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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

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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



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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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", is written over the printed name and title.

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 ENCAMPMENTS-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

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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FESIA A. DAVENPORT
Chief Executive Officer

August 12, 2022

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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.

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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
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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
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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

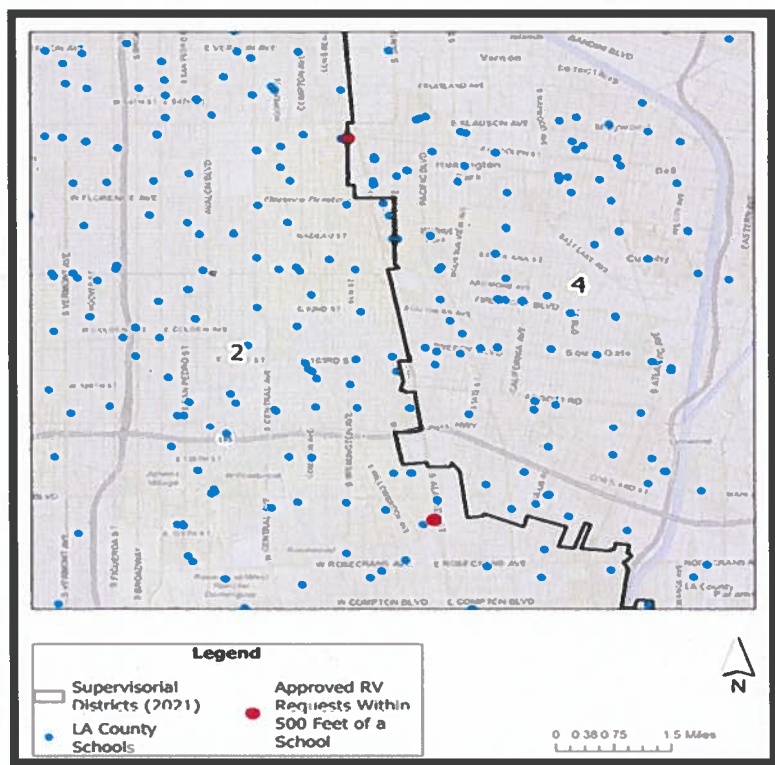
RV Encampment Location	School Within 500 ft.	Outcome
Alley across 2620 E. 133rd (N/of Address) and runs East to West across from 2508 E.133rd St.	Jefferson Elementary School	Request Resolved
North side Marengo Street between City Terrace Dr and West of Ditman Ave, near City/County boundary line	Harrison 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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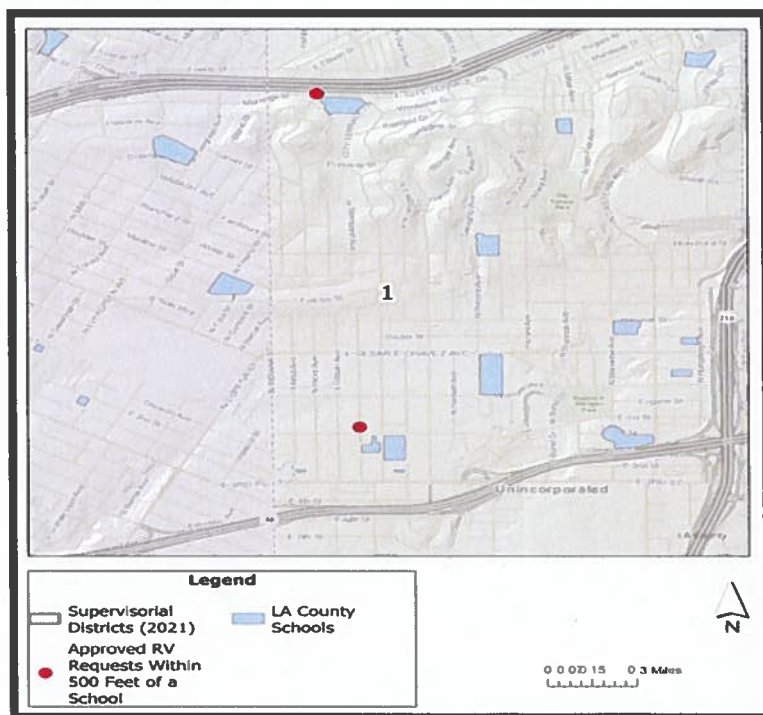
RV Encampments Identified in HEARS

*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 Continuum 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

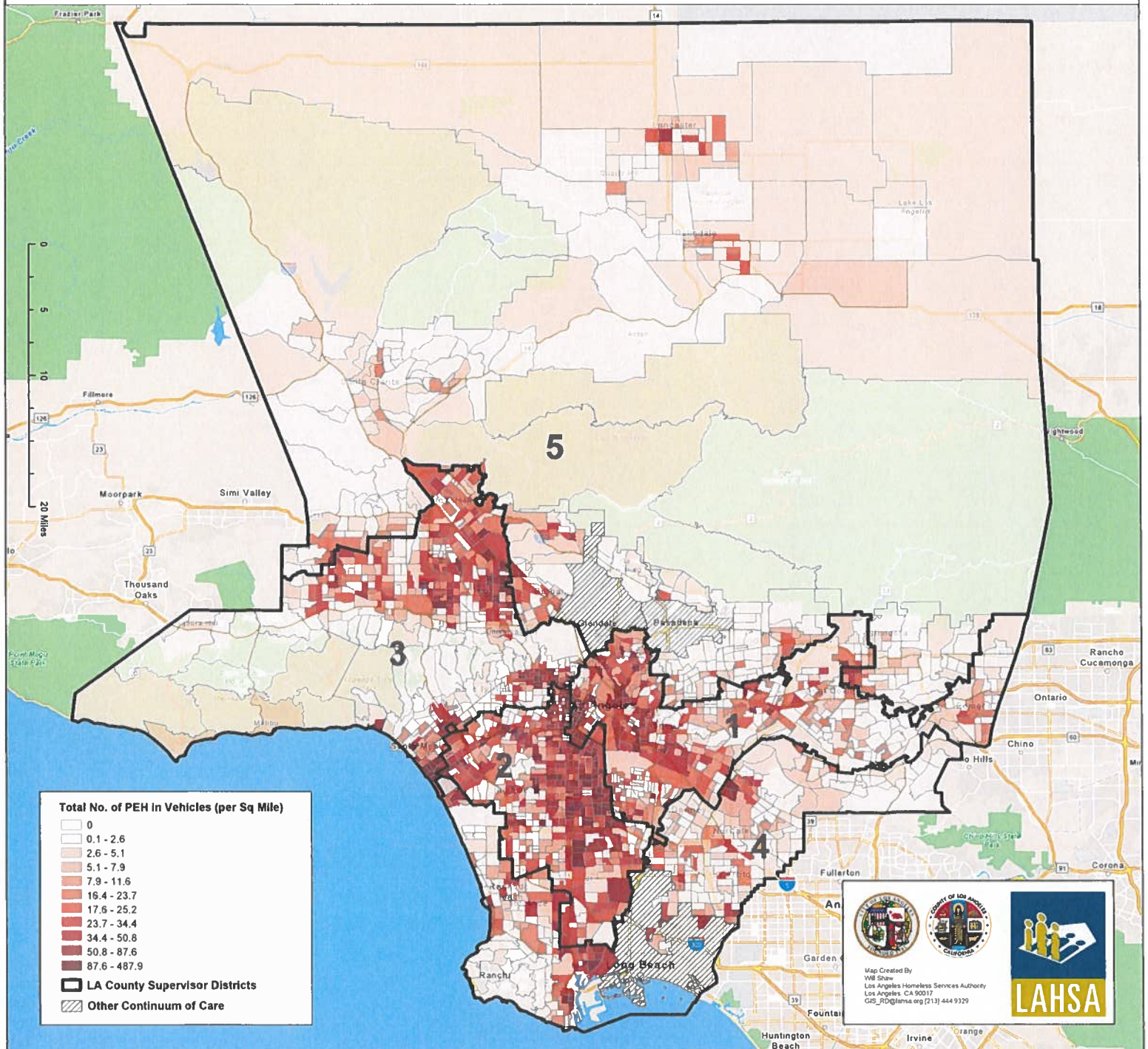
Appendix VI - Department of Public Health Response to Board Motion

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



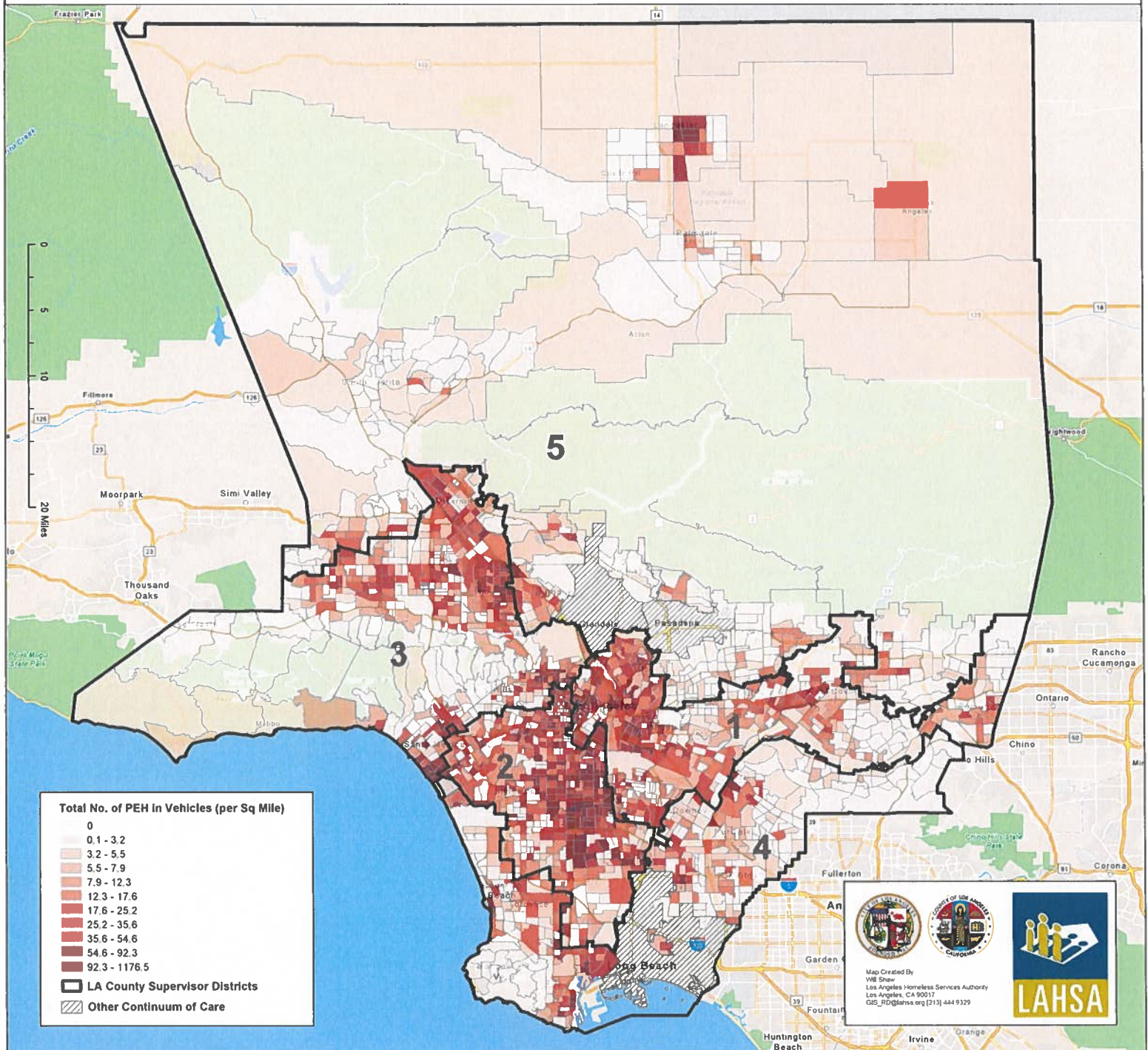
Persons experiencing homelessness (PEH) include those living in cars, vans, or recreational vehicles/campers. The data represented in the map was collected during the 2020 Point-In-Time Homeless Count and is represented at the Census Tract level. Census Tracts are statistical subdivisions of a county 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

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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

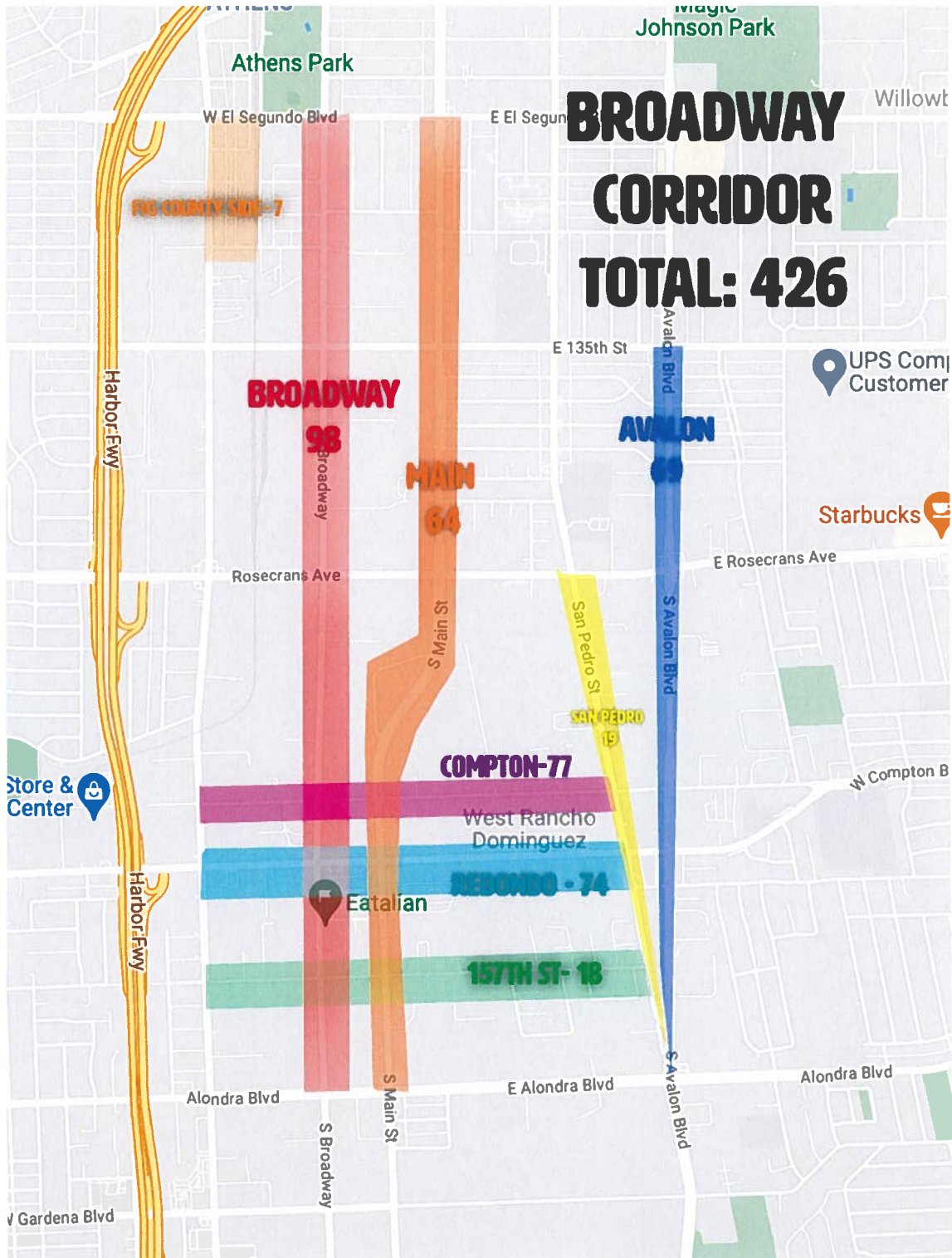


CRIME	AREA	2020	2021	PERCENT CHANGE
CRIMINAL HOMICIDE	Compton	22	36	63.64%
	Unincorporated	4	9	125.00%
	Station Total	26	45	73.08%
RAPE	Compton	48	37	-22.92%
	Unincorporated	13	7	-46.15%
	Station Total	61	44	-27.87%
ROBBERY	Compton	284	237	-16.55%
	Unincorporated	66	59	-10.61%
	Station Total	350	296	-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**

