



DATE: October 9, 2018

CATEGORY: Unfinished Business

DEPT.: City Manager's Office

TITLE: **Update on Safe Parking**

RECOMMENDATION

1. Approve permitting direction for the short-term use of private property owned by the Palo Alto Housing Corporation (PAHC) located at 1020 Terra Bella Avenue for a safe parking program, and whether the recommended options should be employed if future properties are identified, as applicable.
2. Approve options for grants for site preparation and operations for the PAHC site to implement recommendations, and direct staff to return with an appropriation consistent with approved recommendations.
3. Provide direction on which, if any, other safe parking program options are desired.

BACKGROUND

To guide the Council's discussion, Part 1 of this report provides a general update on the March 2018 Council direction, with a specific focus on safe parking. Part 2 outlines a range of considerations and options associated with safe parking. Council direction will be sought in the second section of this report.

The City has been studying and taking actions to address the challenging rise in homelessness and unstably housed individuals over the past 2-1/2 years with emphasis on the growing numbers of residents living in vehicles.

Efforts began with a report on the feasibility of safe parking options in February 2016 (Attachment 1). From March to September 2016, the City convened stakeholder groups of regional government agencies, community-based providers, and the local faith community; conducted a census and survey of individuals living in their vehicles in Mountain View; worked with Community Services Agency (CSA) and other nonprofits on ideas to offer basic human services; looked at waste disposal options; and worked

with leaders in the faith community to provide safe parking on nonprofit premises. In October 2016, the City Council authorized several shorter-term strategies aimed at providing basic human services, including a mobile Outreach Worker based at CSA and a Case Worker with the County designed to start those in need on the path to more permanent future housing. In March 2017, Council extended several of the short-term solutions until June 2019. These new programs help to connect residents to social services and stable housing options. Additional funding was provided for a pilot RV waste disposal program. The City Council also supported ongoing work with other agencies and community-based organizations, engagement with the faith community, monitoring safe parking options, enhancing homeless client surveys, continuing to develop measurable goals for the new programs, and review of parking enforcement and signage.

Two-Year/Three-Pronged Strategy

Staff is now nearly 18 months into implementation of the Council's primary direction provided in March 2017 and the subsequent development of the three-pronged strategy. This strategy was planned to last approximately two years in order to help those in need and minimize impacts on neighborhoods. Its components include:

1. Implementing several short-term initiatives aimed at providing basic human services, including mobile outreach and case management, designed to start those in need on the path to more permanent future housing. *Implemented in phases over the last 18 months.*
2. Exploring several long-term strategies to increase the overall housing supply with an emphasis on affordable housing. *Discussed at a Study Session in October 2017.*
3. Adding a new Community Outreach Police Officer to further enhance and coordinate community outreach and law enforcement operations. *New Officer appointed in July 2017 for two years.*

The three-pronged strategy is well-positioned to address many, but not all, aspects of what is a regional and even Statewide homelessness crisis. Reducing the number of individuals and families without a home is a complex issue that requires multi-agency and interdepartmental coordination, regional collaboration, and a long-term focus. The City's investment is leveraging County funding, as well as private donations and volunteer contributions, resulting in shared accountability to address this community challenge.

In March 2018, the Council reviewed the short-term programs, including rapid rehousing, rent assistance program refinements, and providing funding for a safe parking program with a new local nonprofit (Attachment 2). One-time funding of \$250,000 was authorized in the Fiscal Year 2017-18 budget, and staff required time to implement the actions and, therefore, the unspent one-time funds were rebudgeted for Fiscal Year 2018-19.

The Council opted not to pursue major parking policy changes, but did provide direction for elevated enforcement of existing codes with increased towing and parking signage to address visibility and safety concerns. The City Council also indicated that additional enforcement measures would likely be considered once alternatives, such as a safe parking program, are established.

Prior discussions have emphasized that safe parking programs alone will not remedy the region's lack of affordable housing and cautioned that most safe parking programs serve a modest number of clients and are unlikely to ever meet the number in need. Nevertheless, the City, County of Santa Clara, and nonprofit providers are committed to collaborating to do what they can with the resources available.

UPDATE RELATED TO COUNCIL ACTIONS APPROVED IN MARCH 2018

The three Council reports summarized above (March 2017, October 2017, and March 2018) led to the development of a 62-item interdepartmental work plan of action items focused on outreach, case management, basic human services, faith engagement, sheltering and safe parking, and a review of parking enforcement options. The status of the work plan is included with this report (Attachment 3).

