Human Relations Commission Agenda

The Human Relations Commission (HRC) is a citizen commission appointed by the Fremont City Council. Human Relations Commission business is conducted in a public forum and operates within the provisions of the Brown Act. Information on the Brown Act may be obtained from the City Clerk’s office at 3300 Capitol Avenue (phone 284-4060).

Pursuant to State of California Executive Order N-29-20 dated March 17, 2020, regarding the COVID-19 pandemic, the Human Resources Conference Room will not be open for the February 22, 2021 meeting of the Human Relations Commission. The meeting will be conducted remotely via Zoom.

The Public may watch and/or participate in the public meeting by joining the meeting through the Zoom Videoconference link provided below. The public may also join the meeting by calling the below listed teleconference phone number. Further instructions on how to make public comments throughout the videoconference or teleconference will be provided at the meeting.

If you are an individual with a disability and need a reasonable modification or accommodation pursuant to the Americans with Disabilities Act (ADA), please contact the Recording Secretary at sjeyakumar@fremont.gov or 510-574-2061 at least 24 hours prior to this meeting for assistance.

HOW TO JOIN OR MAKE A PUBLIC COMMENT ONLINE OR BY PHONE: The meeting will begin at 7:00pm PST. Whether you participate online or by phone, you may wish to "arrive" early so that you can address any technology questions prior to the start of the meeting.

ONLINE: https://zoom.us/j/93072235326?pwd=b2o3OUNpNG1I1d0pLMGY0T2oxQ1hXUT09

Password: 270622

When prompted, download and run the Zoom software on your computer. If you have not used Zoom on your computer before you may want to join the call 15 minutes early to test your configuration. Someone will be in the conference at that time to help you.

BY PHONE: US: +1 669 900 9128 Webinar ID: 93072235326
Password: 270622
International numbers available: https://zoom.us/u/ap6AtFwni
General Order of Business

1. Secretary Check for Quorum
2. Call to order – 7:00 p.m.
3. Roll call
4. Approval of Minutes
5. Oral Communications
6. Written Communications
7. Announcements
8. Consent Items
9. Old Business
10. New Business
11. Commission Referrals
12. Committee Reports
13. Staff Reports
14. Referral to Staff
15. Adjournment

Order of Discussion

Generally, the order of discussion after introduction of an item by the Chair will include comments and information by staff followed by Human Relations Commissions questions, inquiries or discussion. The applicant, authorized representative, or interested citizens may then speak on the item. At the close of public discussion, the item will be considered by the Commission and action taken.

Oral Communications

Any person desiring to speak on a matter which is not scheduled on this agenda may do so under Oral Communications. The Human Relations Commission will take no action on an item which does not appear on the agenda. The item may be agendized for the next regular meeting or at a special meeting called in accordance with the terms of the Brown Act. The Human Relations Commission may establish time limits of presentations.

Information about the City or items scheduled on the Agenda may be referred to:

Suzanne Shenfil, Director  Arquimides Caldera, Deputy Director
Human Services Department  Human Services Department
3300 Capitol Ave    3300 Capitol Ave.
Fremont, CA 94538    Fremont, CA 94538
(510) 574-2051     (510) 574-2056

Your interest in the conduct of your City’s business is appreciated.
Mission Statement

The City of Fremont’s Human Relations Commission (HRC) strives to prevent discrimination and ensure that the rights of all individuals and groups in Fremont are protected under the law. The HRC promotes, supports, and helps create a compassionate community environment where diversity is honored and respected, neighbors reach out and support each other, and the most vulnerable receive services; to allow all a high quality of life in a community where we live, learn, work, and play in peace and harmony.
1. SECRETARY CALL FOR QUORUM
2. CALL TO ORDER
3. ROLL CALL

4. APPROVAL OF MINUTES
   4.1 Approve January 25, 2021 Regular Meeting Minutes (*Enclosure 4.1*)

5. ORAL COMMUNICATIONS

6. WRITTEN COMMUNICATIONS

7. ANNOUNCEMENTS

8. CONSENT ITEMS
   8.1 Attendance Summary (*Enclosure 8.1.1*)
   8.2 Calendar of HRC regular/special meetings and events. (*Enclosure 8.2.1*)

9. OLD BUSINESS
   9.1 None

10. NEW BUSINESS (Items on which the Commission has not yet had an agendized discussion or taken action)
    10.1 California Association of Human Relations Organizations (CAHRO)

    **BACKGROUND:** According to CAHRO’s website, its three primary objectives are aimed at strengthening the infrastructure of human relations organizations in California:
    1. To establish and support local and regional networks of human relations organizations
    2. To promote communication between local and regional networks of human relations organizations
3. To build the capacity of organizations addressing human relations issues through information sharing, training, and technical assistance

CAHRO provides on-site assistance to community organizations interested in organizing local and regional networks around the issue of hate violence and intergroup conflict resolution. It also sponsors local, regional, and statewide symposia and conferences to promote communication for those participating in human relations networks.

The City of Fremont HRC has participated in CAHRO activities in previous years.

Ann Noel, former President CAHRO and current Board Member, will be joining the meeting to discuss three recent CAHRO convenings and the topic covered at those convenings. She would also like to share CAHRO’s recent triumphs and challenges. Lastly, Ms. Noel is requesting feedback from the Commission regarding areas for future collaboration and potential topics for future convenings.

**E-Enclosure:** [https://www.cahro.org/](https://www.cahro.org/)

**RECOMMENDATION:** Receive presentation and provide feedback and direction.

**10.2 Virtual HRC Retreat**

Chairperson Dewan would like to discuss the possibility of holding a virtual retreat in the near future to plan the Commission’s priorities for the next few years.

**RECOMMENDATION:** Decide on the date and details for the next virtual retreat.

**11. COMMISSION REFERRALS** (Referrals from the City Council to the Commission)

**12. COMMITTEE REPORTS**

**12.1 Financial Resources Committee to fund HRC sponsored events**

**COMMITTEE BACKGROUND:** Vice Chair Montejano and Commissioners Moore and Ramamurthi work to create and implement a sustainable fundraising strategy for HRC sponsored events.

**RECOMMENDATION:** Receive update and take action as needed.
12.2 LGBTQ Committee

COMMITTEE BACKGROUND: Chairperson Dewan and Commissioners Dhami and Kludjian sit on the LGBTQ Committee.

RECOMMENDATION: Receive updates from Committee and take action as needed.

12.3 Ad Hoc Committee Reports

12.3.1 Election Rules Committee: Commissioners Moore, Kludjian and Khan were appointed to review and clarify HRC election rules.