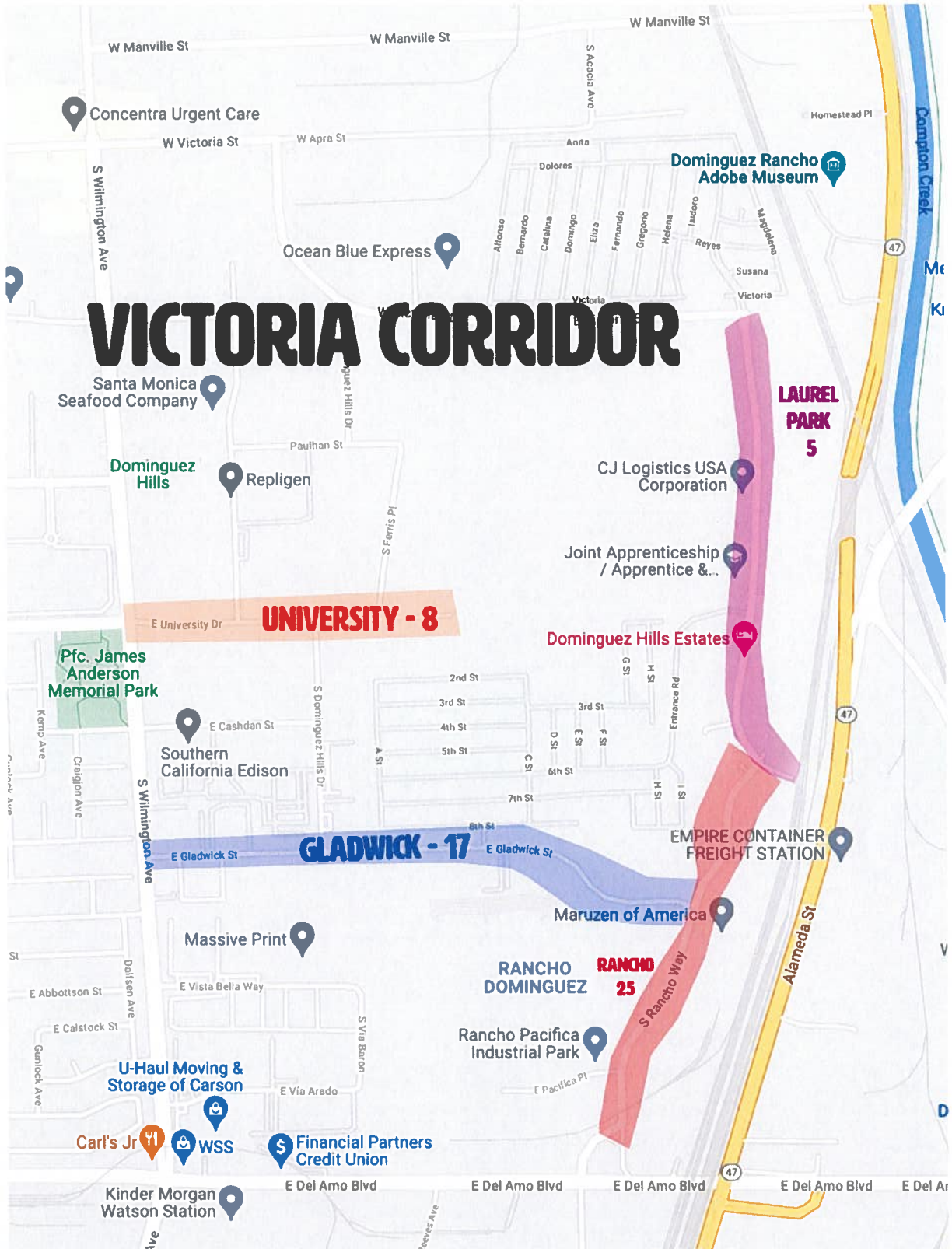
Part I Crimes: 2021 vs 2020

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 Saybrook 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

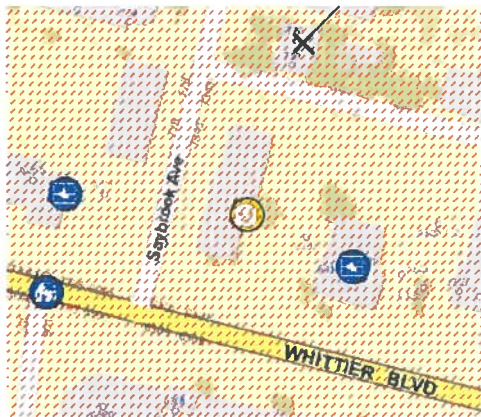
NO DATA AVAILABLE FROM LASD, MONTEREY PARK PD AREA

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

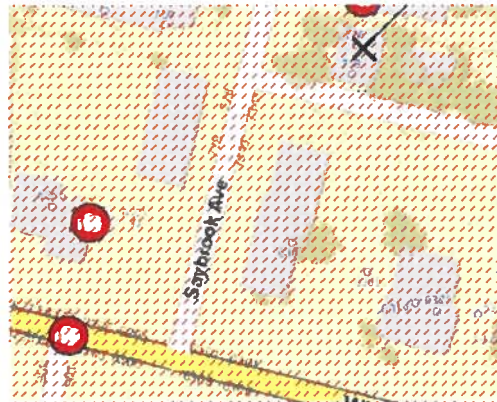
LOCATION 2- Next to 756 Saybook north of Whittier Blvd.

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



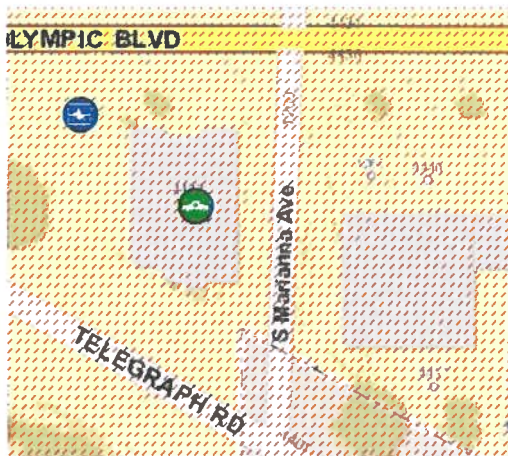
2020



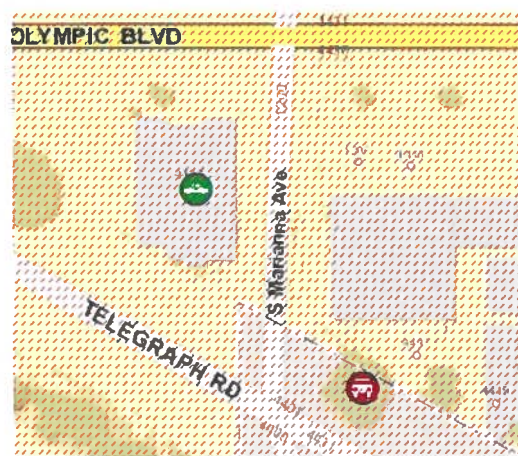
LOCATION 3 - Marianna Ave between Telegraph and Olympic Bl

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



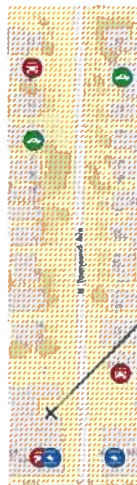
2020



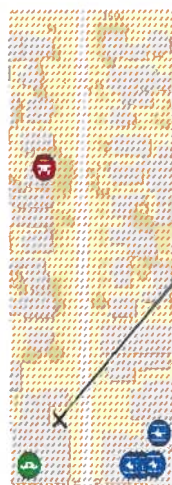
LOCATION 4 -117 N Townsend Ave, just north of 1st Street

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



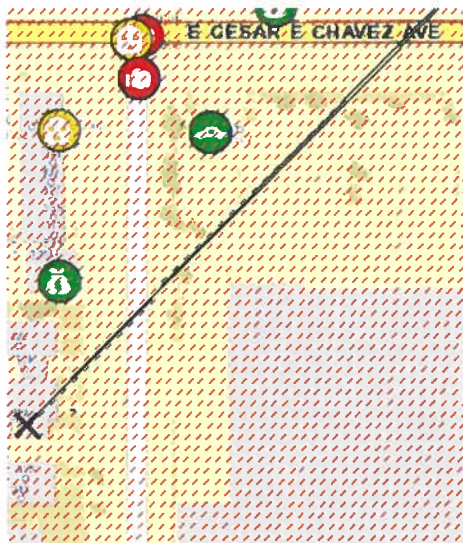
2020



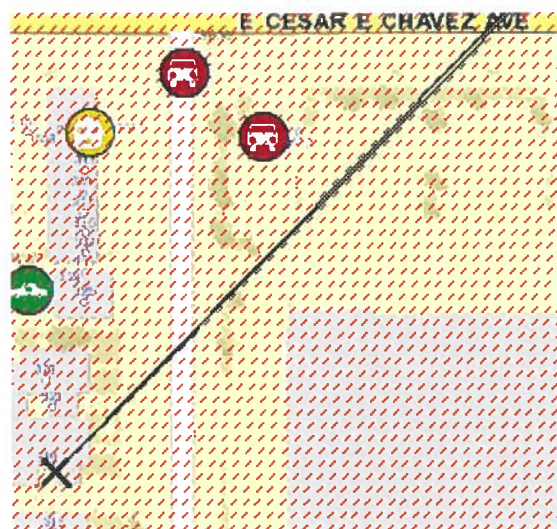
LOCATION 5 - Across from 319 N Rowan Ave south of E Cesar E Chavez Ave. East side Rowan next to supermarket.

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



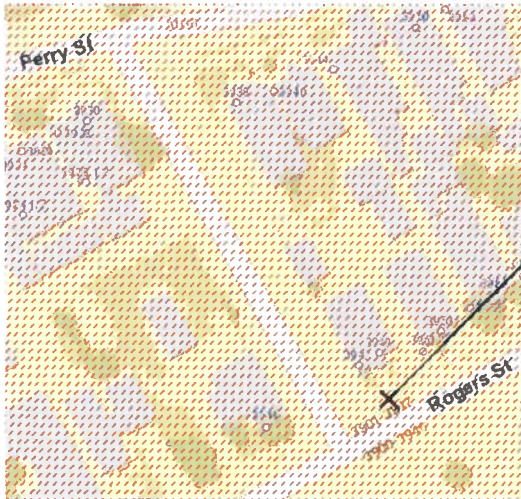
2020



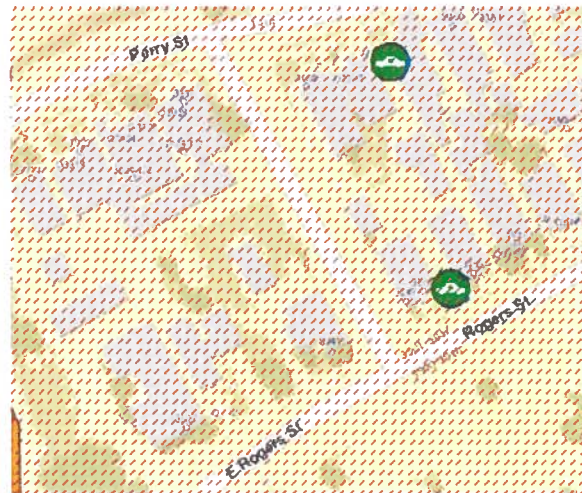
LOCATION 6 - Knowles at Rogers

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

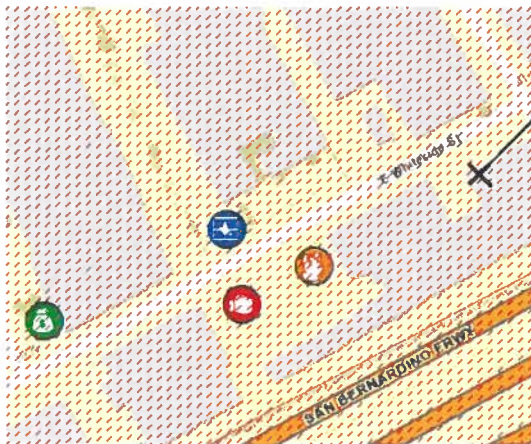
Source: CrimeView Desktop

Criteria: Primary Offense, Part I crimes

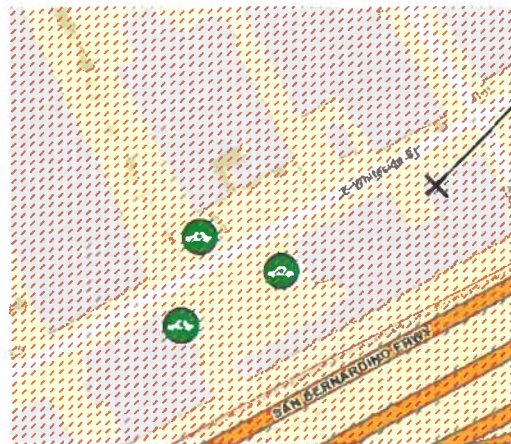
LOCATION 7 - Across from 4040 Whiteside St in Industrial area of City Terrace

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

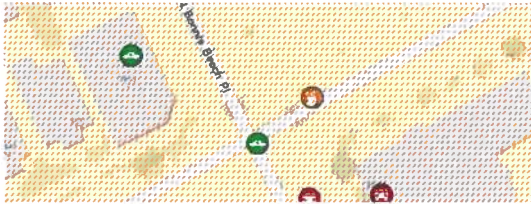
Source: CrimeView Desktop

Criteria: Primary Offense, Part I crimes

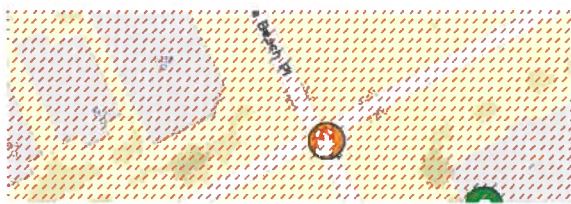
LOCATION 8 - Bonnie Beach at Whiteside

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



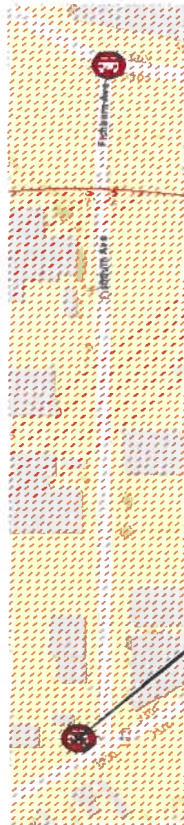
2020



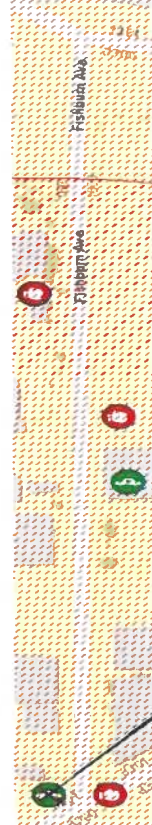
LOCATION 9 - Fishburn Ave between Medford / Fowler

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

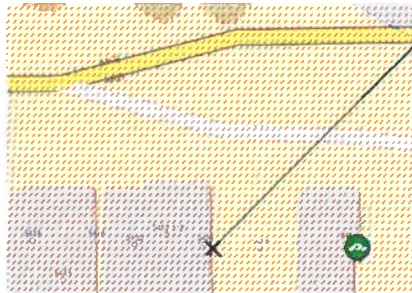
Source: CrimeView Desktop

Criteria: Primary Offense, Part I crimes

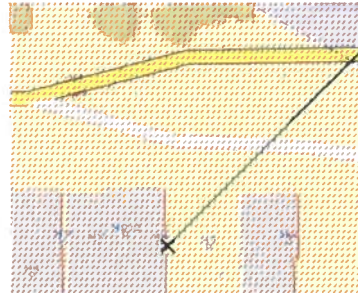
LOCATION 10 – 5456 Pomona Blvd. Across the street.

