



DATE: September 8, 2020

CATEGORY: Unfinished Business

DEPT.: City Manager's Office

TITLE: **Options for Extending the Safe Parking Program**

RECOMMENDATION

Staff recommends the following actions associated with homelessness and the unstably housed to address the COVID-19 impacts on those groups:

1. Adopt a Resolution to Temporarily Authorize Safe Parking Operations 24 Hours a Day in Response to the COVID-19 Emergency, to be read in title only, further reading waived (Attachment 1 to the Council report). This action will enable a continuation of 24/7 safe parking at the Terra Bella lot and other private locations through the earlier of termination of the declaration of the local emergency plus 30 days, or June 30, 2021, unless extended by Council.
2. Acting as the City Council and Shoreline Regional Park Community Board, authorize the City Manager to amend the lease agreement with Live Nation to increase capacity of Shoreline Amphitheatre Lot B for safe parking and extend through the termination of the local emergency plus 30 days, but no later than June 30, 2021.
3. Authorize the City Manager to amend the lease agreement with the County of Santa Clara for the use of Shoreline Amphitheatre Lot B for safe parking to extend the agreement through the termination of the local emergency plus 30 days, but no later than June 30, 2021, and modify the number of passenger vehicles used for living to allow up to 4 new spaces, and allow use of up to 15 passenger vehicle spaces for commuter parking at the Shoreline Dog Park during Dog Park closure hours.
4. Authorize the City Manager to amend the lease agreement with the County of Santa Clara for the use of the Evelyn Lot for safe parking to extend the agreement through the termination of the local emergency plus 30 days, but no later than June 30, 2021,

and modify the number of passenger vehicles used for living to allow up to 21 new spaces, and allow up to 15 passenger vehicle spaces for commuter parking.

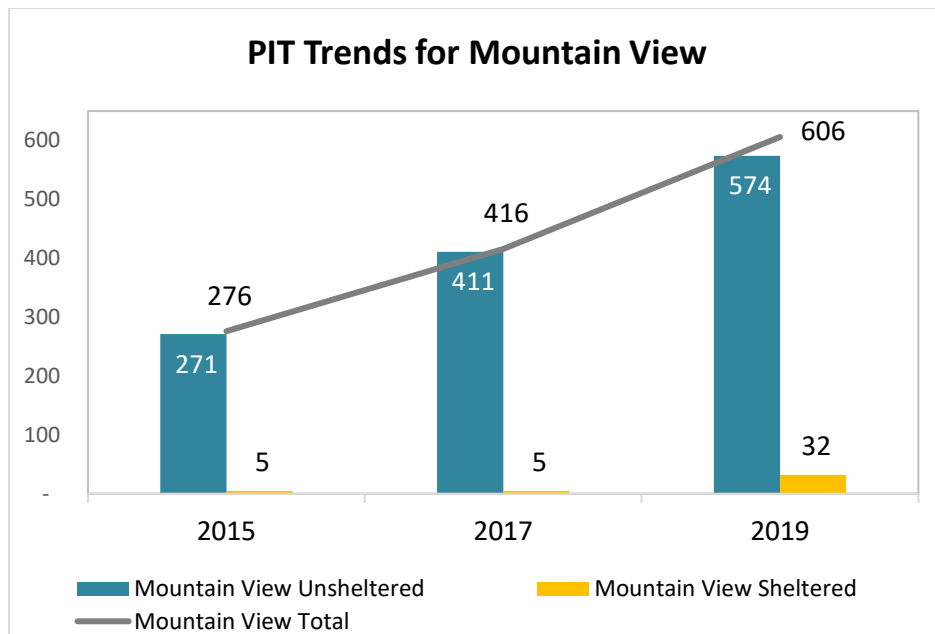
5. Appropriate \$150,000 from the General Non-Operating Fund to the City Manager's Office to cover costs associated with expanding the number of safe parking spaces at existing lots, including additional restrooms, lot preparation, case management, and related services through the end of Fiscal Year 2020-21. (Five votes required)
6. Authorize the City Manager to execute an agreement with the County of Santa Clara for a total not to exceed \$575,000 to provide for safe parking services, case management, outreach, and other related services through June 30, 2021.
7. Commit \$2.4 million from the Google Landings community benefit for homelessness initiatives towards the operation of the Mountain View Project Homekey Program.

BACKGROUND

Homelessness Trends in Mountain View and Santa Clara County

Santa Clara County completes a comprehensive, biannual, "point-in-time" homeless count, which serves as a baseline for understanding homelessness in the region. This count includes the unsheltered and unstably housed, enumerating those individuals and families who are sleeping in emergency shelters and transitional housing, as well as people sleeping on the streets, in vehicles, abandoned properties, or other places not meant for human habitation.

As shown in the chart below, over the past three County point-in-time (PIT) counts, the number of homeless people in Mountain View has increased from 276 in 2015, to 416 in 2017, to 606 in 2019, more than doubling in four years. The vast majority of the people counted were unsheltered. (The County's count considers residents living in recreational and other vehicles as unsheltered.)



Over the same period of time, the total number of homeless people in Santa Clara County also increased significantly from 6,556 in 2015 to 9,706 in 2019, an increase of 48 percent. Of this total in 2019, 82 percent were unsheltered. The number of Santa Clara County residents living in cars and recreational vehicles (RVs) has increased significantly, with the 2019 count indicating that 18 percent of unhoused County residents were living in vehicles—up from 8 percent in 2015 and 2017.

