

Preliminary Draft Report Unhoused in Pacifica Task Force December, 2019

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Introduction and Unhoused in Pacifica Task Force (UPTF) Purpose

The Unhoused in Pacifica Task Force (UPTF) was created as a result of the community's interest in homeless mobile home parking. The City has previously reviewed the history through "Staff Reports to City Council Related to Homelessness", and this report is under our reference list.¹ The efforts of our Task Force are summarized in remarks made at the 11/20/19 Community Forum which we include as part of this report:

"(We) want to take a few minutes to review the history of the Task Force. At City Council, February 11th of this year, the Council first entertained the idea of a community task group to better research the vehicularly-housed here in Pacifica. As a result, Kevin Woodhouse, Pacifica City Manager, and Anita Rees, Director of the Pacifica Resource Center (PRC), put out invitations seeking potential volunteers to the team. With the goal that the Task Force be a diverse group of stakeholders, they selected 11 members. The initial meetings on August 7th - 21 were facilitated by Melissa Kuehne, Communications and Development Manager with the Institute for Local Government. Subsequent to these initial facilitated meetings, the Task Force has rotated the role of meeting chair and note taker."

The Task Force is a community group, and (we) want to describe our resources and purpose statement. As a community group, we have been given direction from our City Manager, the Director of the Pacifica Resource Center, and Chief of Police. We devised a purpose statement with their input:

"To work collaboratively and respectfully together with fellow task force members in researching and evaluating the complexity and social impact of homelessness issues in Pacifica, focusing on the vehicularly-housed in order to identify feasible programs that can assist the vehicularly-housed, improve the environment, prevent illegal habitation in vehicles on public streets, in a financially and operationally sustainable manner."

We have been independent of resources. We created our blog and email, workspace, and funding for the public forum held on November 20th from scratch. Early in the process, we entertained the idea of opening our meetings for community observation. We chose, however, to keep our meetings private, sharing notes on our discussions through our blog. This enabled us to be more efficient in the limited time available to us. We should like to point out that although the Taskforce was initially envisaged as taking 5 months we were only able to begin our work in August and so have only been working for 4 months.

¹ City of Pacifica, Council Agenda Summary Report 2/11/19. Subject: Parking Ordinance Amendments Related to Recreational Vehicles and Safe Parking Programs

In presenting this report to the City Manager and City Council, we would like to make some things very clear. The Task Force is well aware of the need to make changes to the city's parking ordinances. We along with everyone else want to take steps to prevent Pacifica from becoming a "destination" for the homeless from all over the region and beyond. We are also as concerned as the rest of our community members to take steps to ensure the health and safety of all our citizens.

Our concerns, however, are for a very specific group of people. These human beings have lived much if not all of their lives in our community. In many cases, their jobs are here, their families and friends are here; they are in a real sense our neighbors. In addition, as a part of our community, they have paid their taxes during the years they have lived here. These people find themselves, often through no fault of their own, unable to find or afford conventional housing. In order to protect their livelihood they have temporarily resorted to living in a motorhome. They are people who have been unable to find any alternative at the present time, but this does not reflect a desire to remain vehicularly-housed for an extended period of time. These are people who we feel have every right to call themselves our neighbors; as such, they are entitled to feel that we should seek to find ways to protect them along with all the other community members.

For the majority of us composing this report, as well as a majority of people who will read it, we write and read from a perspective of being housed, in a single family home or apartment or condominium, never having experienced homelessness in any form. The UPTF was formed with the intent of making a recommendation to the City Manager in December 2019. The preliminary draft being provided and posted on our website at this time represents the best summary of information and recommendations to date.

The UPTF secured funding for the Public Forum held on Wednesday, November 20th at the Pacifica Community Center. We acknowledge and appreciate the fiscal participation of organizations in assisting us to conduct the public forum; the forum was one of the most important methods of receiving community input and feedback on Pacifica's vehicularly-housed.

Pacifica's Unhoused: An Overview

This Task Force is eager to complete our assigned goal. To best accomplish this, we want to acknowledge that Pacifica is unique:

1. Pacifica has the 2nd highest number of homeless in our county²
2. There is no shelter on the Coast
3. There is no local waste dump site for mobile homes.
4. As a bedroom community, we have limited general funds to contribute to a homeless program.
5. We have the Pacifica Resource Center whose Director is aggressive at seeking funds, and whose case managers are already versed in seeking permanent housing and reaching out to engage the homeless.
6. Pacifica has a “can-do” attitude coupled with a commitment as a “Compassionate Community”

In order to consider solutions, it is necessary to identify our homeless. For this, we will review San Mateo County’s 2019 Homeless Count and the recent Homelessness in Vehicles report.