RECOMMENDATION: No update

12.4 Liaison Reports

12.4.1 Union City HRC: Commissioner Tiernan is the HRC’s liaison for the Union City HRC.

RECOMMENDATION: Receive update

12.4.2 FRC CAEB: Chair Dewan is the HRC’s liaison for the FRC CAEB.

RECOMMENDATION: Receive update

12.4.3 FUSD: Commissioner Khan is the HRC’s liaison for FUSD.

RECOMMENDATION: Receive update

13 STAFF REPORTS

13.1 Emergency Rental Assistance Program (ERAP) update

Staff provided the Commission with the income guidelines requested at their January meeting. A copy of the income guidelines is enclosed.

Enclosure: 13.1.1 – 2020 HUD Income Limits – Alameda County

13.2 Keep Fremont Housed update

Staff will provide update on Roll-out of Rental Assistance.

13.3 Safe Parking for Homeless Strategies update
Staff will provide update on City Council Presentation on 2/16/2021.

**Enclosure:** 13.3.1 – City Council Report

13.4  **City Council Retreat and Council Priorities update**

13.5  **Budget update**

14.  **REFERRALS TO STAFF** (a request to have items placed on a future Commission agenda as an item of new business. A vote against means it will be dropped without consideration).

15.  **ADJOURNMENT**
MINUTES
HUMAN RELATIONS COMMISSION
REGULAR MEETING
MONDAY, JANUARY 25, 2021
VIRTUAL ZOOM MEETING
7:00 P.M.

1. SECRETARY CALL FOR QUORUM

2. CALL TO ORDER

3. ROLL CALL

Present: Chairperson Dewan, Vice Chairperson Montejano, Commissioners Dhami, Kludjian, Moore, Ramamurthi, and Tiernan

The Commission and staff welcomed Commissioner Kludjian.

Absent: Commissioner Khan (excused)

Staff Present: Director Shenfil, Deputy Director Caldera, Recording Secretary Noelle Tolentino

4. APPROVAL OF MINUTES

A motion was made by Vice Chairperson Montejano, and seconded by Chairperson Dewan, to approve the November 16, 2020 and December 7, 2020 minutes. The motion passed as follows:

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
<th>Abstain</th>
<th>Absent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dewan</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dhami</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Khan</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Kludjian</td>
</tr>
<tr>
<td>Montejano</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moore</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ramamurthi</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tiernan</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5. ORAL COMMUNICATIONS

A representative from the Mission Conservatory shared his concern regarding the inconsistencies between fines for tickets issued by City of Fremont Police and other government agencies.

6. WRITTEN COMMUNICATIONS

Enc. 6.1 – CAHRO Convening: The California Association of Human Relations Organization (CAHRO) sent an invite to the Commission for their virtual convening on January 26, 2021. The
Zoom event will be a discussion about gaining a broader understanding of the national trends of extremism and its impact in our most vulnerable communities and discuss the after-effects of the 2020 election.

Enc. 6.2 – World Interfaith Harmony Day Thank You: Moina Shaiq, on behalf of the World Interfaith Harmony Day committee of Tri-City Interfaith Council expressed her thanks to the HRC.

7. ANNOUNCEMENTS
None

8. CONSENT ITEMS
8.1 2021 Attendance Summary (Enc. 8.1)
8.2 2021 Calendar of HRC regular/special meetings and events

A motion was made by Commissioner Kludjian, and seconded by Commissioner Montejano, to pass consent on items 8.1 and 8.2. The motion passed as follows:

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
<th>Abstain</th>
<th>Absent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dewan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dhami</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kludjian</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montejano</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moore</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ramamurthi</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tiernan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

9. OLD BUSINESS
9.1 Nomination and Electing of HRC Chair and Vice Chair

Nominating Committee (Commissioners Moore, Ramamurthi, and Tiernan) presented their 2021 nominations of Commissioner Dewan as Chair and Commissioner Montejano for Vice Chair.

A motion was made by Commissioner Tiernan, and seconded by Commissioner Dhami, to elect the 2021 HRC Chair and Vice Chair nominees above. The motion passed as follows:

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
<th>Abstain</th>
<th>Absent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dewan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dhami</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kludjian</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montejano</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moore</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ramamurthi</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tiernan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Staff and Commissioners thanked the outgoing officers (Chairperson Moore and Vice-Chairperson Dewan) for their commitment and leadership.

9.2 Police Updates Regarding Hate Crimes and Recent Conversations with FUSD on the School Resources Officer Program

Captain Sean Washington, Detective Michael Gebhardt, and Interim Chief Communications Officer Geneva Bosques presented the Commission with hate crimes data over the past 5 years. They reviewed the number of hate crimes reported, the process for documenting complaints and determining if they are hate crimes, and how to the community can partner with the Police in this effort. In the past 5 years, there have been 22 hate crimes reported that included assault, defacing personal property, vehicle damages, and robbery.

To classify a case as a hate crime, there must be proof that there was a bias and a specific motive target. These criteria are based on the Department of Justice. Without this level of proof, it is hard to prove a report as a hate crime. Police staff urged the importance of having the community report any seen/known cases as soon as possible to allow for a faster response, ideally within hours. Once reports are received from the public, officers review all details thoroughly and assign cases appropriately. Many incidents have been made public via social media (Next Door app), however, social media reports may sometime skew the public’s perception or understanding of an incident. Captain Washington stressed the need to build up the community’s confidence in addressing crimes and the need to come together as a community and society to ensure safety for residents.

The Fremont Police Department’s goal is to be transparent with the community. In hopes to build up the community’s confidence in our police, many community events are hosted to build relationships/partnerships – Coffee with a Cop, National Night Out, etc. Detective Gebhardt assured commissioners that despite limited resources, Hate Crimes are a high priority because of its importance to the community. Staff requested that the Commission continues to help the community understand the complexity of the issue.

Captain Washington also informed the Commission that the Police Department is in the process of reimagining the School Resource Officer (SRO) program to ensure SROs are meeting the expectations of school districts.

9.3 FY 2020-21 Social Services Grant Mid-Year Evaluation Process

Commissioners received an email from Leticia Levy, Management Analyst, regarding sign-ups for the Mid-Year Grant Evaluations. Commissioners will sign-up for 1 or more agencies that they are interested in visiting.

