol. The proposed pilot would include 6 LASD HOST deputies and appropriate representation from all the before mentioned collaborative partners. The Pilot would deploy in identified hot spots identified by significant need.

It is our opinion, the recommendations made in the January 30, 2018, document titled, "*Sustainable Solutions to Assist Homeless People Living in Recreational Vehicles*," are still valid today. Those recommendations, implemented within a newly created RV HOST Task Force, would provide the consistent structure to properly address the complexities of RV Encampments.

In addition to the proposed RV Encampment Task force Pilot, we also recommend the following resources to ensure a comprehensive resolution to the disposition of RV encampments:

- Identify safe RV parking in each Supervisorial District
- Identify vacant County owned land in each Supervisorial District to serve as a temporary storage area for the RV's determined for destruction.
 - This would significantly alleviate the storage cost Tow companies incur because of the tow.
- Coordinate destruction events under the supervision of RV HOST deputy sheriff to prevent the fraud involved in this endeavor.



BARBARA FERRER, Ph.D., M.P.H., M.Ed.
Director

MUNTU DAVIS, M.D., M.P.H.
County Health Officer

MEGAN McCLAIRE, M.S.P.H.
Chief Deputy Director

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TEL (213) 288-8117 • FAX (213) 975-1273

www.publichealth.lacounty.gov



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Kathryn Barger
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April 5, 2022

TO: Each Supervisor

FROM: Dr. Barbara Ferrer, Ph.D., M.P.H., M.Ed.
Director

SUBJECT: ADDRESSING RECREATIONAL VEHICLE (RV) ENCAMPMENTS DURING COVID-19 RECOVERY (ITEM NO. 3, AGENDA OF JANUARY 11, 2022)

This report is in response to the January 11, 2022, motion by Supervisor Holly Mitchell directing the Department of Public Health (Public Health) to report back in writing in 90-days on the best practices from across the State regarding sustainable solutions for proper disposal of waste to assist people experiencing homelessness (PEH) living in RV, including mobile disposal of RV waste.

To this end, Public Health reached out to over 30 county jurisdictions across the State for input on innovative, sustainable solutions for the proper disposal of RV wastewater. Survey responses and subsequent discussions with these jurisdictions found:

- None of the responding counties have developed or approved any new innovative/sustainable solutions to this issue.
- Generally, RV users are instructed to utilize approved wastewater dump sites for their wastewater disposal.
- None of the jurisdictions reported providing or arranging for a pumper truck to service the RVs at the encampments.
- In some counties where RVs are located on private property, the RV may connect directly to a sewer system or an existing onsite wastewater disposal system after obtaining the necessary permitting approvals from the local building and safety department.

In 2019, a multi-departmental County workgroup investigated the costs and details involved in contracting a mobile waste collection service for people living in vehicles. At that time, the workgroup found that many of the dilapidated RVs that are illegally dumping may not have

Each Supervisor
April 5, 2022
Page 2

operational sewage lines and that pumping could cause additional spillage or other problems with the sewage pump. Although the workgroup provided a recommendation to pilot a mobile liquid-waste pick up program to test cost-efficiency, no funding was identified to implement such a pilot.

Next steps

Public Health will continue to work with other County departments to assist with education efforts and conduct enforcement related to improper wastewater disposal of RVs.

If you have any questions or would like additional information, please let me know.

BF:lf

c: Chief Executive Office
Executive Office, Board of Supervisors
County Counsel

END OF THE YEAR REPORT 2020-2021





A message from Executive Director, Silvia Gutierrez

People have been living in their vehicles for a very long time. Becoming unhoused usually means losing a great deal. Imagine having to give up your home, your belongings, and even your relationships. For our clients, the decision to sleep in a vehicle overnight is at least one choice they can make when life feels out of control. Safe Parking LA was founded to ensure that Angelenos living in their vehicles have a safe place to sleep at night with access to hygiene services.