To date, staff has nearly completed the most recent Council direction from March 2018—refinement of short-term programs, continued enforcement, and emphasis on safe parking. In addition, staff has implemented three supplemental areas of Council interest—data refinement, Spanish-language support, and continuing regional engagement and outreach. Staff expects to return to Council in early 2019 with a broader update on homeless initiatives and seek Council direction on a strategy into Fiscal Year 2019-20.

Also, provided with this report is a fiscal year-end update on programs and data (Attachment 4). The year-end data reporting from the City's partner organizations and collaborative programs show that the number of housed and enrolled clients continued to grow over the fiscal year. As part of the City's initiatives, the City has five core partner programs to assist unstably housed and homeless individuals: Homelessness Prevention Program, Rapid Rehousing Program, Permanent Supportive Housing,

Peninsula Healthcare Connections (also known as New Directions), and CSA Mobile Outreach. Each of these programs is detailed in Attachment 4, with a summary of their respective year-end data reporting. In Fiscal Year 2017-18, 48 Mountain View affiliated households were housed through Permanent Supportive Housing; 10 Mountain View households have been housed outside of Mountain View through Peninsula Healthcare Connections. There were 85 Mountain View affiliated households in Desination:Home/Office of Supportive Housing Homelessness Prevention Programs, and 30 Mountain View households enrolled in the County Rapid Rehousing Program. Mobile Outreach Program staff reached out to 362 vehicles, of which 225 were contacted 10 or more times. Ninety-seven (97) Client Case Management appointments were made, and CSA assisted 10 households living in vehicles (24 individuals) to secure housing. A total of 427 homeless or unstably housed individuals interacted with the Police during Fiscal Year 2017-18. A total of 82 RVs were impounded after numerous warnings or multiple citations; 49 were towed for not moving every 72 hours. Of the 178 homeless subjects arrested last fiscal year, 108 were associated with residing in a vehicle.

ANALYSIS

Safe Parking

Safe Parking programs aim to offer the stability needed for residents living in vehicles to make positive changes in their lives and, where applicable, become reemployed and ultimately rehoused. At a high level, these programs generally involve understanding the target population to be served; determining suitable parking lot locations; identifying a program operator; deciding on and arranging for additional services; providing for waste disposal; reviewing options for hygiene services such as toilets, showers, laundry, and fresh water; addressing liability issues as applicable; and securing program funding.

Safe parking programs have been implemented in several areas across the State. Some of the most successful programs are operated in Santa Barbara, Monterey, Sonoma, San Luis Obispo, and San Diego. Cities usually play a limited role in the development and operation of safe parking programs, with County and nonprofit agencies taking the lead. The New Beginnings Counseling Center (New Beginnings) nonprofit program in Santa Barbara is the model most nonprofits use for starting similar programs.

This program remains the best practice for safe “vehicle sheltering.” New Beginnings began in 2004 and currently operates a program to provide safe overnight parking for qualifying individuals and families who are living in their vehicles. The program is a model of cooperative effort that currently offers 133 spaces spread across 24 parking

lots dispersed in the greater Santa Barbara area. Each lot offers free nightly parking for 1 to 15 vehicles, depending on location. Some lots are designated for RV-only or women-only use. This program has successfully operated for 14 years. Because of the City of Santa Barbara's recently implemented Oversized Vehicle Ban, New Beginnings is looking for an additional 40 daytime spots for existing oversized vehicle clients. To date, the agency has secured eight of the needed spots.

Local and Regional Developments

With the Council direction received in March 2018, and funding appropriated in Fiscal Year 2017-18 and rebudgeted in Fiscal Year 2018-19, staff focused on working with the newly created, faith-based local nonprofit named MOVE Mountain View, to develop the new program known as "Lots of Love" or LoL and to enter into grant agreements for safe parking startup. The new program is funded by Santa Clara County (\$287,525) and the City of Mountain View (\$58,300). The City and County agreements were completed in June 2018, with the County setting targets of 20 vehicles served by June 2019 and 40 by June 2020.

