



JOINT REPORT

DATE: March 24, 2026

CATEGORY: Consent

DEPT.: City Manager's Office

TITLE: **Increasing Safe Parking Capacity at Shoreline Lot B**

RECOMMENDATION

1. Adopt a Resolution of the Board of Directors of the Shoreline Regional Park Community: (1) Approving a Midyear 2025-26 Capital Improvement Program Project to Increase Capacity for Safe Parking at Shoreline Lot B ("Lot B Project"); (2) Appropriating Four Hundred Ninety Thousand Eight Hundred Fifty Nine Dollars (\$490,859) from the Shoreline Regional Park Community Fund to Fund the Midyear Lot B Project; (3) Appropriating One Million One Hundred Ninety-One Thousand Seven Hundred Three Dollars (\$1,191,703) from the Shoreline Regional Park Community Fund to the City of Mountain View City Manager's Office Fiscal Year 2026–27 Lot B Safe Parking Program Budget to Fund One Million Sixty-Five Thousand Three Hundred Sixty-Eight Dollars (\$1,065,368) in Ongoing Operating Costs and One Hundred Twenty-Six Thousand Three Hundred Thirty-Five Dollars (\$126,335) in One-Time Site Preparation Costs for the Lot B Safe Parking Program; (4) Authorizing the Community Manager or Designee to Amend the Shoreline Amphitheatre Ground Lease With Live Nation to Extend the Term For Use of Shoreline Amphitheatre Lot B ("Lot B") for Safe Parking Through December 31, 2030, and to Increase the Capacity for Safe Parking at Lot B; and (5) Finding These Actions to be Exempt From the California Environmental Quality Act, to be read in title only, further reading waived (Attachment 1 to the Council report).
2. Adopt a Resolution of the City Council of the City of Mountain View Authorizing the City Manager or Designee to: (1) Amend the Shoreline Amphitheatre Ground Lease with Live Nation to Extend the Term for Use of Shoreline Amphitheatre Lot B ("Lot B") for Safe Parking Through December 31, 2030, and to Increase the Capacity for Safe Parking at Lot B; (2) Enter into a Lease Agreement with the County of Santa Clara for Safe Parking at Lot B through June 30, 2028; (3) Amend the Cooperative Use Agreement with the County of Santa Clara for Safe Parking at 79 East Evelyn and 87 East Evelyn Avenue to Extend the Term Through August 31, 2026; (4) Enter into a Fiscal Year 2026-27 Funding Agreement with the County of Santa Clara for the Provision of Homelessness Prevention Services and Programs, in an Amount Not to Exceed One Million Six Hundred Forty-Eight Thousand Seven Hundred Three Dollars (\$1,648,703); and (5) Finding These Actions to be Exempt From the California Environmental Quality Act, to be read in title only, further reading waived (Attachment 2 to the Council report).

BACKGROUND

On [June 10, 2025](#), the City Council adopted the *Pathways to Housing* - Homeless Response Strategy Implementation and Expenditure Plan, which includes Council's direction to pursue an expansion of safe parking capacity, seeking to maintain base capacity at Shoreline Lot B, to be funded by the Shoreline Regional Park Community (SRPC) Fund.

On [June 24, 2025](#), the Council approved the continuation of 24/7 operations of the City of Mountain View's safe parking sites. Staff also provided an update on the considerations for increasing safe parking capacity at the existing Shoreline Lot B program site, to be operational by July 2026, in time for the anticipated closure of the Evelyn safe parking site on June 30, 2026, due to the future development of affordable housing and the loss of 30 oversized vehicle spaces at that site. The update included consideration of using the SRPC Fund to cover the costs associated with increasing safe parking capacity at Shoreline Lot B (Lot B).

On January 5, 2026, staff secured approval from the developer of the Evelyn lot to continue using the site for safe parking through August 31, 2026. Staff's focus remains on opening the increased portion of Shoreline Lot B as soon as feasible within this timeframe. The additional two months will provide time for the safe parking operator to smoothly transition any Evelyn safe parking participants to the increased portion of Lot B.

