



DATE: September 24, 2019

CATEGORY: Unfinished Business

DEPT.: City Manager's Office, City Attorney's Office, and Community Development Department

TITLE: **Safe Parking Ordinance, Amendments to the Emergency Shelter Regulations, Other Related Minor Text Amendments, and Direction Associated with Safe Parking**

RECOMMENDATION

1. Introduce An Ordinance Amending Chapter 36, Articles XVII, IX, XVI, IV, V, VI, and VIII and Chapter 19, Article VIII, of the Mountain View City Code Related to Safe Parking and Emergency Shelters, to be read in title only, further reading waived, and set a second reading for October 22, 2019 (Attachment 1 to the Council report).
2. Adopt A Resolution Amending the P-39 (North Bayshore) Precise Plan Related to Safe Parking, to be read in title only, further reading waived (Attachment 2 to the Council report).
3. Approve direction for the Human Relations Commission to have a role in safe parking outreach.
4. Authorize the use of \$100,000 for safe parking from the \$200,000 included in the Fiscal Year 2019-20 Adopted Budget originally authorized for Homeless Enforcement Initiatives.
5. Authorize the City Manager to execute an agreement with the County of Santa Clara for a total not to exceed \$285,000, which includes \$100,000 to increase the safe parking capacity; \$125,000, as previously approved, to continue a case worker for permanent supportive housing for chronically homeless; and \$60,000 for case management and outreach.

BACKGROUND

Homelessness and the inadequate supply of housing in the region, particularly housing that is affordable and accessible to people in need, has been an issue the Council has grappled with for more than three years.

Mountain View has actively responded and implemented a multi-pronged approach to help residents in need and maintain the quality of life for our neighborhoods, but the Countywide data shows that for every household housed, nearly three more enter the system (a measure of homeless inflow). This has created an environment where increasing numbers of people are sleeping on the streets, in cars, RVs, in abandoned properties, or in other places not meant for human habitation. Mountain View's homelessness is up 46 percent from the count in 2017. The County has experienced an almost 300 percent increase from 2017 to 2019 in vehicle living, and the City's counts have ranged from 200 to 300 vehicles being lived in over the past two years.

In March 2019, Council directed staff to draft an ordinance regulating safe parking in the City. The purpose of a safe parking program is to provide homeless individuals and families living in vehicles a safe place to park overnight. On June 11, 2019, staff presented to Council safe parking ordinance parameters and raised questions for direction related to the regulations (Attachment 4). These parameters and the direction provided are discussed further in the Analysis section of this report.

Council directed staff to return in fall 2019 with final regulations for safe parking as well as recommendations to allow emergency shelters in additional zoning districts. The Council also considered a second item for an Oversize Vehicle Prohibition, which was not adopted at that time. An item related to parking restrictions is also on the September 24, 2019 Council agenda.

City Actions to Address Homeless and the Unstably Housed

The City has committed nearly \$2 million in funding for new initiatives over three years to help address homeless and the unstably housed with additional significant staff time and resources devoted to the issue. This includes start-up and operational funding in conjunction with the County and fostering a local safe parking program provider, MOVE Mountain View.

MOVE currently operates two safe parking sites at faith-based properties in the City that provide for up to four passenger vehicles each. Council approved the issuance of a Temporary Use Permit (TUP) to allow safe parking for up to 10 vehicles at a Palo Alto

Housing Corporation (PAHC) site on Terra Bella Avenue. PAHC has submitted an application that started as a TUP, but is now a CUP (Conditional Use Permit), since they did not receive approval from adjacent property owners. It is scheduled to be heard at the Zoning Administrator hearing on September 25, 2019. In addition, the Council authorized the use of two City-owned or -controlled lots to be used for safe parking temporarily (the Shoreline Amphitheatre Lot B and the VTA lot at Pioneer Way and Evelyn Avenue).

Summary of Safe Parking Council Actions

February 2016—The City Council received a report on the feasibility of safe parking options, at which time safe parking was not viable due to a lack of providers and locations.