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



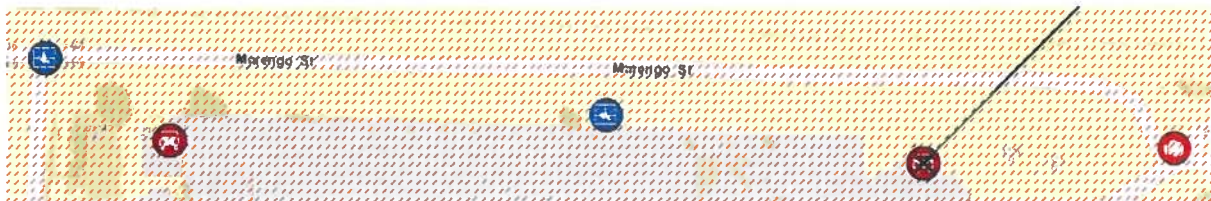
2020



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



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



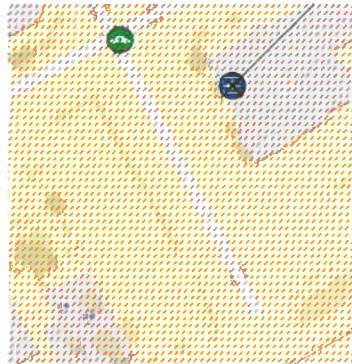
2020



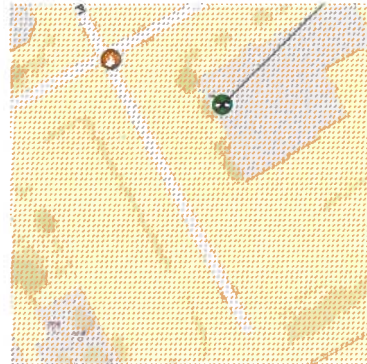
LOCATION 13 - Whiteside at Bonnie Beach Pl - cul-de-sac

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



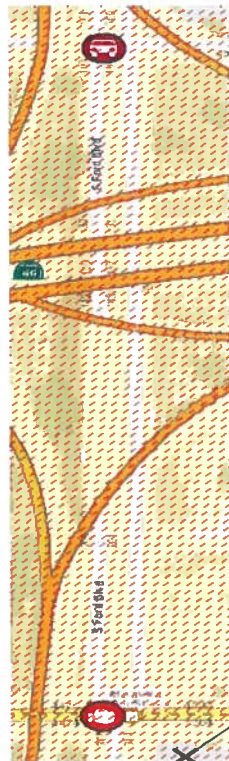
2020



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%

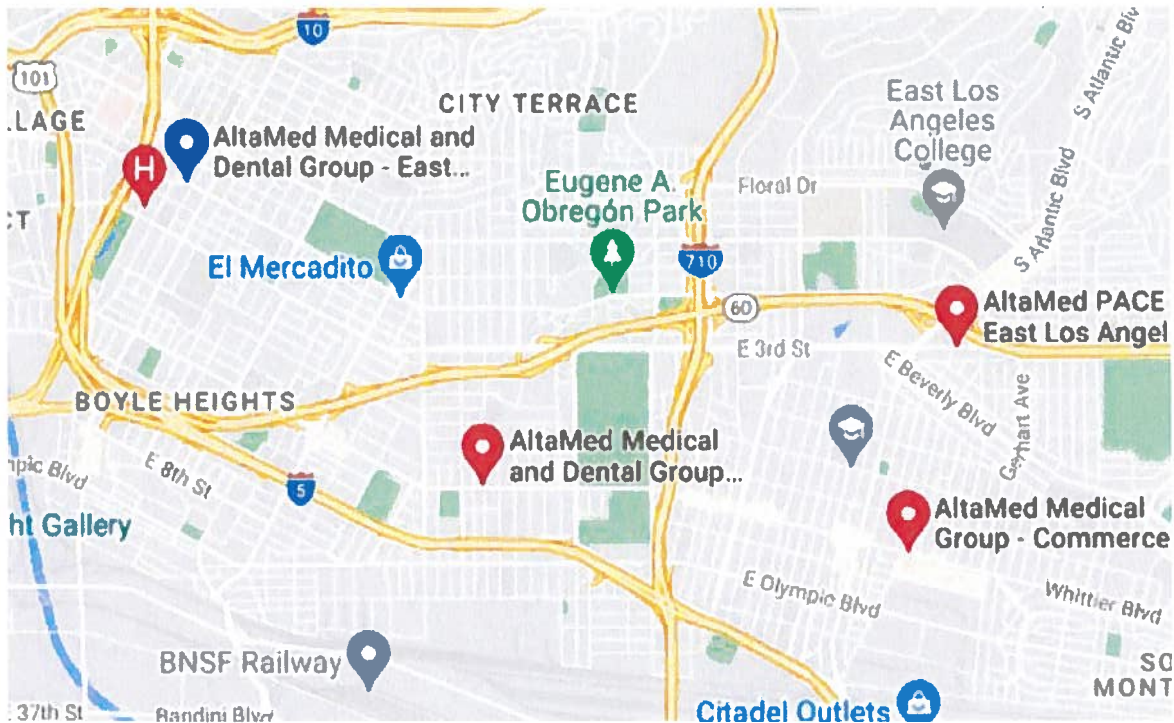
2021



2020



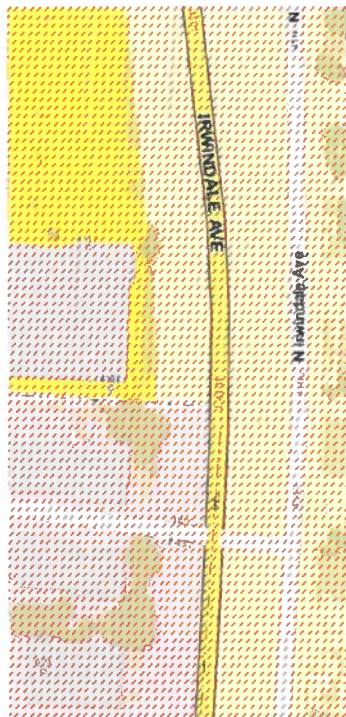
LOCATION 15 - 6 RV's obstructing view of oncoming traffic for patrons of the AltaMed facility. **UNABLE TO DETERMINE EXACT LOCATION**



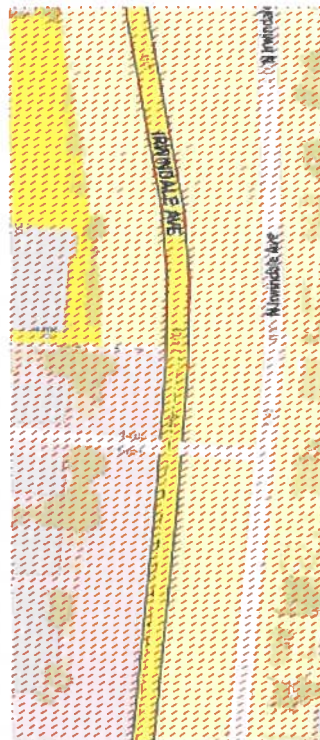
LOCATION 16 – 15906 E. San Bernardino Rd. Covina, CA 91722 In front of the Church on the Irwindale Ave. side.

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 Sweepiing 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 Almeda St. & Laurel St.	1. 96TH ST N/S, B/W LAUREL ST AND ALAMEDA ST PROHIBIT PARKING FOR STREET SWEEPING PURPOSES, B/W 11A-3P, THURSDAY ONLY ; N/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 AVALON BLVD B/W 6:30A-8AM, SATURDAYS & SUNDAYS EXCEPTED; PARKING PROHIBITION - SAN PEDRO ST W/S, B/W REDONDO BEACH BLVD - 240 FT S/O AVALON BLVD B/W 6:30A-8AM, SATURDAYS & SUNDAYS EXCEPTED 2. NO 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

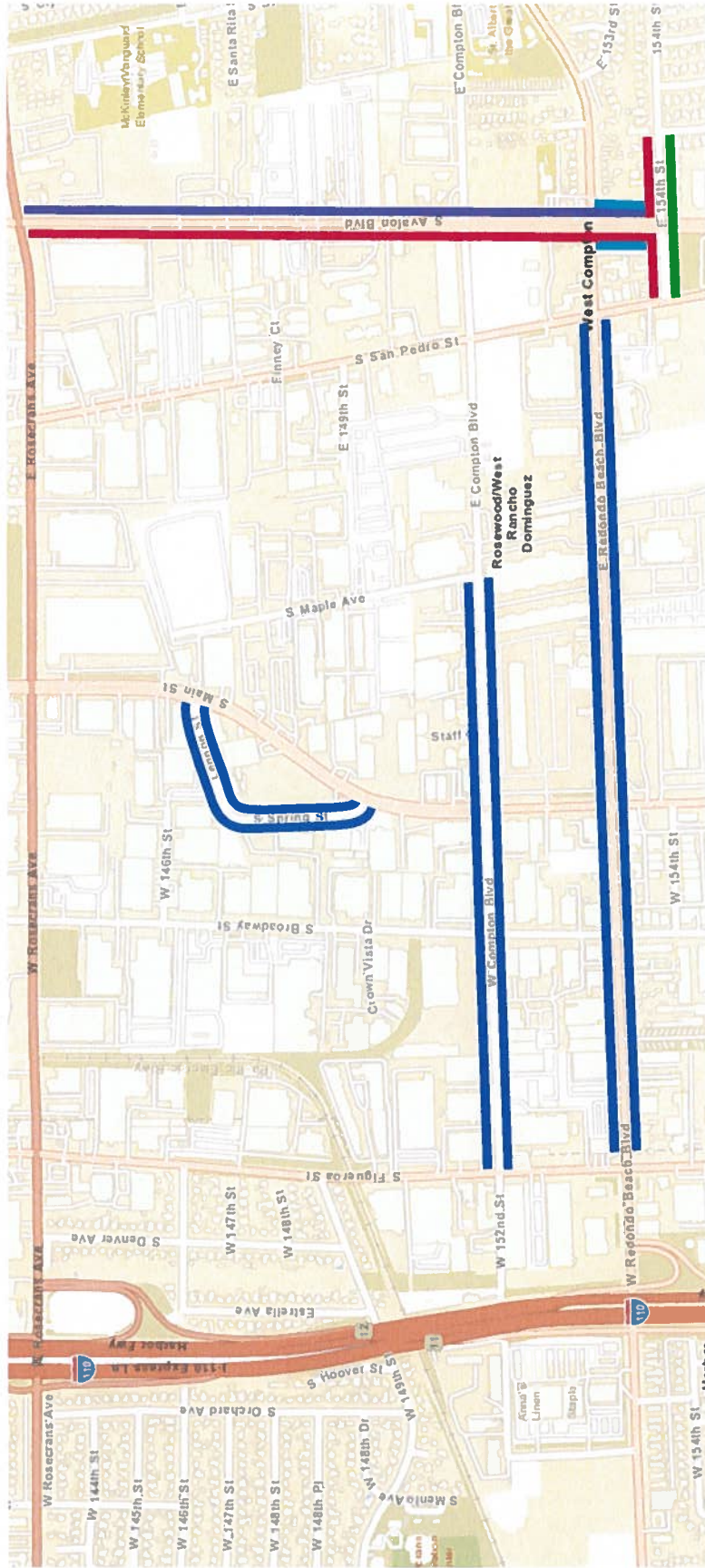
- Townsend Avenue between Michigan and 3rd Street
- Rowan Avenue between Cesar Chavez and 1st Street
- Ford Boulevard between 1st Street and 3rd Street

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



154th Street

- No Parking 9am to 11am - Wednesdays Only - Street Sweeping
- No Parking 9am to 11am - Thursdays Only - Street Sweeping

Avalon Boulevard

- No Parking 8am to 10am - Wednesdays Only - Street Sweeping
- No Parking 9am to 11am - Thursdays Only - Street Sweeping
- 2-Hour Parking 7am to 6pm - Everyday, Saturday and Sunday Excepted

Lennon Street

- No Parking 3am to 5am - Wednesdays Only - Street Sweeping

Spring Street

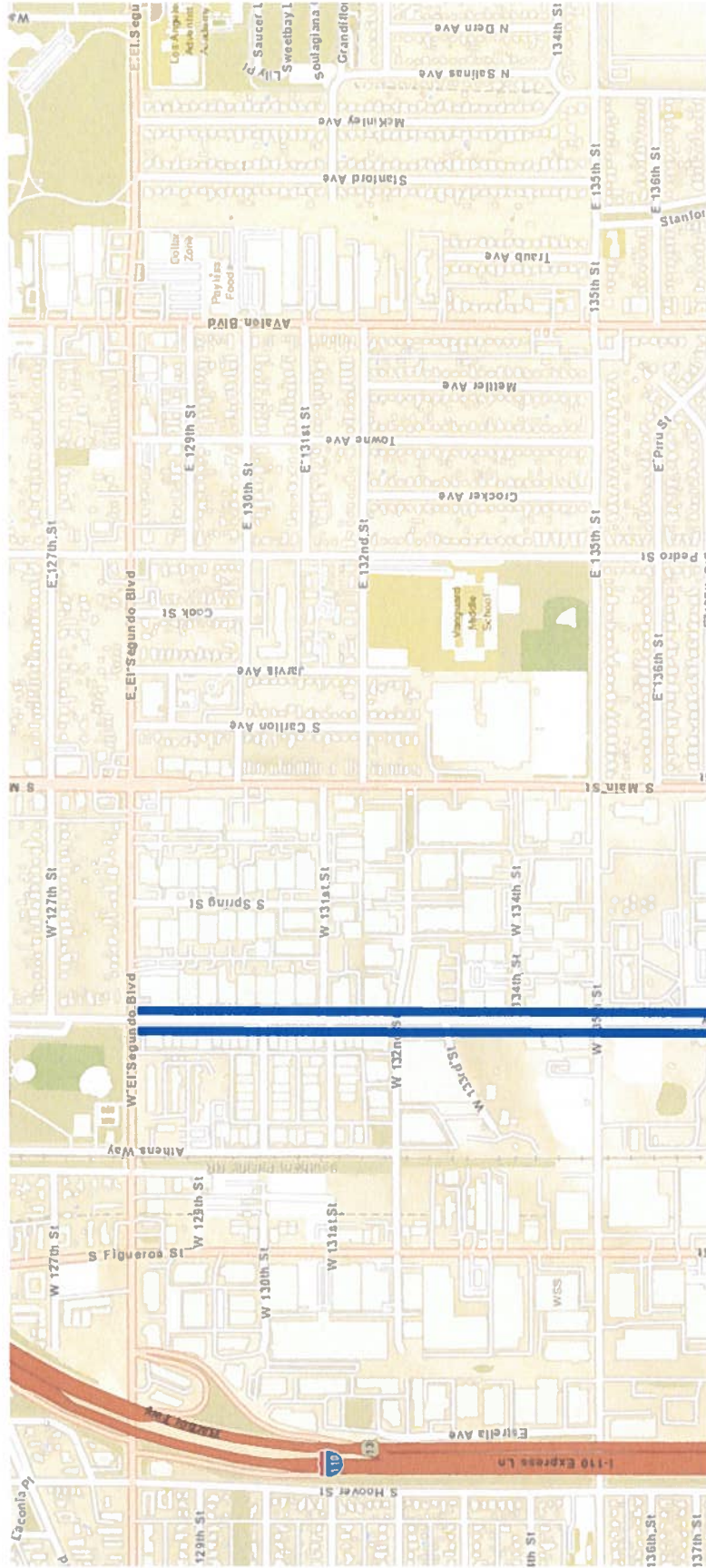
- No Parking 3am to 5am - Wednesdays Only - Street Sweeping