Implementing the Homeless Response Strategy

The *Pathways to Housing* - Homeless Response Strategy Implementation and Expenditure Plan sets a course for collective action to guide current programs and future planning for addressing homelessness in Mountain View. The City will take a phased approach to fund continued, enhanced, and new programs and services. This approach will include a combination of City General Fund funding (either Limited-Period or ongoing), City Housing Fund funding, Shoreline Regional Park Community funding, and grant or philanthropic funding.

Since 2016, the City has invested **nearly \$1 million** annually from a variety of funding sources, including the General Non-Operating Fund, General Housing Fund, and limited-term grant funding from Destination: Home. These sources have funded homeless support programs and services for vulnerable populations, such as the City's participation in the County's permanent supportive housing program, homeless prevention case management, outreach to people living in vehicles, and hygiene and basic health services at program sites. The annual contribution also includes funding for the safe parking program.

This report discusses the new funding associated with increasing safe parking capacity at Shoreline Lot B. Housing supply, housing affordability, and homelessness remain one of the most pressing concerns for the region. The City has plans in place, including the North Bayshore Precise Plan, to increase inclusive housing in the mid- to long-term. Safe Parking offers an urgently needed interim solution for unstably housed residents.

In addition to the ongoing and new funding for the safe parking program, the Fiscal Year (FY) 2026-27 proposed City budget will include \$638,065 for homeless support programs and services for vulnerable populations, which include the following:

- **\$200,000** in one-time funding from the General Non-Operating Fund to contract for services through June 30, 2027 for two new *Pathways to Housing* initiatives, approved by Council as part of the FY 2025-26 midyear budget process;
- **\$177,000** from the General Housing Fund and General Fund to contract for homeless prevention case management/house information and referral services, focused outreach services to people living in vehicles, and providing a portable restroom for service delivery needs in partnership with the Community Services Agency of Mountain View, Los Altos, and Los Altos Hills (CSA), the City's designated safety net provider and official resource hub for unhoused and unstably housed residents;
- **\$125,000** from the General Housing Fund to contract for the permanent supportive housing program with the County;
- **\$94,555** from the Community Development Block Grant Fund to fund one-time homeless response public services grants;
- **\$28,510** from the General Fund to fund one-time homeless response public services grants; and
- **\$13,000** from the General Fund to fund a portable restroom with hand-wash station at Hopes Corner.

ANALYSIS

Implementing the *Pathways to Housing* action to increase safe parking program capacity is a significant undertaking. It requires additional funding; extensive coordination across City departments and with the County of Santa Clara (County) Office of Supportive Housing and Department of Environmental Health, nonprofit partners, and Live Nation; contract changes; site preparation; and environmental approval. The sections below further describe the recommended actions associated with the proposed program expansion.

Program Expansion Summary

Staff worked closely with program partners (the County Office of Supportive Housing and site

operator Move Mountain View) to identify needs, opportunities, requirements, and constraints in what will be one of the largest single safe parking lots in our region. One of the needs identified

by the operator was for additional space for program participants to park their commuter vehicles. The County has identified that there are multi-generational adult households being served by the safe parking program requiring a separate passenger vehicle to commute to work, school, and appointments. There is insufficient street parking near Lot B, and program participants are not allowed to park in other areas of the Shoreline Regional Park. Therefore, the commuter parking is being expanded significantly to meet the needs of program participants.

Staff analyzed a range of options for program expansion and site configuration to meet the partners' interests to the greatest degree possible, while focusing on the priority of participant health and safety. Staff met onsite to assess ground conditions, reviewed environmental compliance requirements and operational needs, and developed preliminary designs. Staff held multiple meetings with the County and Move Mountain View to gather input on the site layout and made modifications where feasible. The analysis of Lot B aimed to maximize living space while meeting environmental compliance requirements. This included a strong recommendation that the upper portion of Lot B not be used for living purposes due to the grade's slope, which poses safety concerns.