Mountain View Living in Vehicles Count

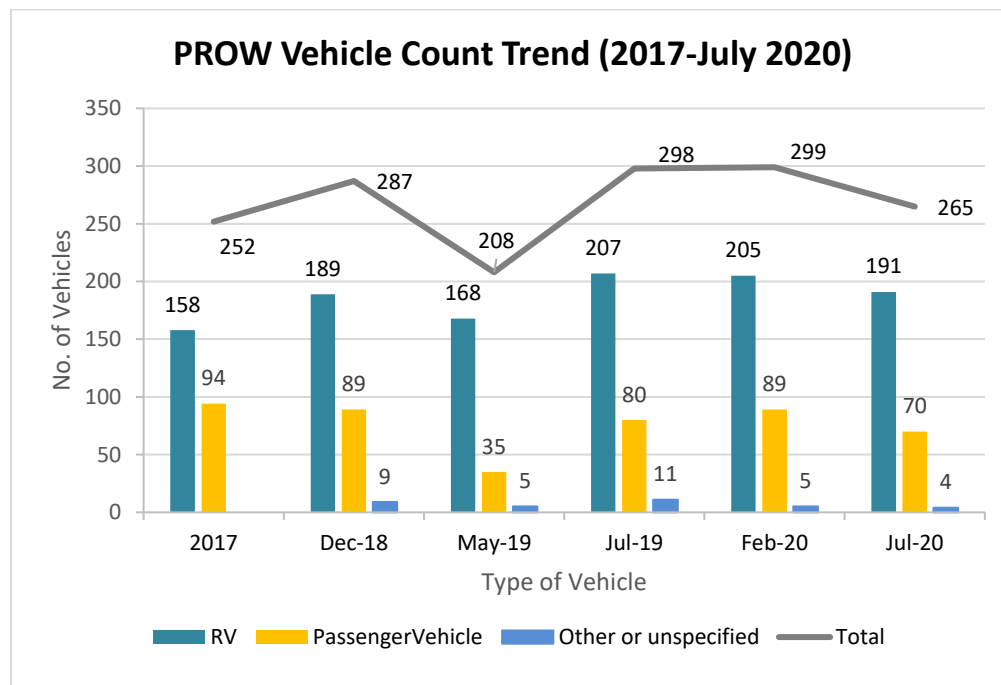
To augment the information from the County count, the City also conducts a street-by-street count of vehicles that appear to be in use for living purposes. **As seen in the chart below, over the past three years, the count of vehicles in the public right-of-way (PROW) used for living has ranged from 250 to 300 vehicles.** Since the December 2018 count, more than half of the counted vehicles have been RVs.

Between the last count in February 2020, before the opening of the safe parking lots, and the most recent count in July 2020, there was a decrease of 34 vehicles used for living purposes in the public right-of-way, from 299 vehicles to 265.

However, if the 55 vehicles located in safe parking lots are also included, the total number of vehicles identified as of July 2020 is up to 320. So, while 55 vehicles have entered the safe parking program, the number of lived-in vehicles parked on the streets did not go down by the same amount.

There are several factors that could be contributing to this, including: loss of housing and greater need due to the COVID-19 pandemic; people seeking basic services that other cities may not provide; a reduction in enforcement of the 72-hour rule as the Police Department has focused on COVID-19 priorities; and the limits of overall parking restrictions. It is also possible that some of the additional vehicles counted in July 2020 were missed in previous counts if they were at their place of employment or otherwise mobile, rather than remaining largely sheltered in place.

The City's count also indicates that a large portion of RV occupants also have commuter cars, with 80 "associated vehicles" that were located near the RVs but did not appear to be used for living purposes. An updated map of the locations with residents living in vehicles showing areas of higher concentration in the City is included in Attachment 2. The map includes participants at the City's safe parking lots at Shoreline Lot B and on Evelyn Avenue.



Homelessness Services

For the past five years, the City has been analyzing solutions and taking action to address the challenging rise in homelessness and unstably housed individuals. Today, the City is a recognized leader in addressing this regional problem, looking at all options and forging strong partnerships with the County of Santa Clara and many community-based organizations. In fact, the City provides the most safe parking lot spaces in the County.

The 14 associated Council reports are available at www.mountainview/homeless.gov. These efforts have led to the development and execution of an extensive work plan, including well over 100 action items. A list of highlights is below, covering the last four years.