Redondo Beach Boulevard

- No Parking 3am to 5am - Wednesdays Only - Street Sweeping

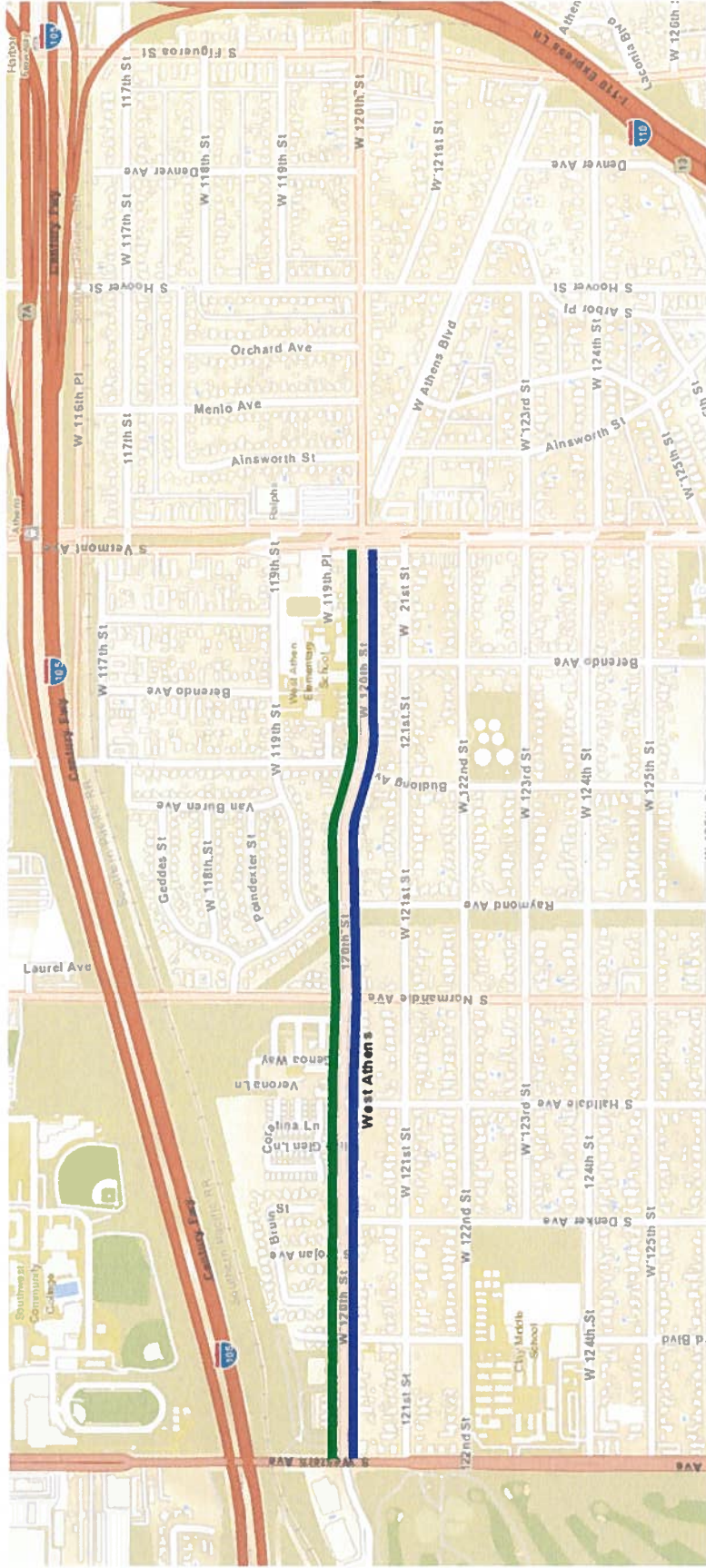
Compton Boulevard

- No Parking 3am to 5am - Wednesdays Only - Street Sweeping



Broadway

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

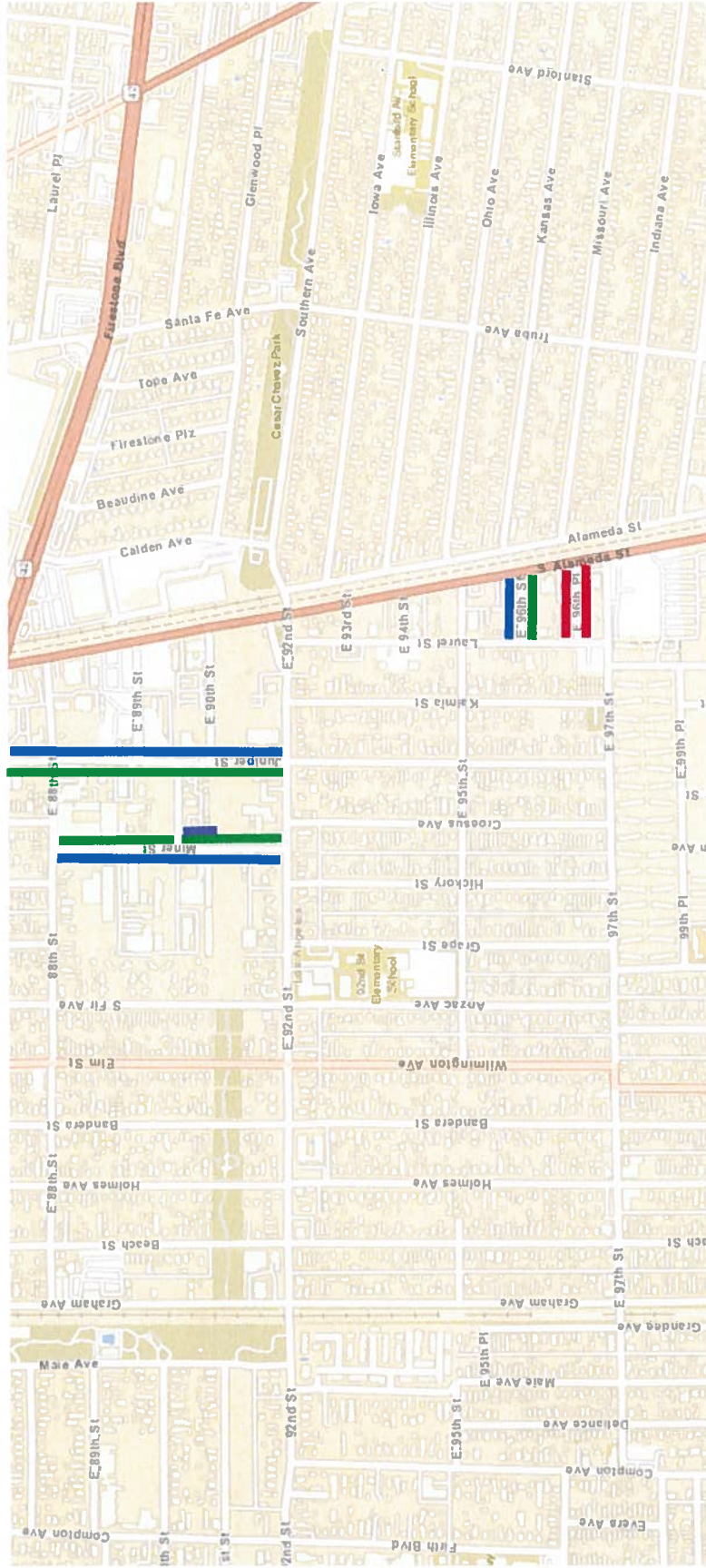


120th Street

- No Parking 9am to 11am - Mondays Only - Street Sweeping
- No Parking 11am to 1pm - Tuesdays Only - Street Sweeping



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

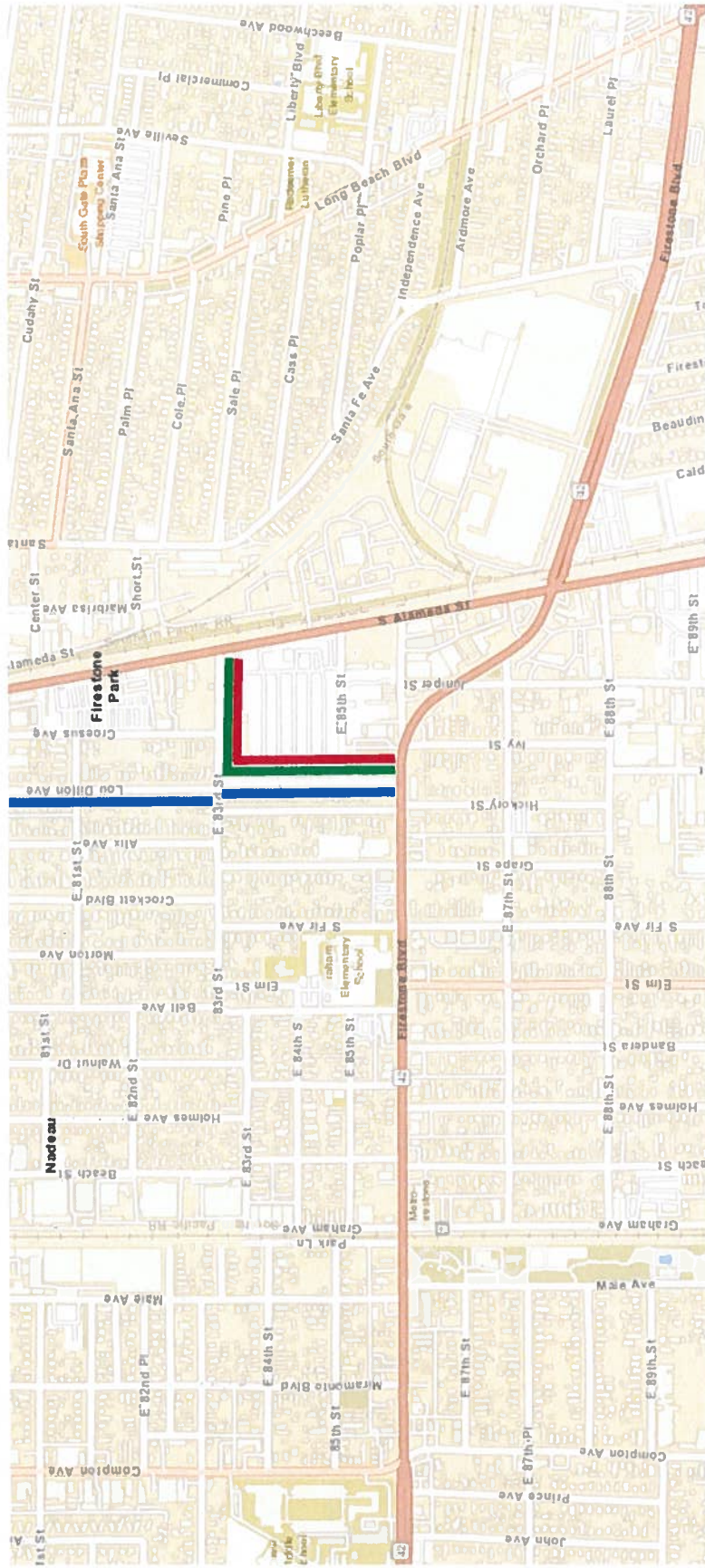
- No Parking 11am to 3pm - Thursdays Only - Street Sweeping
- No Parking 8am to Noon - Fridays Only - Street Sweeping

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

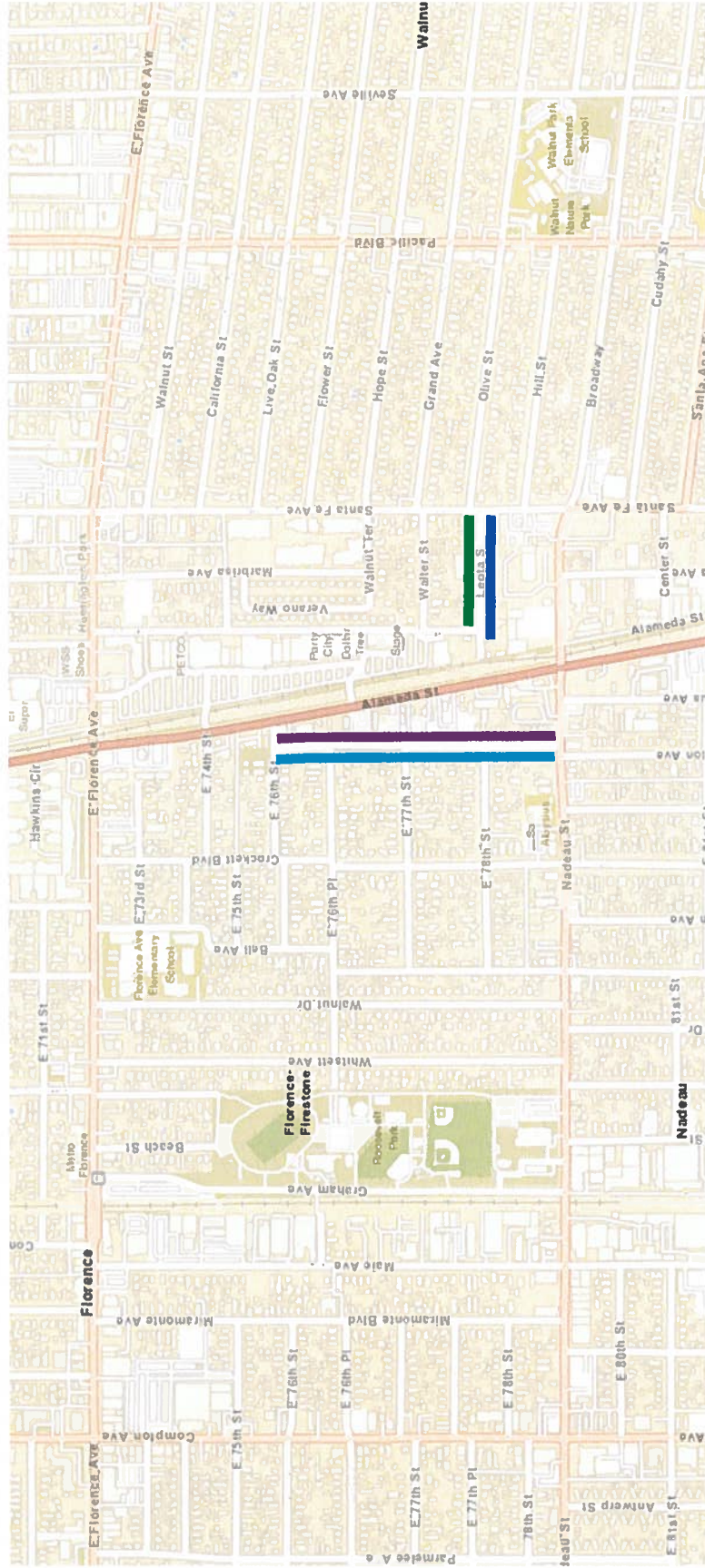


Lou Dillon Avenue

- 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

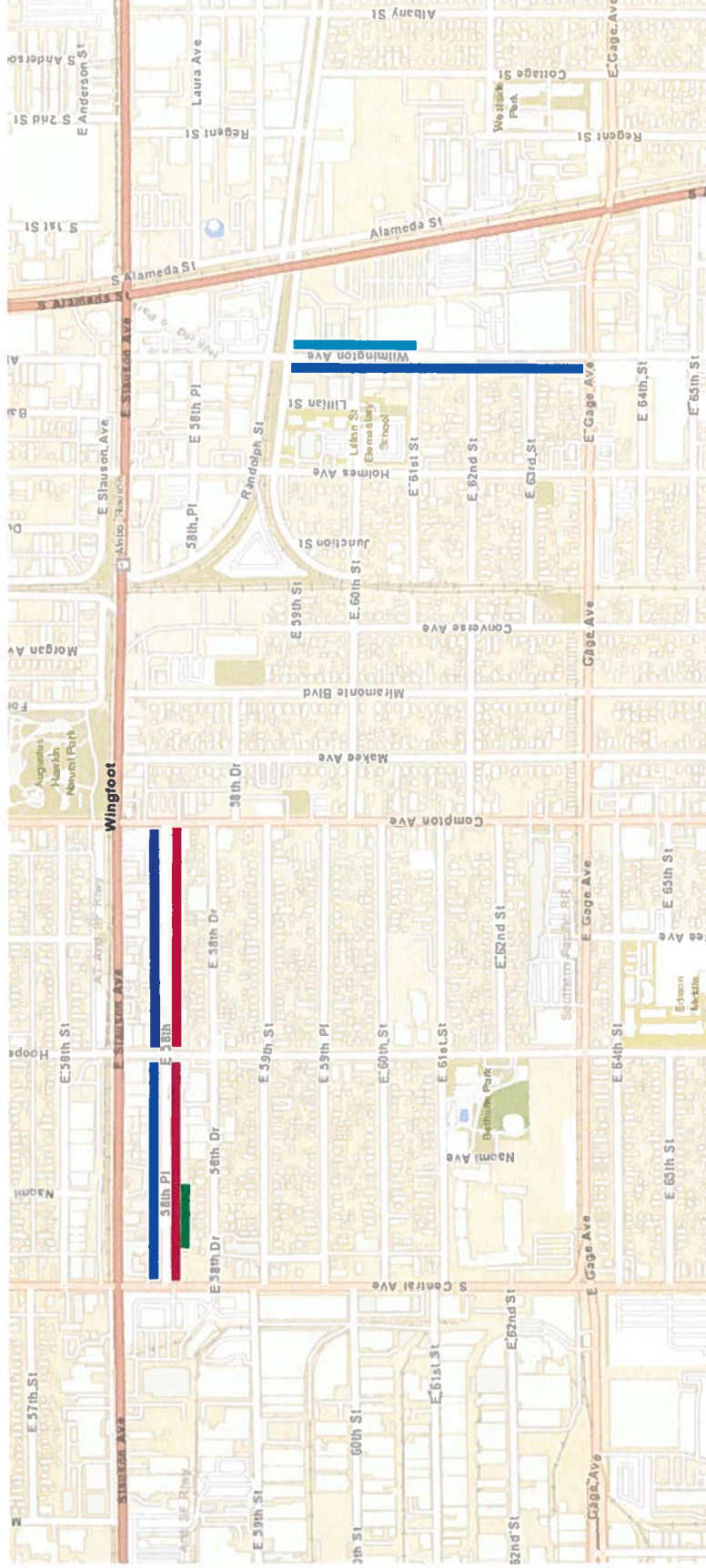


Leota Street

- 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

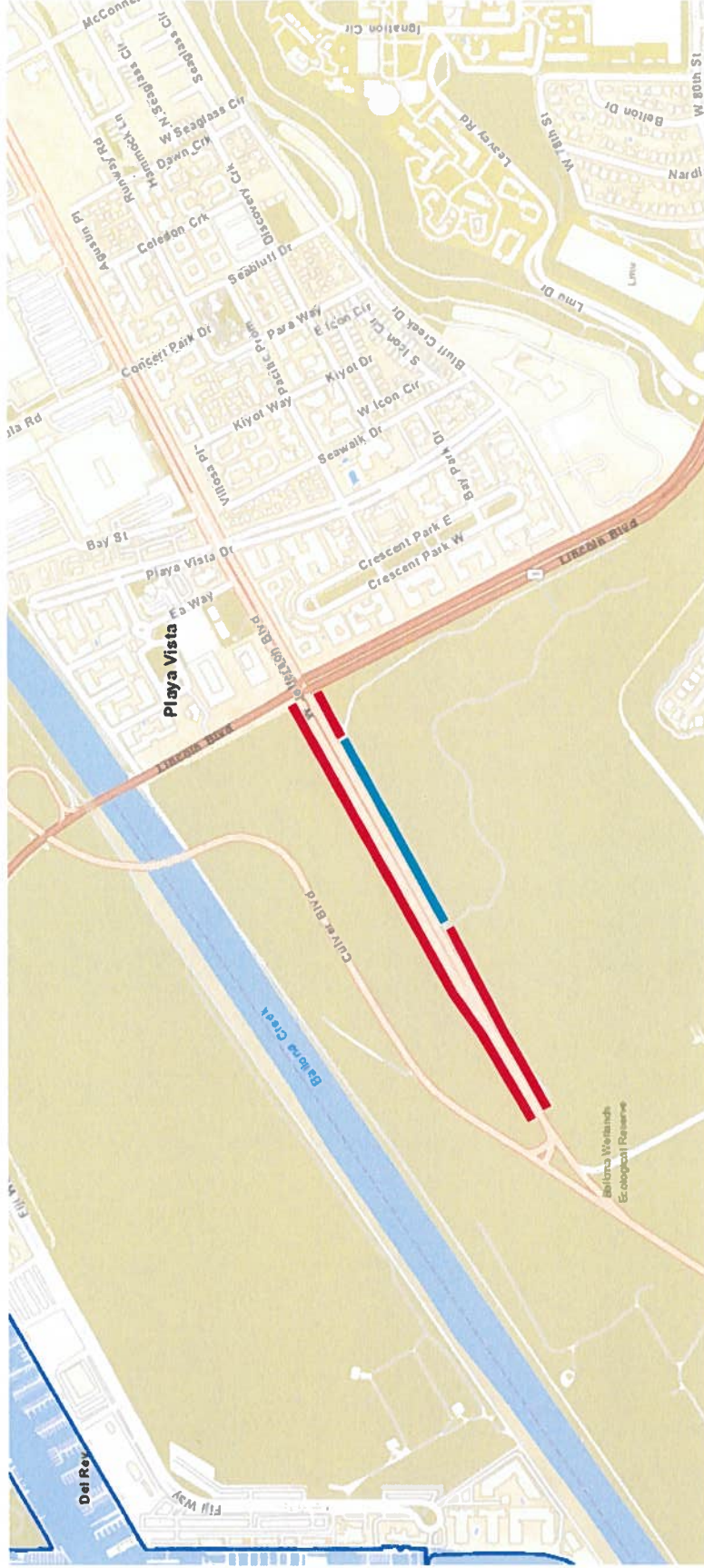


58th Place

- 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)



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", is written over the printed name and title.