10. NEW BUSINESS

10.1 Review of HRC Election Rules
Commissioners Kludjian, Moore, and Khan were appointed to adhoc committee on HRC Election Rules.
11. **COMMISSION REFERRALS** (Referrals from the City Council to the Commission)
   None

12. **COMMITTEE REPORTS**

   12.1 **Financial Resources Committee to fund HRC sponsored events**
   New Financial Resources Committee members: Vice Chair Montejano, Commissioners More and Ramamurthi

   12.2 **LGBTQ Committee**
   New LGBTQ Committee members: Chairperson Dewan, Commissioners Dhami and Kludjian

   12.3 **Ad Hoc Committee Reports**
   No updates

   12.4 **Liaison Reports**

   12.4.1 **Union City Human Relations Commission**
   No updates

   12.4.2 **FRC Community Advisory and Engagement Board (CAEB)**
   Chairperson Dewan reported that he attended the 12/15/2020 CAEB meeting and received congratulatory statements from the FRC and other organizations on a job well done by our HRC.

   12.4.3 **Fremont Unified School District (FUSD)**
   Chairperson Dewan reported that the School Resource Officer program is in the process of being reinstated. See 9.2 notes.

13. **STAFF REPORTS**

   13.1.1 **Venmo Complaint Update**
   Director Shenfil reported that a response letter (and email copy) was received from PayPal (which operates Venmo). Ms. Shaiq received her $100 refund and no further action is needed.

   13.1.2 **Homeless Services Update/Other updates**
   **Rent Relief Package**: Staff reported that the federal government passed a relief package giving rental assistance to residential renters. The City of Fremont will receive $7.2 million to assist residents with paying rent in arrears as well as utilities. The Relief package will also help pay rent for up to 12 months. The City must obligate 65% of the by September 2021.

   The program will be spearheaded by the Family Resource Center (FRC) team. The City’s Information Technology Services Department is currently working on a platform to assist with the disbursement. Chairperson Dewan requested the City include the 95 families
that received aid in 2020. Commissioner Kludjian requested a breakdown of qualifying income parameters for rental assistance. This will be sent to the HRC.

**HNC Update:** The max capacity of 25 participants was filled in September 2020 (max capacity for COVID-19 restrictions). Within the first 3 months, 4 participants have moved into rental properties and 2 were reunited with their families.

**Winter Shelter Updates:** Currently operating out of Central Park’s Teen Center with reservations required for overnight stays. Currently at full capacity of 30 participants, based on COVID-19 restrictions.

**Other updates:** Staff informed the Commission of the three upcoming Zoom events:

- January 27, 2021: Faith-based dialogue with community faith leaders regarding the Safe Parking strategy. Based on 2019 data, half of the homeless population are living in their vehicles (no 2020 data due to COVID-19 restrictions). The City is looking at partnering with community faith organizations to help provide options.
- February 10, 2021: Landlord Engagement webinar where non-profit panelists will provide the benefits of partnering with non-profit rental assistance programs to fill their residential vacancies.
- February 16, 2021: City Council Meeting – Safe Parking Strategy will be presented

**14. REFERRALS TO STAFF** (a request to have items placed on a future Commission agenda as an item of new business. A vote against means it will be dropped without consideration).

None

**15. ADJOURNMENT**

_A motion was made by Vice Chair Montejano, and seconded by Commissioner Moore, to adjourn the meeting at 9:18 p.m. The motion passed as follows:_

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
<th>Abstain</th>
<th>Absent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dewan</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dhami</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Khan</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kludjian</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montejano</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moore</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ramamurthi</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tiernan</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# CITY OF FREMONT

## Boards, Commissions, and Committees Attendance Record

### HUMAN RELATIONS COMMISSION

<table>
<thead>
<tr>
<th>Member</th>
<th>Meeting Dates</th>
<th>1/25/21</th>
<th>2/22/21</th>
<th>3/15/21</th>
<th>4/19/21</th>
<th>5/17/21</th>
<th>6/21/21</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MEETING TYPE</strong></td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>Dharminder Dewan</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tejinder &quot;TJ&quot; Dhami</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dr. Sonia Khan</td>
<td>E</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Martin H. Kludjian</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patricia Montejano</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Julie Moore</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shobana Ramamurthi</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cullen Tiernan</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Attendance Codes**

P - Present  A - Absent  E - Excused Absence

**Meeting Codes**

R - Regular Meeting  S - Special Meeting  L - Lack of Quorum  C - Cancelled Meeting for lack of business

* Due to lack of Quorum, absence does not affect eligibility.

Commissioners can not have two unexcused meetings in a row in a one year time frame AND Commissioners can not have three unexcused meetings in a 6 month time period. Jan - June and July - December
# 2021 HRC Calendar

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting Type</th>
<th>Time &amp; Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, January 25, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Monday, February 22, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Monday, March 15, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Monday, April 19, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Monday, May 17, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Monday, June 21, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Monday, July 19, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Monday, August 16, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Monday, September 20, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Monday, October 18, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Wednesday, November 17, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
<tr>
<td>Friday, December 17, 2021</td>
<td>Regular Meeting</td>
<td>7:00pm on Zoom</td>
</tr>
</tbody>
</table>
## 2020 HUD Income Limits - Alameda County

**Effective July 1, 2020**

<table>
<thead>
<tr>
<th>Persons in Household</th>
<th>Extremely Low Income (30%)</th>
<th>Very Low Income (50%)</th>
<th>(60%)**</th>
<th>Low Income (80%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$27,450</td>
<td>$45,700</td>
<td>$54,840</td>
<td>$73,100</td>
</tr>
<tr>
<td>2</td>
<td>$31,350</td>
<td>$52,200</td>
<td>$62,640</td>
<td>$83,550</td>
</tr>
<tr>
<td>3</td>
<td>$35,250</td>
<td>$58,750</td>
<td>$70,500</td>
<td>$94,000</td>
</tr>
<tr>
<td>4</td>
<td>$39,150</td>
<td>$65,250</td>
<td>$78,300</td>
<td>$104,400</td>
</tr>
<tr>
<td>5</td>
<td>$42,300</td>
<td>$70,500</td>
<td>$84,600</td>
<td>$112,800</td>
</tr>
<tr>
<td>6</td>
<td>$45,450</td>
<td>$75,700</td>
<td>$90,840</td>
<td>$121,150</td>
</tr>
<tr>
<td>7</td>
<td>$48,550</td>
<td>$80,950</td>
<td>$97,140</td>
<td>$129,500</td>
</tr>
<tr>
<td>8</td>
<td>$51,700</td>
<td>$86,150</td>
<td>$103,380</td>
<td>$137,850</td>
</tr>
</tbody>
</table>

