

# **SAFE PARKING? OKLAHOMA is not OK!**

## **SUMMARY**

The San Luis Obispo County Civil Grand Jury investigated the establishment, operation, site conditions, and outcomes of the Oklahoma Avenue Parking Village safe parking site (Site) (previously known as Kansas Avenue Safe Parking)<sup>1</sup> set up by San Luis Obispo County. The Site was opened in August 2021 to provide 24/7 safe parking and case management services for individuals and families living in their vehicles. Overseen by the Homeless Services Division (HSD) within the Department of Social Services (DSS), the County subsequently announced its intent to begin a shutdown of the site after 18 months of operation.

The aim of the Grand Jury was to understand what lessons could be learned from this first large-scale safe parking initiative by the County and whether it provided an effective intervention for helping unhoused people to get safely rehoused. The Grand Jury took a comprehensive approach to the investigation by examining all phases of the safe parking initiative, from the motivation/need through the decision to close, and all facets of the program (e.g., site management, contract management, safety and security, participant outcomes, costs). Fact-finding included interviews, direct observation, and requests for information. We also looked beyond this specific program to understand the various models of safe parking adopted by other communities and best practices that have been identified.

This report summarizes the conclusions of the Grand Jury based on its investigation. The Grand Jury found a number of major deficiencies in the planning and operation of the Site and serious issues related to existing site conditions including safety, security, and sanitation. The findings and recommendations in this report highlight each of these concerns. They are offered respectfully to enable the County to improve its performance and outcomes during the current site close-down and for future safe parking programs. We stress the urgent need for the County to take immediate

---

<sup>1</sup> Name changes for the Site were necessitated by trademarking of the term “Safe Parking Program” by New Beginnings, Santa Barbara and to improve location identification for emergency response.

action to address those issues that pose potential risk to program participants during the remaining closure period.

## INTRODUCTION/PURPOSE

**Mission Statement:** *The Oklahoma Parking Site provides a temporary, safe, and sanitary space for vehicle-residing individuals and families to diligently engage with case managers and work toward brighter futures by acquiring housing solutions.*

- County of San Luis Obispo

On August 13, 2021, the County of San Luis Obispo opened a 24-hour/7-day safe parking site located at Oklahoma Avenue at the County Operations Center off Highway 1. The Board of Supervisors approved the project on a “pilot program” basis. Eighteen months later, in February 2023, the County announced its intent to close the Site: “We wanted to provide an opportunity for people to transform their lives, and we weren’t meeting the objectives that we initially thought we would.”<sup>2</sup>

This report describes an investigation conducted by the San Luis Obispo County Civil Grand Jury of the Oklahoma Avenue Parking Village, as the program is currently named. In the course of the investigation we examined the origination and launch of the program, operation of the site by the County over the course of 18 months, and the outcomes of the program. This report documents the Grand Jury’s investigation and the findings and recommendations based on what we discovered during the inquiry.

It is important to note that the findings of the investigation include several critical issues related to safety and security at the site. Given the severity of these concerns, the report underscores the urgent need for the County to take immediate action to reduce the potential risk to program participants during the shutdown period, which may take several months to complete.

---

<sup>2</sup> San Luis Obispo County Administrative Officer, quoted in: Kassabian, S., & Lynch, J. (2023, March 1). SLO County safe parking site for unhoused to close. *The Tribune (San Luis Obispo, CA)*, p. 1A.

The investigation by the Grand Jury also looks to the future of programs in San Luis Obispo (SLO) County designed to address the needs of individuals and families who are living in vehicles as they seek temporary or permanent housing. While Oklahoma Avenue Parking Village is slated to close, the need has not diminished over the past 18 months and is likely to increase. How will San Luis Obispo County address vehicular homelessness in the future? In its five-year plan, the County stated its intention to “Expand the Oklahoma Avenue Parking Village and replicate on a smaller scale in additional locations, with housing navigation support.”<sup>3</sup> In light of the inability of the program at Oklahoma Avenue to meet the County’s objectives and its planned closure, this goal needs to be re-examined.

An essential step at the conclusion of any pilot program is to identify lessons learned in order to avoid repeating missteps and to determine the best path forward. The findings and recommendations in this report by the Grand Jury are meant to contribute to that process. We also include insights from our research into case studies and best practices based on the experiences of other safe parking programs that may be of value for future initiatives in SLO County.

## ORIGIN

The investigation of Oklahoma Avenue Parking Village by the Grand Jury was prompted by the following:

- Concerns about the safety of the Site, especially in light of the tragic deaths of a person who perished in an RV fire at the Village in February 2022<sup>4</sup> and an individual who died of an apparent drug overdose in April 2022<sup>5</sup>;
- Media reports citing numerous criticisms by participants and advocates for the homeless about the location and conditions of the Site and program services;

---

<sup>3</sup> p. 13, *The San Luis Obispo Countywide Plan to Address Homelessness 2022-2027*, adopted by the Board of Supervisors in August 2022.

<sup>4</sup> Wilson, N. (2022, February 16). RV fire causes woman’s death at SLO County safe parking site. *The Tribune (San Luis Obispo, CA)*, p. 1A.

<sup>5</sup> Kassabian, S., & Wilson, N. (2022, April 19). Man dead, woman hospitalized in apparent drug overdose at SLO safe parking site. *The Tribune (San Luis Obispo, CA)*, p. 3A.

- The apparent lack of a full, formal assessment of Oklahoma Avenue Parking Village as a pilot program by the County, even after a full year of operation; and
- The County’s intention to open additional safe parking sites in the future.

For these reasons the Grand Jury decided to conduct a targeted investigation of the safe parking program and the Oklahoma Avenue Parking Village operated by the County of San Luis Obispo.

## **AUTHORITY**

The issuance of this report is authorized under investigative powers of the Grand Jury pursuant to California Penal Code Sections 919, 921, and 925.

## **METHOD/PROCEDURE**

The Grand Jury used the following investigative methods:

- *Site Visits*: There were two visits to the Oklahoma Avenue Parking Village by the Grand Jury, first in October 2022 and a follow-up visit in February 2023.
- *Interviews*: The Grand Jury conducted ten interviews with individuals involved in various aspects of the Oklahoma Avenue Parking Village program. They included: County officials and managers responsible for initiation and oversight of the program, County employees responsible for site management and operations, leadership and staff from non-profit agencies providing services to program participants, and employees of third-party vendors providing site services.
- *Requests for Information & Analysis*: The Grand Jury requested and analyzed detailed information related to the operations and outcomes of the Oklahoma Avenue Parking Village program, such as participant outcomes, San Luis Obispo County Sheriff’s Office log entries, security incident reports, budget, and contract information.
- *Documents and Meeting Minutes & Videos*: Documents such as the *San Luis Obispo Countywide Plan to Address Homelessness 2022-2027* and *2022 San Luis Obispo County Homeless Count and Survey Comprehensive Report* and minutes/videos of meetings of the

Board of Supervisors and the Homeless Services Oversight Council (HSOC)<sup>6</sup> were reviewed.

- *Research on Vehicular Homelessness, Best Practices for Safe Parking Programs:* The Grand Jury conducted a comprehensive review of published research studies on vehicular homelessness and programs designed to address this issue. We also studied safe parking programs and outcomes in other California counties.