2019 San Mateo County Homeless Count

Since 2017, the homeless count for San Mateo County increased by 21%. The increase “was primarily driven by an increase in the number of people living in RV/motorhomes.” Pacifica’s count was second only to Redwood City, with Pacifica’s one night homeless count numbered at 116 persons. Pacifica Resource Center data identified 46 RV/motorhome and 39 cars in the 2018 count. Generally the counts are accepted as undercounts of actual numbers.

There are an increased number of homeless who are aging: 68% of the County’s homeless are over age 45 with 16% over age 62. The County has prioritized a Rapid Rehousing Model which has prioritized families and veterans. There is evidence that the numbers of homeless veterans and families are decreasing.

Those homeless who self-reported “functional impairments” such as severe mental illness or alcohol and drug use varied depending on their sheltered status with higher numbers found among those in emergency shelters. Those unsheltered individuals reported 22.7% with severe mental illness and 12% with alcohol or drug conditions.

Sadly, 12% of unsheltered are fleeing domestic violence, and this remains a high risk factor for homelessness among women.

² 2019 San Mateo County One Day Homeless Count and Survey: Executive Summary

However, since the homeless in RV/motorhomes increased county-wide by 127%, the County asked for further data on this population.

Homelessness in Vehicles in San Mateo County³

Twenty Two Pacifica Motorhome Households Surveyed

Approximately 55% of the unsheltered homeless in San Mateo County are in RVs/motorhomes with an additional 20% in cars. The County survey was conducted in the Fall of this year. A calculated 69% were in-county residents before they became homeless, and 57% are using an RV/motorhome temporarily while 18% are hoping to relocate to an RV park.

In Pacifica, of the 22 motorhomes surveyed, 41% identified Pacifica as their prior residence with an additional 18% who lived in San Mateo County (18 total). The most common reasons given for living in a motorhomes were related to loss of housing due to increased costs (32% or 8) and eviction (16% or 4) - with a total of 48% of housing loss related to issues common to the housing crisis. Fully 76% are employed and a similar percent live in their motorhome nightly - 50% of those surveyed having done so for 12 months or more. Our vehicularly-housed homeless are looking for housing (63%) or a motor home park (14%).

Although the survey is a relatively small sample, it demonstrates a tendency: that many homeless in motorhomes were formerly housed in Pacifica; that they are employed, and they are seeking housing.

Homelessness: A Regional Issue

The County survey also makes clear that homelessness is a regional issue that will require regional resources to promote solutions.

In a letter dated 2/7/19 to Pacifica's City Council, the County's Healthcare For the Homeless and Farmworkers Program described: "Homelessness is a serious, ongoing social concern in the Bay Area..with (a) lack of affordable housing...(causing) homelessness (among) stable community members who can no longer afford the high cost of housing. Homeless persons...face an increased risk of trauma, health issues, and displacement...(which) makes accessing health services and other support services difficult. ...Safe Parking programs provide safe, secure locations for the

³ County of San Mateo, Human Services Agency. Homelessness in Vehicles in San Mateo County. Pacifica Motor Home Survey.

vehicularly-housed homeless...(and) facilitate the provision of outreach and essential services”⁴.

Community Concerns

From information we have received from the community, we have identified key concerns

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1. Trash/illegal waste dumping/environmental and public health concerns. This is the most frequent concern of Pacificans, and illegal dumping of waste is a significant environmental and public health concern. The Pacifica Resource Center has identified a mobile waste disposal service and hopes to access funding for the program. A mobile truck will be contracted for a designated site 2-4 times monthly. This service will hopefully eliminate illegal waste dumping and attract vulnerable homeless to other services.

A permanent waste disposal site has been proposed at the Linda Mar Sanitary Pump Station. Hardware can be installed on the small thru lane on the East side of the station. This location can accommodate vehicles up to Class A size RV's/motor homes, and can be configured as a drive thru station. This location is directly adjacent to the sanitary wet well, therefore involving minimal excavation, piping, paving etc. A retaining wall would be required to reinforce the existing roadway at the ditch, between the existing building and Hwy1. The retaining wall would also act as secondary containment in the event of a spill.