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.

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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 ENCAMPMENTS-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.



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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

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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



Chief Executive Office.

COUNTY OF LOS ANGELES

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CHIEF EXECUTIVE OFFICER

Fesia A. Davenport

April 11, 2023

To: Supervisor Janice Hahn, Chair
Supervisor Hilda L. Solis
Supervisor Holly J. Mitchell
Supervisor Lindsey P. Horvath
Supervisor Kathryn Barger

From: Fesia A. Davenport
Chief Executive Officer

ADDRESSING RV ENCAMPMENTS DURING COVID-19 RECOVERY (ITEM NO. 3, AGENDA OF JANUARY 11, 2022) AND ESTABLISHING A COUNTYWIDE RV ENCAMPMENT PILOT PROGRAM (ITEM NO. 15, AGENDA OF SEPTEMBER 13, 2022)

On September 13, 2022, the Board of Supervisors (Board) directed the Chief Executive Office - Homeless Initiative (CEO-HI) to consult with the Directors of Public Works (DPW), Public Health (DPH), Regional Planning (DRP), Health Services (DHS), and the Acting Director of Mental Health (DMH) 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 provide an updated assessment of Recreational Vehicle (RV) encampments, and options for expanding the RV encampment program. This motion supersedes a January 11, 2022, motion that requested the CEO-HI to provide recommendations on how to address RV encampments strategically and thoughtfully during the COVID-19 recovery. A report to the January 2022 motion was submitted on August 12, 2022.

This report will provide responses to the following directives from the September 13, 2022, motion:

1. Instruct the CEO-HI to consult with the Directors of DPW, DPH, DRP, DMH, and DHS, in coordination with LASD, VHOP, and LAHSA, to report back with an implementation plan for a 36-month pilot RV program.
2. Instruct the Executive Director of CEO-HI to work in partnership with the Directors of DPW, DPH, DRP, DMH, and DHS to include a recommended project budget and funding sources in the implementation plan for the RV encampment pilot program with success measures and deliverable goals.
3. Instruct CEO-HI and CEO Legislative Affairs and Intergovernmental Relations to help secure State and Federal dollars for the 36-month RV encampment pilot program by advocating through the annual State and Federal budget processes and applying for existing State and Federal grant opportunities created to support such programs as the RV encampment pilot program. This includes the



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U.S. Department of Housing and Urban Development's 2022 Special Notice of Funding Opportunity to Address Unsheltered and Rural Homelessness, which is being coordinated locally by LAHSA, as well as Congress' Congressionally Directed Spending Requests.

4. Instruct the Director of DPH to report back with recommendations to employ sustainable solutions for proper disposal of waste to assist persons experiencing homelessness living in RVs, including mobile disposal of RV waste during the 36-month pilot project.
5. In support of the pilot project referenced in the 2nd directive, instruct the Director of DPW to collaborate with LASD and County Counsel to execute a contract to support the removal and dismantling of at least 900 impounded RVs in accordance with established County protocol for people living in RVs and abandoned RVs.
6. Instruct the Director of DPW in consultation with the Director of the Department of Arts and Culture to collaborate with an Artist in Residence program to support creative and low-cost beautification interventions in hot spot areas to deter re-population of RV encampments.
7. Instruct the Director of DPW to collaborate with the State on the pursuit of beautification grant funding, including but not limited to, Clean California.
8. Direct the Executive Director of CEO-HI to engage Service Planning Area leads for input in the implementation plan for the RV encampment pilot program.
9. Direct the Executive Director of CEO-HI to engage with the Council of Governments and cities to develop a framework for participation and partnership in the Countywide RV encampment pilot program.

Responses to Board Directives

Attachment I addresses Directive Nos. 1 and 2, which provides a plan for a 36-month pilot RV program, an estimated annual budget, and one-time costs. Attachment II provides responses to Directive Nos. 3-9.

The CEO-HI estimates that the RV Encampment Pilot program will require a \$21.8 million 12-month annual budget, with one-time costs of \$1.8 million. This estimated budget only includes funding for one safe parking site (the Motion requested at least one RV safe parking site for each Supervisorial District) and does not include RV storage lots for temporary storage prior to RV dismantling.

On February 7, 2023, the CEO-HI requested, and the Board approved \$7.0 million for the RV Encampment Pilot program for Fiscal Year 2023-24. The CEO-HI identified an additional \$6.0 million of Measure H underfund for this effort that will be included in an upcoming budget phase for the Board's approval. The \$13.0 million in identified funding is short of the estimated \$21.8 million of the 12-month annual operating funding needed; however, the first year will be a start-up year and will most likely not need the entire estimated amount. The initial \$13.0 million will allow the RV Encampment Pilot program to launch in May 2023.

The CEO-HI will be submitting an application to the State Encampment Resolution Funding (ERF-2) grant in April 2023 for additional funding to support the RV Encampment Pilot program. In addition, the CEO-HI will be proposing funding recommendations to the Board to support the County's declaration of emergency on homelessness, which will include funding to support the RV Encampment Pilot program. To achieve the goals of engaging 500 people and dismantling 300 inoperable RVs annually for three years, a significant amount of additional funding will be needed. CEO-HI will continue to work to identify additional funding sources as well as aligning existing resources to support the RV Encampment Pilot program.

Next Steps

- Based on RV hotspot data and existing RV engagement infrastructure, the initial launch of the RV Encampment Pilot program will begin in the Rosewood/Gardena community. Priority tasks to be completed prior to the initial launch include identifying a non-Measure H funding source for LASD HOST and securing an RV impound/storage site near the Rosewood/Gardena community. Projected launch is expected by May 2023.
- Lessons learned from the initial launch will inform how the other RV encampments across the County will be addressed and prioritized. Expansion of the RV Encampment Pilot program is projected for Summer 2023.
- The CEO-HI will assess the initial launch of the RV Encampment Pilot program to help inform any necessary revisions/updates to the RV encampment protocol, services, staffing, and budget.

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

FAD:JMN:CT
JR:RM:ns

Attachments

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

Thirty-Six Month Countywide Recreation Vehicle Encampment Resolution Pilot Program for Los Angeles County

INTRODUCTION

On September 13, 2022, the Board of Supervisors (Board) instructed the Chief Executive Office-Homeless Initiative (CEO-HI) to consult with the Departments of Public Works (DPW), Public Health (DPH), Regional Planning (DRP), Health Services (DHS), and Mental Health (DMH), in coordination with the Los Angeles Sheriff's Department (LASD), the St. Joseph Center Vehicular Homeless Outreach Program (VHOP) and the Los Angeles Homeless Services Authority (LAHSA), to: 1) develop an implementation plan for a 36-month Recreational Vehicle (RV) Encampment Resolution Pilot (ERP) program, and 2) recommend a project budget and funding sources for the RV ERP.

On January 10, 2023, the Board voted to proclaim a State of Emergency (SOE) for homelessness in the County of Los Angeles (County). Under the SOE, the County is focusing on three missions: 1) encampment resolution, which seeks to reduce unsheltered homelessness using a systematic approach conducted in partnership with local jurisdictions; 2) housing which is focused on increasing interim and housing placements; and 3) providing mental health and substance use disorder services to unsheltered and sheltered people experiencing homelessness at the level needed to meet their needs. As the County rolls out more resources to support the three SOE missions, the CEO-HI will seek to align more resources with the RV ERP.

DIRECTIVE NO. 1: IMPLEMENTATION PLAN FOR A 36-MONTH PILOT RV PROGRAM

Since September 2022, the CEO-HI has been convening a workgroup consisting of representatives from DPW, DPH, DRP, DHS, DMH, LASD, County Counsel, VHOP, LAHSA, and the Department of Arts and Culture to develop the implementation plan for the RV ERP and recommended budget. This report includes the following:





- RV Homeless Encampment Protocol
- Key Components of the RV ERP
- RV ERP Recommended Budget and Funding Sources
- Initial RV ERP Implementation
- Next Steps

RV HOMELESS ENCAMPMENT PROTOCOL (RVHEP)

The CEO-HI currently administers and oversees the County's Encampment Protocol (CEP), which applies to encampments of five people or more that are within unincorporated areas of the County, County-owned and managed properties, and

cities where LASD is the contracted law enforcement agency.¹ A subgroup consisting of CEO-HI, LAHSA, LASD, and DPW was formed to develop a draft protocol to address RV encampments. The subgroup determined that a separate protocol was needed to specifically address vehicular homelessness rather than adding RV specific provisions to the existing CEP. Addendum I provides a detailed draft of the RVHEP that was developed by the subgroup and vetted by the workgroup.

The RVHEP will be used to identify, prioritize, and assist individuals and families living in RVs. The CEO-HI will utilize the existing Homeless Encampment Automated Request Submission (HEARS) system to capture homeless encampment data that meets the requirements of the RVHEP. The HEARS system will be used to coordinate encampment resolutions and coordinate the activities for responding to RV encampments. The following is a summary of the RVHEP process:

STEP 1: HOMELESS ENCAMPMENT AUTOMATED REQUEST SYSTEM (HEARS)	
	LAHSA, LASD, or DPW submit a request via the Homeless Encampment Automated Request System (HEARS) to initiate an encampment resolution protocol.
STEP 2: INITIAL SITE ASSESSMENT	
	LAHSA, LASD, and DPW conduct a site assessment within three business days, when possible, and update the HEARS with their findings, including photos.
STEP 3: OUTREACH	
	<ul style="list-style-type: none"> Encampment resolution includes coordinated outreach by LAHSA and its homeless services providers to connect unhoused people living in RVs to interim or permanent housing, transportation assistance, storage of personal items, and other services as needed. LASD identifies ownership of the RVs, and DPH conducts environmental assessment.
STEP 4: TIMELINE NOTIFICATIONS	
	Signs are posted at the RV encampment site, providing at least two weeks' notice of an encampment resolution. The time frame can be shortened under certain circumstances, such as for safety reasons. Outreach continues as needed.

¹ The LASD provides municipal police services to the following contracted cities: Agoura Hills, Artesia, Avalon, Bellflower, Bradbury, Calabasas, Carson, Cerritos, Commerce, Compton, Diamond Bar, Duarte, Hawaiian Gardens, Hidden Hills, City of Industry, La Cañada Flintridge, La Habra Heights, Lakewood, La Mirada, Lancaster, La Puente, Lawndale, Lomita, Lynwood, Malibu, Norwalk, Palmdale, Paramount, Pico Rivera, Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates, Rosemead, San Dimas, Santa Clarita, South El Monte, Temple City, Walnut, West Hollywood, and Westlake Village.

STEP 5: ENCAMPMENT RESOLUTION



Final encampment resolution occurs on the day indicated on the posting notification.

- If unsheltered people experiencing homelessness remain at the site, a collaborative engagement effort will be made to help connect them to housing and services.
- Remaining RVs will be towed and either stored or dismantled. If stored, information on the tow location will be provided to the legal, registered owner, or interested party.

KEY COMPONENTS OF THE RV ENCAMPMENT RESOLUTION PILOT (RV ERP)

The following are key components of the RV ERP that were requested by the Board to be included in the implementation plan.

➤ **Connecting people living in RVs to housing options inclusive of hotel vouchers.**

Since 2018, the CEO-HI has administered an agreement with St. Joseph Center to implement VHOP to work closely with LAHSA and LASD to address RV homelessness in the unincorporated area of Supervisorial District 2. VHOP provides case management services, mental health and substance abuse assessment and treatment, benefits access and enrollment, and employment services. Connecting clients to interim and permanent housing is an essential component of the program. Interim housing resources include motel vouchers, interim housing, and safe parking sites. Permanent housing resources include housing navigation, matching to rental subsidies, including Federal vouchers and time-limited subsidies, housing retention services, and eviction prevention services. The VHOP model will be explored to be expanded countywide as the RV ERP expands.

As the RVHEP is expanded countywide, existing interim and permanent housing resources will continue to be used. In addition, new interim housing resources, such as hotel and motel vouchers and additional time-limited subsidies, will be incorporated into the program using funding that has already been allocated to support the RV ERP and new funding as it is identified. CEO-HI will soon be proposing funding recommendations to the Board to support the County's emergency declaration for homelessness and associated missions. Strategic investment in interim housing tied to encampment resolution, as well as expansion of the time-limited subsidy program, will be included in the recommendations.

➤ **Assessing and connecting people to appropriate support services, including existing County mainstream programs and services such as mental health, physical health, substance use disorder services, and social services.**

LAHSA/LASD HOST teams will work closely with DHS, DMH, DPH, and service providers to assess and link clients to supportive services, including mainstream County services. Both DHS and DMH are in the process of expanding the number of

their outreach teams. DHS has Multi-Disciplinary Teams (MDTs), which include health specialists, mental health specialists, substance use specialists, persons with lived experience, and case managers. DMH's Homeless Outreach & Mobile Engagement (HOME) teams include a clinical supervisor, psychiatrist, licensed clinicians, substance use disorder counselor, nurse, case managers, and peers. The MDTs and HOME teams will partner with LAHSA to support clients served through the RV ERP. These teams assess the needs of unsheltered clients, provide services in the field, and directly link clients to County mainstream services.

The RV ERP will also be supported by the new DHS mobile clinic program for people experiencing homelessness. The mobile clinics provide primary, urgent, and women's health care to unsheltered people countywide. Services also include psychiatry, substance use disorder treatment with medications and counseling, prenatal care, and links to housing and other social supports.

- **Establishing at least one Safe Parking RV site in each Supervisorial District informed by best practices for Safe Parking, including support services and safety protocols. The Safe Parking RV sites selection should be informed by the 2022 Point-In-Time Homeless Count and in coordination with the respective Supervisorial offices.**

Table 1 shows the number of vehicles by Supervisorial District per the LAHSA 2022 Point-In-Time Count. The data shows that the largest number of RV/camper hot spots are located in Supervisorial District 2 (2,579), followed by Supervisorial District 5 (1,560), Supervisorial District 3 (1,466), Supervisorial District 1 (1,048), and Supervisorial District 4 (525) respectively.

Table 1. Number of Vehicles by Supervisorial District, Los Angeles Continuum of Care, 2022²

Los Angeles County Supervisorial District (SD)*	Campers/RVs
SD ²¹ 1	1,048
SD ²¹ 2	2,579
SD ²¹ 3	1,466
SD ²¹ 4	525
SD ²¹ 5	1,560
Grand Total	7,178

CEO-HI has engaged CEO-Asset Management to identify potential County-owned sites for safe parking in the five Supervisorial Districts. Finding viable areas has been challenging because safe parking for RVs would need to be operated 24 hours per day, have the necessary hookups to sustain an RV (e.g., wastewater, electricity,

² Source: 2022 Los Angeles Point-in-Time Homeless Count. The data in this table uses Supervisorial District boundaries from 2012-2021.

propane, etc.), and be large enough to accommodate at least 10 RVs/campers. In order to achieve economies of scale, 25 RVs/campers per site would be ideal. Additionally, case management, supportive services, and security would also be needed on-site at the safe parking site.

Elements for consideration for RV safe parking sites include:

- Each stall will need to include individual hookups for sewer, power, and water.
- The site will require access to sewer, power, and water.
- The RVs must be owner-occupied with current license and registration.
- The RVs must be drivable.
- Ingress/egress will need to be clearly identified and conform with traffic safety rules and restrictions. However, it is highly recommended that RVs remain stationary once on the site and remain in place for the duration of the program for the safety of the people and property at the site.
- Features such as a dog run, and children's play area may need to be constructed.
- Security provisions, including privacy fencing and access control measures.

The CEO-HI previously assisted in the development of two safe parking programs known as "Safe Landing." Safe Landing was part of a program that provided State-owned trailers to local jurisdictions to serve as interim shelter for families. The program has since ended; however, one of the sites in Supervisorial District 2, which is currently owned by the County, could potentially be used for a 24-hour RV safe parking program. The CEO-HI is investigating the feasibility of reactivating this site.

The CEO-HI continues to explore various County-owned sites, as well as properties managed by the State (for example, Cal Trans), Metro, School Districts, and local Water Districts to identify viable, safe parking sites in each Supervisorial District.

➤ **Establishing guidelines, roles, and responsibilities for expediting the dismantling of RVs that are inoperable, that fail to meet current vehicle code or are voluntarily surrendered by owner.**

LASD will be in the best position to confirm if a dilapidated RV is inoperable and/or fails to meet the current vehicle code. LASD, in coordination with LAHSA and RV ERP service providers, will communicate with RV occupants to determine if RVs will be voluntarily surrendered.

Roles and responsibilities for expediting the dismantling of RVs that are inoperable, that are a public health hazard, that fail to meet current vehicle code or are voluntarily surrendered by owner are outlined in Addendum 2, RV Tow Process Flow Chart. The flow chart shows the different vehicle codes that will be used to impound vehicles. LASD will need to determine if the RV will be eligible for dismantling. If so, LASD will obtain a certificate of destruction from the recycler to ensure the RVs are destroyed and cannot be resold. LASD will work with DPH to determine if any environmental issues need to be addressed.