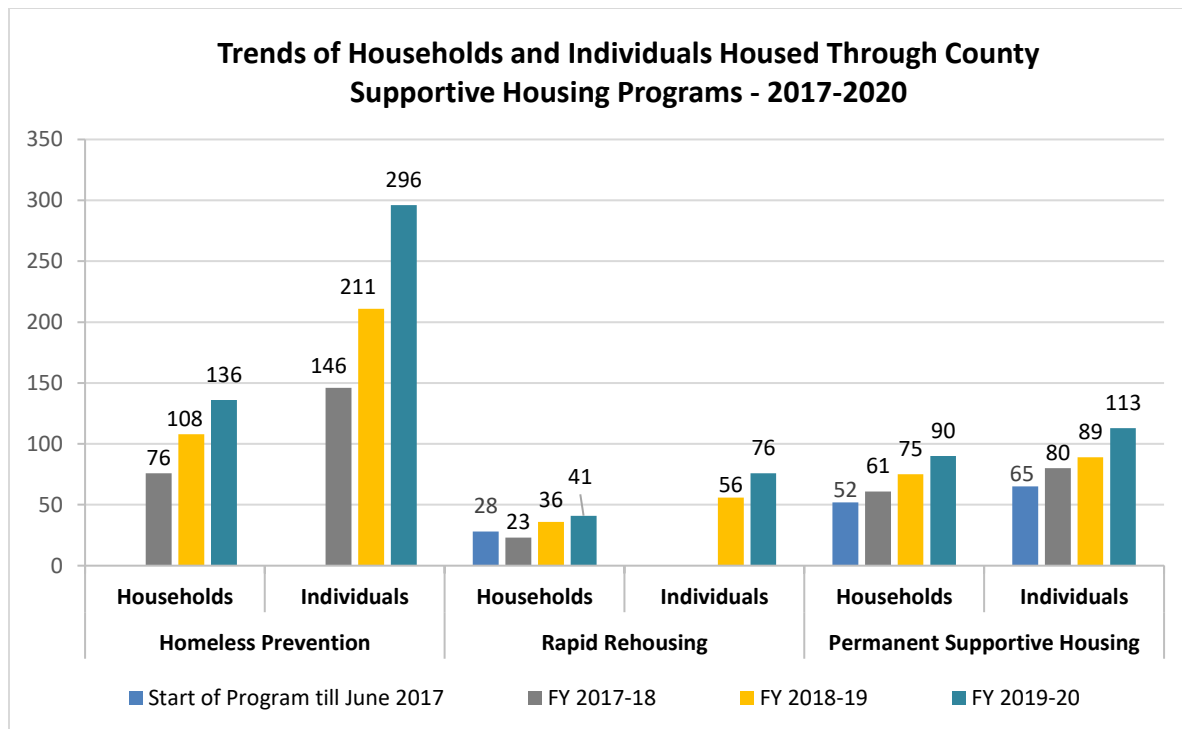
Summary of City Actions

- Engaged with community and faith stakeholders on an ongoing basis.
- Provided extensive public communications and outreach, including a comprehensive webpage and regular distribution of windshield flyers.
- Provided basic human services that range from showers to case management.
- Funded permanent supportive housing and rapid rehousing in conjunction with the County of Santa Clara.
- Adopted an extension of the shelter crisis to provide flexible and streamlined options for safe parking permits.
- Supported the startup of a local nonprofit to provide safe parking services.
- Secured five safe parking lots for Mountain View participants, resulting in the City having the largest safe parking capacity in the County.
- Funded and completed significant site preparations for three of these lots, including providing fresh water service.
- Extended safe parking programs to operate 24/7 as an emergency response to COVID-19.
- Created an innovative safe parking ordinance to ensure the public's safety.
- Established a streamlined safe parking lot permit/approval process during a shelter crisis.
- Expanded land use options for emergency sheltering.
- Approved parking restrictions for oversized vehicles on any street with a Class II painted bike lane.

- Conducted a domestic waste dump pilot and funded a domestic waste voucher program for safe parking participants.
- Developed a plan for addressing biohazards and implemented domestic sewage prohibitions.
- Monitored and supported applicable legislation and led the development of longer-term State legislative solutions to promote safe parking for all cities (AB 2553).
- Conducted grant review and donor outreach for program funding.
- Identified and reached out to prospective parking lots for safe parking use.
- Supported the Human Relations Commission Safe Parking Outreach Subcommittee, and the effort to secure additional safe parking lots for Mountain View participants.
- Updated the homeless needs assessment and goals for responding to homelessness for the 2020-2025 Consolidated Plan.
- Participated in regional homeless initiatives and served on committees for the County Community Plan to End Homelessness.
- Refined the existing rent relief program and enhanced it significantly for COVID-19 response.

Based on Council direction, staff aimed early on to connect with the Countywide system to leverage its resources and to expand public and private partnerships to address the needs of those who live in vehicles and others experiencing or at risk for homelessness in Mountain View. The needs and services related to homelessness can be viewed within a continuum for “coordinated care” which includes Homelessness Prevention, Rapid Rehousing, and Permanent Supportive Housing. Across this continuum, services also include programs to meet basic health and safety needs that are important in their own right and also support the ability to sustain stable housing.

The chart below summarizes the number of Mountain View affiliated households and individuals housed through these supportive programs since the start of the program(s).



Safe Parking

The City has come a long way since the exploration of safe parking began in 2015, when there were no responders to the City's Request for Proposals for a safe parking operator. Since that time, the City has been working actively to form partnerships, encourage regional solutions and implement policies and programs in an arena where best practices are still evolving, and the level of need far outstrips what any one entity can do on its own.

As a result of these consistent efforts, the City has been instrumental in: supporting the formation of a local, nonprofit safe parking provider (MOVE-Mountain View); launching small safe parking programs at faith communities; adopting a Safe Parking Ordinance to facilitate the creation of safe parking locations on private lots; securing three dedicated safe parking lots; partnering with the County of Santa Clara to provide safe parking and a range of other services to support unstably housed residents on a path to permanent housing; and growing to become one of the largest safe parking providers in the region with the capacity for up to 68 vehicles (and up to 8 spaces at 2 faith-based lots).

Safe Parking Ordinance

Adopted on September 24, 2019, the City's Safe Parking Ordinance sets forth regulations for safe parking facilities to meet basic health and safety requirements, facilitate

participants' transitions to permanent housing and promote compatibility with surrounding uses. These regulations include the provision of restrooms, water, and trash facilities; a black/graywater disposal plan; minimum 10' clearance distance between recreational vehicles to address fire safety issues; and a minimum 25' buffer from residential property lines. The Ordinance established hours of lot operation of 5 p.m. to 9 a.m. and lot capacity at 30 vehicles, which was recommended as consistent with the size of safe parking operations in Santa Clara County, and operator capacity to assist participants and resources available to manage the sites.

The Ordinance also sets forth the process for establishing safe parking facilities, requiring a Temporary Use Permit (TUP), and Police Department administrative permit. During a declared housing emergency, such as is currently in place in Mountain View, the approval process is streamlined, and a TUP is not required.