Over the last year, Safe Parking LA has experienced significant growth, becoming more than just a safe place to sleep. Ending homelessness is about creating pathways to stable housing. To meet the needs of the clients and families we serve, Safe Parking LA has expanded our supportive services and we are creating community through our case management team where our clients are at the center of our work. Building relationships and providing opportunities for engagement is how we walk with our clients towards stable housing and support them to remove barriers along the way.

The COVID-19 pandemic has compounded our challenges and Safe Parking LA has pivoted our work to support the health and safety of our clients while they live outside in their vehicles. We have prioritized self-care for our clients and for ourselves as we all do our part to see an end to the current health crisis. I am proud of our team that has learned to take initiative and be creative with resources, providing clients with new opportunities to support them in their journey out of homelessness every day.

Today, Safe Parking LA operates ten safe parking programs across LA County, and we have worked diligently to develop more effective case management programs, refine lot operations, and streamline administrative functions. As we move into a future filled with hope, we are building the organizational infrastructure we need to be a sustainable solution to the problem of vehicular homelessness in Los Angeles.

As we incorporate a diversity, equity, and inclusion lens in every aspect of our work with our clients, staff, board, and stakeholders, Safe Parking LA seeks to lead and develop systems that open doors to progress and create an organizational culture that welcomes and grows from each of us. We cannot accomplish success without each other.

Silvia M Gutierrez





The Board



Steven Breuer



Jesse Creed



Ira Cohen



Pat Cohen



Gary Cohn



Nancy Hammerman



Victor Hinderliter



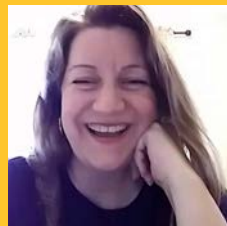
Gregory Kushner



Robert Norris



Scott Sale



Susie Shannon



Charline Sistrunk



Octavio Solorio



Paula Van Ness



Tim Wilson

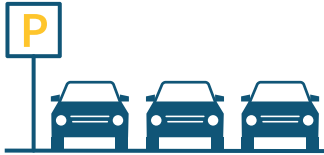
A Message from Scott Sale, Co-Founder

As one of the three founders of Safe Parking LA, along with Pat and Ira Cohen, I am thrilled to be a member of the Safe Parking LA Board!

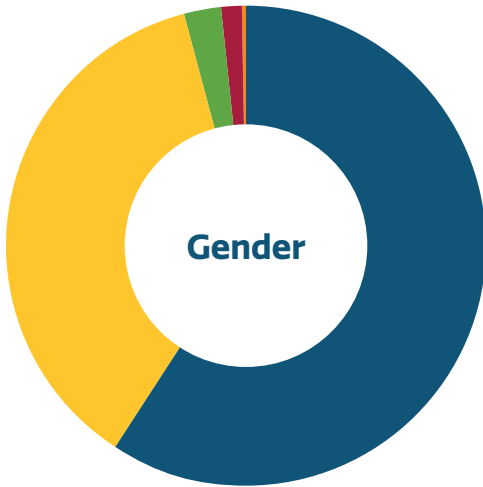
This year, Safe Parking LA has welcomed several new board members who bring significant talent and wisdom to our leadership team. With so many years of experience on our board, we are prepared to lead Safe Parking LA into the future with great confidence.

Thinking back to 2010, when the Cohens and I explored the concept of safe parking and to 2017 when we opened our first parking lot in Koreatown, I am overwhelmed by how many people we have helped over the last 4+ years. I love who we are and what Safe Parking LA does for people experiencing vehicular homelessness by providing them with a safe place to park and access to vital services. The safe parking model is now a widely accepted interim and humane strategy for people who have become displaced and are sheltering in their vehicles.