The proposed program expansion will result in 93 oversized vehicle spaces and up to 111 spaces for commuter vehicles and will occur over two phases as described below. The 93 spaces for oversized vehicles is an increase of 47 vehicles, which doubles the current Lot B capacity of 46 vehicles and more than replaces the 30 oversized vehicle spaces at the Evelyn safe parking site. Once complete, this program expansion will result in the maximum allowable capacity for both living and non-living vehicle spaces at Lot B, as preferred by the program operator. With the increase of safe parking capacity at Shoreline Lot B, the City's total safe parking program will have capacity for up to 101 safe parking spaces, including the capacity for eight vehicles at faith lots, maintaining oversized vehicle safe parking capacity near the existing level of 105 spaces and substantially increasing the capacity for commuter (non-living) vehicle parking.

Phased Approach

Lot B is owned by the City, but leased to Live Nation during the concert season. In June 2025, staff began conversations with Live Nation to further increase safe parking capacity and commuter vehicle parking capacity. Due to existing operational needs for the 2026 event season, the increase in capacity will occur in two phases. A phased approach to program expansion at Lot B will also allow Move Mountain View to ramp up safe parking operations while maintaining contract compliance, effectively serving program participants in what will be the largest single safe parking lot the operator will manage to date.

Phase 1 will add at least 30 oversized vehicle parking spaces for living to offset the future loss of living spaces at the Evelyn lot site. In response to feedback from the safe parking program operator on the need for additional commuter parking capacity, up to 18 commuter vehicle spaces will be added in Phase 1. Phase 1 is anticipated to be completed by July 2026.

Phase 2 will add another 17 oversized vehicle spaces and up to 70 additional commuter vehicle parking spaces. Phase 2 is anticipated to be ready by early 2027, following the end of the Live Nation event season, which typically concludes in late October, and as the rainy season weather permits.

The program expansion modifications are summarized in Table 1 below. Site maps for Phases 1 and 2 are provided in Attachments 3 and 4, respectively.

Table 1: Program Expansion Summary

Parking Space Type	Existing Capacity	Phase 1 Added Capacity (ready by July 2026)	Total Lot B Capacity After Phase 1	Phase 2 Added Capacity (ready by early 2027)	Final Lot B Capacity
Oversized vehicle	46	+30	76	+17	93
Commuter vehicle	Up to 23	+Up to 18	Up to 41	+Up to 70	Up to 111

County Department of Environmental Health Approval

The County Department of Environmental Health regulates the closed landfill at Shoreline. The City received a permit from the Department for the footprint of the existing safe parking program at Lot B. The City is required to submit a formal request for approval of the program expansion. Staff secured conditional approval for the expansion on October 16, 2025, and final approval on March 17, 2026.

Agreement with Live Nation for Use of Shoreline Amphitheatre

Under the Shoreline Amphitheatre ground lease, Live Nation has contractual rights to use lots at Shoreline Amphitheatre for event parking through December 31, 2030. In 2019, the City first negotiated with Live Nation to secure portions of Shoreline Lot B for a safe parking site. The City has since renegotiated with Live Nation multiple times to allow use of the lot to be year-round and 24/7, for additional parking space for residents of the LifeMoves Mountain View Homekey program on Leghorn Avenue (used from 2020 to 2022), additional safe parking spaces, an adjacent commuter parking area, and to continue use of the lot for safe parking purposes through June 30, 2026. Staff executed an amendment with Live Nation each time there was an update to the contract provisions.

Staff recommends Council authorization to amend the City’s lease agreement with Live Nation to extend the term for use of Lot B for safe parking through December 31, 2030, and to increase the capacity for safe parking at Lot B. Both the City Council and the Shoreline Regional Park

Community are required to take this action, as set out in the resolutions (Attachments 1 and 2 to the Council report).

Lease and Funding Agreements with the County

The City has entered into multiple agreements with the County to administer and operate safe parking program sites. Contracting with the County for the provision of safe parking allows for the lots to be operable 24/7 under the County's shelter crisis declaration, which exempts County facilities from mobile home park law provisions for tenant relocation and other protections not intended for temporary emergency shelter. In addition, by leasing safe parking sites to the County, the County is responsible for releasing bids to identify and select a service provider, paying for the service provider contract, and leveraging additional supportive services for program participants.

The County partners with the City on this program and currently provides approximately \$1.64 million in funds for program operations and ancillary services, such as showers, laundry, and mobile medical services.