March-Summer 2018—The City Council approved funding for a developing local nonprofit MOVE to provide safe parking services in our community. In July 2018, the “Lots of Love” faith-based Safe Parking pilot program launched at two faith sites.

October 2018—The City Council approved a process for use of a Temporary Use Permit (TUP) to host Safe Parking at an unfinished private property owned by the Palo Alto Housing Corporation (PAHC).

December 2018—The City Council approved funding for improvement of the PAHC site to host 8 to 11 vehicles on an unfinished lot that required improvements for health and safety to be used for safe parking.

March 2019—The City Council provided direction to draft a safe parking ordinance and establish a temporary program at City-controlled lots at Shoreline Amphitheatre Lot B and the VTA lot at Pioneer Way and Evelyn Avenue.

June 2019—The City Council approved safe parking operations for City-controlled lots and provided policy direction on the draft parameters of the proposed safe parking ordinance. The Council also considered a second item for an Oversize Vehicle Prohibition, which was not adopted at that time. In addition, the Council directed staff to return to Council with recommendations to allow emergency shelters as a permitted or conditional use in additional zoning districts and Precise Plan areas.

September 2019—The Environmental Planning Commission (EPC) reviewed the proposed ordinance on September 4, 2019. The EPC adopted a resolution recommending that the City Council Approve an Ordinance to Amend Chapter 36,

Articles XVII, IX, XVI, IV, V, VI, and VIII of the Mountain View City Code Related to Safe Parking and Emergency Shelter as recommended by staff. EPC also requested additional consideration of the prohibition of electricity hookups, longer hours of operation (including 24/7), and expansion of the precise plans where safe parking be allowed; and a Resolution Recommending that the City Council Approve Precise Plan Amendments to the P-39 (North Bayshore) Related to Safe Parking; and provided other comments for the City Council consideration. These will be discussed further in the next sections.

Homeless Human Services and Sheltering

Efforts to establish safe parking locations are in addition to the City providing ongoing support to community-based, nonprofit organizations, including the Community Services Agency (CSA), Mountain View's largest service provider for people in need; MOVE Mountain View, a local safe parking program provider; Hope's Corner and the cold-weather shelter at Trinity United Methodist Church (operated by HomeFirst); Graduate House (operated by LifeMoves) transitional shelter; and the Quetzal House (operated by the Bill Wilson Center) youth shelter.

ANALYSIS

Safe Parking Provisions

The main provisions of the safe parking ordinance were outlined for the City Council in the June 11, 2019 report. These provisions are intended to help ensure safe parking facilities: are compatible with surrounding uses; are effective at facilitating participants' transition to permanent housing; and meet basic health and safety requirements. The following safe parking parameters were reviewed by Council in June 2019 and are included in the attached ordinance:

- Qualified safe-parking provider required to operate the lot and provide case management services to facilitate the transition to permanent housing;
- General health and safety provisions, including: minimum 25' buffer from residential property lines; restrooms, water, and trash facilities; black/graywater disposal plan; and minimum 10' clearance distance between recreational vehicles to address fire safety issues.
- Use of parking lots only when not in use by an on-site business but not to exceed 7:00 p.m. to 7:00 a.m. daily;

- An operations plan to include emergency evacuation procedures;
- Prohibition of modified cooking equipment and cooking and fires outside vehicles;
- Prohibition of vehicles that leak domestic sewage or other fluids; and
- Prohibitions of generators or amplified sound that is audible outside the vehicle.

In addition, the following key provisions have been modified since the Council discussion in June 2019, and are included in the proposed ordinance:

- A maximum capacity of 30 vehicles is included. This is consistent with the size of other safe parking lots currently in operation in Santa Clara County and is based on safe parking providers' guidelines. The suggested maximum use of 50 percent of the striped parking area has been removed in light of the other safe parking program requirements included to address health and safety issues. Safe parking programs are still relatively new in our region and are usually kept at a moderate number of vehicles for each site. While there are some larger-scale programs operated in San Diego serving predominantly passenger vehicles, 30 is the maximum number of vehicles served in a safe parking program within the County of Santa Clara, with most of these sites serving passenger vehicles only, not RVs.
- If operation of the safe parking use is proposed during the operational hours of another use(s) on a site, it shall be demonstrated that adequate parking is maintained to serve all on-site uses.
- The applicant shall submit and comply with the submitted stormwater pollution controls and clean-up response plan to minimize and/or address the water quality impacts of litter and spills from the site.