A critical component of this program is to identify an impound/storage lot to store RVs since many RVs are not occupied by their owners. As noted in the August 12, 2022, Board report, the severe condition of these RVs makes it difficult to locate identifying information. Vehicle Identification Numbers are often hard to read or scratched out. According to VHOP, of the 224 campers/RVs encountered by the outreach teams, only about 10 percent had license plates/current registration, and the remaining 90 percent had missing plates or expired registration. LASD will need to use the impound/storage lot to keep RVs for a limited amount of time while conducting their due process (i.e., contact the RV owners and give them proper notice that the RV will be dismantled, etc.).

Site Specifications have been developed for the active search to identify property to support this. CEO-Asset Management is canvassing County and State-owned properties to determine if there are any sites that can be used for the storage of RVs.

Below are some of the parameters that are needed in order to identify a storage lot:

- A central location within Los Angeles County
- Freeway access
- Three to five acres
- Level ground, only minimal grading
- Paved surface preferred
- Two lanes in each direction, with preferred left turn lane (curb to curb width 50 feet)
- The entrance to the facility must be at least 50 feet wide
- Perimeter fence for security and safety
- Utilities existing on-site – at a minimum, electricity
- Minimum of 140 feet in a straight line to load and unload
- Guard shack

Additionally, the workgroup is investigating whether there are any revisions and/or new ordinances to the existing County Code for the establishment of a Los Angeles County Abandoned Vehicle Abatement (AVA) program. The California Highway Patrol developed the AVA Program to provide guidance to counties who wish to develop and administer AVA Authorities. The AVA Program is a means to remove abandoned vehicles that create a public nuisance and a health or safety hazard. Currently, there are 37 counties in California participating in the AVA program; however, Los Angeles County is not currently participating. This program could potentially collect funds from vehicle registration fees, which would then be used to offset the costs of removing inoperable RVs. The workgroup will continue to investigate the possibility of creating an AVA for the County.

➤ **Establishing guidelines, roles, and responsibilities for ensuring proper disposal of RV waste.**

RVs That Will Be Dismantled

Once RVs have been identified for dismantling, there are several guidelines that will need to be taken into consideration for ensuring proper disposal of RV waste. The draining of RV black- and gray water tanks should only be performed by persons properly trained to clean up sewage and wastewater discharge, who are equipped with the proper personal protective equipment, and are provided the equipment needed to properly contain and remediate any spillage of black or gray water. DPH evaluated two approaches to waste tank disposal for RVs that will be or have been impounded pending dismantling:

- Contracting companies that operate sewage pumper trucks to provide collection of wastewater directly from RVs located at an impound yard. DPH licenses approximately 175 companies to operate a total of 730 sewage pumper trucks within the County. Pumper trucks normally service septic tanks and portable toilets. These trucks include a waste tank with a vacuum pump to remove waste from a holding tank and a freshwater tank with a hose to provide water for cleaning and refilling the portable toilet holding tanks. Several pumper truck companies have indicated to DPH that it is possible to safely service RV waste tanks using a sewage pumper truck. It is recommended that a contract be entered into with one or more sewage pumper truck companies to provide weekly service at each impound yard.
- RVs towed to local dump station for servicing prior to impounding. Under this approach, owners of RV dump stations can be solicited to determine if they would be willing to enter into a contract with the County to provide services to RVs being towed to their location by a contracted tow service. RVs impounded by the LASD would be towed to the closest contracted dump station for servicing prior to holding for disposition at an impound yard.

DPH conducted an internet search to identify locations advertising services as an RV dump station. A total of 54 locations were identified, with the majority of which are in Supervisorial Districts 4 and 5, but at least four locations were identified in each Supervisorial District. Challenges of this approach include: many dump stations are self-service, requiring the tow truck driver to drain the wastewater holding tanks, and this exposes a person not properly trained or equipped to potentially be exposed to sewage; limited number of dump stations in some Supervisorial Districts; and in cases where waste tanks are leaking, a containment device would need to be employed under the RV when in tow to prevent the unsafe discharge of wastewater onto the street or other location.

Since it would require multiple RV tow trips (i.e., a tow trip from the encampment to the dump station, a separate tow trip to the storage/impound lot, and a third tow

trip to the dismantler), the workgroup recommends utilizing the first listed approach of contracting sewage pumper trucks to collect wastewater directly from RVs.

RVs at Safe Parking Sites

The solution for wastewater services for safe parking RV sites would need to be assessed and determined for each RV safe parking site before the site becomes operational. Typically, any service and costs associated with operating the site would be built into the operating agreement and budget with the site operator. The options for wastewater disposal ranked from safest to least safe methods include 1) providing hookups to potable water and the municipal sewer system, 2) contracting with sewage pumper truck companies to service each site weekly, and 3) contracting with self-service dump stations. Addendum 4 has additional information on these three options.

➤ **Establishing incentives for RV residents to transition to housing options such as temporary storage of their RV.**

Incentives are included in the RV ERP budget. Examples of incentives include:

- Gas cards
- Permanent housing placement support (deposits, move-in expenses, etc.)
- RV safe parking and interim housing
- Mechanical assistance
- Wastewater disposal
- Gift cards (food and personal items)
- RV buyout for disposal

DIRECTIVE NO. 2: RV ERP RECOMMENDED BUDGET AND FUNDING SOURCES

In the September 13, 2022, Board motion, the Board directed the CEO-HI to work in partnership with the workgroup participants to include a recommended project budget and funding sources in the implementation plan for the RV ERP with deliverable goals that include:

- (a) A target to engage at least 500 people living in RVs annually and dismantling a minimum of 900 inoperable RVs (i.e., 300 per year) during the 36-month pilot program;
- (b) Alignment and coordination of existing County programs and services for unhoused individuals; and
- (c) In coordination with St. Joseph Center's VHOP team, LASD Homeless Outreach Service Team, and all appropriate departments, determine the staffing needs to expand the VHOP model to all Supervisorial Districts, following the recommendation in the report back to establish teams for the clean-up effort and of the RV encampment pilot program throughout the County.

Addendum 3 provides a draft budget for the RV ERP program. The total cost of the program is estimated at \$21.8 million for a 12-month annual budget, which accounts

for the cost of engaging 500 people living in RVs, dismantling 300 inoperable RVs, establishing one Safe Parking site, staffing, client incentives, housing navigation slots, time-limited subsidies, and community beautification. In addition, there are estimated first year one-time costs of \$1.8 million.

CEO-HI has identified \$13.0 million to fund RV ERP to date. This includes the \$7.0 million that CEO-HI requested, and the Board approved on February 7, 2023, and an additional \$6.0 million of Measure H underfund that will be included in an upcoming budget phase for the Board's approval. The estimated annual budget does not include costs for safe RV Parking sites, and temporary storage sites would be used to store the RVs while ownership of the RV is determined. Additional time is needed to identify viable sites for both safe RV safe parking and temporary storage.

Although LASD HOST teams were included in the budget, Measure H has not historically been used for law enforcement; thus, alternate funding sources will need to be identified. The CEO-HI recommends that funding be identified through one or a combination of the following sources:

- LASD funding within their existing budget
- AB 109 funding
- Supervisorial District discretionary funding

The CEO-HI will continue to work with the workgroup to attempt to identify additional funding sources to support this project to meet the goals established by the Board's motion.

INITIAL RV ERP IMPLEMENTATION

The CEO-HI and workgroup utilized RV hot spot information to assist in identifying the first area to initiate the RV ERP. Table 2 shows the top 10 Census Tracts where most of the campers/RVs are in the County, which are all in Supervisorial Districts 2 and 5. The CEO-HI and the workgroup have selected the Rosewood/Gardena community as the initial area to implement the RV ERP because of several combined factors, which include: VHOP is already established and operating in the area, a potential RV safe parking site has been identified nearby, a towing company experienced in towing RVs has been identified, and there are a few leads on identifying an RV storage lot in the area.

Table 2. Top 10 Census Tracts with Most Vehicles, Los Angeles Continuum of Care, 2022³

Census Tract	City	Community Name	SPA	SD	Total Campers/RVs
911001	Unincorporated	Littlerock/Juniper Hills	1	5	403
541001	Unincorporated	Rosewood/East Gardena	6	2	349
910002	Unincorporated	Littlerock/Pearblossom	1	5	188
241002	Los Angeles	Green Meadows	6	2	113
540902	Unincorporated	Willowbrook	6	2	111
900102	Unincorporated	Hi Vista	1	5	128
535102	Unincorporated	Florence-Firestone	6	2	39
910001	Palmdale	Palmdale	1	5	109
206300	Los Angeles	Downtown	4	2	11
535400	Unincorporated	Florence-Firestone	6	2	75

NEXT STEPS

- Unless otherwise directed by the Board, the CEO-HI and the workgroup will continue planning and preparing for the initial launch of the RV ERP in the Rosewood/Gardena community. Priority tasks to be completed prior to initial launch include identifying non Measure H funding for LASD HOST and securing an RV impound/storage site near the Rosewood/Gardena community. The projected launch is expected by May 2023.
- Lessons learned from the initial launch will inform how the other RV encampments across the County will be addressed and prioritized. Expansion of the RV ERP is projected for Summer 2023.
- The CEO-HI will assess the initial launch of the RV ERP to help inform any necessary revisions/updates to the RVHEP, services, staffing, and budget.

³ Source: 2022 Los Angeles Point-in-Time Homeless Count

Responses to Board Directive Nos. 3-9

Below are responses to Board Directive Nos. 3-9 of Motion from September 13, 2022.

Directive No. 3: Instruct CEO-HI and CEO Legislative Affairs and Intergovernmental Relations to help secure State and Federal dollars for the 36-month RV encampment pilot program by advocating through the annual state and federal budget processes and applying for existing State and Federal grant opportunities created to support such programs as the RV encampment pilot program. This includes the U.S. Department of Housing and Urban Development's 2022 Special Notice of Funding Opportunity to Address Unsheltered and Rural Homelessness, which is being coordinated locally by LAHSA, as well as Congress' Congressionally Directed Spending Requests.

The State of California released a Notice of Funding Availability (NOFA) for the second disbursement of FY 2022-23 Encampment Resolution Funding (ERF-2) on December 1, 2022. The ERF program provides competitive grant funding to counties, cities, and Continuums of Care (CoCs) for local demonstration projects that address critical encampment concerns and help transition individuals into stable housing. The second disbursement of ERF-2 provides approximately \$240 million of the total \$700 million authorized in the 2022-23 State Budget Act over the next two years, with priority consideration for projects located in the State right of way. The RVHEP Workgroup is planning to submit an application for this NOFA in April 2023.

In addition, the U.S. Department of Housing and Urban Development released a Special Notice of Funding Opportunity (SUNOFO) to Address Unsheltered and Rural Homelessness in 2022. The Los Angeles Homeless Service Authority (LAHSA) submitted an application and was awarded \$60 million over a three-year period to promote targeted efforts that will reduce unsheltered homelessness and tailor solutions to those living in prioritized encampment locations. LAHSA will work to align the SUNOFO work with the County's unsheltered work-targeted encampments.

Lastly, Congressionally Directed Spending Requests (also known as "Congressional earmarks" or "Community Project Funding") allow members of Congress to request direct funding on behalf of a government or non-profit agency for projects that benefit the communities they serve. These requests are made through the annual appropriations process – in tandem to the President's Budget proposal for the upcoming federal fiscal year – and all earmark requests must meet applicable eligibility requirements for the account from which the account is made (e.g., Economic Development Initiative, Transit Infrastructure Projects, or Clean Water State Revolving Fund). Generally, funding is requested for a specific community project in a specified location, and funding must be expended within one year of receipt. This year, members of Congress solicited earmark applications from early to mid-March 2023. Since RV ERP has not yet started, the CEO-HI will explore submitting a request during the solicitation process in 2024 for the Federal Fiscal Year (FY) 2025 appropriations cycle.

Directive No. 4: Instruct the Director of DPH to report back in writing with recommendations to employ sustainable solutions for proper disposal of waste to assist Persons Experiencing Homelessness living in RVs, including mobile disposal of RV waste during the 36-month pilot project.

DPH provided a response for this Directive on February 24, 2023 (see Addendum 4).

Directive No. 5: In support of the pilot project referenced in the Second Directive, instruct the Director of DPW to collaborate with LASD and County Counsel to execute a contract to support the removal and dismantling of at least 900 impounded RVs (i.e., 300 RVs per year) in accordance with established County protocol for people living in RVs and/or abandoned RVs.

LASD has jurisdictional authority and is the lead on the removal and dismantling of impounded RVs. DPW and County Counsel have continued to meet with LASD and provide support on an approach to achieve the goals of this directive.

LASD has a Memorandum of Understanding (MOU) with various tow yards in Los Angeles County. However, these tow yards may not have the capacity to support the removal of 300 RVs annually. The CEO-HI is seeking to identify additional storage/impound lots that can store RVs for a limited time while the owner of the RVs is identified and given due process before the RV is taken to the tow yard to be dismantled.

Directive No. 6: Instruct the Director of DPW in consultation with the Director of the Department of Arts and Culture to collaborate with an Artist in Residence program to support creative and low-cost beautification interventions in hot spot areas to deter re-population of RV encampments.

After meeting with DPW to explore options, the Department of Arts and Culture (Arts and Culture) respectfully recommends that the directive to launch an artist-in-residence for the RV Encampment Program be launched at a later phase. Arts and Culture and DPW will continue to meet regularly to identify opportunities to advance this directive as the RV Program is implemented. Once solutions for deterring RV re-population have been identified for each of the hotspot areas, Arts and Culture and DPW will explore potential art beautification interventions, including but not limited to artist residencies, commissioning artists, or engaging arts organizations, to create community-engaged art enhancements on obstacles and barriers, murals, and asphalt art. To preserve the opportunity to launch an artist-in-residence for the RV Encampment Program, a set aside of 2 percent of overall costs is recommended to be included in the budget.

Staff from the Arts and Culture and DPW have met to explore options for an artist-in-residence program to assist with beautification interventions and to deter re-population of RV encampments. Various options for engaging artists were identified. The proposed 2 percent set aside budget allocation could fund one of these options below.

- *Barrier Art Beautification.* DPW has been exploring the possibility of k-rails (concrete, steel-enforced barriers used to divide lanes of highway traffic), parklets, or other options to prevent the return of RVs once they have been removed. These barriers can also serve as opportunities for art beautification. For example, if k-rails or barriers were to be installed, they could be enhanced by an artist or artist team, as has been done previously in the City of New York through their grant-based New York Barrier Beautification Program. However, installing barriers could prevent businesses and residents from the use of the parking spaces vacated by RVs and could contribute to issues of equity and access. Further investigation and research by DPW will be required to determine if this is a viable and sustainable solution.
- *Hot Spot Art Beautification.* An artist-in-residence could be engaged to collaborate with community members on beautification interventions in hot spot areas. These could include activities such as co-creating a mural or asphalt art in or near an RV hot spot area. However, security concerns and criminal activity in these areas could cause an unsafe environment for artist engagement, as well as a higher risk of graffiti and tagging, which could quickly undermine the financial and community value of such an investment. Safety concerns would need to be addressed before this could be recommended as a prudent, viable, and sustainable alternative.
- *Safe RV Parking Art Beautification.* An artist-in-residence could also be engaged to collaborate with community members to co-create artwork beautification, such as murals, art on barriers or structures, or asphalt art at Safe RV Parking sites.

In summary, there are potential options for arts engagement, as contemplated in Directive No. 6 of the Board motion. However, any artist-in-residence or artist engagement project for the RV Encampment Program should take place after final solutions for each hot spot area have been identified and security concerns are addressed. Furthermore, because it is unlikely that an art beautification project, on its own, would deter the re-population of RV encampments, the project should be launched after, or in coordination with, the strategies and services of other Departments in the motion directives. As such, Arts and Culture will continue to work with DPW to identify the appropriate approach and timing to launch this directive in calendar year 2023 and/or 2024.

Directive No. 7: Instruct the Director of DPW to collaborate with the State of California on the pursuit of beautification grant funding including but not limited to Clean California.

To ensure that County departments work in a strategic and complementary fashion and do not compete for limited resources, the CEO will work with DPW to oversee the application for funding grants for which the County may be eligible. The Clean California Local Grant Program (CCLGP), with an April 2023 application deadline, is one example of funding that may be relevant for individual or collaborative projects with DPH, CEO-HI, and DPW, among others. The CCLGP is a competitive statewide

program created to beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces.

Directive No. 8: Direct the Executive Director of CEO-HI to engage Service Planning Area leads for input in the implementation plan for the RV encampment pilot program.

The CEO-HI conducts quarterly meetings with the executive directors of the homeless services providers in each of the SPAs. Topics include annual Homeless Initiative funding recommendations, new framework to end homelessness, Blue Ribbon Commission on Homelessness recommendations, special projects, and initiatives, etc. During these meetings, population-specific providers requested dedicated time to discuss their unique systems, clients, and needs. CEO-HI will continue to meet quarterly with homeless service providers and ensure opportunities for smaller, sub-population conversations, including discussion of the implementation plan for the RV Encampment Resolution Program.

Directive No. 9: Direct the Executive Director of CEO-HI to engage with the Council of Governments (COGs) and cities to develop a framework for participation and partnership in the Countywide RV encampment pilot program.