Lease Agreements

The need for safe parking has continued beyond the COVID-19 pandemic, and staff has observed several ongoing benefits of 24/7 operations at the City-secured lots. These full-time hours allow access to water, medical services, showers, and hygiene services, which continue to be essential, and provide more effective on-site access to case managers. Furthermore, by not requiring safe parking vehicles to leave the sites during the day, these vehicles are not relocated to City streets, allowing participants to experience greater consistency and stability as they progress on the pathway toward stable housing.

The continuation of 24/7 safe parking at City-secured lots and the increase of safe parking capacity at Lot B will require a new lease agreement for Lot B. In addition, since safe parking at the Evelyn site will be extended through August 31, 2026, past the current term of June 30, 2026, a term extension is needed for the Evelyn lot cooperative use agreement between the City and the County.

Staff recommends Council authorize the City Manager or designee to amend the City's cooperative use agreement with the County for the provision of safe parking at the Evelyn lot to extend the term through August 31, 2026, and enter into a new lease agreement with the County for the provision of an expanded safe parking program at Lot B through June 30, 2028.

Funding Agreement

Ongoing Operating Costs

In the Fiscal Year (FY) 2025-26 Budget, funding for the safe parking program includes \$368,000 in limited-period funding from the General Non-Operating Fund and \$332,000 in ongoing funding from the SRPC Fund, for a total of \$700,000 for the current scope of the safe parking program. This existing budget supports the ongoing operational costs and case management services associated with the City's current safe parking program capacity.

With the Evelyn safe parking lot closing in FY 2026-27, all safe parking services will be provided at Lot B. **Therefore, the FY 2026-27 Recommended Budget** proposes that the full \$700,000 in current safe parking funding be included in the SRPC Fund base budget. The proposed additional costs associated with increasing safe parking capacity at Lot B are recommended to be funded from limited-period funding from the Shoreline Regional Park Community Fund.

The ultimate Lot B capacity of 93 parking spaces for individuals living in vehicles and up to 111 commuter vehicle parking spaces will make it the single largest safe parking site currently operated by the County. Based on the County's analysis, the estimated annual cost to support the expanded program operations is \$697,368.

This funding level would provide the necessary program oversight and monitoring associated with the larger site, including compliance with the City's Safe Parking Ordinance and the County Department of Environmental Health requirements, routine site visits by the City's Fire and Police Departments, and monthly program reporting.

The additional costs are listed below and summarized in Table 2.

- Additional portable restrooms, trash bin service, and hygiene services;
- Additional case management staff to meet an intensification in participant needs;
- Additional lot monitor staff and security services to cover the larger lot area;
- Additional potable water services; and
- Replacement batteries for gas-detection monitors.

Table 2: Ongoing Operational Costs

New Operational Costs		
Recommendation	Purpose	Cost
Expanded hygiene services	Participant health	\$225,000
Additional Case Management staff (2)	Participant case management needs for a case manager to client ratio of 1 to 35 (currently 1 to 51)	\$158,000
Additional Lot Monitor staff (2)	Site circulation and parking management; participant health and safety; County Department of Environmental Health requirements	\$141,440
Additional security services	Participant and site safety	\$93,000
Additional portable restrooms with handwash stations	Participant health	\$44,000
Additional potable water services	Participant health	\$15,000
Additional trash bins	Participant health	\$11,328
Replacement batteries for gas-detection monitors	Participant health and safety; County Department of Environmental Health requirement	\$9,600
New Ongoing Operational Cost		\$697,368
Current Operational Cost		\$700,000
Total Not to Exceed Ongoing Operational Cost		\$1,397,368

For FY 2026-27, the total ongoing operational cost will be \$1,397,368. Of the \$1,397,368, an ongoing amount of \$332,000 from the SRPC Fund is already included in the base budget; therefore, there is a funding need of \$1,065,368 to fund the expanded safe parking program at Shoreline Lot B. The Recommended Budget also includes continued funding of \$125,000 for a case worker for the permanent supportive housing program for the unhoused.