In addition, the proposed ordinance includes a few provisions that were added or modified subsequent to the June 2019 City Council meeting and the EPC meeting on September 4, 2019, as follows:

- Staff determined that a standard should be included to address ingress and egress as determined by the Chief Building Official (CBO) to address potential health and safety concerns.

- A clarification was made after the EPC meeting that the safe parking ordinance does not apply to City-owned or -controlled lots.
- As is noted later under the discussion of preferences, the live/work preference was changed from the draft ordinance presented to the EPC to clarify the intent of the preference and ensure it is legally sound.

Outreach

Stakeholder Outreach. City staff has continued both general public outreach and stakeholder engagement since the June 11, 2019 Council meeting. Specifically, staff held a meeting with representatives from the RV Residents Association on August 30, 2019. These representatives shared their concerns and challenges, pointing out that the diversity of those living in vehicles mirrors the diversity of the Mountain View community as a whole. They also explained that residents living in vehicles do not consider themselves to be homeless and have the same needs and concerns as people living in fixed housing. In addition, meeting participants highlighted a number of challenges presented by potential parking restrictions and certain safe parking provisions. Other stakeholder concerns included the desire to have access to long-term, stable, affordable housing at extremely low-income levels; for safe parking to be 24/7; and for assistance meeting safe parking requirements, such as purchasing insurance.

Environmental Planning Commission (EPC). Thirty-one (31) people spoke on this item at the September 4, 2019 EPC meeting. Concerns raised related to: where people would go when the safe parking lots were not in operation; the difficulty for residents with nontraditional work hours to move their vehicles during the 7:00 a.m. to 7:00 p.m. schedule; an interest in increasing the capacity of the lots for more vehicles; and the need for generators on the site for families with children so they can do homework during the winter months when there is less daylight. A few residents also expressed concern that the City was offering any type of help to people living in vehicles and that it would only encourage more people to move to Mountain View.

Additional General Outreach. In addition to the routine Council meeting notifications as discussed in the Public Noticing section of this report, staff provided significant supplemental Citywide communications for this item, including: web page updates, a web news posting, an ad for the KMVT Cable-TV bulletin board, multiple postings to all social media channels (Facebook, Twitter, Instagram, NextDoor), an ad in the *Mountain View Voice*, and sharing information by e-mail with outreach to the collaborators, partners, stakeholders, members of the faith community, mobile outreach to RV residents with flyers in English and Spanish and e-mail, all neighborhood

associations, City advisory bodies, legislative contacts, school districts, Foothill College, the Chamber of Commerce, the Central Business Association, and businesses that have provided their e-mail for the City's business license program.

Permit Process

The proposed safe parking regulations will be located in two separate chapters of the City Code (Chapter 36 and Chapter 19). Chapter 36 will include the land use permit requirements and Chapter 19 contains the operational requirements for Police administrative review and Police and Fire inspection.

The proposed process includes the following:

1. *A Nondiscretionary Conditional Use Permit*—Council directed the use of a nondiscretionary Conditional Use Permit to allow safe parking on private property with exceptions discussed below. A nondiscretionary Conditional Use Permit allows approval by the Zoning Administrator based on a defined set of review and operational criteria. Public noticing within a 750' radius would be provided prior to a decision being made on a safe parking application, which would allow for a request for a public hearing from any member of the public. If no public hearing is requested within the defined time frame, the application would be approved if the safe parking requirements are met. The nondiscretionary Conditional Use Permit process is currently utilized for large family day-care homes.
2. *An operational permit from the Police Department*—Would focus on the specific operations at the site and include inspections by Police and Fire for health and safety.