**60% of Median Income is not an official limit for HUD or HCD and is shown for reference only.**
SAFE PARKING STRATEGY TO ADDRESS VEHICULAR HOMELESSNESS - To Provide an Update on the Development of a Safe Parking Strategy Identifying Programs to Provide Additional Services to Individuals and Families Living in Vehicles

Contact Persons:

Name: Courtney Pal
Title: Planner II
Div/Dept: Planning
Phone: 510-494-4532
E-Mail: cpal@fremont.gov

Name: Wayne Morris
Title: Deputy Community Development Director
Div/Dept: Community Development
Phone: 510-494-4729
E-Mail: wmorris@fremont.gov

Name: Suzanne Shenfil
Title: Human Services Department Director
Div/Dept: Human Services
Phone: 510-574-2051
E-Mail: sshenfil@fremont.gov

Name: Laurie Flores
Title: Homeless Services Manager
Div/Dept: Human Services
Phone: 510-574-2040
E-Mail: lflores@fremont.gov

Name: David Wage
Title: Senior Planner
Div/Dept: Community Development
Phone: 510-494-4447
E-Mail: dwage@fremont.gov

Executive Summary: Staff is seeking Council direction on the proposed strategies the City could use to support unhoused residents who are residing in their vehicles with safe parking options. Staff recommends Council consider providing safe parking through a three-pronged strategy that includes allowing safe parking at private host sites, meeting people where they are parked with temporary sanctioned parking, and developing a City-owned safe parking site.

On April 17, 2018, City Council held a study session to discuss the urgency of homelessness in Fremont and provide direction on potential options to address this crisis. Staff were directed to prioritize the creation of a temporary Housing Navigation Center to provide a safe and stable environment for unhoused people to live while focused on finding stable permanent housing. After the Navigation Center opened in August 2020, staff turned their attention to pursuing another identified strategy, the creation of safe parking facilities for people living in vehicles.

Staff has visited existing safe parking programs in other jurisdictions, interviewed people living in their vehicles to better understand their needs, and conducted a survey to hear the broader community’s ideas and suggestions about safe parking. This report presents to City
Council a multi-pronged “Safe Parking Strategy” that is the outcome of staff’s research to date. The report also provides information on costs for safe parking programs in other jurisdictions and describes potential funding sources for the various prongs of the strategy.

BACKGROUND: At City Council direction, staff facilitated a Council Work Session on April 17, 2018 focused on potential strategies for addressing homelessness in Fremont. These potential strategies included:

- Additional staffing directed at addressing homelessness
- Adoption of ordinances to clarify the regulations for emergency shelters and to allow faith-based organizations to provide temporary shelter
- Exploration of sites for a drop-in day center for unsheltered people
- Exploration of sites for a temporary year-round navigation center/shelter
- Establishment of a fund to incentivize landlords to accept individuals who have housing subsidies available to pay rent
- Consideration of alternative temporary housing models, such as sanctioned encampments, tiny home villages, and/or safe parking area(s) for cars and RVs

As noted in staff’s June 18, 2019 update to Council on strategies to address homelessness, Council has since approved and implemented nearly all these originally recommended strategies. A brief overview of staff’s work on these strategies since the last update to Council in 2019 is provided below:

- **Housing Navigation Center (HNC):** After an unprecedented community outreach process that included three community meetings and over two thousand comments received through the City’s Open City Hall site, the City Council unanimously approved the construction of the temporary HNC behind City Hall in September 2019. The HNC provides an average of six months of housing, as well as basic needs, outreach services, health and wellness services, and intensive case management. In August 2020, the HNC opened its doors to the first 25 residents, a reduced capacity from 45, as an added measure to prevent spread of COVID-19. Within the first three months of operation, Bay Area Community Services (BACS), the non-profit operator of the facility, increased income for all residents, either through connection to employment or necessary benefits, and successfully transitioned six residents into long term, stable housing. Vacant beds were immediately filled with other unsheltered community members from Fremont.

- **Islander Temporary Shelter:** In 2018, the City Council approved the conversion of the Islander Motel from a 70-unit motel into a 128-unit affordable housing development. The non-profit affordable housing developer of the project, Resources for Community Development (RCD), has collaborated with the City to provide 35-units as temporary shelter for unhoused individuals allowing immediate reuse of vacated units until construction of the project commences in Summer 2021. Ten (10) of the units were allocated in May of 2020, to specifically shelter individuals who are at high risk for COVID-19, either because of their age or health conditions.

  The City Council recently allocated an additional $300,000 in CARES Act funding, to continue the program until this time. Sixty (60) individuals have been sheltered in the Islander program since April of 2019. Of those sheltered, 17 transitioned into permanent and stable housing arrangements and 6 transitioned to a higher level of
care with wrap-around services. In addition to housing resources participants in the program are connect to employment opportunities, financial coaching/education, medical services, mental health services, and substance use treatment.

Currently, 32 persons are sheltered in this program and receive support services provided by the Human Services Department, Abode Services, and Bay Area Community Health.

- **CleanStart Mobile Hygiene Unit Program:** In September 2019, the City first deployed its CleanStart Program, in partnership with the City of Newark. The CleanStart unit is a 51-foot truck and trailer, fitted with two full bathrooms with showers, including one that is ADA accessible, and three washer/dryer units. CleanStart currently operates five days a week and provides services at six sites, serving all the tri-cities. Each service site is open for three hours and provides 15 minutes of shower time per client, as well as laundry services. CleanStart continued much needed hygiene services to unsheltered community members, throughout all County Health Shelter in Place Orders. CleanStart has served 500 unduplicated individuals, provided 2,517 showers, and washed 1,320 loads of laundry.

- **Other Shelter Services:** The City has continued to operate the Winter Shelter, with many precautions in place to prevent the spread of COVID-19. The Winter Shelter will be open this season from December 1, 2020 until March 28, 2021. The program has already sheltered 60 individuals. Last season (November 18, 2019 – March 14, 2020), the Winter Shelter served a total of 348 unduplicated individuals and sheltered 212 of those clients. Participants ages ranged from 4 to 78 years. A total of 3,907 bed nights of services were provided. The Shelter also served 6,233 dinners and 3,907 breakfasts.

People without shelter are currently experiencing dual crises of homelessness and the COVID-19 pandemic. Unsheltered people are identified by the Center for Disease Control, the State of California and Alameda County as vulnerable and high risk for COVID-19. Due to the closure of many lifeline services, unsheltered people lack access to basic health and sanitation services, electricity, nutritious food, and water. Furthermore, according to the 2019 Alameda County Point-in-Time Count, approximately 26% of people who are unhoused in Fremont have underlying chronic medical conditions which may place them at an increased risk for severe illness caused by COVID-19.