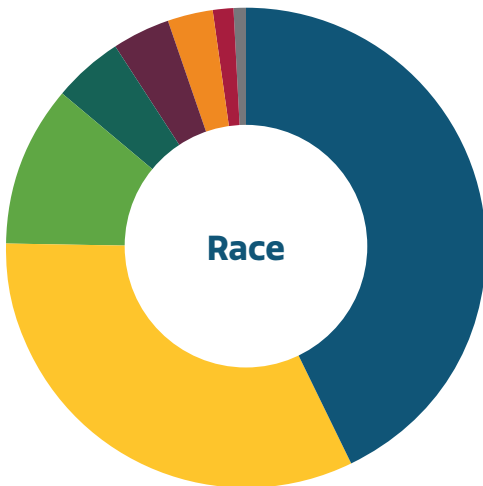
Under the talented leadership of our outstanding Executive Director, Silvia M Gutierrez, Safe Parking LA has become a leader in the safe parking space and an effective model for replication across the nation. I personally want to thank Silvia and each board member for working together so effectively and for their commitment to our mission.



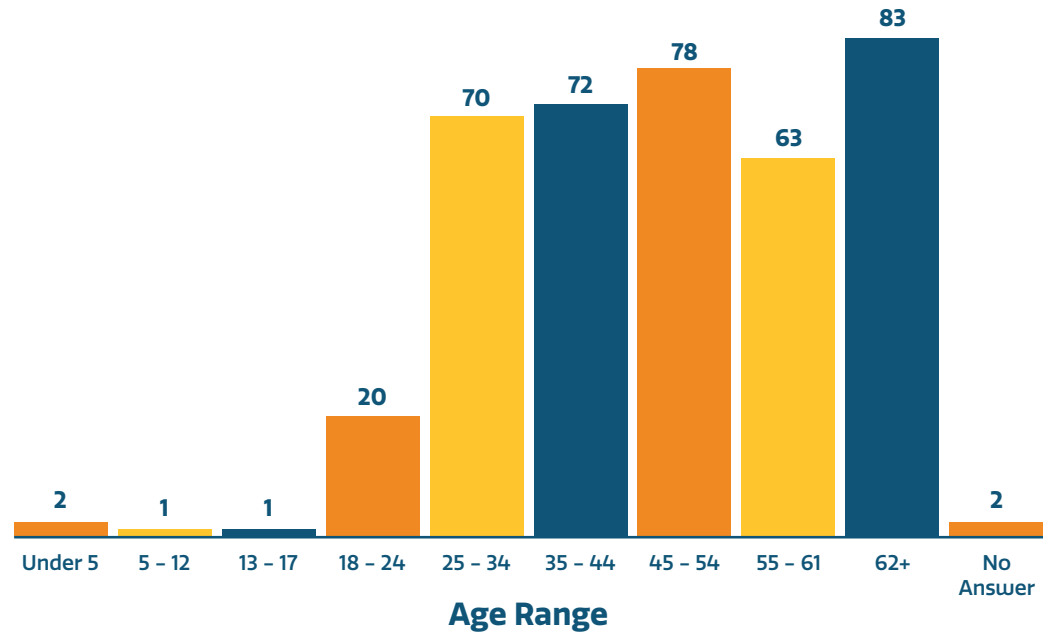
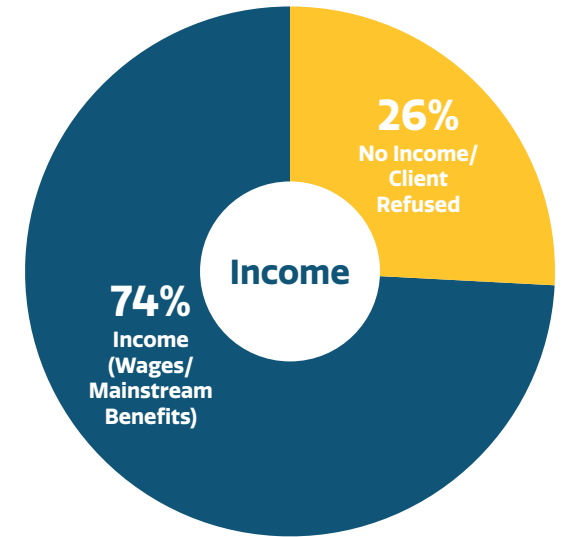
TOTAL ENROLLED: **395**