Exemptions

Council directed staff to include two exemptions from the nondiscretionary Conditional Use Permit requirement: during a declared shelter crisis and for City-owned or -controlled lots. In the event of these exemptions, only the Police Department permit would be required. In March 2019, the City Council declared a shelter crisis as existing shelter capacity could not meet homeless needs in Mountain View. The current declaration is set to expire on June 30, 2020.

Allowed Areas

Safe parking is proposed to be conditionally permitted in accordance with the land use regulations in the designated zoning districts and precise plans as specified in the applicable land use tables, which include all commercial, industrial, and public facilities zones in the City; North Bayshore Precise Plan area; East Whisman Precise Plan area (if adopted); and at parking lots in conjunction with the following uses in residential zones: churches; community centers; membership organization facilities; and private and public schools.

Emergency Shelter Regulations

As part of the oversized vehicle and safe parking discussion at the Council meeting on June 11, Council requested staff to bring back recommendations for allowing emergency shelters in additional zoning districts. Currently, such shelters are a permitted use in only the MM (General Industrial) Zoning District in conformance with California Senate Bill 2 (SB 2).

The total shelter capacity in Mountain View is approximately 63 persons (includes updated shelter numbers), with the County's Cold-Weather Shelter Program for Mountain View and North County residents having capacity to serve 50 people total (consisting of 10 to 15 families and single women); Graduate House (transitional shelter, having capacity for 5 adults); and Quetzal House youth shelter, having capacity for 8 youth (6 for foster youth and 2 for emergency use for homeless youth).

The cold-weather shelter in downtown Mountain View was allowed under the provision of the Downtown Precise Plan that allows the Zoning Administrator to determine if other businesses or service establishments not specifically listed in the use tables are of the same general character as the specifically listed uses and consider them as a provisional use with a public hearing.

Staff is proposing modifications to allow emergency shelters with approval of a Conditional Use Permit in all commercial, industrial, and public facilities zones, with the exception of the MM Zoning District, which would continue to allow emergency shelters as a permitted use.

Other Related Text Amendments

To support the recommended permit process for safe parking uses, staff is recommending amendments to Section 36.28.20 – Child Day-Care Facilities and Section

36.48—Conditional Use Permits, to expand the nondiscretionary Conditional Use Permit process to include safe parking uses. An amendment to the “Definitions” Sections 36.60.19 and 36.60.41 of the Zoning Code is also proposed to define safe parking as a use and to include a definition of “homeless.”

Additional Regulations

The proposed ordinance also includes the following requirements based on Council direction.

Program Participation Preferences

The majority of Council supported the following preferences for City lots or lots with significant City funding: (1) families with students in Mountain View school districts; (2) those who live/work in Mountain View; (3) seniors; and (4) the disabled. A preference for each of these has been included in the proposed ordinance. The safe parking program provider would develop a preference list to award available parking spaces (in City-owned/-funded sites) based on these preferences.

The live/work preference would provide a preference to anyone who currently works in Mountain View or had a legal address or resident address for purposes of voter registration in Mountain View within the past five years. (This was changed from the draft ordinance presented to the EPC on September 4, 2019.)

Rented Vehicles

The Council supported the inclusion of rented vehicles in a safe parking program so long as the renter has full access to the vehicle. Majority interest was expressed in conditioning participation in the safe parking program on habitability or working order of the vehicle. Staff reviewed the City’s ability to impose habitability-type conditions and determined that the City does not have resources or expertise to perform such inspections. The proposed ordinance includes a requirement that each occupant have access at all times to the vehicle and the ability to drive it on or off the site.

EPC Recommendations

At the September 4, 2019 meeting, the EPC recommended Council consider the following additional input:

Lot Capacity: The EPC recommended adding a provision for lot capacity expansion over 30 vehicles after one year of successful operation to allow for a change without the need for a future ordinance amendment. The staff analysis of this request is addressed in the prior section of this report. Should the City wish to allow larger-capacity sites, additional health and safety regulations would need to be considered.