While the Safe Parking Ordinance does not apply to City-owned or -controlled property, the City lots have complied with the Ordinance with some limited exceptions related to the extension of lot hours to 24/7, and other adjustments related to the COVID-19 pandemic, as discussed below.

City-Secured Lots

The City has been instrumental in securing three lots for the provision of safe parking: Shoreline Amphitheatre Lot B, which is owned by the City, but leased to Live Nation during the concert season; Evelyn, which is leased by the City from the Valley Transportation Authority (VTA); and Terra Bella, which has been provided through a collaboration with Alta Housing. The City has taken the lead in identifying and negotiating the use of these lots, funding lot preparation, and providing funding for safe parking services.

In early 2020, in preparation for the opening of the lots, the City's partners, Move Mountain View and Community Services Agency, conducted outreach and identified limited interest in the City's safe parking program due to real and perceived barriers, including the safe parking hours of operation and the requirement to find alternative daytime parking.

Around this same time, the County of Santa Clara announced an expansion of its support for safe parking, with a particular interest in facilitating the provision of 24/7 safe parking. The County proposed to do this by leasing the lots, administering the safe parking programs, assuming liability, and using its shelter crisis declaration under California Government Code 8698.4 to address concerns about the potential for safe parking programs to be subject to mobile home and special occupancy park laws.

With the COVID-19 pandemic and emergency and public health orders to Shelter-in-Place, the need for safe parking became even more urgent. Through a series of actions on February 25, March 17, and March 27, 2020, the City Council approved various lease and funding agreements for the County to administer 24/7 safe parking services at all three lots. This has led to full utilization of the Shoreline and Evelyn sites, and has supported the ability of residents living in vehicles to comply with public health protocols regarding social distancing and hygiene. It has also enabled an increase in on-site case management, and access to programs provided or administered by the County.

State Legislation

The original decision to contract with the County focused on addressing the potential concerns mentioned above through the County's shelter crisis declaration. In addition, staff has worked with Assemblymember Marc Berman's Office on a legislative solution to clarify that safe parking programs are exempt from such mobile home and special occupancy park laws. A bill was introduced (AB 2553) it has been passed by both houses and enrolled as of September 1, 2020. This is an urgency statute due to the ongoing homelessness crisis, which has only been exacerbated by COVID-19.

Human Relations Subcommittee on Safe Parking Outreach

In September 2019, the City Council directed the Human Relations Commission (HRC) to help with outreach to raise awareness about, and support for, the safe parking program, and to try to secure new lots through the City's streamlined permit process. The Council requested to receive quarterly updates on the HRC's efforts.

An HRC Subcommittee has been established, and has provided input on the City's communication materials about the permit process, met with businesses adjacent to the Evelyn Lot to provide notice and hear feedback about the opening of safe parking on that lot, and contacted a number of private lot owners about hosting safe parking. While no additional private lots have yet been secured, the Subcommittee has laid useful groundwork and accomplished positive community engagement, and idea sharing, for meeting the needs of our most vulnerable residents.

The timing of the quarterly update has been delayed due to coordination and workload capacity challenges in staff's work with the HRC Subcommittee. The Subcommittee continues to focus on lot engagement and community outreach. A more detailed update on the Subcommittee's work will be provided later in September as an addendum to a broader update memorandum from staff to the Council related to homeless needs and services, as noted below.

Broader Update on Homelessness

When the City Council Major Goals Work Plan was adopted in June 2019, it included a project to conduct a study session to discuss homeless service gaps. When the COVID-19 pandemic was declared in March 2020, the City Manager's Office proactively convened City departments, County agencies, and local nonprofit organizations and reached out to the community to identify the needs of homeless and unstably housed residents in Mountain View to develop necessary programs and services. In recognition of this recent assessment of and response to needs, as well as staff workload capacity constraints as the organization focuses on COVID-19 priorities, the City Council adopted adjustments to the scope of the Council Goals Work Plan on June 9, 2020. The revised Work Plan included the modification of this project to be a report on the City's efforts which will be brought forward as an informational memo later in September; this information will also be made available to the public.

ANALYSIS

Safe Parking Program Status

In addition to the City-secured lots described above, there are two faith congregations in Mountain View that have established safe parking programs, providing up to 8 safe parking spaces for passenger vehicles. This results in 68 spaces, up to 15 percent of which can be used by passenger vehicles, with the rest dedicated to oversized vehicles on City-secured lots.

The City of Mountain View is providing a total of up to 76 safe parking spaces, making it the largest safe parking program in the region and accounting for over 80% of the total oversized vehicle parking capacity in Santa Clara County. A summary of safe parking programs in the region is provided as a reference (Attachment 3).