## **BACKGROUND/HISTORY**

### **Growing Number of Californians Living in Their Vehicles**

Homelessness is growing at an alarming rate across California, increasing by about 6% from 2020 to 2022.<sup>7, 8</sup> One of the fastest growing segments of the homeless population has been the number of individuals and households living in vehicles. For example, in San Francisco 35% of the unhoused population resides in a vehicle and almost 60% live this way in Los Angeles.<sup>9</sup> This trend is not limited to California cities, but is seen in suburban and rural communities, including San Luis Obispo County.<sup>10</sup>

## **NARRATIVE**

### **The Need: Vehicular Homelessness in San Luis Obispo County**

When we think of safe parking, we often think of people who are living in their cars, have no permanent housing, and need a safe place to park legally overnight. Pioneered by New Beginnings in Santa Barbara in 2004, safe parking programs have become a key component of efforts to address the growing issue of vehicular homelessness. Individuals and families who are living and sleeping in their cars, vans, and recreational vehicles (RVs) have become one of the fastest growing

---

<sup>6</sup> [https://www.slocounty.ca.gov/Departments/Social-Services/Homeless-Services/Homeless-Services-Oversight-Council-\(HSOC\).aspx](https://www.slocounty.ca.gov/Departments/Social-Services/Homeless-Services/Homeless-Services-Oversight-Council-(HSOC).aspx)

<sup>7</sup> <https://www.huduser.gov/portal/datasets/ahar/2022-ahar-part-1-pit-estimates-of-homelessness-in-the-us.html>

<sup>8</sup> Pauluch, J., & Herrera, J. (2023, February 21). Homeless populations are rising around California. *Public Policy Institute of America*. <https://www.ppic.org/blog/homeless-populations-are-rising-around-california/>




<sup>9</sup> Giamarino, C., Blumenberg, E., & Brozen, M. (2022). Who lives in vehicles and why? Understanding vehicular homelessness in Los Angeles. *Housing Policy Debate*. <https://doi.org/10.1080/10511482.2022.2117990>

<sup>10</sup> [https://www.slocounty.ca.gov/getdoc/3e2558de-42f5-472d-a747-2c64500dff6d/2022-SLO-PIT-Report\\_final.pdf](https://www.slocounty.ca.gov/getdoc/3e2558de-42f5-472d-a747-2c64500dff6d/2022-SLO-PIT-Report_final.pdf)

segments of the unhoused population.<sup>11</sup> Job loss, major medical expenses, eviction, and escaping from domestic violence are some of the many reasons that can lead to life in this precarious form of shelter.

While it is difficult to identify everyone who is living in their vehicle, the February 2022 Point-in-Time Count clearly shows that vehicular homelessness is an acute issue in San Luis Obispo County.<sup>12</sup> As detailed in Table 1, the annual count identified 370 persons who were living in their vehicles at that time. This equates to approximately 25% of the County’s total of 1,448 homeless persons counted who need some form of safe parking. The survey results also showed that vehicular homelessness is evident in every region of the County. The finding that 50% of the vehicular homeless were living in RVs indicates that this population warrants particular attention in plans to address homelessness in the County.

Table 1. Source: 2022 San Luis Obispo County Homeless Count and Survey

Sleeping Accommodation	Coast	San Luis Obispo	South County	North County	TOTAL
RVs/Cars/Vans	51	191	81	47	370 <i>(25.6% of the 1,448 homeless persons counted )</i>
Type of Vehicle & % of All Vehicular Homeless Persons Counted	 50% RV		 36% CAR		 14% VAN

### Shortage of Safe Parking

Recognition of the growing number of residents living in their vehicles has prompted some non-profit organizations and communities in the County to establish safe parking programs. This includes, for example, seven spaces for overnight parking at 40 Prado Safe Parking<sup>13</sup>, a four-space

<sup>11</sup> Lyons-Warren, M., & Lowery, L. (2020). Vehicular homelessness and the road to housing during and after COVID-19. National League of Cities. <https://www.nlc.org/article/2020/05/28/vehicular-homelessness-and-the-road-to-housing-during-and-after-covid-19/>

<sup>12</sup> [https://www.slocounty.ca.gov/getdoc/3e2558de-42f5-472d-a747-2c64500dff6d/2022-SLO-PIT-Report\\_final.pdf](https://www.slocounty.ca.gov/getdoc/3e2558de-42f5-472d-a747-2c64500dff6d/2022-SLO-PIT-Report_final.pdf)

<sup>13</sup> <https://capslo.org/safe-parking/>

pilot program at St. John’s Lutheran Church in Arroyo Grande<sup>14</sup>, and 20 spaces at the Railroad Safe Parking located in San Luis Obispo<sup>15</sup>. These programs and others provide secure places for some people sheltering in their vehicles to park and sleep overnight, however the number of spaces available is far below the need.

## **Calls for Action: Illegal Overnight Parking, Encampments, and Community Impacts**

In 2021, the issue of illegal overnight parking by unhoused vehicle dwellers became especially evident and problematic in two areas of San Luis Obispo County: 1) Palisades Avenue in Los Osos, and 2) Ocean and 17<sup>th</sup> Street in Oceano. By early Fall 2021, one end of Palisades Avenue was filled with the vehicles of unhoused residents, amounting to over 50 individuals on any given night. The area in Oceano was similarly lined with campers and other vehicles. In both areas, many of the “parkers” remained long term, oftentimes placing personal possessions outside of their vehicles and effectively creating homeless encampments. Community members and advocates for the homeless stridently criticized the situation, citing unsanitary living conditions and lack of services, trash and human waste, fights, drug activity, and other humanitarian and safety concerns. The situation on Palisades Avenue also negatively impacted the use of resources vital to the community, including the library, park, community center, skatepark, tennis courts, and a church.

## **The County Responds: Launch of a 24/7 Safe Parking Site**

To address this need and in response to constituent complaints, the County Board of Supervisors allocated \$500,000 and directed the County Administrative Office to open a safe parking site and make it available to the County’s vehicular homeless population. The location chosen was a County-owned vacant lot at the corner of Kansas Avenue and Oklahoma Avenue near the Sheriff’s Office, County Jail’s Honor Farm, and former Animal Services building (aka the County Operations Center). After minimal site preparation, Kansas Avenue Safe Parking (as the program was originally named) was opened in August 2021 as a three-month pilot program, to be reassessed after that period. The Grand Jury found no evidence that this evaluation was ever performed.

---

<sup>14</sup> Lynch, J. (2023, March 14). Arroyo Grande explores safe parking sites for unhoused residents. *The Tribune (San Luis Obispo, CA)*, p. 3A.

<sup>15</sup> <https://capslo.org/railroad-parking/>

Unlike the majority of safe parking programs which are overnight only, the County facility was opened as a 24/7 site with no restrictions on vehicle size.

In October 2021, the Board of Supervisors instituted a prohibition against overnight street parking in Los Osos. To avoid having their vehicles taken to the impound lot, one option available to participants was to move to the County's new safe parking site. Non-functioning vehicles would be towed to the safe parking site free of charge.<sup>16</sup> At one point this resulted in as few as three vehicles parked illegally overnight on Palisades Avenue. However, by March 2023, the number had increased to over 20.