In response to the pandemic, Alameda County provided funding to the City of Fremont to deploy portable handwashing and restroom facilities at 8 different locations throughout Fremont, where there are known congregations of unsheltered community members. The City also participates in the coordinated effort to shelter people in Alameda County’s Safer Ground Programs, which provides non-congregate shelter to households from the Tri- Cities who are high risk for COVID-19 due to age or chronic health conditions. Staff worked diligently to place over 65 unhoused persons from the street into Safer Ground programs in Fremont, Newark and Livermore.

Additionally, the Human Services Department has partnered with Daily Bowl and Pony.ai to provide meals (prepared in advance by the chefs at the Fremont Senior Center) to unsheltered residents and those in the Islander program. In June 2020, Human Services and the Fire Department offered COVID-19 testing at four different sites: the Islander,
BACS Wellness Center and two street locations where there is a known presence of
unsheltered individuals. Throughout multiple outreach efforts with Abode Services and Bay
Area Community Health, City staff have distributed water, masks, hand sanitizers, food,
various amenities and public health information specific to COVID-19, heat-related illness,
and cold weather. Additionally, in the summer of 2020 the Human Services and Community
Services Departments briefly activated smoke relief/cooling centers in response to wildfires
and excessive heat.

Staff have also focused on preventing vulnerable households from falling into homelessness
due to the economic instability caused by COVID-19. Between May and June of 2020, the
City dispensed approximately $400,000 in rental assistance, helping 98 households pay for
rent in arrears. The City recently received an additional $7,194,867 in COVID-19 Support
funding through the US Treasury Service to provide additional rounds of rental assistance to
vulnerable households. Of particular concern in the coming months, the State of California’s
statewide eviction moratorium, which was recently extended, will expire in June 2021 and
potentially put hundreds of local households at risk of eviction and homelessness if they are
unable to access rental assistance or debt forgiveness.

Vehicular Homelessness in Fremont:

According to the 2019 Alameda County Point-in-Time Count, approximately 50% of
Fremont’s unsheltered homeless population—about 238 individuals—is currently living in a
recreational vehicle (RV) or passenger car. The total number of people living in vehicles in
Fremont increased by 266% between 2017 and 2019. The number of persons residing in
RVs increased by 450%, while the number of persons residing in cars or vans increased by
144%. While many forces are driving these trends, one major factor is the rapid increase in
rental housing costs which has forced many low-income wage earners out of the housing
market. Recent surveys by City staff found that approximately 70% of those living in
vehicles in Fremont also last had a permanent home address in Fremont.

It is important to note that there is a vast range in the type, operability, and safety of
vehicles that are used for shelter in Fremont. Some residents living in vehicles have fully
operable RVs with functioning electric, water, and waste disposal systems. Other residents
live in RVs that need repair or are inoperable. Yet others live in operable or inoperable
passenger cars that lack any sanitation facilities. Finally, some residents are living in other
types of vehicle-related shelter, such as in a stand-alone camper shell or in a tiny home on
a trailer pulled by a vehicle. Some vehicles used for shelter do not have current registration
and some may need substantial repairs to maintain safety or operability.

The City currently has a multi-disciplinary team focused on addressing the most immediate
needs of those living in vehicles and the by-products that vehicle habitation creates. This
team includes the Human Services Department, the Environmental Services’ Debris
Abatement Coordinator, Code Enforcement Officers, and the Mobile Evaluation Team (MET).
Due to the lack of access to proper trash and sanitation facilities and mental health issues
faced by some residents (i.e. hoarding), vehicle encampments sometimes result in the
visible accumulation of trash and other debris. This is the most common complaint that City
staff receives regarding vehicle encampments. Since the start of the COVID-19 pandemic,
the City has followed the Center for Disease Control (CDC) recommendations to allow
people who are living in vehicle encampments to remain where they are located unless
there is an immediate threat to health or life safety. MET conducts periodic outreach to the
locations where the City receives complaints, and shares resources with those living in their vehicles and educates them on the impact of problematic behaviors. MET’s outreach efforts accounts for the majority of referrals made into the Safer Ground programs. The Environmental Services Division has been cleaning up waste around vehicles, removing health and safety threats while allowing people to remain in place. In 2020, a total of 42 clean-ups were completed, resulting in the removal of 135 tons of debris.

Most recently, in December 2020, a multi-departmental team strategized to implement a pilot project targeted at a street that was the subject of many complaints about the accumulation of trash and debris along the roadway. The City provided two hygiene stations and waste disposal bins along the roadway in order to encourage people to spread out along the street rather than concentrate in a single location. Additionally, staff with the Mobile Evaluation Team approached those living in vehicles, distributing and explaining to them a new set of “Good Neighbor Guidelines” to encourage “good neighbor” behaviors. They were also asked to help regulate debris accumulation and manage waste disposal by using the facilities provided by the City. A copy of the “Good Neighbor Guidelines” is included as Informational Item #1. The pilot was initiated and carried out through the month of January, with periodic monitoring of the site to observe any impacts of the “good neighbor” messaging and sanitation stations. The observations indicated that providing hygiene and waste facilities resulted in more separation between RVs and higher utilization of garbage dumpsters, making the area much visibly cleaner. Businesses have shared appreciation of the “better behaviors of vehicle occupants”. The good neighbor policy pilot provides a model for how the provision of basic services and behavioral guidelines could be utilized as part of a safe parking program.

**Safe Parking Programs:**

The idea of “safe parking” is to provide people living in their vehicles with a designated place to park that is secure and provides access to health and safety amenities. Safe parking is a crisis response to recent increases in vehicular homelessness. Safe parking lots are not intended to be a permanent housing solution for those experiencing homelessness; rather, safe parking is intended to offer stability so that program participants can work towards finding employment, permanent housing, or meeting other basic needs. Safe parking is not a new concept, and several other jurisdictions in the Bay Area have already developed safe parking programs. A brief overview of programs that staff has visited or otherwise researched is provided in the table below. On the most basic level, these programs can be divided into two categories: private host-site programs and City-funded parking lots:

<table>
<thead>
<tr>
<th>City</th>
<th>Annual Cost</th>
<th>Program Type</th>
<th>Program Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Palo Alto</td>
<td>$630,000</td>
<td>City funded lot</td>
<td>The City of East Palo Alto operates a 24/7 Safe Parking Program that is run by Project We Hope, a non-profit that provides support services to East Palo Alto’s unhoused population. The program can serve up to 20 recreational vehicles at any given time. The safe parking lot provides toilets, showers, laundry services, meals, security, and assistance in securing permanent supportive housing. Potential program participants are...</td>
</tr>
</tbody>
</table>
interviewed and asked to sign a waiver that outlines the rules of the program, including observing a 10:00 p.m. "quiet hour" and agreeing to work with Project WeHope staff to find transitional housing.