A number of other cities are now involved in the development of new safe parking programs in our region, including, but not limited to, Morgan Hill, Cupertino, San Jose, and East Palo Alto. These new programs aim to serve modest numbers of clients at this time and all are for nighttime safe parking. The most common option is to utilize church parking lots. These efforts are summarized below:

- *Morgan Hill FOCUS Safe Parking Program*—Operating in South County since September 2017, funded through a contract with the City of Morgan Hill, operated by Gilroy Compassion Center. The program provides case management to link clients to services and housing. It serves eight vehicles at a time and is located at a church site.
- *Rotating Safe Park Program in the West Valley Region*—This program was initially launched in spring 2017 at St. Jude Episcopal Church with referral assistance of West Valley Community Services. Currently, it is being operated as a Rotating Safe Park Program in partnerships with faith sites and other organizations in Saratoga, Cupertino, and San Jose. This program is operating in collaboration with West Valley Community Services, Winter Faith Collaborative, and Amigos de Guadalupe. West Valley Community Services is one of the referral agencies. Intake and Screening for the Rotating Safe Park Program is currently handled by San Jose Amigos de Guadalupe. The City of Cupertino does not have a role or provide grant support. The rotating program serves 12 to 15 vehicles at a time.

- *Amigos de Guadalupe*—Received funding from the County in June 2018 and will start operation in the fall. It will operate a new parking program in San Jose, which aims to serve 40 cars by next fiscal year and is currently operating in two locations serving 16 vehicle households at a time.
- *East Palo Alto Project We Hope Safe Parking Pilot Program*—Launched a program in September 2018. Project We Hope (PWH) is the nonprofit operator of the program funded by the City of East Palo Alto. The city provides a city-owned lot to serve up to 20 vehicles. The program provides case management to link clients to services and housing.
- *City of San Jose Safe Parking Pilot Program*—Recently selected a provider, nonprofit LifeMoves, for a safe parking program on city-owned property. The program intends to serve 8 to 16 vehicles and is anticipated to begin in fall 2018.
- *Mountain View Lots of Love (LoL)*—The new Mountain View nonprofit operator has been in operation for just under a quarter and has been focused on startup needs such as staffing, neighborhood outreach, and coordinating operations at the faith sites. The County’s Housing and Homeless Concerns Coordinator provided overall guidance on the pilot startup and operational plan. LoL is working to establish its new operations and scale up over time.

The LoL program is modeled on the New Beginnings program and is operated according to the following processes: (1) provides safe parking on privately owned property from approximately 7:00 p.m. to approximately 7:00 a.m.; (2) provides client case management and an available Porta-Potti with hand-wash station; (3) subcontracts with Community Services Agency (CSA) to provide case management, interviews applicants, and recommends clients based on LoL admission criteria; (4) LoL makes all admission decisions in accordance with site criteria; (5) LoL requirements for clients include a valid driver’s license, insurance, registration, and a working vehicle along with a client assessment and ongoing engagement with case management; (6) spaces are by application/referral only; (7) detailed guidelines and waivers, including tenancy, are given; (8) clients receive a one-month permit, renewable each month after check-in with CSA Case Worker; and (9) provides lot monitors who ensure that all clients observe program guidelines.

Two Faith Sites Launched: The LoL Program launched on July 2, 2018. St. Timothy’s Episcopal Church was the first site and hosted its first client on July 9, 2018. On August 1, 2018, Lord’s Grace Christian Church joined as the second site. A third church initially offered to participate, but later declined due to objections by

neighbors. To date, CSA has referred 18 clients and LoL has provided safe parking space for nine. The clients served have included two single women with children (one teen and a two-year-old), one couple, four single women, and two single men. On average, clients have been assigned parking space within two days of referral. The average length of stay at a lot has been three weeks to one month. Currently, the two lots are full, hosting eight clients, and there are seven people on a waiting list. Three safe parking participants have obtained more stable housing arrangements.

LoL has an outreach plan for Mountain View and neighboring cities' faith organizations in the hopes of expanding the availability of safe parking spaces. LoL is in conversation with three churches in Mountain View and a total of seven in Los Altos, Palo Alto, and Sunnyvale. The need for more lots is the pressing issue—especially lots that will allow oversized vehicles. During the initial phase, faith sites have preferred to host passenger cars (roughly half of Mountain View's living-in-vehicle population are in cars, the remainder in RVs or other vehicle types), and other churches have criteria that can make matches challenging. Staff has become aware that a number of RV occupants also have cars, which presents a challenge since the program only has capacity for one vehicle per client.