### **Startup: A Rocky Beginning, Spartan Site**

The County's safe parking site was initially a dirt lot with room for 20 vehicles. As the Site began to fill up it was later expanded to approximately 70 spaces. At its opening, there was no fencing surrounding the Site, no onsite security, and no full-time site manager. Only the most basic hygiene amenities and facilities were provided for participants - toilets, showers, trash collection, and some potable water.

Initially, no screening was done to allow admission. This lack of oversight resulted in some travelers and vacationers who were not homeless using the Site. Although some case management services were provided when the Site first opened, the County did not yet have a contract in place for case management services to connect participants to the network of homeless services and to aid them in transitioning to temporary or permanent housing. Similarly, no mental health or substance abuse services were available onsite.

From the beginning, the program was met with criticism from both the unhoused community that it was meant to serve and from their advocates. Reports in the media included a litany of concerns, including:

- inadequate security (Site was entered by individuals released from the County Jail);

---

<sup>16</sup> Holden, L. (2021, November 4). SLO County clears Los Osos homeless, expands safe parking. *The Tribune (San Luis Obispo, CA)*, pp. A1, A4.



- the remoteness of the location and minimal public transit, making it difficult for participants to access stores, services and jobs or to maintain contact with relatives;
- the lack of electricity;
- no common cooking facilities or provision of food onsite; and
- the lack of shade and refrigeration for food storage, which were of particular concern during hot periods.

While many of these issues were addressed over time by the County and local non-profits, other issues remain unresolved. It became clear early on that the County had put minimal thought or planning into what was needed to establish a successful safe parking program. Overall, the safe parking site and associated programs appear to have been (and continue to be) operated largely in a reactive mode by the County, rather than proactively managed through foresight and planning.

### **A Low-Barrier Program: Minimal Requirements for Entry**

The Oklahoma Avenue Parking Village was established as what is commonly termed a low-barrier program, meaning that there were few restrictions to entrance and participation. While some safe parking programs limit participation to those who became homeless while living in that county, SLO County decided not to do this. Best practices also include screening applicants to identify those most likely to actively participate in case management services leading to permanent housing. Again, a decision was made not to follow these practices. In addition, participation requirements changed over time. For example, to facilitate the sweep of Palisades Avenue, initially there was no requirement for vehicles to be in running condition. In order to participate in the safe parking program, the County later required an operational vehicle, registered to the person applying to the program, but failed to enforce that requirement. Driver's license/identification was also required.



**Examples of inoperable vehicles on the Site  
(February 2023)**

It remains unclear to the Grand Jury what policies and procedures have been in place over time regarding background checks, and whether certain prior offenses or status (e.g., registered sex offender) require additional review by the Sheriff’s Office and/or automatically prevent participation in the program.

### **Participant Agreement/Site Rules, Lack of Enforcement, and Serious Violations**

Prior to March 2023, at which time entry to Oklahoma Avenue Parking Village became closed to new participants, the County of San Luis Obispo and its third-party provider of case management services, Community Action Partnership of San Luis Obispo (CAPSLO), gave applicants a contract<sup>17</sup> to sign that established rules they were required to follow as summarized in Table 2. Throughout the more than one and a half years that the program has been in operation, responsible County managers and case managers have observed many violations of rules on the Site and the lack of consistent enforcement when those violations occurred. A particularly egregious example is that some participants who have been banned due to serious rule violations have been allowed to return to the Site.

---

<sup>17</sup> See Appendix A

Table 2. *Safe Parking Contract Rules Summary for Oklahoma Avenue Parking Village*

- Individuals are expected to engage with case managers to create a case plan
- Parking stays are allowed for 90 consecutive days
- No trash shall be left in the parking lot or around vehicles
- Only vehicles registered in the program shall be allowed to park overnight
- Vehicles may only be occupied by owners and approved registered household members
- Individuals shall not use or possess any illegal drugs or alcohol
- Individuals shall not use or possess any weapons or firearms
- No fires of any kind
- Camping tarps, fencing or equipment beyond the vehicles are prohibited
- Animals should be primarily kept in vehicles and when out in the fenced area on site must be kept on a leash
- Individuals shall not dump sewage or other waste or park vehicles that leak excessive fluids
- Vehicle mechanical work involving gasoline, oil or other fluids is prohibited
- No loitering or panhandling
- No music may be played that is audible outside parkers' vehicles
- Quiet hours are between 10:00 PM and 7:00 AM every day
- No violent acts of any kind, verbal or physical
- Maintain a clean environment. Areas surrounding your vehicle must remain neat and orderly
- Be respectful and courteous towards all of our neighbors

It is a common occurrence for the Site rules to be violated by the participants. The following are examples of rule violations identified during the course of the investigation by the Grand Jury:

- A major rule that has been and continues to be violated is the 90-day rule limiting a participant's stay at the Site to 90 consecutive days.<sup>18</sup> According to the mission statement, the purpose of the safe parking facility is to provide a “*temporary* [emphasis added], safe, and sanitary space for vehicle-residing individuals and families.” As of the end of

---

<sup>18</sup> See Participant Agreement, Item 3, Appendix A

December 2022, **some 85% of the participants had overstayed the 90-day limit**, making the Site, in effect, an encampment. As a result of the County's failure to enforce the 90-day limit, other individuals and families needing safe parking have not been able to participate.

- Another rule limits the occupants of RVs to owners and approved registered household members. County program and case managers have observed many persons not approved/registered to be hiding inside the vehicles of participants. Although some former participants were banned from the Site, on at least one occasion a banned individual was hidden by another resident.
- Some of the vehicles do not run and some are disassembled which is also not permitted.
- A major rule frequently violated is the prohibition against illegal drugs or alcohol, either on their person or in their vehicles. In extreme cases, this has resulted in the eviction of the offending participants.
- The rules prohibit participants from possessing weapons on the Site. On one occasion a gun was found during a response by a sheriff's deputy.
- Aggressive animals are prohibited; however, a County employee was bitten by a pit bull at the Site.

During the interviews conducted by the Grand Jury, persons in various roles and levels of responsibility described the negative impacts caused by the lack of consistent enforcement of Site rules. Contributing factors included multiple changes in site management responsibility, no constant onsite County presence, disregard of certain rules, and the countermanding of prior decisions. Paraphrasing a common sentiment expressed in interviews, many felt that the approach taken by the County should have been: *This is the structure. This is the way it is. Break the rules, you're out of here.*

### **Persistent Weaknesses in Site Security**

Security at the Oklahoma Avenue Parking Village has been a challenge from the start. At a cost of approximately \$20,000 a month, security is the single largest expense incurred by the County in the operation of the Site. When the Site was established in August of 2021, the County contracted with Condor Security of America to provide basic uniformed security services. Sometime in the

first quarter of 2022, the County Purchasing Department informed DSS that Condor had exceeded the amount of their contract and they were going to replace Condor with Good Guard Security Services. Sometime around late October 2022, the Homeless Services Division (HSD) made the decision to reduce Good Guard Security Services costs by moving from three shifts a day to one shift a day and allow the participants of the Village to provide their own overnight security. Due to security concerns, complaints from some participants, and lack of incident reporting, HSD reinstated 24/7 security with guards from Good Guard Security in February 2023.