24/7 Operations: The EPC recommended Council consider longer hours, including 24 hours a day use of the lots for safe parking, particularly on City-owned or -controlled lots. The safe parking program hours have been limited to overnight use because safe parking is intended to be a temporary and ancillary use of the parking lot. In addition, the limited hours of operation would be one factor considered in ensuring that an RV park is not inadvertently created under the Special Occupancy Parks Act and Mobile Home Parks Act. In the event an RV park was formed, it would need to comply with the Zoning Code, which only allows for RV parks in the MM Zone with a Conditional Use Permit, and with specified regulations under State law. The City has requested legislation granting an exemption from State law which might allow 24/7 operations on City-controlled sites—but that legislation has not been introduced or enacted at this point in time.

Electrical Hookups: Because safe parking is a temporary parking program and not housing, fixed infrastructure such as electricity hook-ups are not recommended for temporary safe parking. Electrical outlets, if allowed, would be a significant infrastructure improvement to the property and require compliance with the California Electrical Code and building permits would be required.

Precise Plan Areas: Safe parking is being recommended in all commercial, industrial, public facilities zones, residential zones in conjunction with a public assembly-type use, and the North Bayshore Precise Plan Area and future East Whisman Precise Plan Area. These areas combined constitute a large percentage of the City's land area. Staff took a more targeted approach in amending the North Bayshore Precise Plan and draft East Whisman Precise Plan as these areas have more likely possibilities for safe parking uses, and the work necessary to amend the remaining 23 precise plans would require more time than was available.

Other Direction

Council provided feedback on three action items that are not applicable to regulatory changes and are, therefore, not included in the ordinance. A brief status of these items is summarized below:

Funding: Council expressed interest in funding for increasing safe parking capacity and working with the County on options. Staff has discussed this with the Office of Supportive Housing, and they are committed to supporting safe parking as capacity expands. Staff also continues seeking partners and outside funding to be able to expand safe parking, including a formal proposal made to the Silicon Valley Community Foundation, which has committed to support innovative ideas helping those most at risk.

Safe Parking Site Outreach – Council Direction Request: Staff developed a proposal for Human Relations Commission (HRC) involvement as emissaries to reach out to property owners, which was considered by the HRC on September 5, 2019. The HRC agreed to facilitate communication amongst the City, community groups, private property owners, and the general public to expand safe parking sites in Mountain View and established a subcommittee (Kevin Ball, Fernando Romero, and IdaRose Sylvester) to work on this effort, should the Council endorse it. HRC members are aware that the Mountain View Coalition for Sustainable Planning also intends to reach out to property owners to recruit safe parking sites, and Cafecito is also discussing getting involved. The HRC aims to provide official City communication materials and to coordinate City-affiliated and community-based outreach efforts.

Amending Current Government Code Sections 8698 to 8698.4: State law authorizes local agencies to declare a shelter crisis when a significant number of persons are without shelter within their jurisdiction. When a shelter crisis is declared, State law allows for the relaxation of housing, health, or safety standards to the extent that strict compliance would otherwise prevent or hinder the local agency from mitigating the effects of the shelter crisis. A declared shelter crisis further allows for local agencies to adopt their own health and safety standards during the housing emergency so long as minimal public health and safety standards are met. The provisions generally applicable to local agencies, including the City, apply to public facilities that are available to the homeless (e.g., shelters).

The generally applicable provisions do not, however, address compliance with the Special Occupancy Parks Act, Mobile Home Parks Act, or the Mobile Home Residency Law requirements. Other local agencies, including the City of San Jose, San Francisco,

and Santa Clara County, are expressly exempt from compliance with the above State laws, however. As noted earlier, Mountain View is requesting the same exemption for all cities that may wish to operate safe parking. A letter from the Mayor was sent August 7, 2019 to Assembly member Marc Berman requesting support to amend Government Code Section 8698.1 to promote safe parking programs (Attachment 5). The Mayor has requested a meeting with Assembly member Berman to discuss the proposal. The legislative proposal was also discussed at the Regional Work Group meeting of the Silicon Valley Community Foundation (SVCF), convened to look at RV living solutions.

