

COMMUNITY IMPACT STATEMENT AGAINST CF 14-1057-S4

Council File# 14-1057-S1¹ and related Council File# 14-1057-S4² (Ordinance 184590 Safe Parking) repeals language from Section 85.02 of the Los Angeles Municipal Code was originally approved on November 8, 2016 and was supposed to sunset on July 1, 2018. However, the City extended this ordinance as they so often do on this type of ordinance to June 25, 2020. This ordinance causes an undue burden on the community of Wilmington as it is unequitable with regards to accountability and in sharing in the success of eliminating the homeless issue and those who reside in their vehicle.

Per Councilman Buscaino, as a District we are to share in helping to overcome the many issues of homelessness. However, with regards to safe parking in Wilmington; per the map at the safe parking website, Wilmington is to accommodate more people living in their vehicles than Harbor Gateway, Harbor City and San Pedro combined. (Exhibit A)

Since its inception the purpose of this ordinance was **strictly** to gather information as stated in ordinance 85.02 as follows³:

- **The City intends to allow vehicle dwelling in order to gather data and information related to impacts to public health, safety and the physical environment, if any, for use in developing permanent regulations pertaining to the use of vehicles for dwelling on public streets in the City;**
- **The City intends to allow vehicle dwelling only on non-residential streets and on streets that do not have a school, pre-school, day care facility or park;**

The City by its own admission has stated the following in its own ordinance:

- **The conditions described above have resulted in and will likely continue to result in blight, sanitary and public health concerns, excessive noise and crime, not only affecting residents, but also affecting persons who dwell in vehicles and are at a heightened risk of assault, robbery and other criminal activity**
- **Dwelling in vehicles on public streets diminishes the economic viability of the City and its many tourist attractions;**

The City has been able to meet its primary objective of this ordinance in evaluating the number of those who reside in their vehicles as posted in LAHSA's most recent numbers.⁴

¹ [CF 14-1057-S1](#)

² [CF 14-1057-S4](#)

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<https://static1.squarespace.com/static/582dc9ea6a4963e5091cd8cd/t/58486a4d8ebaf18dbefeb1/1481140889014/85.02.pdf>

⁴ <https://www.lahsa.org/news?article=417-proportion-of-household-type-and-conversion-factors-2018->

Our OWN councilman Joe Buscaino was quoted as saying in an article published November 9, 2016 that this ordinance would drive homeless into the industrial areas.⁵ Two years after that statement we can clearly see a huge influx of homeless into our community that previously were not here before.

Furthermore, upon closer examination of the map you can see that one of the approved areas sits right up against the Saints Peter and Paul Elementary School. (Exhibit B)

Since the City already has proposed many options and has made great fanfare over their solutions with regards to the resolution of the homeless crisis it would only stand to reason that the research phase is over and no longer does our community need to be overburdened. To further diminish our economic viability and cause blight to our community as the City has advised us in this ordinance it most surely has would be careless and irresponsible to our stakeholders.

Unless and until, the responsibility is equally shared among ALL communities and our schools and children can be protected, it is unfair and unjust for Wilmington to have the bulk of the responsibility in this research venture within our district and therefore **oppose**.

⁵ [Daily Breeze article](#)