CEO-HI has started engagement efforts with Cities and COGs around homeless encampment resolutions. An allocation of Measure H funding (\$65.0 million) is being earmarked to assist cities addressing homeless encampments that lead to permanent housing solutions. The CEO-HI will engage nearby cities when an RV encampment protocol is planned so that the cities and the County are aware of the potential impact of encampment resolutions and coordinate resources. The CEO-HI is convening regular meetings with the COGs to discuss potential ways to address homeless encampments. The topic regarding RV encampment resolutions has been discussed in past meetings and will be discussed during additional COG/City convenings in 2023.

Recreational Vehicle Homeless Encampment Protocol

Addendum 1

The **Recreational Vehicle Homeless Encampment Protocol (RVHEP)** is the process for reporting and responding to homeless recreational vehicle (RV) encampments by the Los Angeles County Chief Executive Office - Homeless Initiative (CEO-HI), Los Angeles County Sheriff Department (LASD), Los Angeles Homeless Services Authority (LAHSA), the Department of Public Works (DPW), Department of Public Health, and homeless service providers.

Step	Action	Tasks	Responsible Party/Entity/Comments
1.	Submit Homeless Encampment Automated Request Form (HEARS)	<ul style="list-style-type: none"> Complete and submit a request for service in the Homeless Encampment Automated Request Submission (HEARS) system upon identification of a high concentration of people in RVs experiencing homelessness, in a given area. The completed request will be routed to the CEO-HI team for review and to ensure all applicable information is included. If no additional information is needed, CEO-HI will approve the RVHEP form and notify the Homeless Outreach Services Teams (HOST), which includes members from the LAHSA homeless engagement teams and specialty trained LASD deputies. 	<p>CEO-HI, LAHSA HOST, LASD HOST, & DPW</p> <p>The RVHEP applies only when five (5) or more vehicles are in close geographic proximity, as defined in County Code section 16.04.100.</p> <p>Once RVHEP has been initiated, unsheltered people and people in both motorized and nonmotorized vehicles being used for habitation, will be served.</p> <p>Locations with less than five RVs will be entered into HEARS and forwarded to the LA Homeless Outreach Portal for further processing.</p>

Step	Action	Tasks	Responsible Party/Entity/Comments
2.	Conduct Initial Site Assessment	<ul style="list-style-type: none"> • Upon notification of a RVHEP request, HOST, in coordination with DPW, will conduct a more in-depth site assessment of the vehicular encampment within 72 hours. HOST shall update the HEARS form with data compiled from the assessment. • After the assessment, a recommendation will be made to CEO-HI on the resources and timeline needed to address the RVHEP request. Barring an exigency, the minimum timeline for posting notification will be 14 calendar days. • LAHSA HOST will begin outreach and complete a Coordinated Entry System (CES) assessment for all dwellers present, when possible, and connect clients to the appropriate CES provider to be connected to additional supportive services. • LASD HOST will engage the Department of Motor Vehicles (DMV) and the California Highway Patrol (CHP), as needed, to identify ownership of vehicles. • DPH will conduct an environmental assessment of the impact to the people living in vehicles and to the community and provide recommendations accordingly. <p>CEO-HI will utilize the following criteria in establishing prioritization based on available resources:</p> <ul style="list-style-type: none"> • RV encampments near schools • High density of RV encampments (i.e., large number of RVs in close proximity to each other) • Exigency/safety concerns • Priority locations: to be determined 	CEO-HI, HOST, DPH
3.	Conduct Outreach	<ul style="list-style-type: none"> • Based on HOST's reported findings and recommendations, the CEO-HI team, in coordination with the CES Outreach Coordinator and/or homeless services provider, will determine future actions(s) needed to provide resolution. Actions include: <ol style="list-style-type: none"> 1. Provide a timeline for ongoing outreach/engagement. 2. Develop an outreach strategy to successfully engage people experiencing homelessness (PEH) in RVs and connect to services/shelter. 	<p>CEO-HI, HOST, & DPW</p> <p>Prior to a collaborative event, LAHSA is responsible for continued outreach/engagement and for identifying housing opportunities available to PEH still on site.</p>

Step	Action	Tasks	Responsible Party/Entity/Comments
		<ul style="list-style-type: none"> • HOST will lead coordination of outreach and engagement among service providers and community stakeholders. • LAHSA HOST will complete the appropriate referrals and assessments for all PEH present, when possible, and connect clients to the appropriate CES resources. Service providers shall assist LAHSA and coordinate services collaboratively. • Based on CES findings, the appropriate County Department(s), e.g., Health Services, Mental Health, Public Health, Public Social Services, Aging and Disabilities, etc., may be contacted to provide additional support. When necessary, the listed Departments will conduct ongoing site visits with LAHSA. • LAHSA HOST and the service provider will also determine if clients may be eligible for incentives. 	Based on the geographic location of each site, the CES Outreach Coordinator will compile a list of identified homeless service provider agencies with potential housing and supportive service opportunities.
4.	Post Timeline Notifications	HOST and/or DPW will post signage at the encampment site two weeks prior and one week prior to the expiration of the timeline notifying inhabitants of the “final encampment resolution date”.	HOST & DPW
5.	Final Encampment Resolution Date	<p>If on the final day of an encampment resolution timeline there are still PEH inhabiting the RVs:</p> <ol style="list-style-type: none"> a. A collaborative engagement effort will be conducted with participation from HOST, appropriate County departments, service providers, and community-based organizations, to provide another opportunity to connect homeless individuals to services and shelter. b. Vehicles (both motorized and unmotorized) still on-site will be towed pursuant to California Vehicle Code (CVC) provisions or as identified as a public health hazard by DPH. Information on the tow location will be provided to the legal owner/registered owner or interested party. c. If the PEH is not the registered owner, they will need to remove their belongings from the vehicle. d. Personal items that a person cannot move/take with them will be stored at a nearby location for a minimum of 90 days. Personal items include important documents, medication, and high value items. e. Persons are provided a phone number, hours of operation, and location where they can retrieve their belongings. 	HOST, DPH, & DPW

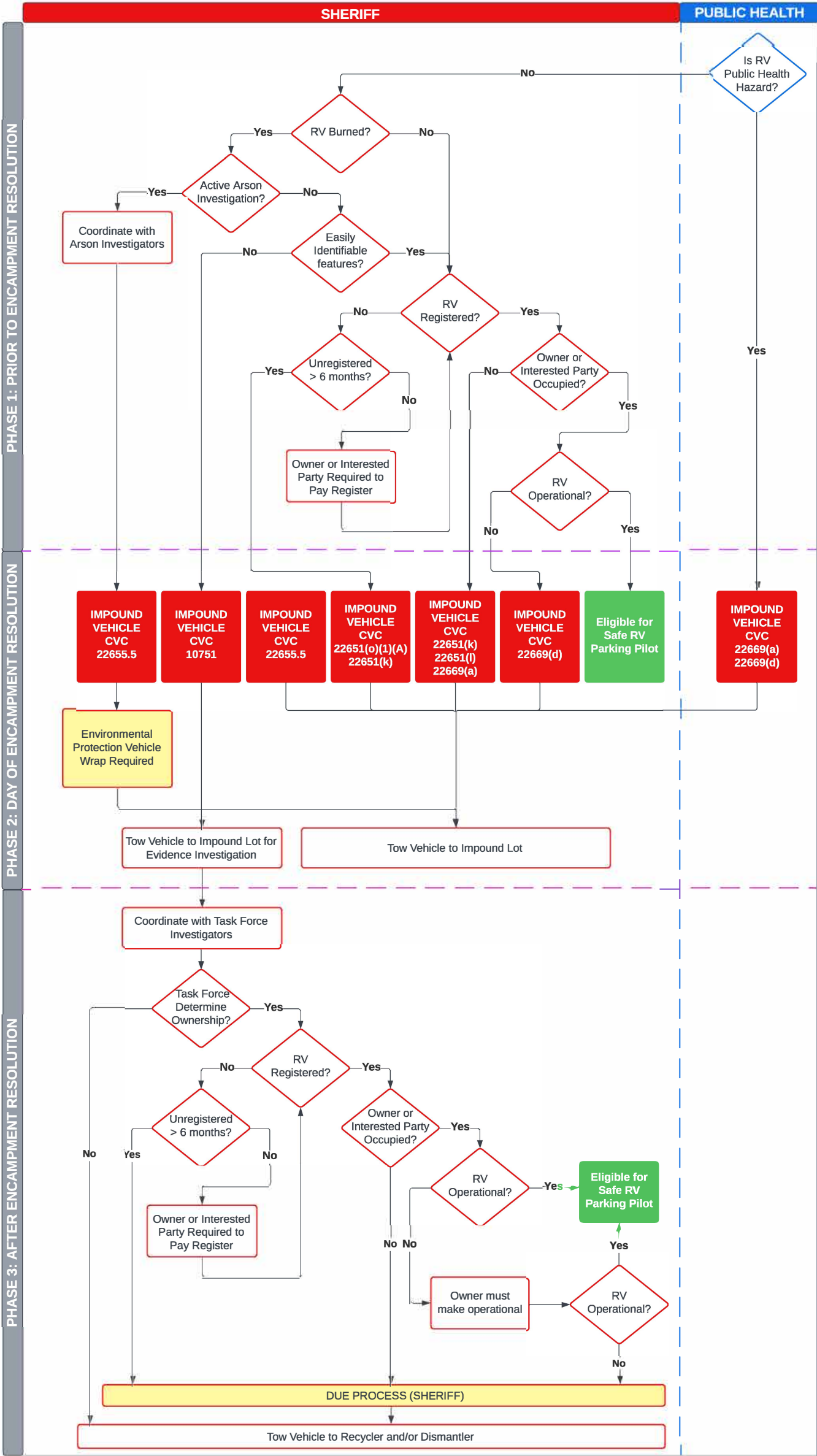
Step	Action	Tasks	Responsible Party/Entity/Comments
		<p>If there are no longer inhabitants on-site on the final day of the encampment resolution date:</p> <ul style="list-style-type: none"> a. LAHSA and LASD HOST will continue to observe the location in the event PEH return to the location and fencing/walls will be repaired if necessary (paid for by the property owner*). b. If people return, outreach and engagement will be conducted to offer services and shelter connections (shelter placements can only take place if there is bed availability). <p>After the final encampment resolution date occurs, information on the outcome, including photos, will be uploaded in to the HEARS system to close-out the RVHEP form.</p> <p>If the site is reinhabited, a 72-hour posting shall be provided to initiate another encampment resolution event.</p>	

*Owner of private property to decide if they want to erect a fence/wall or repair existing fence/wall.



RV PROCESS FLOWCHART

Last Updated: 2/14/23



**Draft Budget for the Countywide Recreational Vehicle (RV) Program
Year 1 of Program (500 Persons Engaged; Including 300 RVs Dismantled)**

Category	Projected Cost	Notes
Safe / RV Parking Program (Estimate of 1 site = 10 RVs)* Service provider is to be determined		
Program Operations	\$292,000	
RV Technician	\$75,000	
Security Services	\$216,000	
Propane Services	\$108,000	
Sewer Services (Pumper Truck Services to RVs)	\$39,460	
Trash Services	\$30,600	
Water and Power Services	\$98,400	
Site (County Property)	\$0	Additional costs to be determined
Safe Parking Service Provider Case Management Services	\$0	Additional costs to be determined
SubTotal	\$859,460	
Outreach		
LASD HOST Staff	\$3,135,000	11.0 FTE: 8 deputies, 2 detectives, 1 sergeant, 2 clerical staff, and services/supplies
LAHSA HOST Staff	\$5,345,000	24 teams (2.0 FTE per team) for entire county x \$222,668
Sewage Pumper Truck Vouchers	\$650,000	Estimate based on 200 RVs serviced weekly at \$62.50/ea.
SubTotal	\$9,130,000	
Department of Public Health		
Evaluations of RVs	\$75,000	Based on total cost of 0.5 FTE staff (includes assessment time, report write-up and drive time) for 500 RVs engaged yearly.
SubTotal	\$75,000	
RV Removal**		
Towing Contract	\$270,000	600 tows at \$450 per tow
Dismantling Contract	\$450,000	300 RVs at \$1,500 per RV
Mobile Wastewater Disposal at Storage/Impound Yard	\$18,750	300 RVs one-time service at \$50-\$75 per RV (average = \$62.50)
Storage of Personal Items	\$122,000	
SubTotal	\$860,750	
Department of Public Works		
Labor	\$889,560	
Equipment - Annual Operating Cost	\$160,000	
Contracts	\$2,000,000	Encampment debris removal

SubTotal	\$3,049,560	
Service Providers		
Service Provider Outreach Staff	\$1,000,000	8.0 FTEs
Interim and Permanent Housing Costs	\$6,000,000	200 clients x \$30,000 (includes interim shelter, motels, Time Limited Subsidies, move-in costs)
Client Service Funds (problem solving)	\$45,000	Includes incentives to RV owners
Housing Navigation	\$184,500	Based on 3.0 FTE Housing Navigators at \$50,000 per FTE and 23% fringe benefits.
SubTotal	\$7,229,500	
Chief Executive Office - Homeless Initiative		
HEARS Licensing (Yearly Cost)	\$11,550	\$350 per HEARS yearly licenses x 33 licenses
Consultant Support (Project Management)	\$180,000	
CEO-HI staff support	\$0	Additional costs to be determined
SubTotal	\$191,550	
Community Beautification		
Arts and Culture allocation (2% of the Total Budget)		
SubTotal	\$427,916	2% of overall budget
TOTAL BUDGET	\$ 21,823,736	

Category (One-Time)	Projected Cost	Notes
Department of Public Works		
Equipment	\$1,813,000	Purchase of five trucks, one trailer, and three storage containers
LA County Sherrif Department		
Equipment	\$347,000	Purchase three vehicles and radio equipment
TOTAL ONE-TIME COSTS	\$ 2,160,000	

Notes:

*The budget only includes an estimate for 1 safe parking site (10 RVs).

**The budget does not include the cost of a tow yard/impound yard, since those costs are still being determined.



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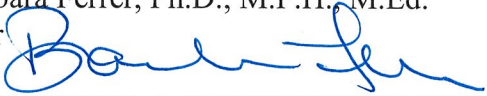
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February 24, 2022

TO: Each Supervisor

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

**SUBJECT: ESTABLISHING A COUNTYWIDE RV ENCAMPMENT PILOT PROGRAM
(ITEM 15, BOARD AGENDA OF SEPTEMBER 13, 2022)**

This report is in response to the September 13, 2022, motion by Supervisors Holly Mitchell and Kathryn Barger directing the Department of Public Health (Public Health) to report back in writing in 120 days on recommendations to employ sustainable solutions for proper disposal of waste to assist persons experiencing homelessness living in recreational vehicles (RVs) including mobile disposal of RV waste during the 36-month pilot program.

The attached report provides options for mobile waste collection service for RVs eligible to be sited (i.e., RVs that meet current vehicle code requirements, are owner- or interested party-occupied, and do not present a public health hazard) at Safe Parking RV sites in Los Angeles County during the 36-month pilot program and includes available services and estimated costs for these services.

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

BF:lf

Attachment

c: Chief Executive Office (CEO)
Acting County Counsel
Executive Office, Board of Supervisors
CEO Homeless Initiative

Establishing a Countywide RV Encampment Pilot Program Options for Wastewater Disposal for Persons Experiencing Homelessness Living in a Recreational Vehicle

Background

Recreational Vehicles (RVs) may provide the necessities for living, including facilities for cooking, sleeping, personal hygiene, and disposing of bodily wastes. When operated properly, RVs may provide a safe alternative to permanent housing. Of primary concern to public health, however, is the potential for the improper disposal of liquid waste.

RVs have two wastewater tanks: one for gray water (collecting kitchen sink, shower, and lavatory water) and one for blackwater (collecting toilet waste). A RV that requires a Class C or Class B driver's license has waste tanks that typically hold between 25-50 gallons of gray water and 25 - 35 gallons of black water that should be emptied when two-thirds full. Larger RVs usually have larger tanks. When "hook-ups" are not available to the public sewer system, RV waste tanks provide adequate space for a single person living in an RV to empty their waste tanks weekly. If potable water is provided through a holding tank rather than a connection to a municipal water supply, the amount of water available will limit the amount of gray water generated.

It is critical that RV waste be properly disposed to prevent environmental contamination, prevent exposure of waste to the public, and prevent disease. Disposal is normally performed through hook-ups to a sewer pipe draining to a municipal sewer system or septic tank or at an RV dump station. RV dump stations typically provide a curbed concrete slab with a central drain connected to the municipal sewer system or a septic tank. These facilities have the appropriate equipment to wash down any spills that occur during the drainage of waste. Public Health has identified approximately 54 locations in Los Angeles County where RV owners may dump their wastewater holding tanks (see attached map).

Another option for proper disposal of waste utilizes pumper trucks. Los Angeles County has approximately 175 companies that operate a total of 730 sewage pumper trucks. Pumper trucks normally service septic tanks and portable toilets. These trucks include a waste tank with a vacuum pump to remove waste from a holding tank and a freshwater tank with a hose to provide water for cleaning and refilling the portable toilet holding tanks. Several pumper truck companies have indicated to Public Health that it is possible to safely service RV waste tanks using a sewage pumper truck.

Potential Solutions

Public Health evaluated the following options for mobile waste collection service for RVs that are eligible to be parked (i.e., functional, meet current vehicle code requirements, and owner or interested party occupied) at a Safe Parking RV Site:

1. Providing a connection to a municipal sewer system

The preferred method of sewage disposal is for the Safe RV parking location to have available hook-ups for the municipal water supply and the public sewer system. This method provides the most sanitary disposal option by providing adequate potable water for daily cleaning, cooking, and removal of bodily waste.