As with other aspects of the Site operations, security was initiated without any documented overall plan for what security would entail, what the specific duties of the security guards would be, or what reporting would be required of them. Security guards are not provided with a suitable work environment and continue to work in a windowless plywood shed that lacked electricity until early 2023. The County did not provide the assigned guards with any written policies or procedures to be followed or used in the course of their duties. They received occasional verbal instructions but nothing more. Due to this lack of proper oversight and direction from the County, conflicts arose between the guards and some participants. Additionally, inappropriate fraternization between guards and participants occurred, creating an unsafe and untenable situation.

While Good Guard was providing security at the Site, the guards filed 90 incident reports with the County detailing problem interactions with residents and visitors. It should be noted that the County received no incident reports during the period that the participants provided night security and reports completed by security guards disappeared from the guard shack. In addition, the San Luis Obispo County Sheriff's Office responded 493 times to the Site in the first 15 months of operation (see Table 3).

Table 3. Summary of Sheriff's Office Responses to Oklahoma Avenue Parking Village

REASON	Number of Responses
Coroner's Case	3
Arrests	2
Spousal Abuse/Battery	7
Restraining Order Violation	2
Threats	5
Weapons Offense/Brandishing	1
Vandalism	3
Cruelty to Animals/Animal Services	3
Suspected Criminal Act/Suspicious Subject	22
Citations/Traffic Stops	4
Emergency/EMS	43
Mental Health	50
Suicidal Subject	4
Missing Person	1
Check the Welfare	34
Keep the Peace	7
Alcohol & DUI	4
Burglary, Theft, Fraud & Lost Property	13
Disturbance of the Peace	42
Probation Activity	18
Patrol Check/Extra Patrol	111
Trespassing	9
Field Interview/Follow-up	18
Incomplete 911 Call	24
Miscellaneous	30
Citizen Assistance	33
<i>TOTAL</i>	493 responses

Fire safety should be of utmost concern at the Site given the fatality of February 2022. As shown in Table 4, fire incidents were not limited to that event.

Table 4. *Summary of Fire Incidents at the Oklahoma Avenue Parking Village*

DATE	CAUSE	OUTCOME
February 2022	RV fire	Death of the occupant Extinguished by Cal Fire
March 2022	Motorcycle caught fire while being worked on in violation of Site rule	Extinguished by security guard
May 2022	Gasoline container fire	Extinguished by security guard
November 2022	Vehicle fire	Extinguished by security guard
March 2023	RV fire	RV completely destroyed Extinguished by Cal Fire

Gasoline cans and propane tanks are unsafely stored in close proximity to all forms of combustible materials throughout the site, creating an extreme fire hazard. During one site visit the Grand Jury witnessed a propane tank being used as a jack stand to support a vehicle. While fire extinguishers are present onsite, it is unclear how participants would respond. Fire extinguishers have also been stolen, requiring replacement. No fire plan is posted onsite.

The Grand Jury heard reports from multiple individuals regarding the widespread use of illegal drugs at the Site including fentanyl and heroin. This is especially concerning because of the presence of minor children onsite. In one instance during a visit, one of the Grand Jurors witnessed what was perceived to be a drug sale close to the entrance to the Site. There has been at least one death attributed to a drug overdose that occurred onsite, and several people have been removed from the program for reasons related to their substance abuse. The problem persists and appears to be getting worse.

Violence and threats of violence are common occurrences at the site. In one incident, Sheriff's deputies found a gun; in another, a resident threatened a County employee with an axe. Incident reports received by the Grand Jury detail episodes in which residents threatened security guards, got into fist fights, threw rocks at other participants' trailers, and so on. In March 2022 one participant was assaulted so severely by another participant that hospitalization was required.

The safety of minor children at the Site is of paramount concern to the Grand Jury. California Penal Code Section 273a(a)<sup>19</sup> makes it a crime to willfully cause or permit a child to be placed in a situation where his or her person or health is endangered. Exposing minor children to the rampant substance abuse and drugs present at the Oklahoma Avenue Parking Village clearly places them in a situation in which they are endangered. Likewise, exposing minor children to an environment where violence and threats of violence are a daily occurrence also clearly places them in a situation where they are endangered. To compound the danger to these minor children, known sex offenders have resided at the Site, without notice provided to other participants. If there are still children living onsite during this closure period, they should immediately be moved to a safe environment.



**Children living at the Site are at risk for exposure to drug paraphenalia/drug use.  
(February 2023)**

### **Site Sanitation, Health, and Safety Risks**

The Site's general conditions are challenging due to its location in a dirt yard, poor drainage, limited aboveground electrical services, and reliance on portable sanitary facilities, all combined with the number of participants. The County can do a better job mitigating these risk factors to the Site sanitation and health and safety.

---

<sup>19</sup> See Appendix B



Artificial illumination is inadequate to permit activities at night and does not support proper health and safety as the individual parking sites are littered with excessive goods blocking walking paths.

There are numerous open 55-gallon drum waste containers dispersed throughout the Site that were found by the Grand Jury to be overflowing with medical waste, rotting food and mixed recyclables. The disposal of these containers is not done frequently enough or checked by County management to trigger a timely response to dispose of their contents. This condition is a catalyst for disease transmission as the condition attracts rodents and insect infestation.



Recent heavy rains have stress-tested the Site's inadequate location. During the recent storms, Grand Jury member(s) observed participants hand trenching the entrance of the Site to promote adequate drainage and access.

The Grand Jury observed that the portable toilets and wash basins are kept in an unclean state and in need of attention. The frequency of service is unclear and there were no cleaning supplies available or attendants to maintain these facilities other than the County calling the vendors when a problem arose. Procedures are not available that designate responsibilities and frequency for maintaining sanitary services.