- 59.44% – Male
- 36.48% – Female
- 2.55% – Trans
- 1.28% – No Answer
- 0.26% – Gender Non-Conforming



- 44.64% – White
- 33.93% – Black
- 11.22% – No Answer
- 4.85% – Asian
- 4.00% – Hispanic
- 3.06% – Multiple Races
- 1.53% – American Indian or Alaska Native
- 0.77% – Native Hawaiian or Other Pacific Islander





Client Financial Assistance

| | |
|--------------------------|---------------------|
| Vehicle Assistance | \$79,526.31 |
| Housing Assistance | \$27,057.83 |
| Other Barrier Assistance | \$5,756.55 |
| Total | \$112,340.69 |

Case Management Outcomes



40%

Exited into Housing



58

Gained Employment/Benefits



316

Developed Housing Stability Plans



512

COVID-19 Health Referrals/Screenings



1,500+

COVID-19 Hygiene Kits/Food Support



Safe Parking LA kept me off the streets, and helped me to stay safe at night. My kids are doing a lot better now that I have a place to stay, thanks to Safe Parking LA.

– JOSEPH

Joseph, Safe Parking LA – National

Joseph is a 35-year-old father of four who enrolled in Safe Parking in December 2020. Joseph became homeless after a difficult separation from his partner. Despite having custody of his children, he felt he had no choice but to send them away while he lived out of his vehicle.

With the help of his case manager, Joseph was able to resolve ongoing legal issues, reduce his debt, and identify an apartment unit that was affordable and spacious enough for his children. Safe Parking LA provided Joseph with move-in assistance to which he responded, "This gives me an opportunity to provide more clothes for my kids...new school supplies for my son." Joseph moved into his apartment in March 2021.



INTERN
TOTAL HOURS:
603



Working with Safe Parking LA has been a true pleasure. I have learned so much about a demographic that is often excluded from our typical idea of homelessness: people experiencing vehicular homelessness. Safe Parking has truly included me in their community and given me a variety of opportunities to utilize my skills in order to make a change.”

– VIDA KEYVANFAR, SERVE THE MOMENT



| Donations | | Units Received |
|---------------|--------------------|----------------|
| | Personal Care | 9,835 |
| | Health/PPE | 2,733 |
| | Clothing | 696 |
| | Pet Care | 262 |
| | Home & Accessories | 137 |
| Totals | | 13,663 |



If I was younger, I could take care of myself, but at 70, it is difficult. Changed my life. If I didn't go to Tiny Homes this summer, maybe I would have died in the car because it was so hot. Saved my life.” – IRAJ

Iraj, SPLA – Vanowen

Iraj, a 71-year-old engineer, has been experiencing homelessness on and off for the last 7 years. He stated that he had been struggling to recover from a difficult divorce and several health issues. Getting back on his feet has been especially challenging as Iraj's green card was revoked during the divorce, leaving him unable to collect SSI.

When he enrolled in Safe Parking LA in March 2021, Iraj's life was cluttered. His vehicle was non-compliant and had not been maintained. Above all, he was discouraged and lacked motivation. Through regular meetings with his case manager, they began setting and accomplishing small goals. Together, they brought his vehicle to full legal compliance and linked up with a legal aid group for his green card renewal. With each met goal, Iraj's confidence and motivation grew. In June 2021, Iraj was accepted into the Tiny Homes Community in Reseda where he will continue working on his goals towards permanent housing.



Yolanda and Luis, SPLA – Vanowen

Yolanda (70) and her husband Luis (68) lost their housing earlier this year when Luis was out of work and Yolanda could not afford to pay their rent on her income alone.

Yolanda and Luis enrolled in Safe Parking LA in February 2021. Shortly after enrolling, they began experiencing car problems. With case management support and financial assistance from Safe Parking LA, Yolanda and Luis resolved their vehicle issues allowing Yolanda to get to work safely. Their case manager also helped the senior couple to identify a suitable retirement community and submit an application. In May 2021, their application was accepted and, with move-in assistance from Safe Parking LA, Yolanda and Luis transitioned into their new home.