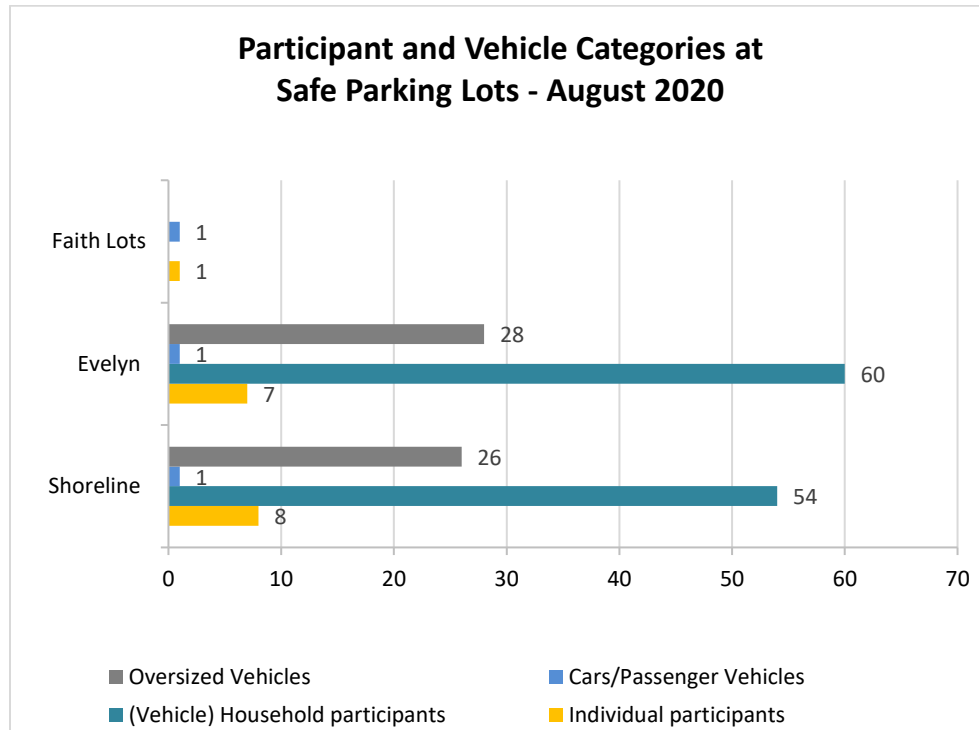
The summary and chart below show the current status of the City-secured and faith-based sites. The counts are based on use as of August 24, 2020, at which point the Terra Bella site had not yet opened, and one of the two faith-based programs was on hiatus. The sites that are in operation are at or near capacity, with a total of 130 participants living in 57 vehicles. A majority of the participants are families and are residing in oversized vehicles such as RVs.

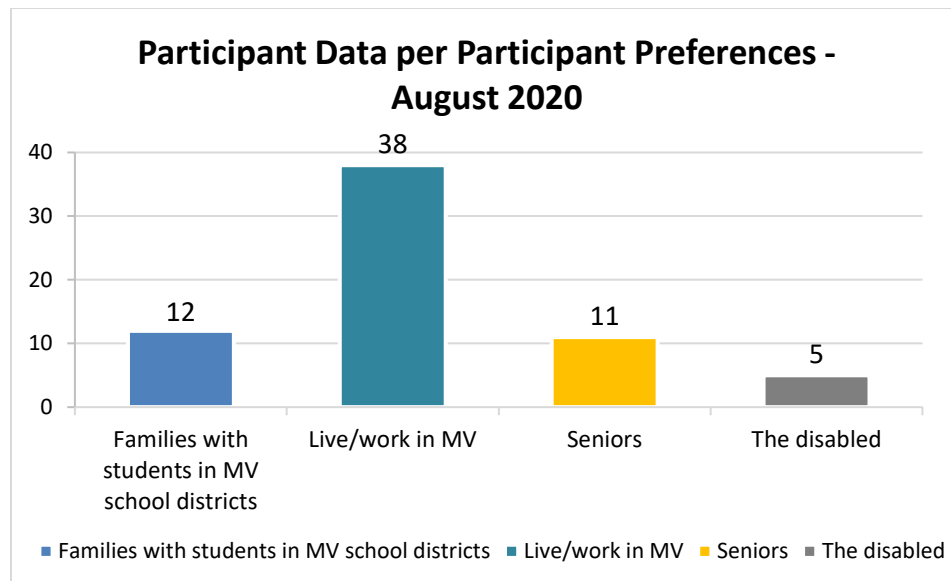
Shoreline Amphitheatre Lot B was opened in February 2020, and has 29 safe parking spaces for oversized vehicles, including two oversized vehicle ADA spots. Up to 15 percent of these spaces can be used by people living in passenger vehicles. There are currently 62 participants living in 27 vehicles on the Shoreline Lot 26, of which 26 are oversized vehicles. One ADA spot is currently open.

The *Evelyn Lot* was opened in March 2020, and has 30 safe parking spaces for oversized vehicles, of which 2 spots are dedicated for ADA use. Up to 15 percent of these spaces can be used by people living in passenger vehicles. There are currently 67 participants living in 29 vehicles, of which 28 are oversized vehicles. One of the ADA spots is currently open.

The *Terra Bella Lot* has 9 spaces (8 for oversized vehicles and 1 for a passenger vehicle) and is anticipated to open in early September, at which point four vehicles are on the waiting list for the lot.

The *Faith lots* have a capacity for up to 8 passenger vehicles. Currently, one site is in operation, and is being used by 1 participant in a passenger vehicle.





Note: Data reported by family unit, as some participants fall into more than one category.

Demographic Data

Of the 130 participants in Mountain View safe parking lots, 19 are under the age of 19, and 19 are aged 60 and above. Of the 54 participants who self-identified their race, 29 identified as Hispanic/Latinx, 16 identified as White/Caucasian, 5 identified as Asian, and 4 identified as Black/African American.

Exit Data

Of the participants who have left the safe parking sites, 5 have moved to interim housing, 8 have moved to permanent housing, 1 has moved to an emergency shelter, 2 have moved out of County, and 11 have exited the program for other or unknown reasons.

Lot Operations

A few modifications and enhancements have been made to the safe parking program on City-secured lots in order to address emerging needs related to the COVID-19 pandemic and the operation of the program on a 24/7 basis.