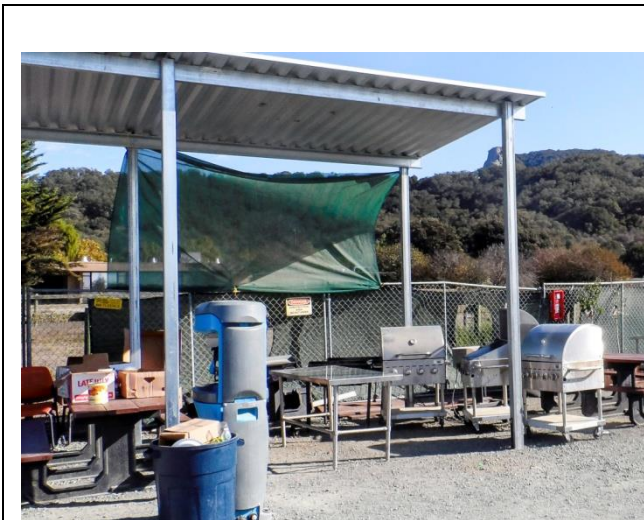


**The sinks provided look functional  
(February 2023)**

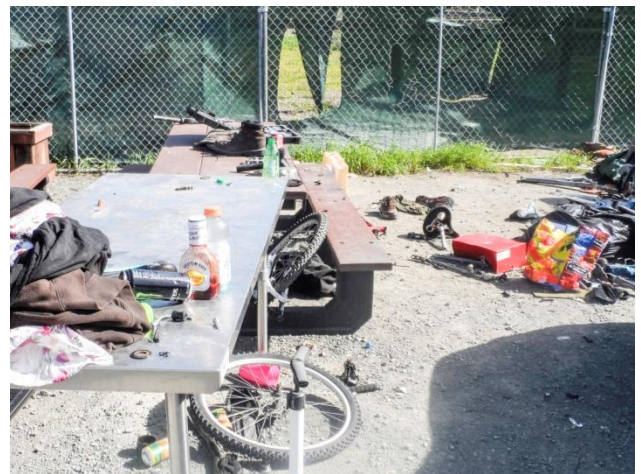


**Until you look inside!  
(February 2023)**

Tables have been set up for use as an eating area. Although a tarp cover has been installed covering the area, the tabletops are exposed to direct sunlight. The Grand Jury, on two occasions over a four-month period, observed food being stored in an unsafe condition with direct exposure to high thermal temperatures. It is concerning that there is a solar-powered refrigerated unit at the Site that is not being used.



**Common eating area in October 2022**



**Common eating area in February 2023**

The Site is an environmental risk due to hazardous substances being stored directly on the ground without secondary containment. The Grand Jury observed gasoline and waste oil containers stored

in this manner. Storm water runoff is not being sampled and the potential for release to the environment is a high environmental risk. In addition, there are numerous lead batteries that are being stored directly on the ground as well as paint and cleaning agents that can leach into the groundwater.

The shelter must be maintained in a sanitary condition per Federal Code of Regulation for Emergency Shelters (24 CFR § 576.403 - Shelter and housing standards).

As noted previously, due to the comingling of flammables and combustibles, fire safety is a grave concern. Maintaining a separation of individual parking sites, as the Grand Jury recently heard, is not a claim worthy of a pat-on-the-back and individual site safety assessments need to be assured by limiting storage of flammables onsite.

### **Ongoing Case Management Contract Issues**

On January 11, 2022 the County of San Luis Obispo and the Community Action Partnership of San Luis Obispo (CAPSLO) entered into a contract regarding services for the Oklahoma Avenue Parking Village program. CAPSLO was the sole respondent under a Request for Proposal process. The Board of Supervisors reallocated \$163,298<sup>20</sup> to the "project," to prevent, prepare for, and respond to the coronavirus.<sup>21</sup> The term of the agreement ended on December 31, 2022. The contract has not been formally renewed.

CAPSLO's responsibilities under the contract are summarized in Appendix C, including Scope of Work, documentation and reporting requirements, and measurable outcomes. The Grand Jury witnessed CAPSLO personnel working onsite at Oklahoma Avenue Parking Village. To better understand the work of CAPSLO at the Site, the Jury also requested information about CAPSLO's activities, actions, and outcomes. Specifically, the Jury requested copies of all data provided quarterly by CAPSLO to DSS in accordance with the case management contract. Although the Jury requested this documentation from DSS and from CAPSLO, the quarterly reports were not

---

<sup>20</sup> In 2020 ESG-CV2 funds from the 5 Cities Homeless Coalition to CAPSLO for site operation and to provide essential services to homeless persons and households

<sup>21</sup> The U.S. Department of Housing and Urban Development accepted the 2019 Action Plan under the CARES Act.

provided by either party and no explanation was given. From investigation, it appears the lofty goals outlined in the contract were not able to be attained.

As the 2022 contract with CAPSLO was nearing an end, the County issued a new Request for Proposal for inclusive case management and site management/operations services for the Site. The County was seeking a provider that would be responsible for all aspects of the safe parking program. The County held discussions with several organizations that provide homeless services, however the only respondent was CAPSLO. That proposal was rejected by the County, in large part due to cost.

### **Who's In Charge? Who You Gonna Call?**

One of the questions the Grand Jury asked interviewees was “Who’s in charge (*of the Site*)?” Our aim was to understand who had overall responsibility for site operations and, most importantly, who had the responsibility and authority to address problems as they arose and the ability to make timely decisions to resolve them. The varied responses to this question, lack of clarity, and overall frustration expressed by interviewees painted a telling picture. Overall, there were no clear standard operating procedures established by the County to manage the Site. Communication channels were largely haphazard. This situation resulted in delayed, inconsistent and contradictory responses, as well as inefficiencies, generating a high level of frustration for participants, case managers, security guards, and County employees.

Adding confusion to the “who’s in charge” question were actions taken by a small minority of participants who formed a local chapter of a homeless union,<sup>22</sup> with objectives that included establishing self-governance (code of conduct, dispute resolution process, establishing terms of removal from the site, etc.) and assuming full responsibility for security. This created a divisive environment that spurred conflict between participants, security and County officials. The group initially had a membership of less than two dozen Site participants. In addition to providing night security for a time, the group also posted an unauthorized list of their own rules at the Site entrance

---

<sup>22</sup> Lynch, J. (2022, November 13). Safe parking site residents form chapter of homeless union. *The Tribune (San Luis Obispo, CA)* pp. 1A, 7A.

that were intended to augment the County's Site rules. The formation of the union also demonstrated that participants did not view the Site as a temporary space.

## **CONCLUSIONS**

The activities, observations, and facts identified in the investigation of Oklahoma Avenue Parking Village by the Grand Jury have been detailed in previous sections. Before presenting the Findings and Recommendations of the Grand Jury, we examine the overall results of the program and offer suggestions for consideration by the County for future safe parking initiatives. These suggestions are based on current research, examples of safe parking models in use by other counties, and best practices identified in studies of safe parking programs.

### **Assessing Program Results**

Well-defined goals and clear, useful results are the foundation of an effective pilot program. As the County's first safe parking initiative, a thorough assessment of the outcomes of Oklahoma Avenue Parking Village is essential to guide future decision making. This is especially important given the County's intention to establish additional safe parking programs in the future.

The relatively recent occurrence of safe parking programs presents a challenge in the evaluation of program success; however, some standard measures are beginning to emerge. While there can be many different benefits to participants, the review of outcomes by the Grand Jury focused primarily on the main objective of the program, namely: *How many participant households successfully transitioned to permanent housing?* Data provided to the Grand Jury would indicate that as of February 2023 there have been 17 "positive exits" by participant households to permanent housing, or about one household per month of operation. While the transition out of homelessness was life-changing for these individuals and families, the low number of successful outcomes over an extended period of time is concerning.