A pay kiosk, similar to the parking devices, can be incorporated to collect fees. These fees would be used to offset the cost of construction, future maintenance costs, and the costs of the requisite California Coastal Commission (CCC) application and permitting process. With respect to the vehicularly-housed, a pre-paid card or voucher system would be established to subsidize the proposed dumping fees. The site would be available through a locating app for smart phones, drawing tourists to Pacifica as well as eliminating/minimizing illegal dumping. This proposal ties in with recent improvements underway in Pacifica to upgrade its sanitary operations.

This “passive” model would be more cost effective than other models. This potential site at the Linda Mar Sanitary Pump Station is causing some concern among Pacificans, so other sites should be considered. Given its current infrastructure and accessibility, the Linda Mar Sanitary Pump Station is the most practicable site for this proposal.

⁴ 2/7/19 Pacifica City Council. Letter from Brian Greenberg, PhD, San Mateo County Healthcare for the Homeless and Farmworkers Program, Coapplicant Board Chair.

⁵ Unhoused in Pacifica Task Force - blog summary of 11/20/19 Community Forum

2. Recology of the Coast will continue to monitor City-wide receptacles for necessary pickup as well as beach, parks and trail areas for disposed trash

3. Safety issues:
 - i. Line of site dangers. The size of motor homes can obstruct the line of site for fellow motorists, bicyclists and pedestrians. Reasonable recommendations on parking to eliminate this hazard should be adopted.
 - ii. Vetting of parked mobile home occupants as a requisite for a parking permit can increase safety for the homeless as well as the general population. Other programs including Santa Barbara and East Palo Alto have acknowledged that a small percentage of a criminal element, estimated to be 5% of the homeless population, “congregate” with the larger homeless population and are responsible for thefts among the homeless and the community at large. According to Chris Rasmussen, Redwood City’s Homeless Police Liaison, “A safe parking site would eliminate the criminal from participating” providing increased safety for all.⁶ Current municipal codes would need to be modified to legalize permitted habitation in mobile homes. Police resources would be more appropriately used to ensure public safety rather than monitoring vehicles for parking infractions.

4. Locations of mobile home parking: Pacificans at the 11/20/19 Forum gave several suggestions of possible sites - Linda Mar Caltrans lot, the Community Center Equalization basin lot, Caltrans lot near the golf course, Muscle Rock, the city lot near the recycling station. Other community models have utilized lots that are often vacant in the evening - city, public, private, faith-based locations have all been utilized. The Task Force started a list of sites that is far from comprehensive. Since the Task Force lacks diplomacy and authority of City Staff and Council members, we have not identified a specific site. The list does suggest some hopeful possibilities, and more possibilities will likely become apparent. Please refer to the section of this report on models for a greater clarification of location possibilities.

5. Sustainability and use of city resources: Many in Pacifica are worried using City resources to fund a homeless project. During the 11/20/19 Unhoused in Pacifica task Force Forum, Anita Rees, Pacifica Resource Center Director, outlined likely funding sources. Please refer to her handout from that event. Funding sources included:

⁶ Safe Parking Policies in Our Future: Overnight Parking Programs and Vehicle Dwellers. Presentation at the 19th Annual Housing Leadership Day, Friday, October 25, 2019. Panelists: Paul Bains, Project weHope, Chris Rasmussen, Redwood City Police Homeless Coordinator, and Ruth Ferguson of the Office of Assemblymember Marc Berman

- i. State HEAP funds for shelter emergency
- ii. Homeless Housing, Assistance and Prevention (HHAP), a one-time block grant, signed by Governor Newsom July 2019. Funding may be available as early as April 2020 and is to be spent by 2025
- iii. Measure K, a ½ cent tax from the County of San Mateo which currently funds many housing and homeless services
- iv. Private foundations like the Chan Zuckerberg Initiative and the Silicon Valley Community Foundation.⁷

Models of Homeless Parking Programs

This section reviews model types, examples, and Task Force opinion of possible strengths and challenges.