Commuter Vehicle Parking for Disabled Participants

The Shoreline and Evelyn lots were modified to provide two ADA-compliant vehicles with adjacent commuter vehicle parking spaces. Two Loading Zones were created to enable participants to more easily stock necessities. In addition, shade structures were also approved for use during a heat advisory. The allowance of more than one vehicle

per participant and the installation of accessory structures represent a divergence from the Safe Parking Ordinance that applies to non-City-owned or controlled safe parking lots, and which the City has otherwise been in compliance with.

Service Enhancements

The City and its partners have also provided additional services on the City lots in response to COVID-19. While water is required under the City's ordinance, the manner of water service is not prescribed. In addition to the bottled water that has been available throughout the duration of the program, the City has installed a temporary water service providing running water to the Shoreline, Evelyn, and Terra Bella lots. To better address participants' basic needs, the City and various partners have provided grocery store gift cards, volunteer food deliveries, monthly COVID-19 testing, mobile medical unit visits, and distribution of masks, hygiene kits, and hand sanitizers. Move Mountain View conducts regular informational meetings and activities, like a new Reading Program. In addition, the County, City, and Move Mountain View began a series of quarterly meetings/calls with community stakeholders to ensure that information is accessible.

Shoreline Lot Post-Closure Use Application

Through its regular coordination with the Santa Clara County Environmental Health Department, the City was informed that use of Shoreline Lot B for 24/7 safe parking necessitates compliance with certain State regulations associated with the closed Shoreline landfill. These regulations are designed to ensure safety, and have required the City to conduct increased monitoring of potential landfill gas, and submit a Post-Closure Use Application for the current safe parking use through March 2021. The City would need to apply on a yearly basis for continued short-term use. Should the City pursue use on long-term basis, an amendment to the current landfill Post Closure Management Plan would be required.

Commuter Vehicle Parking Needs

The issue of parking for participants' additional commuter vehicles has posed a significant challenge in operating the lots on a 24/7 basis. As shown in the table below, the majority of current participants have commuter vehicles.

Commuter Vehicles	Shoreline Lot B	Evelyn Lot
Participants who have at least one commuter vehicle	26	23
Participants who have more than one commuter vehicle	6	3

The safe parking lots are currently not structured to provide parking for commuter vehicles. Nearby business owners have expressed concerns about public parking use by program participants and the lack of available parking for workers or customers. The City has provided a temporary solution for the Shoreline safe parking program by allowing participants to use up to 15 spaces in the Shoreline Dog Park parking lot at night. For the Evelyn safe parking program, participants may use up to 15 spaces within the site facing Pioneer Way for day- and night-time parking.

Potential Increase in Lot Capacity for Passenger Vehicle Parking

To further address the parking concern, staff has reassessed the lots for any additional parking capacity, while still maintaining the core existing configuration of the lots. As a result, staff is presenting an option to add more passenger vehicle parking spaces:

- In the Shoreline lot, up to **four new passenger vehicle parking spaces** can be accommodated inside the existing footprint, while still maintaining 10' buffers for occupied vehicles.
- In the Evelyn lot, up to **36 new passenger vehicle parking spaces** can be accommodated, if extended into the area outside the existing footprint. This includes an area facing Pioneer Way that is currently being allowed for use by 15 commuter vehicles, and an additional 21 passenger vehicles that could be accommodated inside (3 spaces) and outside (18 spaces) the existing footprint adjacent to the office complex.

These additional passenger vehicle spaces at either site could be used to park the commuter vehicles of existing safe parking participants. They could also be used to allow additional participants living in passenger vehicles. Having additional safe parking spaces for living purposes would help fulfill the direction, during discussions at previous Council meetings, to strive to provide up to 100 safe parking spaces in Mountain View (combining City and private lots).

Increasing the number of spaces for safe parking participants would result in an estimated \$150,000 in additional cost for site preparation, restrooms, safe parking services, case management, and other services, and would require an amendment to the funding agreement with the County.

The staff recommendation is to maximize the number of spaces by focusing on passenger-sized vehicles, since oversized vehicles have more significant space requirements. This approach would also limit the disruption to the participants that would result from needing to clear the occupied lots for painting new layouts.

As noted previously in this report, Mountain View already contributes the vast majority of the oversized vehicle safe parking capacity in Santa Clara County at 80%. In comparison, counting all passenger vehicle living spaces currently allowed in Mountain View would result in 18 vehicles at most, which is only 10 percent of the passenger vehicle safe parking capacity in the County. **This recommendation would result in Mountain View providing 103 safe parking living spaces, including faith sites.**

The table below summarizes the lot layout specifications, options and recommendation:

Shoreline Lot	Evelyn Lot
Up to 29 spaces used for Oversized Vehicle parking (of this, two spaces are OV ADA).	Up to 30 space used for Oversized Vehicle parking (of this, two spaces are OV ADA).
15% or 4 spaces may be used for passenger vehicle parking used for living.	15% or 5 spaces may be used for passenger vehicle parking used for living.
2 ADA adjacent commuter vehicles parking spaces are provided (required).	2 ADA adjacent commuter vehicles parking spaces are provided (required).
2 Loading Zone spaces.	2 Loading Zone spaces.
10' Occupied vehicle buffers, portable restroom locations, and circulation (required).	10' Occupied vehicle buffers, portable restroom locations, and circulation (required)
15 parking spots at the Dog Park adjacent to the safe parking lot have already been permitted for night-time parking of commuter passenger vehicles.	15 parking spots have already been permitted for day- and night-time parking of commuter passenger vehicles on the safe parking lot.
4 NEW RECOMMENDED parking spaces for passenger vehicle living with 10' occupied buffers can be added safely to this lot <i>inside</i> the existing footprint.	21 NEW RECOMMENDED parking spaces for passenger vehicle living with 10' occupied buffers, can be added safely to this lot <i>inside</i> (3 spaces) and <i>outside</i> the existing footprint, along the area (18 spaces) facing the office complex.