DISCUSSION AND DIRECTION ON SAFE PARKING STRATEGIES TO ASSIST THE HOMELESS AND UNSTABLY HOUSED

Other Site Options

Given these challenges and the Council direction to pursue safe parking options, the City, County, LoL, and CSA have been in conversations with the nonprofit Palo Alto Housing Corporation (PAHC) for the temporary use of their property located at 1020 Terra Bella Avenue. Staff also reached out and met with another private corporation and property owner about two other potential sites, which are not seen as viable at this time. Although there is modest capacity at the Terra Bella lot and it would require some site improvements, it is currently the most viable private lot.

When thinking about how to address living in vehicles, the strategies vary depending on the outcome desired. In considering safe parking programs, it is largely a policy decision by the Council about the goals for such programs, whether they are funded with grants or provided land to operate, and how and what services are included. It is also important to be aware of the limits of safe parking programs, such as vehicles returning to the City streets during the day, what occurs when a lot is no longer available or the program ends, the likelihood many will not be interested in

participating, and the unlikelihood that there would ever be enough permanent spaces to accommodate all living in vehicles.

There are many challenges in locating land for safe parking and operating the safe parking site lots once identified. The next section seeks direction on possible options to expand the LoL safe parking program on an unfinished lot to include options for permitting, site preparation, and site services.

Safe Parking Temporary Permitting Direction

Parking of up to four vehicles in parking lots of residentially zoned properties can be considered a compatible ancillary use and would not require a Temporary Use Permit (TUP). Allowing safe parking for more than four vehicles requires a TUP. Staff is seeking Council feedback on a proposed permitting framework for the safe parking program in order to proceed with the PAHC site and in anticipation that future sites can be identified and secured for the program.

It is recommended the TUP process be employed for sites that would host more than four vehicles in any zoning district, such as the site at 1020 Terra Bella Avenue, which is currently zoned MM (General Industrial). A TUP allows short-term activities, typically no more than a year, that might not meet the normal development or use standards of the applicable zoning district but may be acceptable because of their temporary nature.

Under current policies, codes and permit processes, this pilot could last no more than one year. The TUP process being recommended for PAHC property and for the church sites hosting more than four vehicles would be authorized for a period of 180 days. This could be reappraised for a second time for a maximum of one year. Building and fire permits would be required as part of the TUP process. The Council may direct staff to waive associated fees.

One year could provide time to assess the pilot safe parking program. If desired, the Council could pursue other more permanent policy options to extend safe parking, such as updating the building and safety code or exploring a safe parking ordinance to allow for longer-term vehicle living and sheltering.

- **Residential:** Residential districts provide for household living such as single-family, multiple-family, and accessory dwelling units. The majority of faith sites are located in residential areas. Residential districts can be considered a compatible use.

- **Commercial:** The retail, sales, recreation, and entertainment uses of these zones may not be considered compatible uses due to the evening hours in which safe parking programs operate. The office areas may be more compatible, and one current participant church is located in a commercial-office area.
- **Industrial:** Manufacturing- and production-related industries are generally operated during daytime hours that could be compatible with evening hours for safe parking programs. The PAHC site under consideration is in an industrial district that has some residential uses nearby.

The TUP process requires a letter signed by the property owner of each adjacent property consenting to the temporary use if it will be over 35 days. If letters of consent are not obtained, the applicant would be required to submit a standard Conditional Use Permit application, which would be considered at a public hearing. TUPs are handled administratively, and California Environmental Quality Act (CEQA) review would be performed as part of the permitting process. Council could also require outreach, noticing, and/or consent letters be part of the safe parking permitting requirements for every site.

Options for PAHC Site Preparation

Staff from the City's Traffic Division, Police, Fire—Environmental Protection Division, and the City Manager's Office, along with LoL, CSA, and PAHC, visited the Terra Bella Avenue site to review the existing parking lot, three buildings on the site and surrounding area. Subsequent review and input was also provided by Fire, Building, and Safety staff. The team reviewed the site aiming to minimize the costs associated with improvements and maximize the ability to host vehicles and clients.

The site at 1020 Terra Bella Avenue is approximately 0.47 acre and is mostly paved with usable surface in an angular shape (Attachment 5). Preliminarily, it appears the paved portion of the site could accommodate fewer than 10 oversize vehicles as it is necessary to provide for emergency access and circulation. Staff used 10'x30' for the size of the oversize vehicles and added a 10' clearance between vehicles, to estimate site capacity. Based on dimensions of 10'x30' for RVs and 10'x20' for passenger vehicles with 10' of clearance all around, 10 to 11 passenger vehicles could be accommodated or 7 to 8 RVs (or some combination of both).