This method does present a few challenges:

- a. Limits the number of places eligible to serve as a Safe Parking location.
- b. Adds expense needed to install water and sewer lines, if not already available.
- c. Potentially renders the RVs immobile unless RV owners are allowed to disconnect their RV to drive it from the Safe Parking location.
- d. Allowing RV owners to disconnect the hook-ups increases risk for a discharge of sewage to the ground surface.

2. Contracting Companies that Operate Sewage Pumper Trucks to Provide Collection of Wastewater Directly from RVs

This method involves the County entering one or more service contracts with any of the Sewage Pumper Truck companies operating within the county. Public Health contacted several companies that operate Sewage Pumper Trucks to determine whether a pumper truck could provide wastewater collection service directly to a RV. There was general agreement from the companies contacted that a pumper truck could provide service directly to an RV, including RVs parked on the street. The companies indicated that the risk of a wastewater spill is low when servicing an RV and they are equipped to clean any spills.

A contract could be entered to provide service for each of the Safe RV Parking locations with a prescheduled collection day(s) and time(s) arranged for the servicing of all the RVs at the location. Participating in the safe collection of wastewaters from their RVs should be a requirement of occupying a Safe RV Parking location to prevent the unsafe discharge of wastewater into the street or other location.

This method could also be expanded to provide service to Persons Experiencing Homelessness living in RVs who park on the street in RVs that have been determined not to be a public health hazard. In this method the County would contract with one or more companies to obtain service vouchers that could be distributed to Persons Experiencing Homelessness living in RVs. These vouchers would provide the contact information for the pumper truck company to allow Persons Experiencing Homelessness living in RVs to call to request service which would be reimbursed by the County to the Pumper Truck Company after the voucher was submitted for reimbursement.

Providing service to Persons Experiencing Homelessness living in RVs parked on the street would present challenges, including:

- a. The lack of a prescheduled date and time would require multiple trips to service the RVs each week, thereby increasing service costs.
- b. The need to provide vouchers to Persons Experiencing Homelessness living in RVs on a frequent basis for them to be able to obtain service as needed.

- c. Normally, after servicing an RV, water and chemicals are added to the toilet holding tank to reduce odors. Providing this service may require the technician to enter the RV as part of the service which could pose security concerns. Not providing this portion of the service may result in nuisance odor complaints.
- d. Contract monitoring requirements to ensure that services billed were performed.

3. Contracting with companies that operate RV dump stations to provide services to Persons Experiencing Homelessness living in RVs

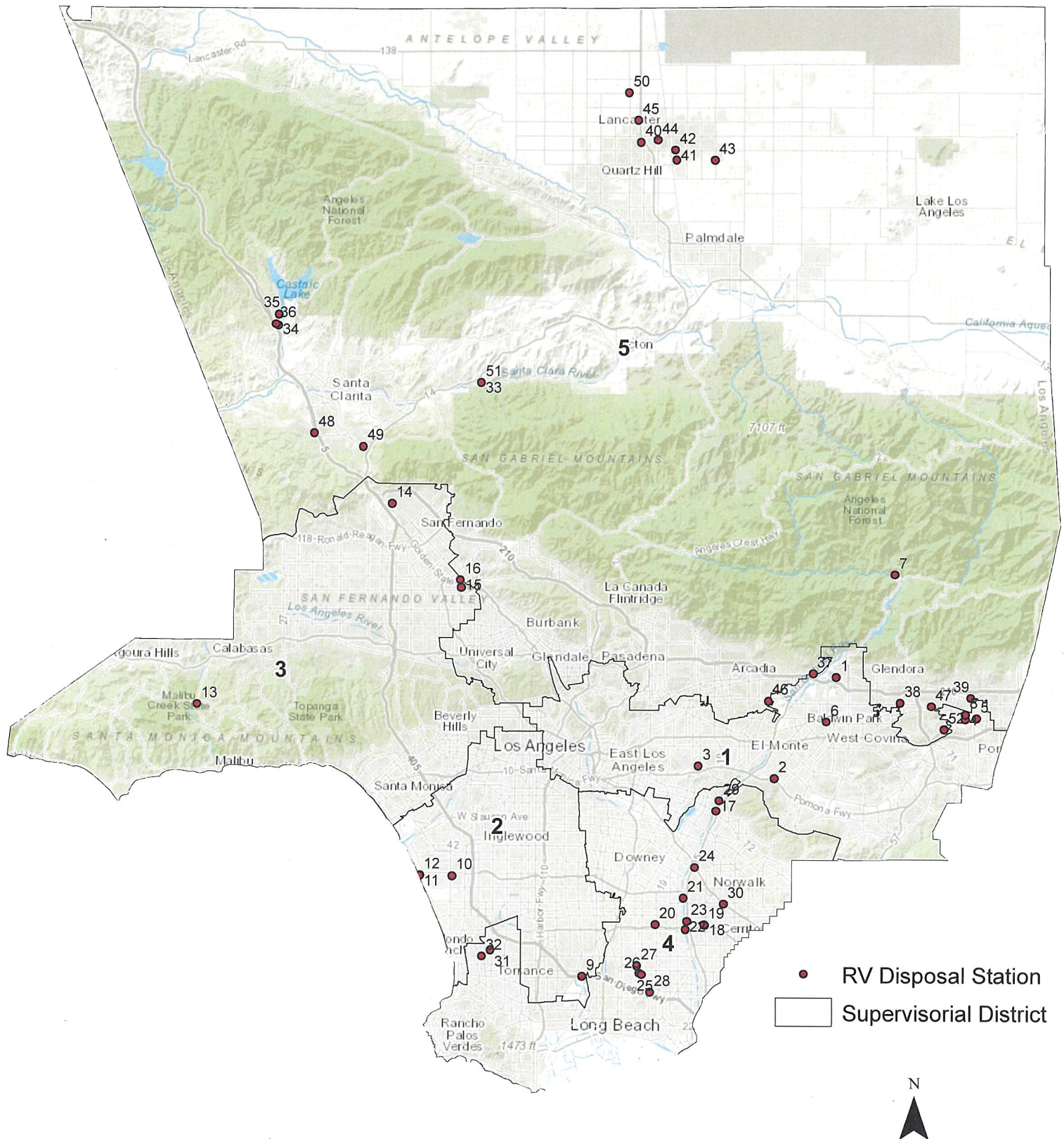
This method requires the RVs to be able to safely travel to the service location. Under this proposal, the operators of dump stations near the Safe RV Parking locations can be solicited to determine if locations are open to the public, if there is a charge to utilize the dump station, and if operators would be willing to enter a contract with the County wherein the County would purchase payment vouchers and issue them to Persons Experiencing Homelessness living in RVs so that they may utilize the dump station.

Public Health conducted an internet search to identify locations advertising services as an RV dump station. A total of 54 locations were identified, the majority of which are in Supervisorial Districts 4 and 5 but at least four locations were identified in each supervisorial district. The businesses offering services included gas stations, auto repair businesses, RV sales and service centers, RV storage yards, campgrounds, two county fairgrounds, and a municipal treatment system. Disposal costs ranged from free up to \$40 per visit.

The option of providing payment vouchers to Persons Experiencing Homelessness living in RVs so they may utilize dump stations also comes with the following challenges:

- Limited number of dump stations in some supervisorial districts.
- Inconvenience of having the RV driven to the dump stations on a regular basis may result in illegal discharges of wastewater.
- If not serviced timely blackwater holding tanks may overflow resulting in nuisance odor complaints and unsafe living conditions.
- Contract monitoring requirements to ensure services billed to the county were performed.

RV SAFE DISPOSAL SITES



RV Safe Disposal Sites

ID	SD	RV Disposal Station	City	Address	Phone Number	Website	Fees/Cost (Per Vist)
1	1	Price Self Storage	Asusa	1110 W Foothill Blvd., Azusa, CA 91702	(626) 714-2459	https://www.priceselfstorage.com/azusa-self-storage/	
2	1	Wildwood Mobile Country Club	Hacienda Heights	901 S 6th Ave., Hacienda Heights, CA 91745	(626) 968-2338	https://www.mhivillage.com/parks/4923	
3	1	Alex's Auto Repair & Electric (ARCO)	Montebello	1761 N Paramount Blvd., Montebello, CA 90640	(323) 722-5252	N/A	\$30.00
4	1	Fairplex RV Park	Pomona	2200 N White Ave., Pomona, CA 91768	(909) 593-8915	http://fairplexrvpark.com	\$10.00
5	1	Garey One Stop Auto	Pomona	2455 N Garey Ave., Pomona, CA 91767	(909) 593-4376		
6	1	Sunset Service Center	West Covina	901 N Sunset Ave., West Covina, CA 91790	(626) 960-9229		
7	1	Camp Williams Resort	Azusa	24210 East Fork Rd., Azusa, CA 91702	(626) 910-1126	campwilliams.com	\$5.00
8	1	Tow Storage 1	La Verne	2557 Sierra Way, La Verne, CA 91750	(952) 690-4666	N/A	
9	2	Cruise America RV Rental & Sales	Carson	2233 E 23rd St., Carson, CA 90810	(310) 522-3870	https://www.cruiseamerica.com/rv-rental-locations/california/los-angeles-carson	
10	2	California Storage Masters	El Segundo	1921 E Maple Ave., El Segundo, CA 90245	(310) 707-1061 / (424)	https://www.rvcaliforniastoragemasters.com/	
11	2	Hyperion Sewage Treatment Plant	Playa Del Rey	12000 Vista Del Mar, Playa Del Rey, CA 90293	(310) 648-5000	https://locator.lacounty.gov/fac/location/3171717/hyperion-wastewater-treatment-plant	\$0.00
12	2	Dockweiler Beach RV	Playa Del Rey	12001 Vista Del Mar, Playa Del Rey, CA 90293	(310) 322-4951	https://beaches.lacounty.gov/dockweiler-rv-park/	
13	3	Malibu Creek State Park	Calabasas	1925 Las Virgenes Rd., Calabasas	(818) 880-0867		\$10.00
14	3	All in Sanitation Services	Sylmar	13151 San Fernando, Sylmar, CA 91342	(800) 310-8988	https://benchmarkrv.com/	\$30 or Less
15	3	Benchmark RV Center & Storage	Sun Valley	11660 Tuxford St., Sun Valley, CA 91352	(818) 504-4813	https://kingkongtrailers.com/	\$20 or Less
16	3	King Kong RV	Sun Valley	8924 Lankershim Blvd., Sun Valley, CA 91352	(949) 673-1999	https://totalstorage.com/storage-locations/california/whittier-storage-units/5913-asperanza-ave/	\$35.00 - \$40.00
17	4	Best RV & Self Storage	Whittier	5913 Esperanza Ave., Whittier, CA 90606	(562) 692-8887	http://storageonlongbeach.com/pioneer-rv/	
18	4	Pioneer Chevron Service Station	Artesia	16725 Pioneer Blvd., Artesia, CA 90470	(562) 860-5718	http://storageonlongbeach.com/pioneer-rv/	
19	4	Pioneer RV Storage	Artesia	16703 S Pioneer Blvd., Artesia, CA 90470	(562) 633-3171	http://storageonlongbeach.com/pioneer-rv/	
20	4	Affordable RV Storage	Belflower	8839 Park St., Belflower, CA 90706	(562) 925-0534	http://storageonlongbeach.com/pioneer-rv/	
21	4	Storage Outlet - Belflower	Belflower	10326 Foster Rd., Belflower, CA 90706	(562) 925-0534	http://storageonlongbeach.com/pioneer-rv/	
22	4	Extra Space Storage Cerritos	Cerritos	10755 Artesia Blvd., Cerritos, CA 90810	(562) 865-9696	http://storageonlongbeach.com/pioneer-rv/	
23	4	Ironwood RV Storage	Cerritos	16401 Pluma Ave., Cerritos, CA 90810	(562) 865-9696	http://storageonlongbeach.com/pioneer-rv/	
24	4	Giant RV	Downey	11111 Florence Ave., Downey, CA 90241	(562) 924-7870	http://storageonlongbeach.com/pioneer-rv/	
25	4	Coast Storage Company	Lakewood	3919 Pike Ave., Lakewood, CA 90712	(562) 455-4114	https://www.giantrv.com/	
26	4	Paramount Carson RV & Boat Storage	Lakewood	2626 Cover St., Lakewood, CA 90712	(562) 420-3009	https://www.coaststorageco.com/	
27	4	Cherry & Carson RV Storage	Long Beach	4160 Cherry Ave., Long Beach, CA 90807	(562) 264-5293	https://www.coaststorageco.com/	
28	4	Don Temple Storage	Long Beach	3750 E Spring St., Long Beach, CA 90806	(562) 684-2019	https://www.dontemplestorage.com/	\$25.00
29	4	Beverly RV Storage	Pico Rivera	10000 Beverly Blvd., Pico Rivera, CA 90660	(562) 695-8085	https://www.beverlyrvstorage.com/	\$30 or less
30	4	El Monte RV	Santa Fe Springs	12818 Firestone Blvd., Santa Fe Springs, CA 90670	(888) 337-2214	https://www.elmonterv.com/	
31	4	SOS Storage Center	Torrance	19840 Pioneer Ave., Torrance, CA 90503	(310) 793-1600	https://www.sos-self-storage.com/	
32	4	South Bay Storage- RV Recreational	Torrance	4011 Spencer Street, Torrance 90503	(310) 371-7953	https://www.sos-self-storage.com/	
33	5	River's End R.V. Park	Santa Clarita	13130 Soledad Cyn Rd, Santa Clarita	(661) 888-4272	Riversendrvpark@gmail.com	
34	5	Castaic Lake RV Park	Castaic	31540 Soledad Cyn Rd, Santa Clarita	(661) 257-4050	castaiclakervpark.com	\$20.00
35	5	Castaic Lake State Recreation Area	Castaic	32132 Castaic Lake Dr., Castaic, CA 91384	(661) 257-4050	parks.lacounty.gov	\$12.00
36	5	Castaic Truck Stop	Castaic	31611 Castaic Rd., Castaic, CA 91384	(661) 295-1374	N/A	\$7.00
37	5	Mt. Olive Storage	Duarte	1500 Crestfield Dr., Duarte, CA 91010	(626) 357-4330	mtolivestorage.com	\$15.00
38	5	Arrow RV and Boat Storage	Glendora	1021 E Arrow Hwy., Glendora, CA 91740	(909) 593-3011	https://www.arrowrvandboatstorage.com/	\$20.00
39	5	Casitas La Verne Mobile Village	La Verne	3945 Bradford St., La Verne, CA 91750	(909) 593-3011	https://www.santiagocorp.com/2020/02/12/welcome-to-casitas-la-verne-mobile-home-estates/	
40	5	Amargosa Creek Storage	Lancaster	2060 W Ave 18, Lancaster, CA 93535	(661) 902-8046	N/A	
41	5	Lance Camper Manufacturing Corp. Parts & Service	Lancaster	43014 Exchange Pl, Lancaster, CA 93536	(661) 941-9250	https://www.lancecamper.com/	\$15.00
42	5	Lancaster Elks Lodge #1625	Lancaster	240 East Avenue K, Lancaster, CA 93536	(661) 941-9250	http://www.elkslodge1625.org/ElksNewAmenities.html	Read Website
43	5	Lancaster National Soccer Center	Lancaster	43000 30th Street East, Lancaster, CA 93535	(661) 723-6192	http://www.lancastersoccercenter.com/	Free
44	5	Purely Storage	Lancaster	44130 10th Street West, Lancaster, CA 93534	(661) 940-5005	https://www.purelystorage.com/self-storage-lancaster-ca-81307	
45	5	Rider's Choice Motorcycle & RV Center	Lancaster	2337 W Avenue I, Lancaster, CA 93534	(661) 942-1211	https://www.purelystorage.com/self-storage-lancaster-ca-81307	\$10.00
46	5	Dry Dock Storage	Monrovia	3131 S Peck Rd., Monrovia, CA 91016	(626) 445-8762	riderchoice661.com	\$20.00
47	5	Storage Centers	San Dimas	195 E Arrow Hwy., San Dimas, CA 91773	(909) 599-5066	https://totalstorage.com/storage-locations/california/san-dimas-storage-units/195-e-arrow-rv-camping-world.com	Read Notes
48	5	Camping World of Valencia	Santa Clarita	24901 Pico Canyon Rd, Santa Clarita, CA 91381	(888) 554-5177	https://totalstorage.com/storage-locations/california/san-dimas-storage-units/195-e-arrow-rv-camping-world.com	\$25.00
49	5	Newhall Shell Station	Santa Clarita	23502 Newhall Ave., Santa Clarita, CA 91321	(661) 259-6682	findshell.com	\$5.00
50	5	Antelope Valley Fair Grounds	Lancaster	2551 W Ave G-8, Lancaster, CA	(661) 206-0427	https://lavfair.com/rv-park/	\$20.00
51	5	Rivers End RV Park	Santa Clarita	13130 Soledad Canyon Road, Santa Clarita, CA 91390	(661) 888-4272	https://www.facebook.com/riversendscv/	
52	5	East Shore RV Park	San Dimas	1440 Camper View Rd., San Dimas	(909) 599-8355	https://www.bonellilufsv.com/	\$10 or less