People would shine lights in my car to look inside my car. Safe Parking LA was a big help. I no longer felt scared with security watching over me. I finally felt safe.”

– YOLANDA

Rodney and Tennell, SPLA – Edendale

Rodney (51) and his younger brother, Tennell (32), both on disability, enrolled with Safe Parking LA in June 2021. Their car was in serious disrepair and out of compliance. Living on a very limited income, they were unable to address their vehicle issues on their own.

With support from Safe Parking LA's case management team, Rodney and Tennell's vehicle was brought up to full legal compliance. They also received support to identify affordable housing and move-in assistance from Safe Parking LA, and transitioned into their new apartment in October 2020. Rodney described the process of working with Safe Parking LA as "...if the fallen dominoes were being lifted and the momentum had finally shifted in the other direction."



Safe Parking LA helped us through a bad situation. We were out there. But God came through, you came through, and now we have an apartment.”

– RODNEY





Thank you. Safe Parking LA is grateful to the donors who have supported us over the last year. Together we will support people experiencing vehicular homelessness in their journey to becoming housed.

Our Funders

California Community Foundation

City of Beverly Hills

Conrad N. Hilton Foundation

Farmers Insurance

Goldhirsch Foundation

Jewish Community Foundation

Los Angeles Homeless Services Authority

Mayor's Fund for Los Angeles

Ralph M. Parsons Foundation

Saint John's Community Foundation

SAM Initiative Grant

Skylight Foundation Grant

Tech SGT Jack Kushner Ret'd Foundation

The Ahmanson Foundation

The Charles H. Stout Foundation

United Way

Streets with Parking Restrictions

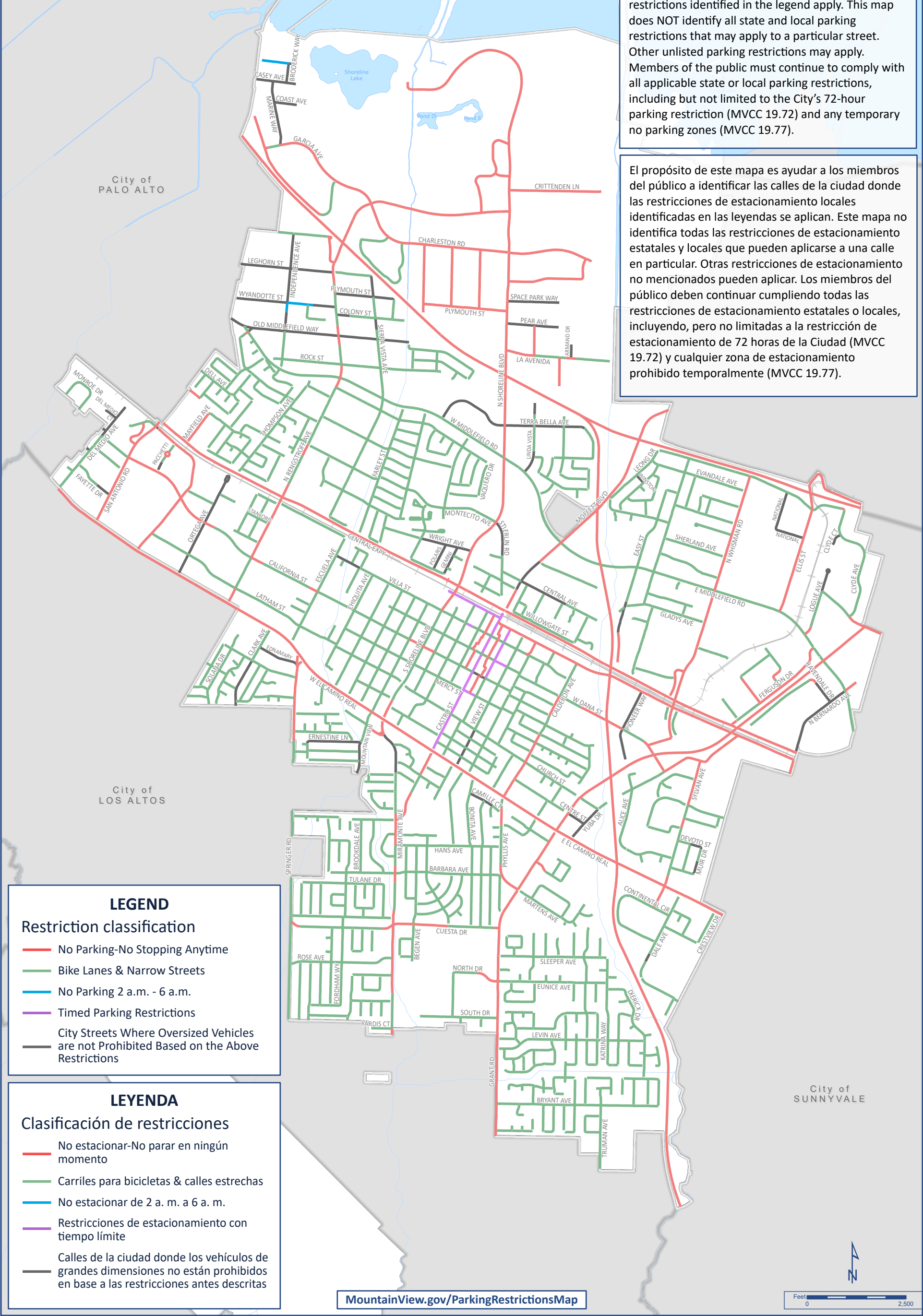
Calles con restricciones de estacionamiento