LIVING IN VEHICLES STATUS UPDATES

Like the June 2019 report, staff is providing an updated Police count of vehicles showing signs of use for habitation; an update on the known safe parking sites; and the need for additional funding for client case management.

Recent Vehicle Count

In July 2019, the Police Department assessed the public rights-of-way and several known parking lots and located 298 vehicles that appeared to be used for habitation, including 207 RVs, 80 passenger vehicles (typically vans or SUVs), and 11 categorized as “other” (box trucks, buses, etc.); 57 “associated vehicles” were located near RVs, but did not appear to show signs of habitation. This data shows that since the May 2019 count, there has been an overall increase of 41 percent (86 additional vehicles). This is comprised of 36 additional RVs, 44 additional passenger vehicles, 6 additional other vehicles used as habitation, and 9 fewer associated vehicles. There has been ongoing outreach and engagement to vehicle residents to explain the June 2019 direction. Though CSA has scaled back on daily mobile outreach due to walk-in and caseload demands, CSA has conducted canvassing and outreach with flyers. This is in addition to the Police Department’s ongoing outreach by the Community Outreach Officer. The vehicle resident population is mobile and the reasons for the increase from the last count has not been identified.

Capacity of Safe Parking Locations Currently Established or Being Explored

The estimated safe parking capacity, timeline and availability are shown in the table below. The maximum potential number of vehicles that might be accommodated on currently identified sites is approximately 103. This includes the Shoreline lot, which is available for four months of Fiscal Year 2019-20. After the temporary use of the Shoreline lot, the capacity for safe parking is reduced by 20 to 30 vehicles. Both the City

and MOVE continue outreach to identify additional lots. Given City staff capacity constraints, staff seeks Council consideration of using the HRC to assist in efforts to expand safe parking locations in accordance with City policy.

Table 1: Known Safe Parking Program Sites

Lot*	Planning Zone	Vehicle Type	Estimated Capacity	Approval Process	Time Frame Available	Status
PAHC	General Industrial (MM)	RVs with some Passenger Vehicles	~8 RVs ~1-3 Passenger Vehicles (If no RVs available)	Submitted an application that started as a TUP, but it now a CUP (Conditional Use Permit) since they did not receive approval from adjacent property owners. Operations and emergency plan completed, site plan completed, etc.	Scheduled for ZA Hearing on September 25, 2019; pending the outcome of that hearing, the site could be in operation soon thereafter for approximately a year.	Demo and cleanup at site are complete. Temporary fencing is installed; GC contracted for remaining work. Permit for PG&E temporary power in process. Lighting plan is complete. Subcontractors for paving, electrical, and striping have been identified. Building permits after CUP.
Shoreline	Public Facility (PF)	RVs	20-30	City Approved Resolution on 6/11/19	November 15, 2019 to March 15, 2020	Additional contract services – TBD

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Lot*	Planning Zone	Vehicle Type	Estimated Capacity	Approval Process	Time Frame Available	Status
VTA	General Industrial (MM)	RVs	20-30	<p>City Approved Resolution on 6/11/19</p> <p>All real estate agreements regarding this VTA property require the approval of the FTA. VTA has already received approval from FTA for the Safe Parking program.</p>	TBD – An interim two-year, no cost lease is expected to be signed by October 1, 2019 and valid through September 30, 2021. Safe parking operations anticipated to start in November 2019.	VTA agreed to provide two year, no-cost lease for the property in anticipation that before the end of the two years, there would be agreement on a long-term ground lease with an option for the City to acquire title to the property once certain milestones are attained. The long-term ground lease/option is for a below-market housing development, but could also allow for a continuation of the Safe Parking Program.
CSA	Commercial/Residential-Arterial (CRA)	Passenger Vehicles	~3	<p>CSA Board Approval</p> <p>Application to the PD – City</p>	Anticipated application in November 2019, no end date designated at this time	
St. Timothy's Lot Expansion	Single-Family Residential (R-1) (<i>faith site</i>)	Passenger Vehicle	Expanding from 4 to 10	Application to the PD – City	Anticipated application in November 2019, no end date designated at this time.	
Lord's Grace	North Bayshore Precise Plan (P-39)	Passenger Vehicle	~4	Application to the PD – City	Anticipated application in the near term, no end date designated at this time.	