For FY 2026-27, payments to the County will be made in separate installments and prorated based on the final completion dates of Phase 1 and Phase 2 lots. The County estimates payment amounts of \$329,440 for Phase 1 and \$367,928 for Phase 2; however, actual costs may vary depending on lot completion timing, equipment purchases, and the timing of new staff hiring. This fiscal year, the County will release a Request for Proposals for safe parking service providers

and negotiate contracts with vendors based on assessment of proposals received. The cost of service may change based on the negotiated contract and/or other County budget factors, potentially resulting in a modified funding amount for future agreements with the County for safe parking operations.

As mentioned above, the County provides approximately \$1.64 million in funds for program operations and ancillary services. The County will not bear any additional costs associated with increasing safe parking capacity at Lot B.

One-Time Site Preparation Costs

There is also a one-time cost of \$126,335 for the County to prepare the site, as reflected in Table 3 below.

Table 3: One-Time Site Preparation County Costs

One-time Costs		
Recommendation	Purpose	Cost
Temporary modular office, temporary generator for power, gas-detection monitor, fire extinguisher, anti-bird perching material	Site circulation and parking management; City Burrowing Owl Preservation Plan	\$60,000
Additional cameras and installation	Participant and site safety	\$27,385
Bottles and carts for water	Participant and site safety	\$24,850
Storage racks	Participant and site safety	\$10,600
Temporary bike racks	Participant and site safety	\$3,500
Total Not to Exceed One-Time Cost		\$126,335

Notably, this site preparation work will not involve any installation of affixed structures. The modular office can be towed onto and off the site.

Staff recommends that Council authorize the City Manager or designee to enter into a FY 2026-27 funding agreement with the County for the provision of homelessness prevention services and programs, the existing ongoing operational cost for safe parking, the new ongoing operational cost for safe parking, and one-time County costs for site preparation, in the amount of \$1,648,703 to fund operating and site preparation costs at Shoreline Lot B and the City's contribution to permanent supportive housing.

City Costs for Lot Preparation

There are various actions the City must take to prepare the lot and to support safe parking program safety. Subject-matter experts, such as staff from the City's Traffic Division, Landfill

Maintenance Division, Utilities Management Division, Shoreline Division, Fire and Environmental Protection Division, Police Department Neighborhood and Event Services Unit, Building Inspection Division, and the Human Services Division, along with those who work most closely with the site, such as the County and the contracted service provider, have collaborated on necessary requirements for expansion and how to best meet operational needs while maintaining safety and contract compliance. One-time City costs to prepare Lot B for increased safe parking capacity total \$490,859 as outlined in Table 4 below. The County has shared that these site preparation costs are comparable to those of other cities developing a safe parking lot of similar size and scale.

Table 4: One-Time City Costs for Site Preparation

Recommendation	Purpose	Cost
Site pavement striping and surface repairs	Site circulation and parking management; participant health and safety; County Department of Environmental Health requirements	\$350,500
K-rail, temporary fencing, and materials for fence stabilization; anti-bird perching material	Participant and site safety; area identification; City Burrowing Owl Preservation Plan	\$63,000
Gas-detection monitors and batteries	Participant health and safety; County Department of Environmental Health requirement	\$16,000
Fire extinguishers, stabilizing bases, and stands	Participant health and safety	\$12,100
Signage	Area identification; parking management; and site safety during event season	\$10,000
Lighting	Participant health and safety	\$5,000
Smoke and carbon monoxide detectors	Participant health and safety	\$2,700
Collapsible bollard for additional fire lane access	Participant health and safety	\$1,600
Administrative fee		\$29,959
Total Not to Exceed – One-Time Cost		\$490,859

The area of Lot B to be used for increased safe parking is currently being used by Live Nation as event parking. The planned site preparation includes ground work to repair the areas of the surface that are damaged, deteriorated, or old by conducting skin patching. The boundaries of

Lot B will not change as a result of the change in use from event parking to safe parking.

ENVIRONMENTAL CLEARANCE

In accordance with the requirements of the California Environmental Quality Act (CEQA), staff has reviewed the scope of the project and determined that it meets the classification for categorically exempt as Class 1, Existing Facilities, pursuant to CEQA Guidelines section 15301. The project consists of operation, repair, maintenance, and minor alteration of an existing parking lot involving negligible or no expansion of existing or former use. The project will consist of minor improvements to the existing parking lot, including skin patching to the areas of the surface that are damaged, deteriorated, or old, and installation of bicycle racks.