Shoreline Lot	Evelyn Lot
Alternatively, 2 Oversized Vehicle parking spaces could be added. This would also require a restructuring of the existing lot configuration.	Alternatively, 11 OV parking spaces could be added. This would also require a restructuring of the existing lot configuration, and would result in safe parking participants using public parking for their commuter vehicles.

Recommended Council Actions

Increasing Capacity and Addressing Commuter Vehicles

Since the safe parking program is still new and there are logistical and budget implications that are difficult to manage during the pandemic, an increase in vehicle capacity for persons living in those vehicles is challenging. However, staff recommends a balance of safe parking participant parking and commuter vehicle capacity be added to the lots to address a need for more passenger vehicle spaces and to assist in program operations.

Currently, at the Shoreline lot, there are four passenger vehicle participant parking spaces available. **Staff recommends continuing to use the 15 parking spaces at the nearby Dog Park (already in use) for night commuter parking, and utilize the proposed additional 4 passenger spaces for persons living in their vehicles.**

At the Evelyn lot, currently there are five participant vehicle parking spaces. **Staff recommends adding 21 passenger vehicle spaces for living purposes and preserving the 15 spaces already in use for commuter passenger vehicle parking, to alleviate impacts to surrounding public parking.**

Continuing 24/7 Safe Parking Operation

Terms in various current agreements enabling 24/7 safe parking are set to expire soon, with dates ranging from mid-September to mid-November, depending on the agreement. The 24/7 safe parking pilot program has been effective in addressing the urgent need for temporary shelter, providing stability for participants, including those with students needing to complete the school year, offering a path forward to more permanent housing, and providing essential services related to the COVID-19 pandemic. Due to the continuing and evolving public health crisis and the uncertainty as to when the prevalence of the virus in the community will make it possible for sustained lifting of

public health restrictions, **staff recommends continuing the pilot for providing 24/7 safe parking through the termination of the declaration of the local emergency plus 30 days, but no later than June 30, 2021, unless extended by Council.** The continuation of a 24/7 safe parking program will require amendments to existing agreements and other actions as noted below.

Agreement with Live Nation for Extended Use of Shoreline Lot B

The current agreement between the City Council/Shoreline Regional Park Community (SRPC) Board and Live Nation allows for use of Lot B for safe parking until November 15, 2020, after which point the lot is normally available for City use until the start of the next concert season. Staff has been in contact with Live Nation representatives, who are very supportive and willing to work with staff to extend the agreement term within the existing safe parking program footprint. It is their interest to determine the impact of the loss of Lot B during a concert season. This analysis has not yet been possible because of the cancellation of events due to COVID-19. **Staff recommends that the City Council and SRPC Board authorize the City Manager to execute an amendment to the agreement with Live Nation to extend use of Lot B for 24/7 safe parking through the termination of the declaration of the local emergency plus 30 days, but no later than June 30, 2021, unless extended by Council; and provide an updated site map to include the added passenger vehicle locations within the existing site footprint.**

Lease Agreement with the County of Santa Clara for Shoreline Lot B

The current lease agreement with the County of Santa Clara for operation of safe parking on a 24/7 basis at Shoreline Amphitheatre Lot B currently expires on September 18, 2020. **Staff recommends that the City Council authorize the City Manager to execute an amendment to the lease agreement with the County of Santa Clara to extend use of Lot B for 24/7 safe parking through the termination of the declaration of the local emergency plus 30 days, but no later than June 30, 2021, unless extended by Council; add four passenger vehicle spaces for living purposes; and provide an updated site map to include the added passenger vehicle locations within the existing site footprint.**

Lease Agreement with the County of Santa Clara the Evelyn Lot

The current lease agreement with the County of Santa Clara for operation of safe parking on a 24/7 basis at the Evelyn lot currently expires on September 18, 2020. **Staff recommends that the City Council authorize the City Manager to execute an amendment to the lease agreement with the County of Santa Clara to extend use of the Evelyn lot for 24/7 safe parking through the termination of the declaration of the local emergency plus 30 days, but no later than June 30, 2021, unless extended by Council; add 21 passenger vehicle spaces for living purposes; add 15 passenger vehicle parking**

spaces for commuter parking purposes; and provide an updated site map to include the added passenger vehicle locations. The City's interim lease with the VTA for use of the Evelyn lot does not require amendment because it allows for safe parking operations, and its term extends at least through June 30, 2021. Presently, City staff is negotiating the long-term lease.

Funding Agreement with the County of Santa Clara for the Shoreline and Evelyn Lots

The current funding agreement with the County of Santa Clara to provide safe parking services at the Shoreline and Evelyn lots expires September 18, 2020. The Fiscal Year 2020-21 Budget includes \$425,000 to fund safe parking for the current vehicle capacity at these locations. As noted above, an additional \$150,000 is needed to fund the proposed additional safe parking spaces. Staff recommends that the Council appropriate an additional \$150,000, and authorize the City Manager to execute a funding agreement with the County in the amount of \$575,000 for the provision of safe parking services at Shoreline and Evelyn lots through June 30, 2021.