The 10' clearance has been added to prevent any fire from extending to other exposed vehicles prior to the Fire Department's arrival and to allow occupants of a vehicle on fire and exposed vehicles to exit and evacuate to a safe area. At approximately 28', the driveway is sufficient for the required 20' for fire engine access and egress, but the

larger building near the driveway would need to be removed to allow a fire engine to access the site to deliver service. It is also recommended that fire extinguishers (minimum size of 2-A:10-B:C) be mounted and visibly accessible within 75' distance of any occupied area and smoke/carbon monoxide detectors be provided.

Other recommended site improvements or temporary lighting include temporary fencing, providing electrical or temporary lighting, parking lot repairs and striping, clearance of brush and debris, and ensuring access to the storm drains. At this time, the most substantive costs appear to be associated with removal of one small outbuilding and the larger outbuilding immediately adjacent to the driveway, providing electrical service or temporary lighting, in addition to unknown costs to repair pavement after demolition. The third building (a house) is not recommended for removal, but it is recommended to be fenced off to avoid occupancy. There is a possibility that the teardown could be coordinated as a volunteer project with a group such as Habitat for Humanity or potential funding for capital improvement via a new State grant Homeless Emergency Aid Program (HEAP), but there is no guarantee as each effort would take time. If directed to prepare the site, staff would recommend a one-time grant be provided to PAHC to engage a subcontractor to undertake these site preparations.

Estimated costs for site preparation options:

Options	Purpose	Estimated Costs
Two smaller building demolition (not the larger house)	Traffic circulation and public safety access to site	~\$30,000
Site pavement striping	Site circulation and parking management	~\$5,000 to \$10,000
Pavement repairs to be determined after building(s) removal	Resolve some drainage issues and patch any damage after building removal	~Estimate unknown – TBD
Basic debris and brush clearance	Client and site safety	~\$5,000
Fire extinguishers and smoke/carbon monoxide detectors	Client and site safety	~\$1,000
Electrical service or temporary lighting	Client and site safety	~\$25,000 to \$30,000
Temporary fencing	For safety to ensure house is not occupied	~\$2,500 per year
ESTIMATED TOTAL	~\$78,500 plus pavement costs (TBD) in one-time costs ~\$2,500 annually	

Options for LoL Operations at the PAHC Site

Through the existing County and City grants, LoL is able to provide safe parking services of a Porta-Potti, CSA case management, and a lot monitor and program coordinator for sites hosting a modest number of vehicles. If more vehicles were to be served at the PAHC site, a contracted seven-day-per-week security guard, or combination of a full-time and part-time nonprofit staff would be recommended. This position could also provide periodic monitoring of the other LoL sites as well. A modest program for four or less vehicles would likely not require additional security/staff. On-site trash services would also be a recommended option.

Staff has also reassessed waste disposal service options as directed by the Council in May 2018, when discussing the sanitary waste dump pilot program. There is now an opportunity to develop a sanitary waste-voucher program with the local facility in Redwood City. These costs are included as an option as a part of this safe parking effort. If directed to include these options, staff would recommend a one-time grant be provided to LoL as the program operator.

If directed to prepare the site, staff would recommend a grant be provided to PAHC to engage a subcontractor.

Estimated costs for program services options:

Options	Purpose	Estimated Costs
Security or staff with an on-site vehicle 12 to 14 hours a day, 7-days per week	Program administration, client, site safety, and to perform fire watch duties	~\$120,000 to \$144,000 per year
Garbage and recycling service	Health and safety	\$1,250 per year
Sanitary waste dump voucher option includes fresh water, dumping of holding tanks, and disposal of one small garbage bag	Health and safety	~\$11,000 per year
ESTIMATED TOTAL:		~\$130,250 to \$156,250 annually

Other Safe Parking Options

As noted in this report, the cities of East Palo Alto and San Jose just launched or are in the process of launching programs on government land with third-party program operators. Should the City Council wish to explore safe parking on government land, there are a number of considerations, including liability exposure and the unintended consequences of creating an RV or mobile home park which, in turn, raises issues of tenancy and relocation under State law. These primary considerations are summarized below. In addition, like a safe parking program operated on private property, use of public property to host a safe parking program would also need to be reviewed under CEQA.