On a separate and independent basis, the project meets the classification for categorically exempt as Class 4, Minor Alterations to Land, pursuant to CEQA Guidelines section 15304(e). The project is a minor temporary use of land for safe parking and does not involve the installation of any affixed structures, and the project will therefore have negligible or no permanent effects on the environment.

The environmental review did not identify any significant effects that would occur from the project, and the exceptions listed in Section 15300.2 of the CEQA Guidelines were found not to apply to the project because: 1) Lot B is not located in a particularly sensitive environment and will not impact an environmental resource of hazardous or critical concern; 2) the effect of using Lot B for temporary safe parking does not impose a significant cumulative impact on the environment; 3) use of Lot B for temporary safe parking will not have a significant impact due to unusual circumstances, as the use for safe parking causes no change from existing baseline physical conditions or size of Lot B; 4) the use of Lot B for temporary safe parking will not damage scenic resources as the project involves minor repairs to an existing parking lot and will not damage trees, historic buildings, rock outcroppings, or similar resources; 5) Lot B is not located on a hazardous waste site; and 6) the use of Lot B for safe parking will not cause substantial adverse change in the significance of a historical resource, as the project site does not contain any existing historic resources.

FISCAL IMPACT

There is currently \$332,000 in ongoing funding from the SRPC Fund for the safe parking program at Lot B. With the program's new total ongoing cost estimated at \$1,397,368, an additional \$1,065,368 in ongoing funding from the SRPC Fund is required.

In addition, one-time site preparation costs include \$126,335 to the County for its site preparation work and \$490,859 for the City's site improvement work. Both amounts will be funded by the SRPC Fund. The SRPC Fund has sufficient available balance to support these requests.

The current budget also includes \$125,000 for a case worker supporting the permanent supportive housing program for the unhoused, which will continue to be used for this program. Incorporating these funding amounts into the Shoreline Regional Park Community Fund supports the Council's direction to incorporate ongoing homeless response initiatives into the City's base budget, consistent with the adopted [Pathways to Housing](#) - Homeless Response Strategy Implementation and Expenditure Plan.

CONCLUSION

This report recommends several actions to accomplish the expansion of the safe parking program at Lot B, over two phases, from 46 oversized vehicle spaces and up to 23 commuter vehicle spaces to 93 living and up to 111 commuter spaces. This more than replaces the 30 oversized vehicle living spaces that will be lost by the closure of the Evelyn safe parking lot, which is being developed for affordable housing. The total increase at Lot B will more than double the capacity of that lot and will require funding for one-time site preparation costs and increased ongoing operational costs. It will also require new agreements with the County and Live Nation and approval by the County Department of Environmental Health to operate a larger program on the closed landfill.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT

- Material contract modification or amendment

ALTERNATIVES

1. Do not approve the agreements with the County and Live Nation and direct staff to develop other options for administering the safe parking program, which would cease safe parking operations as of July 1, 2026, and discontinue the City's contribution to County case management for permanent supportive housing, which would cease housing access for up to 20 existing households.
2. Increase the funding amount for a case worker for the permanent supportive housing program for the unhoused, which would increase the number of chronically homelessness households served.
3. Modify or do not approve the midyear 2025-26 Capital Improvement Program Project, "Lot B Project", which would prevent the increase of safe parking capacity at Lot B.
4. Provide other direction to staff.

PUBLIC NOTICING

Agenda posting and a copy of the report was sent to Santa Clara County representatives, Move Mountain View, Live Nation, the *Coordinating Together Network*, and the *Pathways to Housing* Advisory Committee.

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- Attachments:
1. Resolution – Shoreline Regional Park Community
 2. Resolution – City of Mountain View
 3. Phase 1 Expansion Site Map
 4. Phase 2 Expansion Site Map
 5. Partner Letter of Support – County of Santa Clara, Office of Supportive Housing
 6. Partner Letter of Support – Move Mountain View