Model choices -

- i. Rotational Shelters
- ii. Overnight Models, Centralized
- iii. Multi Community Effort, A Decentralized Model
- iv. Longer Term Models
- v. Decentralized Neighborhood Rotating: A Proposal
- vi. Overnight Oversize-Vehicle Parking Restriction
- vii. Other Community Suggestions

Rotational Shelters⁸

Churches have often been the first responders to the homeless, and there are many community programs that are faith-based in origin. Pacifica had the “Coastside Congregational Rotational Shelter Feasibility Study” in August 2016, and has been revisiting this plan since its initial inception. Less expensive than a brick and mortar shelter, a Rotational Shelter could provide homeless services with less funding. Participants would be vetted by Pacifica Resource Center, professional staff would stay overnight, host liability insurance would be provided by the program as would equipment like cots. The host would provide an indoor space for unsheltered and some outdoor parking for those vehicularly-housed. The space would need to have bathroom facilities. The host would also provide a hot evening meal.

- Strengths: less expensive than brick and mortar, engages community partners, provides overnight shelter with trained staff on site.

⁷ Handout from Anita Rees, Pacifica Resource Center Director, to the participants of the 11/20/19 Unhoused in Pacifica Task Force Forum.

⁸ San Mateo County, Coastside Congregational Rotational shelter Feasibility Study, August 2016

- Weaknesses: sustainability is dependent upon volunteer hosts

Overnight Models, Centralized⁹

Several models utilize vacant lots after business hours, but two Peninsula models utilize city-owned lots. A description of San Jose and East Palo Alto Programs follow.

Santa Clara: San Jose's Safe Parking, created by LifeMoves, is supported by the City with some funding by philanthropic groups. Description came from email messaging from Brian Greenberg, Director, and Chelsea Tercero, Program Director. The Task Force had arranged a tour of this program site, but we had to cancel due to time constraints. We hoped for further clarifications of expenses and services during the planned visit.

- Funding: majority city of San Jose and minority philanthropy. Annual cost: was not clarified at first contact
- Site cost not discussed at initial contact
- Hours: 7 p-7:30 a. Two lots. Number of slots - not identified
- Services: security, restrooms/shower, gym membership, case management, vehicle repairs, classes
- 90 day maximum but possible extensions, vetted, client contracts. Waiting list with permits.

East Palo Alto: RV Safe Parking Program since May 2019, created by ProjectWeWork and city officials. From a verbal presentation 10/25/19 by Pastor Paul Bains, President and Co Founder of Project WeHope:

1. Funding $\frac{2}{3}$ city and $\frac{1}{3}$ the nonprofit. Annual cost \$ 360,000
 2. Site leased from city for \$1 annually
 3. Hours 7:30 p- 7:30 a. Twenty RV slots w/ waiting list. Permanently housed 15 in 5 months
 4. Services: case management, security, Dignity on Wheels, generators, mobile waste/grey water service. Local insurance agents and mechanics with reduced rates
 5. Vetted participants and prioritize East Palo Alto residents, families, veterans, and elders.
- Strengths: demonstrates city support, low-cost lease reduces program overhead, multiple homeless services provided including waste management and case

⁹ Emails to UPTF from Brian Greenberg, Director, and Chelsea Tercero, Program Director, regarding San Jose Safe Parking Program. Fall 2019

management, participants are vetted and sign a contract, prioritize residents/elders/veterans/families - this discourages those from outside to migrate to the area, security on site

- Challenges: a larger population applied than spots could accommodate - street permits and waiting list necessary. Homeless have to move vehicles each morning which is stressful.

Multi-Community Effort, Decentralized: Santa Barbara¹⁰

Santa Barbara is the oldest homeless parking program in California. Started in 2004, Santa Barbara has an overnight program which contracts for a small number of slots scattered through public and private lots in Santa Barbara and Goleta. The smaller collection of overnight vehicles is more easily assimilated and accepted throughout the community than larger-sized homeless lots. Services are similar to those offered by East Palo Alto and San Jose.

- Strengths: greater opportunities for sites and more easily accepted in the community
- Challenges: security is dependant on a case coordinator assigned to multiple lots

Longer Term Models: AB 302. OAKLAND

There are a few programs that offer longer term parking for the homeless.