Thirteen families who parked in East Palo Alto’s safe parking lot received housing vouchers within the first three months of the program start date.

| Mountain View | $575,000 Private host sites and City funded lot | The City of Mountain View Safe Parking Program includes both overnight-only lots operated by non-profits and 24-hour lots that are operated by non-profits, contracted by the City. Mountain View started with a Faith Based response to safe parking, with churches taking small numbers of vehicles (3-4) into their parking lots between 5:00 p.m. and 9:00 a.m. each night. Currently, three private lots can host between four and nine vehicles each. Since COVID fewer congregations have been able to participate in this program.

Two different safe parking lots are operated 24/7 through a partnership between Santa Clara County and the City of Mountain View. As with the privately-operated lots, a Safe Parking Operator manages each lot and connects participants with social services including housing placement assistance. Each of the City-owned lots accommodates approximately 30 operable recreational vehicles and provides basic services such as restrooms and trash receptacles. Through experience, Mountain View has reduced the amount of security for its programs, acknowledging that participants sleep from 11:00 pm to 5:00 am and on-site security is not need. During hours when security is used, it is on a roving basis.

Early data from Mountain View’s Safe Parking Program shows that approximately 30-50% of participants obtain interim or permanent housing as their next step after safe parking. |

<p>| Oakland | $600,000 City funded lot | The City of Oakland operates three City-run safe parking lots, each serving approximately 30 RVs. Vehicles can stay on the site 24/7 and there is no limitation on length of occupancy. The safe parking lot provides toilets, trash removal, and 24/7 security and monitoring on-site; additionally, a mobile laundry and shower truck visits the site to provide those services. The City had to bring in and operate a large power source to accommodate the power needs of the site. At least one site, which staff visited, also provided on- |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>Funding</th>
<th>Site Description</th>
</tr>
</thead>
</table>
| San Jose | $450,000 Private host sites and City funded lot | The City of San Jose operates both a private host site program and a City-operated safe parking site. For the private host site program, businesses, non-profits, and faith-based organizations may obtain an administrative permit from the City to allow safe parking on their lots. The permit application is reviewed by staff to ensure that the site follows operational standards in an adopted ordinance. Each site hosts a small number of RVs. The City connects private host sites with case management providers and the Police Department in order to proactively address any issues or concerns on the site. Prior to COVID-19, the program had 15 sites enrolled across the City.

The City also has two safe parking lots on their own properties, which are operated by the non-profit LifeMoves. Each of these private sites enrolls approximately 20 RVs. |
| Union City | $146,132 City funded lot | The City of Union City operates the CAREavan Program, which is a rotational overnight parking program for people living in passenger cars. In this program, a different designated site is made available each night for people to park between 8:00 p.m. and 7:00 a.m. Participants must leave the safe parking site every morning and check in at a different site the next evening. The designated sites include religious facilities, community organizations, and City-owned facilities. All of the participating facilities provide restrooms for participants, and a City attendant remains on-site throughout the night. Potential participants must apply to participate in the program through the City or a non-profit partner organization. The City is working to add more support services. |
| Livermore | $620,000 Private host sites | The City of Livermore has offered safe parking at faith-based sites for people living in operable passenger cars. The program is rotational, in that multiple faith-based sites throughout the City each host vehicles for one or two nights each week. Vehicles need to move between sites each night. All participants must enroll and provide current car registration/licensing. Participants must also sign a document containing site rules and standards of |
behavior in order to receive a parking permit and schedule of sites. Livermore is in the process of winding down their program due to lack of interest from participants. Contributing factors may be that there is a high bar for entry and that vehicles must move between sites located significant distances away from each other each night.

With both private host site programs and City-operated programs, operators must make choices regarding programmatic structure, including whether parking is provided overnight-only or 24/7 and what types of amenities are provided at the site. Some amenities commonly provided in safe parking areas include water hook-ups, sewage disposal, waste collection, power hook-ups, security, restrooms, access to showers and laundry, assistance with vehicle repair and licensing, and health and housing assistance.

COMMUNITY OUTREACH: Staff has conducted outreach among the community of people living in their vehicles regarding their needs and desires for a safe parking program since early 2018. At four different locations, staff interviewed approximately 35 households on what services or amenities would be most helpful for them in a safe parking program. The most popular services that people would like to see were utility hook ups (electrical, water, etc.), health and sanitation facilities (showers, laundry, restrooms, handwashing), waste disposal and management, as well as additional storage area. Other services that were mentioned included a cooking space (grill, outdoor picnic tables), recreation areas (dog run), a maker space for completing repairs on household items and vehicles, and internet connection for work and distance learning.

Outreach to the broader Fremont community on safe parking thus far has consisted of both the provision of education information and solicitation of preliminary community input. In early December, staff launched a project-specific webpage (www.fremont.gov/safeparking) to provide the community with an introduction to the idea of safe parking and highlight success stories from other jurisdictions in the Bay Area. The project was also announced in social media posts and in a front-page story in the December edition of City News. Community feedback was received through a designated project email (safeparking@fremont.gov) and the online forum Fremont Open City Hall. All feedback received through email and Fremont Open City Hall is attached to this report (Informational Items #2, #3, and #4).

Fremont Open City Hall:

Fremont Open City Hall, the City’s online forum, allowed participants to complete a survey providing feedback on a safe parking strategy. There were a total of 462 responses – 157 registered and 305 unregistered. Those who registered provided their first and last name, a physical address, and a verifiable email address. Users provided self-identified information and were not required to validate their residential addresses.

The survey asked participants to name their largest concerns about the growth in vehicular homelessness, both as it pertained to the challenges faced by those living in their vehicles as well as impacts on adjacent businesses and/or residents. Participants were also asked what type of services they would like to see provided in a safe parking program; what types
of locations they would like to see the City consider for safe parking; and if they were part of any organizations that may be able to provide safe parking.

