

County RV Letter, Tally, and Discussion Recap

Supervisor Kathryn Barger
215 N. Marengo Ave.
Pasadena CA 91101

April 6th, 2026

Dear Supervisor Barger,

Thank you for your continued attention to temporary housing solutions for residents displaced by the Eaton Fire. We recognize the urgency of supporting families through the rebuilding process and appreciate the County's efforts to identify practical options.

After reviewing the March 3, 2026 report regarding temporary RV use in the public right-of-way, the Altadena Town Council would like to offer feedback to help ensure that any program adopted is both compassionate and operationally realistic. The central question is whether the County has the capacity to safely implement, monitor, and enforce an expanded program in the public right-of-way.

While RVs provide a necessary and immediate option, the conditions that make them essential also make street-level expansion more complex, particularly in areas with narrow roadways, high construction activity, and limited infrastructure capacity.

The County's own data highlights a fundamental challenge. The Los Angeles County Sheriff's Department Parking Enforcement Detail already operates at a significant scale, processing approximately 275,000 parking citations annually. At the same time, violation rates are rising across multiple categories, with some jurisdictions seeing increases of up to 90% year-over-year. This suggests that compliance is inconsistent, enforcement is largely reactive, and existing systems are already under pressure. It is our understanding that the proposed RV program, however, is not a citation-based system. It would require pre-approval of site conditions, verification of utilities and waste systems, ongoing inspections, and multi-agency coordination. Even basic parking enforcement requires formal steps before action can be taken, raising practical concerns about how quickly and effectively a more complex program could be deployed.

Allowing RV habitation on residential streets during an active rebuild introduces additional risks, including constrained emergency access, conflicts with construction activity such as deliveries and debris hauling, and added strain on neighborhood infrastructure and daily operations.

Experience from other wildfire recovery efforts, including Paradise and Ventura County, shows that RV housing is most manageable when located on private property or in organized sites with

supporting infrastructure. Dispersed placement in public streets is significantly more difficult to regulate, and temporary programs can be challenging to unwind once established.

At the same time, there are already active, community-led efforts underway in Altadena that demonstrate a more structured and scalable path forward. The Altadena Pilot Re-Population Initiative, led by Accelerating Community Partners in partnership with Anderson Barker Architects and fiscally sponsored by Community Partners, is developing a model for on-lot RV placement that integrates site preparation, utilities, and long-term rebuilding pathways. In parallel, the Altadena Rebuild Architects Group and local design professionals are working to streamline permitting and rebuilding strategies, while block captain networks and neighborhood groups are actively supporting residents with on-lot RV placement and coordination.

These efforts reflect real, on-the-ground conditions and are already being implemented at a small scale. They also present an opportunity for the County to align policy with what is working locally.

Rather than taking a position of outright opposition, we recommend focusing first on strengthening and enforcing the existing on-parcel RV program, which keeps residents on their property, is easier to regulate, and aligns directly with rebuilding activity. Before expanding into the public right-of-way, the County should establish clear inspection and monitoring capacity, provide transparency on enforcement metrics, and demonstrate consistent compliance under existing programs. If right-of-way use is deemed necessary, it should be narrowly tailored, time-limited, and directly tied to active construction phases.

Altadena residents are doing everything they can to rebuild and return home. Temporary housing solutions are essential—but they must be workable, enforceable, and aligned with the realities of recovery. Expanding RV use into the public right-of-way without demonstrated enforcement capacity risks creating safety challenges, slowing rebuilding progress, and undermining community trust.

We respectfully recommend focusing first on strengthening existing programs and ensuring the County has the operational capacity to support any expansion before moving forward. We appreciate your leadership and look forward to continued collaboration to support Altadena's recovery in a way that is both compassionate and sustainable.

Sincerely,



Nic Arzen

Chair, Altadena Town Council

Vote Tally

Approve - Marona, Greene, Yu, Vega, Cippola, Whirledge, Wong, Carmody, Moulden, Anderson, Greene, Sutherlen, Wilkins

Oppose –

Abstain – Mahramas, Marcussen

Missing Vote –

Chair chooses to vote only in the event of a tie

Chairs Notes

The Council had a thoughtful and extensive discussion on this matter. Chair Arzen submitted a suggested letter of response and position to Vice Chair Marona. The Vice Chair made adjustments and submitted to full Council. After virtual exchange Chair Arzen proposed a rewrite by Councilmember Moulden who agreed, submitted and took further suggested changes. Ultimately final letter was put to a vote receiving nearly unanimous approval.