Lot*	Planning Zone	Vehicle Type	Estimated Capacity	Approval Process	Time Frame Available	Status
MVWSD Lot(s) – options for 1 to 2 lots	Public Facility (PF)	Pending info on vehicle types	~15 passenger vehicles and/or RVs	MVWSD Board approval is required. Application to the PD – City	Time frame pending.	Staff met with the Superintendent in July 2019 to discuss initial information, pending further details. City and District staff team meeting requested and is pending.

ENVIRONMENTAL IMPACT

Adoption of the ordinance is exempt from the California Environmental Quality Act pursuant to Section 15301 of the CEQA Guidelines, which applies to the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features involving negligible or no expansion of use. Adopting the ordinance to allow the use of existing parking lots for temporary overnight safe parking would not constitute any significant expansion of use. CEQA Guidelines Section 15061(b)(3) also applies because it can be seen with certainty that there is no possibility that the activity (parking overnight in existing parking lots as well as the expansion of emergency shelters into additional zoning districts and minor code amendments) will have a significant effect on the environment. The safe parking regulations have many operational requirements to avoid impacts, and the emergency shelters will be subject to all City codes and subject to environmental review in conjunction with the issuance of a Conditional Use Permit to operate in any of the added zoning districts.

FISCAL IMPACT

Existing funding in the Fiscal Year 2019-20 Proposed Budget can assist in serving up to 60 vehicles, in partnership with the County. An additional, estimated 20 vehicles at the expanded or newly identified sites (St. Timothy’s, MVWSD) could be served with the recommended reallocation of \$100,000 for safe parking originally authorized for Homeless Enforcement Initiatives.

Staff continues seeking partners and outside funding to serve additional vehicles up to the current estimated maximum capacity of 103. It is possible that additional City funding would be required, in which case staff would return to Council with a future budget request.

PUBLIC NOTICING

All routine Council agenda notice and posting procedures were followed with a notice to be published in the *San Jose Post Record*. Mailed notices were sent to all property owners and residents in the City. A copy of the report was sent to the County, CSA, MOVE, stakeholder group members and, as feasible, others who have corresponded with the City Manager's Office on this topic. Additional Citywide communications are described earlier in this report.

CONCLUSION

Staff recommends that the Council introduce an ordinance amending Chapter 36, and adding Division 7 to Chapter 19, Article VIII—Motor Vehicles and Traffic of the Mountain View City Code, and adopt a resolution amending the North Bayshore Precise Plan related to safe parking, emergency shelters, and other related minor text amendments. In addition, staff recommends Council approve authorization for the City Manager to execute contracts with the County, approve the proposed HRC role in outreach to expand safe parking sites, and authorize modifications to the use of existing budget. These actions, taken together, will greatly expand the options for safe parking and set a clear regulatory framework for such programs.

ALTERNATIVES

The Council may wish to consider the following alternatives to the recommendations discussed:

1. Adopt the proposed ordinances and resolutions to establish the regulations, and other recommendations included in this report.

2. Modify the proposed ordinances or resolutions, and other recommendations included in this report.
3. Provide other direction to staff.

Prepared by:

Stephanie Williams
Planning Manager/Zoning
Administrator

Nicole C. Wright
Assistant City Attorney

Kimberly S. Thomas
Assistant to the City Manager

Approved by:

Aarti Shrivastava
Assistant City Manager/
Community Development Director

Krishan Chopra
City Attorney

Audrey Seymour Ramberg
Assistant City Manager/
Chief Operating Officer

Daniel H. Rich
City Manager

SW-NCW-KST/KB/2/CAM
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- Attachments:
1. Ordinance – Safe Parking and Emergency Shelters
 2. Resolution – Precise Plan Amendments
 3. City Council Report – June 11, 2019
 4. Updated Living in Vehicle Map(s)
 5. Letter of Request to Amend Current Government Code