A second measure commonly used to assess the effectiveness of safe parking programs is the *percentage* of participant households that transition to housing. As of the end of November 2022 a total of 117 households had participated in the Oklahoma Avenue Parking Village program. With 16 positive exits at that time, this represents a successful transition rate of about 14%. Given the



wide variety of safe parking programs and different characteristics of the communities where they operate, care must be taken when comparing program outcomes. The result for the SLO County program, however, is significantly below the median rehousing rate of 40% and average rehousing success rate of 34% found in a 2021 nationwide study of 43 safe parking programs by researchers at the University of Southern California.<sup>23</sup>

Operating costs for the Oklahoma Avenue Parking Village, in its current condition, are running over \$45,000 per month<sup>24</sup>. These costs will continue, and likely increase, until the site is fully closed. A full evaluation of the Oklahoma Avenue Parking Village program by the County also needs to consider the expenditures made to achieve the results noted above. An understanding of the relative cost effectiveness of different types of programs (e.g., safe parking vs. tiny homes) is needed to inform future policy decisions. Finally, for safe parking programs in the future, the Grand Jury encourages the County to track the 17 outcome measures for safe parking services identified by Santa Barbara's New Beginnings that align with program services tracked in Homeless Management Information Systems (HMIS), such as length of time in the program, number of participants on a waitlist, and referrals to social services.<sup>25</sup>

### **Looking Forward: Drawing From Lessons Learned and Best Practices**

When designing new safe parking programs, it is helpful to draw upon the experiences of other communities and studies of best practices. While there is clearly no one-size-fits-all model for safe parking, the Grand Jury suggests that County leadership give consideration to the following:

1. *Safe Parking Programs will continue to play an important role in addressing homelessness in San Luis Obispo County.*

Despite the many issues encountered with the Oklahoma Avenue Parking Village project, there remains a critical need in SLO County for designated and secure parking lots/spaces and connections to social services for persons who are living in vehicles.

---

<sup>23</sup> McElwain, L., Schiele, D., & Waheed, L. (2021). *Smart practices for safe parking: A nationwide review of safe parking programs for people sheltering in vehicles*, available at: <https://priceschool.usc.edu/wp-content/uploads/2021/06/Smart-Practices-for-Safe-Parking-USC-2021.pdf>

<sup>24</sup> See Appendix D

<sup>25</sup> Jansen, L., & Tauber, R. (2017). *Safe Parking Program Manual*, New Beginnings Counseling Center.

2. *The homeless who reside in RVs have unique characteristics and needs, necessitating a tailored approach to services and support for this group.*

The 2022 San Luis Obispo County Point-in-Time Count found that 50% of homeless persons living in vehicles resided in RVs. Research studies have found that the housing and services needs of this group are different from those who live in other types of vehicles.<sup>26,27</sup> For example, RV-dwellers may not be interested in case management services, as was the case for some of the participants at Oklahoma Avenue Parking Village. RVers may be more reluctant to accept non-permanent housing options because they fear they will return to homelessness after temporary housing ends. They may also consider their RVs a better option than other alternatives in terms of safety, privacy, and freedom. Communities are beginning to explore different alternatives to support this group. In a recent study, RV dwellers in Oakland, for example, expressed positive opinions of a proposed Rent Parking Program model and stated they were willing to pay approximately one-third of their income for rent.<sup>28</sup> Existing RV parks in SLO County such as Coastal Dunes RV Park and Campground<sup>29</sup> may be an option for this type of program, with a sliding scale fee structure.

3. *For vehicles other than RVs, safe parking facilities should be limited to overnight use only.*  
Restricting presence to a 12-hour overnight timeframe prevents encampments from developing at safe parking facilities. It also expands the number of potential locations by enabling lots to be dual-purpose, with different day and night uses.
4. *Engaging the services of a third-party provider of homeless services should be the first step by the County for any new safe parking program.*

The design and operation of safe parking programs require specialized knowledge and expertise as well as adequate levels of staffing with experience and skills in providing homeless services. The County is ill-equipped to fill this role, and the inability to find a third-party

---

<sup>26</sup> Wakin, M. (2005). Not sheltered, not homeless: RVs as makeshifts. *American Behavioral Scientist* (48:8), pp. 1013-1032.

<sup>27</sup> Giamarino, C., Blumenberg, E., & Brozen, M. (2022). Who lives in vehicles and why? Understanding vehicular homelessness in Los Angeles. *Housing Policy Debate*. <https://doi.org/10.1080/10511482.2022.2117990>

<sup>28</sup> Pruss, G., Knight, K., Resnikoff, N., & Kushel, M. (2022). The long road home: Housing and service needs of people who inhabit oversized vehicles in Oakland's public parking. Benioff Homelessness and Housing Initiative; University of California San Francisco.

<sup>29</sup> <https://slocountyparks.com/camp/coastal-dunes/>

provider to operate Oklahoma Avenue Parking Village shows the difficulties of transitioning from a County-run program.

5. *A decentralized structure of safe parking facilities located throughout the County vs. a centralized location would have significant advantages.*

Many of the vehicular homeless have become recently unhoused and have strong ties to the community. The ability to stay near a social network of relatives and friends, familiarity with employment options in an area, etc. can greatly benefit these individuals and lead to better outcomes. This would also facilitate the engagement of local non-profits and churches, with understanding of local conditions and resources.

6. *Selective screening for participation in safe parking programs can lead to better outcomes.*

Some safe parking programs screen applicants to identify those who are most likely to benefit from housing placement services. This can increase the overall housing success rate as well as maximizing the number of households that can be served over time. Other programs take the additional step of dedicating certain safe parking sites for specific demographic groups – e.g., veterans, families, seniors. This approach enables properly targeted services to be provided to most effectively meet the needs of those groups.

## **FINDINGS**

The San Luis Obispo County Grand Jury determined that:

- F1 The Oklahoma Avenue Parking Village was established by San Luis Obispo County without a clear understanding of the requirements and risks involved and without a plan to operate and maintain the Site.
- F2 The policies and rules agreed to by the program participants, detailed in the safe parking contract that participants are required to sign, are inconsistently enforced or ignored entirely by those responsible for site management.
- F3 The Oklahoma Avenue Parking Village has evolved from a place to park for a short period of time while seeking other housing options into a County-sanctioned homeless encampment.



- F4 Modifications to the operations of the Oklahoma Avenue Parking Village over time have largely been poorly improvised responses to problem situations rather than part of any clear plan.
- F5 Criminal activity makes the Oklahoma Avenue Parking Village an unsafe place for its occupants. Poor security exposes the residents to drug use, acts of violence, and entry by recently released jail inmates and banned persons.
- F6 The Oklahoma Avenue Parking Village is in an unsanitary condition and the County has failed to provide the basic utilities necessary for acceptable living conditions.
- F7 Fire safety is a major concern. While Cal Fire has inspected the Site and made recommendations which have mostly been implemented, the Site remains a fire hazard. Many of the RVs on the Site appear to be in disrepair and are dilapidated fire hazards. There are gasoline and propane generators with their associated gasoline cans and propane tanks adjacent to combustibles.
- F8 Allowing children to live at the Site in its current state places them in a situation where the children's health and safety are endangered and exposed to high risk individuals in violation of California Penal Code Section 273a(a).
- F9 There has been no alignment within County management on how to run the Site and the Department of Social Services (DSS) has been unable to find an agreeable third party provider to assume complete management of the Site.
- F10 The County and CAPSLO have not followed all of their contractual obligations. Case management was not established contractually until early 2022. County contract oversight was inadequate to ensure expected outcomes and services continue under an expired contract.
- F11 The cost, difficulty and challenges of operating the Oklahoma Avenue Parking Village are detracting from the County's five-year plan for addressing homelessness.
- F12 Although the County has announced the intention to close the site, it will continue to operate for an uncertain period of time during which the above findings are still valid,

exposing the residents of the site to significant risks and the County of San Luis Obispo to potential liabilities.