Temporary Use of City Lots: As discussed in prior reports (Attachment 1), City-owned parking lots are generally located at parks near residential areas and are not open at night, or in the downtown business district which are used in the evenings. The exception is the Shoreline Amphitheatre Lots A and B, which are only available for a limited time because they are contractually obligated for concert parking. The Shoreline lots could be used from November 15 through March 15, when not under contract with Live Nation. The City sometimes rents Parking Lot A or Parking Lot B when not used for concerts. The number of rentals has increased significantly over the past couple of years as companies have sought open parking lots to test their new products or equipment. Last fiscal year, lot rental revenue totaled over \$80,000.

Liability Exposure: The safe parking model is for a third-party program operator to manage the program and hold the property owner harmless from any liability related to the administration of the program. The service provider operating a safe parking program on City property would be required to meet the City's insurance standards and hold the City harmless. The City is self-insured and a member of a risk pool, the Authority for California Cities Excess Liability (ACCEL), which is a joint-powers authority comprised of 12 cities. A safe parking program would not be covered by ACCEL members. The City would be fully self-insured for any liability that could arise from a safe parking program operated by the City.

RV Park or Mobile Home Park and Tenancy: One of the primary legal considerations with the operation of a safe parking program is whether it is considered an RV park or mobile home park under State law. These parks require certain licensing, construction and compliance with occupancy standards, maintenance, and other operational requirements. That is not the intent of the safe parking program. To address this issue, cities typically take measures like offering the spaces free of rent, not making significant capital improvements to sites, limiting the hours of operation to overnight only, having the occupants sign a waiver further declaring that they are not occupants or tenants and

are not entitled to relocation benefits, and providing limited services on-site. Even with these measures, there is some risk.

Emergency Shelter Declaration: The Government Code authorizes cities to declare a shelter crisis, which declares the existence of a situation in which a significant number of persons are without the ability to obtain shelter, resulting in a threat to their health and safety. A shelter crisis declaration provides cities the ability to utilize public facilities for temporary housing by: (a) providing immunity for ordinary negligence in the provision of emergency housing; and (b) suspending State and local housing, health, and safety standards to the extent strict compliance would hinder or delay mitigation of the shelter crisis effect and would allow the City to enact municipal health and safety standards to be operative during the housing crisis consistent with ensuring minimal public health and safety. The County and the City of San Jose have made declarations.

It is unclear whether a shelter crisis declaration applies in the context of a safe parking program located on City property and would be considered if Council directs staff to explore a safe parking program on City property. In addition, the County is eligible for a new grant through the State's Homeless Emergency Aid Program (HEAP), which is a \$500 million, one-time funding to address homelessness, and requires the County to declare a shelter crisis. The City may have the opportunity to obtain some of this funding through Santa Clara County, assuming the County obtains such funds. It is unlikely County will require cities to declare a shelter crisis to obtain the HEAP grant funding for program services, but it may be required for capital improvements. If that is the case, or there are other reasons to declare a crisis, staff will return to Council seeking such action.

FISCAL IMPACT

The options included in this report are not funded. Staff seeks Council direction with this report. Based on Council direction, staff will refine the estimates and bring a request for funding as a future Consent report. Five votes are required to approve an appropriation outside of the budget process.

CONCLUSION

It is recommended the Council direct staff to authorize the issuance of a TUP for the PAHC property to host more than a four-vehicle safe parking program in an MM (General Industrial) Zone, and for TUPs in any zoning district, if future lots are identified; approve options for grants to PAHC for site preparation and operations; and provide direction on which, if any, other safe parking program options are desired.

ALTERNATIVES

The Council may wish to consider the following alternatives to the recommendation:

1. Modify one or more options.
2. Direct staff to pursue options that were not discussed by staff.
3. Provide other direction related to safe parking.
4. Provide general direction on topics to be covered in the early 2019 broader update on homeless initiatives.

PUBLIC NOTICING

Agenda posting, web and social media advisories, and a copy of the report were sent to the County, PAHC, MOVE, CSA, stakeholder group members, and, as feasible, others who have corresponded with the City Manager's Office on this topic.

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KST/2/CAM
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- Attachments:
1. [Council Report for February 23, 2016](#)
 2. [Council Report for March 6, 2018](#)
 3. Homeless Initiatives Work Plan – Three Phases
 4. Collaborator Data Summary – Fiscal Year 2017-18
 5. PAHC Terra Bella Avenue Site Summary