



Streets to Homes

Addressing Vehicular Living in CD11
Improving Lives, Improving Community

The Problem

Homelessness, especially vehicular living, is on the rise in CD11.

Residents of **homes** find vehicular domiciles to be unfamiliar, unpleasant, unsanitary, unsafe.

Residents of **vehicles** feel unsafe, threatened, intimidated, vulnerable.

The situation is not sustainable for either those living in their vehicles or for the community at large.



A Call for Action

- Many residents of homes have called for parking restrictions.
- Many people have demanded fair treatment and social services for residents of vehicles.
- The Venice Neighborhood Council and others called for creation of a Safe Parking Program to give vehicle residents a place to park and sleep overnight.
- The Neighborhood Councils of Del Rey and Westchester/ Playa del Rey have begun developing programs to help some of the homeless in those areas.
- Councilmember Rosendahl secured funding for a program, and hired a consultant to develop an RFP to be issued and managed by Los Angeles Homeless Services Authority.



Goal

Develop a program that will:

- Help eligible and vulnerable people get off the streets and into homes by providing case management and social services.
- Combined with simultaneous efforts to restrict parking for non-participants, reduce vehicular living on residential streets.

Methodology

- Exhaustive study of Safe Parking programs in Santa Barbara, CA, and Eugene, OR.
- Site visit to Santa Barbara program and interviews with 10 program participants.
- Interviews and discussions with more than 50 community members and leaders, service providers and government officials with direct knowledge of the issue of people living in the vehicles in CD11.
- Consultation with local and national experts on homelessness, housing and community development.
- Consultation with appropriate City departments, including LAPD.
- Analysis of surveys, articles and reports dealing directly with the issue and the targeted population in CD11.
- A count of vehicles in which people were sleeping (July 20, 2010)

Findings: A Spectrum of Community Concerns

- Many CD11 residents feel they have no recourse for, or ability to prevent, bad and sometimes threatening behavior of some who live in their vehicles.
- Many CD11 residents want their community to provide a humane and productive means for the poor in their neighborhood to improve their lives.
- Many residents and homeless advocates feel that many vehicle residents are unfairly stereotyped based on the behavior of a smaller sub-population.
- Many vehicle residents suffer from lack of sleep, fines, and penalties that hinder their ability to access social services, secure permanent housing, and improve their lives.

Findings: Best Practices from Santa Barbara and Eugene

- Regular sleep allows participants to better integrate into the community, access services, and find housing.
- Intense and individualized case management is crucial.
- Strict code of behavior must be enforced.
- Program placards in windshields identifies participants to service providers, neighbors and law enforcement.
- Program staff must engage community as well as participants.
- Monthly coordination between program managers, service providers, law enforcement, community leaders, city officials, and city departments guides and shapes an effective program.

Conclusions

Sufficient funds have been identified to launch a Safe Parking program.

A program modeled after Santa Barbara and Eugene can succeed in CD11.

Program success and community goals can be much better achieved by enhancing case management and integrating with regional “Housing First” strategies.

Intense and ongoing collaborative efforts with community will be necessary.

The program should be managed by a professional organization with experience in homelessness and social services.

Program Overview

- A combination of social services and law enforcement
- Target Population
- Holistic Approach
- Rules for Program Participants
- Program Management
- A Coordinated Approach
- Outreach & Engagement
- Locations
- Measures of Success



A combination of social services and law enforcement

- The Streets to Home Program will be paired with an Oversized Vehicle Ordinance and other increased efforts to enforce ban on sleeping in vehicles.
- Program participants will be given placards, assigned a designated parking spot where it is safe and legal to park overnight with certain amenities.
- Participants will benefit from case management, social services, housing assistance.
- Non-participants will be subject to law enforcement action.

Target Population

There are many people living in their vehicles in CD11. This program is not for all of them.

Participants must be:

- economically disadvantaged/homeless
- willing to act as good neighbors and abide by strict rules of personal conduct, participate in intensive case management designed to access social services and secure permanent housing.

The program will be open only to those **currently** living in CD11, and to current CD11 residents who become homeless and move into a vehicle during the course of the program.

Priority will be given to families with children, seniors, and veterans.



A Holistic “Housing First” Approach

Part of the region-wide “Housing First” strategy.

Coordinated with the regional Continuum of Care Infrastructure.

Case Management & Housing:

- Regular and ongoing case management.
- Each participant will develop an Individualized Service Plan designed to access services and help them move to permanent housing.
- Assistance with immediate needs.

Code of Conduct: Program participants will sign a contract and agree to a strict code of conduct.

Amenities: Restrooms, showers, and trash facilities (including septic tank cleaning) will be made available for program participants.



Rules for Program Participants

- In consultation with the community, service providers, and LAHSA, the program manager will develop a code of conduct for program participants.
- Rules at lots in other cities have included: no outdoor cooking, no alcohol or drug use, noise restrictions, parking permits, no littering, and required case management and program participation.
- Program participants will sign a contract and agree to follow program rules and regulations.
- Non-compliance will be cause for dismissal from the program.

Program Management

- Program will be administered by LAHSA.
- A non-government entity will be awarded a contract to further develop and run the program.
- The service provider will work with community, council office, LAPD, and others to evaluate and refine the program.



Los Angeles Homeless Services Authority
a joint powers authority of the city & county of los angeles

A Coordinated Approach

Monthly coordination meeting will be held with:

- LAHSA
- The Street to Homes Program Manager
- LAPD, Council Office and other City agencies
- Representatives of Neighborhood Councils & Other Community Stakeholders
- Homeless Representative
- Social Service Agencies
- Veterans' Services
- County Health and Mental Health Services
- Legal Services



Outreach & Engagement

Outreach & Engagement Teams will:

- work with program participants, service providers, law enforcement, and the community at large.
- visit all vehicle dwellers, assess suitability for program, explain program and recruit.
- stay in close contact with participants during non-program hours.
- advise all vehicle residents – participants and non-participants of available social services.
- advise non-participating vehicle residents of parking laws and share info with parking enforcement.
- promptly respond to grievances from neighbors and oversee and enforce good neighbor policy.

Locations

- Provider will work with CD11, the community and other stakeholders to identify locations to be used for the program safe parking sites.
- Site selection will occur in collaboration with the immediate community, and be sensitive to needs of the neighborhood as well as the homeless household.
- Sites may include, but are not limited to, parking lots of churches, temples, non-profit organizations, public offices, industrial or business parks, or donated land.
- Sites will be maintained to ensure no negative impact to the community, and good neighbor policies will be strictly enforced.

Measures of Success

LAHSA will establish and require of the service provider firm benchmarks for assessment, engagement, case management and housing placement.

Service provider will be required to meet benchmarks for response to community concerns.

Ultimate evaluation criteria will be reduction in number of vehicles on residential streets.

Benefits of the Program

- Allows willing participants to turn their lives around and secure permanent housing.
- Enables more efficient and effective use of law enforcement resources.
- Reduces number of people living in their cars, and on residential streets.
- Responds to community desire to reduce homelessness and help the economically disadvantaged in CD 11.

Proposed Timeline

RFP Release	Mid to Late August
RFP Awarded	September 30
Contract Signed	October 15
Community Outreach by Provider	October - November
Program Ramp-up	October - December
First Night of Program	TBD