## **RECOMMENDATIONS**

- R1 Child Welfare Services shall immediately remove all minor children from the Oklahoma Avenue Parking Village pursuant to Penal Code Section 273 a(a).
- R2 By September 1, 2023, the County Administration shall establish a policy to require a fully executable plan for opening or closing of any future safe parking sites.
- R3 By September 1, 2023, the Homeless Services Division of the Department of Social Services shall update the participant contract for any safe parking sites. The contract must be appropriate, enforceable, and approved by the County Counsel.
- R4 County Administration shall conduct operational reviews at least quarterly to assess the safe parking program needs and determine changes that might be required.
- R5 The County shall maintain 24/7 security provided by a licensed security contractor at Oklahoma Avenue Parking Village. HSD shall conduct monthly reviews to assess the adequacy of site security and address any deficiencies. Empower the on-site security to enforce contract rules and policies.
- R6 SLO County Public Health Department shall conduct monthly inspections of safe parking sites to identify potential health and safety violations.
- R7 Future safe parking sites should be provided with potable water, sewer, electrical, internet access, and proper drainage.
- R8 By September 1, 2023, the Office of Emergency Services shall develop and implement a fire safety plan and a hazardous material storage plan for safe parking sites.
- R9 By September 1, 2023, County Administration shall establish a date to close the Oklahoma Avenue Parking Village.

R10 To facilitate the closure of the Site, the County HSD shall immediately provide all necessary casework services to assist residents with mental health, substance abuse, housing, employment, benefits eligibility, etc.

R11 To facilitate the closure of the Site, relocate running and registered RVs currently at the Oklahoma Avenue Parking Village to Coastal Dunes RV Park.

## **REQUIRED RESPONSES**

The San Luis Obispo County Child Welfare Services is required to respond to R1.

The San Luis Obispo County Administrative Office is required to respond to R2, R4, and R9.

The San Luis Obispo County Homeless Services Division of the Department of Social Services is required to respond to R3, R5, R7, R10, and R11.

The San Luis Obispo County Public Health Department is required to respond to R6.

The San Luis Obispo County Office of Emergency Services is required to respond to R8.

All responses shall be submitted to the Presiding Judge of the San Luis Obispo County Superior Court within 60 days of submission of the report. A paper copy and an electronic version of all responses shall be provided to the Grand Jury.

### **933.05. Findings and Recommendations**

- (a) For purposes of subdivision (b) of Section 933, as to each grand jury finding, the responding person or entity shall indicate one of the following:
  - (1) The respondent agrees with the finding.
  - (2) The respondent disagrees wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefore.
- (b) For purposes of subdivision (b) of Section 933, as to each grand jury recommendation, the responding person or entity shall report one of the following actions:
  - (1) The recommendation has been implemented, with a summary regarding the implemented action.

- (2) The recommendation has not yet been implemented, but will be implemented in the future, with a timeframe for implementation.
- (3) The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.
- (4) The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation therefore.

Presiding Judge	Grand Jury
Presiding Judge Craig van Rooyen Superior Court of California 1035 Palm Street Room 355 San Luis Obispo, CA 93408	San Luis Obispo County Grand Jury P.O. Box 4910 San Luis Obispo, CA 93403

## APPENDICES

Appendix A – Oklahoma Avenue Parking Village Participant Agreement

# Welcome To Safe Parking



## CHECK IN REQUIRED

PLEASE REVIEW THE FOLLOWING  
INFORMAITON COMPLETELY PRIOR TO  
ENTRY

*Each adult must sign their own contract (NO  
EXCEPTIONS)*

**I UNDERSTAND THAT THE PREMISES IS UNDER 24-HOUR VIDEO SURVEILLANCE FOR THE SAFETY OF THE INDIVIDUALS WHO ARE USING THE OKLAHOMA AVENUE SAFE PARKING SITE AND THAT MY EXPECTATION OF PRIVACY IS THEREBY DIMINSHED IN THE AREA OUTSIDE OF MY VEHICLE.**

**(Initials: \_\_\_\_\_)**

**I HAVE A FUNCTIONING CARBON MONOXIDE/SMOKE DETECTOR PERMANENTLY INSTALLED IN MY VEHICLE.**

**(Initials: \_\_\_\_\_)**

**Oklahoma Avenue Safe Parking Program Operated by the County of San Luis  
Obispo**

1. *Case Management.* Safe parking exists as a transition space so that individuals using the program can make plans, arrangements and steps toward permanent housing. Case management is a key component of achieving permanent housing. Case managers are regularly on site, and individuals are expected to engage with them to create a case plan. Case managers will be available to transition individuals towards appropriate resources and/or into permanent housing and shelter options. All individuals will be given information on community resources and are expected to engage with local resources.
2. *Homeless Management Information System Privacy Notice.* The County collects personal information directly from you for reasons that are discussed in our Privacy Notice. The County may be required to collect some personal information as mandated by law or as requested from organizations that fund this program. Personal information The County collects is necessary to operate programs, improve services and better understand the needs of unhoused at the local level. Individuals are encouraged to read the County’s Privacy Notice which further explains what personal information is collected and how it is being used and protected.
3. *Length of Stay.* Parking stays are allowed for 90 consecutive days. Individuals who do not have an active case plan within 90 days of arriving, or who are not following their case plan, not completing tasks, missing scheduled appointments, or other infractions will be required to vacate the property.
4. *Restroom & Water.* Restrooms and a water station shall be provided, maintained, and

accessible to individuals during safe parking facility hours. It is the responsibility of individuals to remove all trash from their space upon leaving. No trash shall be left in the parking lot or around vehicles. Sinks for washing dishes are provided. Large debris on plates and cookware should be scrapped into trash before being washed. Sinks must be free of all debris after each use and be clean and ready for the next user.

5. *Showers.* Shower units are provided for individuals utilizing the program only. To preserve water for all participants, please limit shower use to 10 minutes or less. Showers units are for hygienic use only. No laundry, dishwashing, or other uses allowed. Showers are for one individual at a time, with the exception of a minor accompanied by a parent. Please notify security to access showers or if showers are in need of service.
6. *Authorized Vehicles Only.* Parking check-in is from 9:00AM – 11:00 PM daily. Only vehicles registered in the program shall be allowed to park overnight. Cameras monitored by Sheriff are in use 24 hours a day to ensure the safety of all individuals. Sheriff may also drive-by several times during the night.
7. *Individual Information.* The County or authorized representatives shall maintain a roster of the names of each individual who is authorized to park overnight.
8. individuals may be asked to move vehicles to maintain safe spacing between vehicles for fire safety or to accommodate incoming vehicles of different sizes.