The most frequent concern identified regarding the needs of people living in their vehicles was that they do not have enough access to waste or sanitation services (80.3%). Similarly, the most frequent concern about the impacts of vehicular habitation on adjacent businesses was public health and sanitation (85.0%). Respondents indicated a preference for a safe parking that includes or provides connections to social services, including job placement assistance, mental health counseling, and housing placement assistance. Most respondents wanted to locate a safe parking lot at a City, County, or state-owned parking lot (58.9%), followed by parking lots owned by community-based and non-profit organizations (50.7%) and faith-based organizations (41.1%).

The safety of program participants was a key concern identified in the survey. Respondents indicated a preference that the City provide some type of security or monitoring as part of the program. Respondents also suggested that participants in the safe parking program should be screened prior to participation, particularly if the sites will accept families with children living in their vehicles.

Some responses to the survey repeated common prejudicial misconceptions about those experiencing homelessness, such as that they are all addicted to alcohol or drugs, or have dangerous criminal records. While multiple factors contribute to homelessness, economic issues such as a lack of affordable housing, lack of employment opportunity, and low wages are among the most critical contributing factors. Non-economic factors that play a role in homelessness may include psychological or physical disabilities, learning disorders, post-traumatic stress disorder, medical conditions, substance dependence, or a history of abuse and trauma. There is no known correlation between the opening of a shelter or safe parking program and an increase in crime. Crimes perpetrated by those experiencing homelessness are often against other unsheltered individuals or lifestyle crimes, (i.e. sleeping in vehicles or illegally connecting to utilities). Unsheltered persons are often the victims of crime. Providing individuals with a safe place to park would help alleviate the impetus for these crimes. Claims that the presence of people without shelter inherently reduces safety are unsubstantiated by research.

A full list of the questions and results from the survey is found in Informational Item #2 (Overview of Survey Results) and Informational Item #3 (Full Survey Results).

**ANALYSIS:** In order to develop a safe parking strategy for Fremont, staff has researched program models and conducted outreach to stakeholders. Staff visited three safe parking sites (Oakland, Mountain View, and East Palo Alto) to better understand how sites are organized and operated. As described above, staff completed outreach to those living in vehicles to better understand what services would be most useful to them. Staff also interviewed internal stakeholders in the Fire Department, Police Department, Community Services Department, Public Works Department, Economic Development Department, and Community Development Department to understand what regulations and best practices should be applied in program development. Finally, staff used feedback from Open City Hall participants to inform the development of the safe parking strategy and proactively address community concerns during the earliest stages of designing a safe parking program.
Staff proposes for Council consideration a three-step strategy to provide safe parking opportunities in Fremont. The three steps are as follows:

1. Private Host Site Permits for Faith-Based and Other Community Facilities
2. Sanctioned Parking in Places Where People Are Currently Parked
3. City Operated Safe Parking Site

Each program is described in additional detail below:

1. **Private Host Site Permits for Faith-Based and Other Community Facilities**

   Staff proposes to develop a partnership with our faith-based organizations and other community partners to quickly stand up a program to allow a small number (3-10) of operable vehicles to park within existing parking lots through an administrative permitting process.

   Modeled on the Faith-Based Temporary Shelters permit process that Council adopted in 2018, staff proposes to amend the zoning ordinance to develop operational and development standards for community-based organizations to host people living in vehicles. The program would be limited to operable RVs and cars. Participants living in vehicles would need to go through a screening process and be assigned to a specific host site. People who have not been screened and assigned to the specific host site would not be allowed to park at the host site.

   Staff recommends that all host sites commit to offering safe parking seven nights a week (non-rotational) to reduce the movement required by people living in their cars and develop stronger relationships between safe parking participants and host organizations. Staff also proposes that hosts be given the option of operating overnight-only or 24/7. Each host site would need to receive a permit through the Community Development Department demonstrating that they meet the standards contained within the ordinance. If directed by Council to pursue this option, staff would develop a proposed list of standards with which safe parking host sites would need to comply. Some examples of development and operational standards that are used in other jurisdictions, which staff may consider for use in Fremont, include:

   - Minimum lot size requirements
   - Minimum setbacks to adjacent properties
   - Requirements for basic sanitation facilities such as portable restrooms, water, refuse disposal, and trash/recycling receptacles
   - Requirements for separation between parked vehicles
   - Hours of operation (e.g. 7:00 p.m. and depart no later than 10:00 a.m.)
   - Prohibitions on tents, lean-tos, and temporary facilities outside of vehicles
   - Standards for noise levels and prohibitions on amplified sound

   On January 15, 2021, staff sent an invitation to 44 leaders in faith communities in Fremont to participate in a discussion about how their organizations might provide safe parking or provide other types of support to a safe parking program. A total of 26 leaders attended the meeting held on January 27, 2021. Faith leaders expressed a general excitement and interest in helping serve those living in their vehicles, and potentially providing safe parking on their sites. They were interested in working together so that those who did not have
parking available could support those who did to establish a safe parking lot. Most faith leaders that did indicate an interest in providing safe parking expressed that they may only be able to provide overnight-only parking, since their parking lots were used for religious services and other uses during the day. Participants indicated that in order to become a host site they may need funding for basic services, such as portable restrooms and waste disposal, assistance with screening potential participants, and help with liability insurance. They may also want to have the City coordinate security and monitoring (either on-call or at the site), in addition to the ability to connect participants to supportive wrap-around services.

Staff proposes that work on this strategy move forward immediately. Staff would continue to work in collaboration with faith leaders to develop rules and regulations that would be applicable to the safe parking host sites, which would then be developed into a zoning ordinance text amendment. Staff would need to take the ordinance to Planning Commission for a recommendation prior to bringing it before Council for consideration. If directed to proceed, staff would plan to take the ordinance to a work session before Planning Commission in March, followed by a Planning Commission hearing in early April and returning to Council for consideration in May or June. Additionally, Staff would develop cost estimates for the program prior to presenting a final plan to the City Council.

2. Sanctioned Parking – “Meeting People Where They Are”

Staff proposes temporarily designating certain existing areas in the City as “sanctioned safe parking areas”. Staff proposes spreading out these sites throughout the City through temporarily re-purposing existing City-owned properties. As allowed by law, this could include re-stripping existing on-street parking spaces within industrial or commercial areas, converting excess City right-of-way into parking areas, designating some parking spaces within City parks, or using undeveloped, underutilized, or other lands as determined to be appropriate by Council. The City would provide basic amenities, including restrooms, hand-washing stations, and dumpsters.