AB 302: AB 302 would have made it possible for community colleges to offer safe parking on campuses where housing options are not offered. Statistics provided by Ruth Ferguson from the Office of Assemblymember Marc Berman, reported that, of 400,000 students statewide, 50% are food insecure, 60% are housing insecure, and 19% were homeless last year. AB 302, authored by Marc Berman, was pulled for amendments.

School-Based Student Parking:

College of the Redwoods had a pilot program for overnight permits. Campus parking is limited to students. Qualifications for student participation is dependent on the program. Services vary, and many services are already part of student services: cafeteria food, showers/ lavatories often associated with school gym, student health services, on site campus security.

¹⁰ New Beginnings Counseling Center, Safe Parking Manual, Louise Jansen, MSW, LCSW, and Robert Tauber, MA, LMFT. Copyright 2019.

Oakland:¹¹ Programs are in areas designated by the California State Shelter Crisis Code. Some communities declared a shelter crisis under Govt Code 8698 with immunity from liability and may include an emergency bridge housing community for the homeless using city-owned or leased properties with a suspension of landlord tenant laws. Some communities - Santa Clara County and San Jose, Orange County and Los Angeles, Alameda County and Oakland, and San Francisco City and County - declared a shelter crisis and are able to create longer-term safe parking lots. Oakland opened a lot near the Coliseum in June 2019.

- Strengths: provides longer-term respite for homeless, making it unnecessary for daily move of their vehicles.
- Challenges: maintaining sanitation and services around the clock

Decentralized Neighborhood Rotating Model: A Proposal¹²

Since Pacifica is innovative, compassionate, and has a “can-do” attitude, the Task Force is not surprised that someone from the public is thinking outside the box to propose a new model. This model would utilize neighbors and their private property as hosts for motorhome parking. The proposal was given to city council by the author.

- Strengths: integrates homeless into our neighborhoods.
- Challenges: vetting of both homeless participants and homeowner hosts and survey of neighbors for acceptance seems necessary. Power service cost to the host would need assessment. The model creates a relationship of inequity between the homeowner and homeless participant that could be challenging but not necessarily so - this would need to be monitored. Security was not discussed in this model.

Overnight Oversize-Vehicle Parking Restriction

Overnight parking restrictions has been adopted by many communities. There are some in Pacifica who support this policy; but many in Pacifica feel it does not meet the community need for a pathway for stable housing and is incompatible with Pacifica’s Compassionate City goal. Certainly, many in the community feels any restriction of parking needs to be coupled, at least, with a Safe Parking Program.

- Strengths: eliminates RV parking only at night so that residents and tourists can conduct business during the day. City costs would possibly be less than providing

¹¹ Oakland opens Bay Area’s first 24/7 safe parking area for homeless RV dwellers. Sarah Ravani, 6/21/19, San Francisco Chronicle

¹² Tygarjas Twyrils Bigstycck, proposal to Pacifica City Council 11/23/19

a leased city lot for a homeless program; but there would be cost of signage, a permit program, and the necessary police interventions that the task Force cannot calculate

- Challenges: homeless in motor homes would be displaced causing stress to this vulnerable population.

Other Community Suggestions

Although some community suggestions seem out of the scope of this project, the Task Force does feel these ideas should be shared with City Staff and Council.

1. Tiny home community: this could provide affordable housing for homeless and housing insecure Pacificans.
2. Affordable ADUs: Pacifica could create a loan process, perhaps with existing monies from the housing fund, for homeowners interested in providing ADUs at below-market rate.
3. Preventing homelessness would be cost effective.
4. The citizens of Pacifica, as a method to provide additional funding sources for homelessness as well as other issues in Pacifica, can do their part by increasing their efforts to shop locally from businesses and entities in Pacifica for goods and services. This can be accomplished without votes, ordinances or referendums, and can begin immediately. When Pacificans shop and make purchases in Pacifica, the sales tax revenues are returned to the City of Pacifica, instead of other cities outside of Pacifica. Many of the basic goods and services (gasoline, grocery shopping, restaurants, hardware stores, etc.) that Pacificans purchase on a regular basis are available here in Pacifica, and do not require a trip over the hill. Shopping locally supports our local businesses, and keeps our tax revenues local. We would recommend that Pacificans shop locally as often as possible; even if it's not possible to shop locally at all times, please consider shopping locally every other time you shop, or once/twice per month when you would normally go elsewhere outside of the city. When you make purchases outside of the City of Pacifica, remember that the tax revenues go the city where your items are purchased, rather than to your local community.