## **OKLAHOMA AVENUE SAFE PARKING CONTRACT**

*Check-in: 9:00 AM – 11:00 PM (Note: if capacity issues arise, in-county residents are priority)*

**CAPSLO CASE MANAGERS WILL BE ON THE SITE REGULARLY. ADDITIONAL REGIONAL SERVICE PROVIDERS WILL BE STOPPING BY THE SAFE PARKING SITE INTERMITTENTLY TO CONNECT WITH PARTICIPANTS, FIND OUT NEEDS YOU MAY HAVE AND CONNECT YOU TO SERVICES. TO FIND OUT MORE ABOUT SERVICES AVAILABLE TO YOU, YOU CAN REACH OUT TO OUR REGION'S PRIMARY PROVIDERS ON THE NUMBERS LISTED ON THE PAGES 1-2, WHICH YOU CAN KEEP. ALL INDIVIDUALS WILL BE REQUIRED TO SIGN THE BELOW BEHAVIOR CONTRACT. IF THE CONTRACT IS BROKEN THE INDIVIDUAL WILL BE ASKED TO LEAVE THE PROGRAM.**

- a. One vehicle is allowed per parker.
- b. Vehicles may only be occupied by owners and approved registered household members. To protect the privacy and safety of other participants, all visitors must sign in with security upon each visit.
- c. Individuals shall not use or possess any illegal drugs or alcohol either on their person or in their vehicle.
- d. Individuals shall not use or possess any weapons or firearms of any kind in program vehicles.
- e. No fires of any kind shall be allowed. This includes charcoal, wood, or other ember producing fires.
- f. Outdoor cooking is only allowed with a gas-fueled stove or grill with an on/off switch and fire extinguisher present. Cooking units must be attended at all times. Cooking inside vehicles is prohibited unless the vehicle was manufactured with cooking appliances.
- g. Camping tarps, fencing or equipment beyond the vehicles are prohibited. No camping allowed in the vicinity of the safe parking area.
- h. Individuals shall maintain control of animals. Animals should be primarily kept in vehicles and when out in the fenced area on site must be kept on a leash at all times. Animal waste must be picked up immediately and disposed of properly. Aggressive or disruptive animals are not allowed.



- i. Individuals shall not dump sewage or other waste fluids or solids, deposit excreta outside a vehicle, or park vehicles that leak excessive fluids (i.e., gasoline, transmission or radiator fluid, or engine oil).
- j. Vehicle mechanical work involving gasoline, oil or other fluids is prohibited on the safe parking site.
- k. No violent acts of any kind, verbal or physical.
- l. Quiet hours are between 10:00 PM and 7:00 AM every day.
- m. No music may be played that is audible outside parkers' vehicles.
- n. No loitering or panhandling at or near the safe parking area.
- o. Maintain a clean environment. Areas surrounding your vehicle must remain neat and orderly. All belongings (including trash) must leave the safe parking area when you do.
- p. Be respectful and courteous towards all of our neighbors.

# AGREEMENT

I have read and agree to abide by the above agreement for Oklahoma Avenue Safe Parking. I understand that my failure to abide by said rules may result in me being asked to leave or forcibly removed from the premises per Penal Code § 602 or § 647(e). In consideration of being permitted to use the Oklahoma Avenue Safe Parking Program and Site (hereinafter, "Program"), I, for myself and my heirs, representatives and assigns, hereby release, waive, discharge, and covenant not to sue the County of San Luis Obispo, including its officers, employees, and agents, for any and all losses, damages, claims and demands of whatever kind, including but not limited to personal injury, death, or property damage, arising from or related to my use of the site and participation in the Program.

Participant Name \_\_\_\_\_  
*(Each adult must sign a separate contract)*

Dependent Name(s) \_\_\_\_\_  
*(Must list all people staying in vehicle)*

Vehicle Make/Color \_\_\_\_\_

License Plate \_\_\_\_\_  
*(include state)*

Participant Signature \_\_\_\_\_

Date \_\_\_\_\_

## **Appendix B – California Penal Code Section 273a(a)**

- (a) Any person who, under circumstances or conditions likely to produce great bodily harm or death, willfully causes or permits any child to suffer, or inflicts thereon unjustifiable physical pain or mental suffering, or having the care or custody of any child, willfully causes or permits the person or health of that child to be injured, or willfully causes or permits that child to be placed in a situation where his or her person or health is endangered, shall be punished by imprisonment in a county jail not exceeding one year, or in the state prison for two, four, or six years.

## **Appendix C - Summary of CAPSLO Contract Requirements for Oklahoma Avenue Parking Village**

*Scope of Work* includes the following:

- Proposed staffing for case management/outreach support towards permanent housing at a 1:40 ratio based on need.
- Logistical support outreach at the Site to include coordination of cleanings to maintain COVID safety, coordination of vehicles, and costs associated with travel to and from outreach location, etc.
- Additional coordination of volunteer groups on-site to provide social supports, meals, other linkages, etc.
- Oversight of outreach case manager and peer advocates. Peer advocate is needed to check-in/out times, assist with case management, help participants in navigation to housing and assist with mental health crises. This is being implemented in lieu of security based on best practices and overall programmatic goals.
- Peer advocates will be employed for 30 hours per week to help maintain the site and enrollment.
- Someone who has lived experience of homelessness is desired to help the Case Managers and Coordinators.

### *Documentation and Reporting Requirements:*

During the term of the Agreement CAPSLO was obligated to maintain a list of all persons receiving benefits from the program and collect all other required HMIS data elements per Homeless Management Information System. CAPSLO would make this information available to the County within 14 days of every client contact. CAPSLO was required to also ensure that all HMIS data was entered and completed to prepare quarterly reports required by Housing and Urban Development (HUD) for all CARES-Act funds to ensure the County's timely submittal of the quarterly report. CAPSLO had agreed to submit quarterly progress reports and/or other documentation as may be required by the County to audit performance of the Agreement.

*Measurable Outcomes:*

The measurable outcomes for the Oklahoma Avenue Site were intended under the agreement to be as follows:

- Annual enrollment of 150 households at three (3) sites.
- All participants were to be assigned to work with a case manager in order to stay at the site more than 14 days.
- Fifty percent of households active in case management will increase or maintain income.
- Twenty percent of households active in case management are to link with permanent housing or interim housing solutions.

### Appendix D – Oklahoma Safe Parking Village Monthly Operating Costs

Actual Expenditures	Description	Estimated Monthly Cost
<b>All Ways Clean</b>	Bathroom Cleaning 5X per week	\$ 3,092
<b>Condor Security</b>	24/7 Security Officer	\$ 20,000
<b>Fence Factory</b>	Fence Rental	\$ 1,730
<b>Fence Factory</b>	Toilet/Handwashing Station Rental	\$ 4,433
<b>JB Dewar</b>	Propane	\$ 240
<b>United Site Services</b>	2-stall shower rental	\$ 1,100
<b>San Luis Garbage</b>	Garbage Pickup	\$ 992
<b>Water</b>	Water	\$ 900
<i>Miscellaneous - not ongoing</i>		
<b>JG Construction</b>	Misc Construction	\$ 500
<b>Johnboy's Towing</b>	Towing	\$ 500
<b>Miscellaneous</b>	Clean-up, supplies, shed, etc	\$ 600
	<b>Total Monthly Estimate</b>	<b>\$ 34,087</b>
	CAPSLO Contract for Oklahoma Village	\$ 9,650
	County DSS Staff Oversight	\$ 2,150
	Total cost per Month to Operate	\$ 45,887