Effective September 1, 2022
Efectivo el 1 de septiembre de 2022

The purpose of this map is to help members of the public identify city streets where the local parking restrictions identified in the legend apply. This map does NOT identify all state and local parking restrictions that may apply to a particular street. Other unlisted parking restrictions may apply. Members of the public must continue to comply with all applicable state or local parking restrictions, including but not limited to the City's 72-hour parking restriction (MVCC 19.72) and any temporary no parking zones (MVCC 19.77).

El propósito de este mapa es ayudar a los miembros del público a identificar las calles de la ciudad donde las restricciones de estacionamiento locales identificadas en las leyendas se aplican. Este mapa no identifica todas las restricciones de estacionamiento estatales y locales que pueden aplicarse a una calle en particular. Otras restricciones de estacionamiento no mencionados pueden aplicar. Los miembros del público deben continuar cumpliendo todas las restricciones de estacionamiento estatales o locales, incluyendo, pero no limitadas a la restricción de estacionamiento de 72 horas de la Ciudad (MVCC 19.72) y cualquier zona de estacionamiento prohibido temporalmente (MVCC 19.77).



LEGEND

Restriction classification

- No Parking-No Stopping Anytime
- Bike Lanes & Narrow Streets
- No Parking 2 a.m. - 6 a.m.
- Timed Parking Restrictions
- City Streets Where Oversized Vehicles are not Prohibited Based on the Above Restrictions

LEYENDA

Clasificación de restricciones

- No estacionar-No parar en ningún momento
- Carriles para bicicletas & calles estrechas
- No estacionar de 2 a. m. a 6 a. m.
- Restricciones de estacionamiento con tiempo límite
- Calles de la ciudad donde los vehículos de grandes dimensiones no están prohibidos en base a las restricciones antes descritas

MountainView.gov/ParkingRestrictionsMap



For information only. The City of Mountain View does not warrant the accuracy of the information contained herein.
tmview\data\Cities\GIS\Departments\T\Users\E\Savage\2022 - RoadRestrictions\2022 - Streets with Parking Restrictions\082222.aprx [2022_08_22 Streets with Parking Restrictions - English and Spanish]. last saved on 8/24/2022 at 2:22 PM