People living in vehicles would be given a permit to park in these areas. All participants would be required to sign a "good neighbor agreement" requiring them to abide by certain standards (no hoarding, place garbage in dumpster, etc.). The sanctioned safe parking areas would aim to attract people away from more dangerous and/or difficult-to-manage encampment areas to minimize impacts on neighbors and the environment, and to make it easier for the City to provide services to those living in vehicles.

As previously mentioned, staff has been providing basic sanitation services at encampment locations during the pandemic using funding provided by Alameda County. The current annual cost of providing basic services to one location is as follows:

<table>
<thead>
<tr>
<th>Program Component</th>
<th>Annual Cost</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sanitation Stations</td>
<td>$13,000</td>
<td>Two handwashing stations, two port-o’-potties (1 ADA compliant), serviced twice a week</td>
</tr>
<tr>
<td>Dumpster</td>
<td>$4,164</td>
<td>Two cubic yard dumpster serviced twice a week</td>
</tr>
</tbody>
</table>
If directed to pursue this option by the City Council, Staff proposes coming back to Council in late Spring with a list of sites that would be adequate for these sanctioned parking areas and a plan to conduct outreach to adjacent businesses and/or residents. Staff would anticipate conducting outreach during the summer and returning to Council for final site selection in the early fall, so that if and when funding becomes available staff could move forward quickly with the implementation of the program.

3. **City Owned Safe Parking Site(s)**

The final part of the approach to safe parking would be for the City to develop its own safe parking site; and, over time, potentially develop several of such sites. The safe parking site would provide basic sanitation services as well as case management assistance to all participants. The lot would be open to both operable and non-operable vehicles of all types, with a capacity of approximately 30 to 50 vehicles at a time. It would be open 24/7 so that program participants can focus on finding jobs, employment, or other assistance to get back on their feet.

Staff recognize that choosing an appropriate location is key to successfully developing such a program. Staff recommends following a process similar to the site selection process for the temporary Housing Navigation Center, in which Council first determines an objective list of site criteria. Properties would then be identified using the criteria and brought back before Council for final consideration. As with the Navigation Center, staff anticipates that extensive community engagement would be required prior to determining a final location for the temporary safe parking site.

Staff proposes initiating the site selection process this summer. In the meantime, staff would work to identify funding for such a program, likely from County (Measure W), state (AB 71 if adopted), or federal sources.

Staff has identified that the combination of these three programs would most effectively serve the many different types of vehicular habitation situations (i.e. operable and non-operable, RVs and cars, etc.). However, it is important to understand that even in concert these programs may not meet the expansive need for safe parking opportunities. Staff have found that people living in vehicles are typically ranked as “low-priority” for access to affordable housing placement services from Alameda County, particularly compared to people who are living unsheltered on the street. Therefore, it is often difficult for them to find permanent affordable housing and many will exit to more naturally affordable housing options in the market (i.e. sharing a home with family, older or smaller rental housing, etc.). Housing placement should not be the only metric used to evaluate the success of safe parking programs and time limits for staying at a safe parking site cannot be overly restrictive. Safe parking is a crisis response to improve the safety, health, and well-being of those living in their vehicles until they can find permanent affordable housing.

**FISCAL ANALYSIS:** Staff is proposing to immediately move forward with development of an ordinance to allow faith-based organizations and other non-profit community organizations to host a small number of vehicles. The initial costs of developing the
ordinance and reviewing/issuing permits for faith-based sites would be staff time spent on the project, which will utilize existing General Fund appropriations in the Planning Division’s FY 2020/21 budget.

As the faith-based organizations apply for permits, the City may need to provide additional support for religious facilities in opening and operating safe parking lots. This may include assistance with material costs such as provision of restrooms, hygiene stations, and trash services as well as operational costs like liability insurance, site monitoring and/or security, and program coordination. Staff will continue working with faith-based organizations to identify if some of these requirements can be covered by donations, as they have been in other cities, or whether the City may need to provide funding. Staff would provide an itemized budget and potential funding sources for the start-up and operation of the faith-based host sites upon return to Council in late Spring with the proposed ordinance amendments.

Staff will also continue to explore potential funding options for the development of sanctioned and/or City owned parking areas. A description of potential funding sources is included below:

- **Measure W:** In November 2020, Alameda County voted to adopt an ordinance to establish a ½ cent sales tax over the next 10 years, designated to create a continuous funding stream for housing solutions, homelessness prevention, and other essential services for those experiencing homelessness. The initial annual estimate of revenue is $150,000,000, this was a pre-pandemic estimate. The geographic allocation and use of funds is still to be determined. However, the majority of funding will be directed toward housing navigation, retention, and rental subsidies. Funding may also be used for client stabilization, shelter, rental assistance, Coordinated Entry services, mental health services, job training, and administration.

- **Proposed AB 71 Homelessness funding:** Bring California Home Act: AB71 seeks to raise taxes on large corporations, doing business in California, with annual profits of $5 million or higher. The tax is anticipated to raise $2.4 billion dollars, annually, to fund affordable housing, homelessness prevention, emergency shelters, and employment programs. The bill also requires 10% of funding be used on services for youth experiencing homelessness. This would be the first stream of funding towards solving homelessness in California. AB71 bill was last amended in the State Assembly on January 12, 2021.

- **CDBG CARES Act:** On September 11, 2020, HUD awarded a third round of CDBG CARES funds in the amount of $1,362,522. On December 12, 2020, Council authorized City Staff to accept and appropriate the funding as described below:
  a. $340,000 for a residential rent and utilities relief program
  b. $33,520 for rent and utilities program administration
  c. $350,000 for a small business relief program
  d. $210,000 for homeless non-congregate sheltering
  e. $158,002 for homeless non-congregate shelter staff
  f. $196,000 for a Crisis Intervention Specialist
  g. $75,000 for Clean Start mobile hygiene program

Item a, approximately $340,000, was originally intended for tenant rental and utility assistance. However, since the City is receiving more than $7 million in additional federal
funding for rental and utility assistance, this $340,000 may be considered for other upcoming non-congregate shelter programs.

ATTACHMENTS:

- Informational Item #1 - Good Neighbor Guidelines
- Informational Item #2 - Safe Parking Strategy Survey Overview
- Informational Item #3 - All Survey Responses
- Informational Item #4 - Emailed Comments

RECOMMENDATION: Direct staff to pursue the following Safe Parking Strategy programs as described and prioritized in the staff report, including work to further assess costs and identify potential funding sources, or provide alternative direction.

1. Private Host Site Permits for Faith-Based and Other Community Facilities
2. Sanctioned Parking in Places Where People Are Currently Parked
3. City Operated Safe Parking Site