Authorization for the Terra Bella Lot, Not Owned or Controlled by the City, to Operate 24/7 Safe Parking

The Terra Bella lot, owned by Alta Housing, is currently authorized for safe parking through a Temporary Use Permit (TUP) that was approved prior to the establishment of the City's Safe Parking Ordinance. The March Council action allowed temporary 24/7 safe parking on this lot as well. However, due to delays in site preparation and execution of the agreement between Alta Housing and the County of Santa Clara, the lot is expected to be open in early September. The TUP expires on September 25, 2020, at which point the ordinance will apply, and a Police Department permit is required thereafter. As a private lot, once it is subject to the Safe Parking Ordinance, the hours of operation will be limited to overnight.

To continue to allow 24/7 safe parking operations on the lot, **staff recommends that Council adopt a resolution to allow 24/7 safe parking operations generally in response to COVID-19.** This will enable the City to use the Terra Bella lot to address the urgent need for shelter, and facilitate compliance with public health directives and the provision of essential services necessitated by the COVID-19 pandemic. This includes social distancing with buffers between occupied vehicles, portable restrooms, hand washing stations, temporary water service, monthly COVID-19 testing, mobile medical unit visits, and distribution of masks, hygiene kits, and hand sanitizers.

This resolution would also allow 24/7 safe parking at other private lots should any come forward.

Other Council Actions Related to the City's Project HomeKey Application and the Google Landings Community Benefit for Homeless Initiatives

Project HomeKey is a Statewide effort to rapidly sustain and expand housing for persons experiencing homelessness and at high risk for serious illness and impact by COVID-19. The purpose of this program is to build on the success of Project RoomKey, which focuses on existing hotels, with HomeKey, which involves the acquisition of existing buildings, and eligible pre-fabricated modular containers. The program is administered by the California Department of Housing and Community Development (HCD) with \$600 million in grant funding available to local public entities, including cities, counties, or other entities, such as housing authorities recognized within California to purchase and rehabilitate housing, as well as hotels, motels, vacant apartment buildings, and other buildings and convert them into interim or permanent, long-term housing.

On August 13, 2020, the City submitted a Joint Proposal with LifeMoves to the State's Project HomeKey Program for a project in Mountain View (hereafter referred to as HomeKey Mountain View). On August 25, 2020, the Council approved the authorizing resolution for the application. If accepted for State funding, HomeKey Mountain View would expand sheltering capacity in Mountain View to respond to homelessness and quickly add innovative solutions to the City's affordable housing effort, which is especially important during this time of pandemic. The project is proposed to provide modular housing to serve families, seniors, and couples in interim housing on an approximately 1 acre site located at 2566 Leghorn. This location is zoned industrial, and housing is a by-right use of the site.

As noted in the August 25, 2020 Council report, one of the core challenges for the project proposal is the financing required for operations. The annual operating cost for HomeKey Mountain View is \$2.4 million for each of the first five years. The application submitted requests \$1.2 million for the first two years, leaving \$2.4 million remaining for years one to two, and \$7.2 million for years three to five (for a total operating gap of \$9.6 million).

Staff is working on a funding strategy with LifeMoves, identifying possible resources, and making plans to seek funding. To date, one resource identified by staff is the \$2.5 million community benefit for homeless initiatives, as part of the community benefits package from the Google Landings project. Council approved the Google Landings project in June 2020.

The community benefit funding is dependent on the Google Landings project moving forward and would be paid when building permits are pulled. Given this timing, this funding could be utilized for the later years of HomeKey Mountain View. Staff recommends that the Council commit \$2.4 million of the Google Landings community

benefit funding for homeless initiatives to support a full year of HomeKey Mountain View operation, should the City's application be approved. Such a commitment at this time could significantly assist in leveraging external funding sources to meet the remaining operating gap.

FISCAL IMPACT

City funds in the amount of \$500,000 have been appropriated for homelessness programs in FY 2020-21, of which \$425,000 is recommended to be used to fund the County of Santa Clara's provision of safe parking services, a case worker for permanent supportive housing for chronically homeless, case management through the Community Services Agency, outreach, and related services. A new appropriation of \$150,000 from the General Non-Operating Fund to the City Manager's Office is recommended to expand lot capacity including additional restrooms, lot preparation, and case management through the end of Fiscal Year 2020-21. (Five votes required)

In addition, staff seeks Council direction to commit \$2.4 million from the Google Landings community benefit for homeless initiatives to fund HomeKey Mountain View operations.

CONCLUSION

Staff recommends authorizing the continued temporary allowance of 24/7 safe parking in response to the COVID-19 crisis, a balance of safe parking participant parking and commuter vehicle capacity be added to the lots to address a need for more passenger vehicle spaces, and to assist in program operations, and authorization to execute the agreements associated with the recommendations included in this report.

ALTERNATIVES

1. Modify the recommendation on the number or type of vehicles used for living or commuter parking for the Shoreline lot.
2. Modify the recommendation on the number or type of vehicles used for living or commuter parking for the Evelyn lot.
3. Modify the not-to-exceed end date for the extension of 24/7 safe parking, for example, to December 31, 2020 to coincide with the end of the calendar year and the proposed duration for the closure of Castro Street for outdoor dining, or to March 31, 2021 to coincide with the one-year anniversary of the emergency declaration.

4. Not approve any recommendations at this time.
5. Provide other direction.

PUBLIC NOTICING

Agenda posting, web, and social media advisories, and a copy of the report was sent to Santa Clara County representatives, CSA, Move Mountain View, Alta Housing, Live Nation, other CBO's and stakeholder group members, delivered to safe parking lots, and windshields for vehicles showing signs of living, and as feasible, others who have corresponded with the City Manager's Office on this topic.

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HR/4/CAM
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Attachments:

1. Resolution
2. Santa Clara and San Mateo County Safe Parking Summary
3. Map of Locations with Residents Living in Vehicles