Municipal Codes and Law Enforcement

Laws/ordinances

- A. What are currently in place
 - 1. Section 5-2.03, 72 hour parking period
 - 2. Section 4-7.1204, authority to erect signs
 - 3. Section 4-7.1114, unlawful for habitation 10 pm - 6 am
 - 4. Section 9-4.2809, restricts parking RVs in commercial districts
- B. Need for special use permits for safe parking or vetted street parking
- C. Update to new laws

Current municipal codes are listed above. Modification would be needed to either ban overnight parking or create a Safe Parking Program. City Staff are presenting suggestions tonight to Council on an overnight ban. If a Safe Parking program were to be adopted, modifications of municipal code could look like this:

- 1. Section 5-2.03 72 hour parking period would likely remain unchanged
- 2. Section 4-7.1204 signs saying "Overnight RV parking by permit only" could be erected. City staff would need to confirm if it would be sufficient to post this at all entrances to Pacifica.
- 3. Section 4-7.1114 would need to be modified that overnight habitation is legal with permit
- 4. Section 9-4.2809 would likely remain unchanged

The Task Force would like to acknowledge Pacifica Police Department's Policy 428 on Homeless Persons.¹³

The policy "recognizes that members of the homeless community are often in need of special protection and services." The Chief of Police has designated a Homeless Liaison Officer, and Pacifica Police work closely with the Pacifica Resource Center. The success of a Safe Parking Program is dependent on a close working relationship between those providers of homeless services and law enforcement - this has been confirmed in Santa Barbara's New Beginnings Manual and remarks by Pastor Paul Bains in East Palo Alto.

RECOMMENDATIONS

After consideration of public input, evaluation of existing Safe Parking Models, and review of the Task Force Purpose statement, the Unhoused in Pacifica Task Force makes the following recommendations:

¹³ Pacifica Police Department, Pacifica PD Policy Manual, Policy 428, Homeless Persons, copyright 7/9/19, Lexipol

Environmental Issues: illegal waste and trash dumping

1. To address the issue of unsafe, unsanitary dumping of waste & trash from RV's, local residents, visitors etc, we support and recommend the PRC's vision of a mobile truck for dumping of waste by RV/motorhomes. A possible site for this limited, temporary site being 2212 Beach Boulevard (two to four times monthly for a few hours).
2. We support & recommend exploring the feasibility of a green, environmentally friendly RV waste facility. The Site at existing Linda Mar sanitary pump station is a stated concern in the community, so other sites should be considered as well.
3. We would also support either mobile or stationary facilities for the vehicularly-housed RV's to dispose of nonputricable waste and recyclable materials.

Safety: vetting, permits, and program participation recommendations

4. We support and recommend a vetting process already established with the PRC in preparation for any services provided to the vehicularly-housed, such as a parking permit program, use of environmental facilities, etc. This would include supplying program participants with permits to identify their association with the PRC, and that outreach has been initiated. We recommend that Safe Parking priority be given to:
 - a. Previous/recent residency in Pacifica
 - b. A "connection" to Pacifica
 - c. Other considerations that prioritize ties to the Pacifica community

Safe Parking Programs, Rotational Shelters, and Additional Programs:

5. We support and recommend that participation in PRC's programming be a requirement for participation in other programs and support services. We know that PRC provides expert case management for anyone finding themselves in the position of being without conventional housing. They are focused on helping these population secure permanent housing as soon as possible. Currently they are working with several clients, and have seen many find housing in the past several months.
6. If the City adopts an ordinance to restrict RV parking on city streets, it should be simultaneously implemented in conjunction with safe parking alternatives, so that the transition from street parking to alternative locations leaves the

vehicularly-housed with options. Enforcing an RV parking ban must include provision for emergency homeless parking.

7. We support and recommend continuing efforts for faith-based rotational shelters especially as an adjunct to other safe Parking options. The City of Pacifica would serve as one of the hosts, possibly located at the Pacifica Community Center, and would hopefully be part of a cycle of every five weeks. The city would seek volunteers for the Community Center rotation to assist with meals and hosting.

8. We support and recommend the continued study of the modification of municipal codes to allow vetted overnight habitation of the vehicularly-housed with permits for specified on-street locations, within the context of street locations that do not have an adverse impact on the public health & safety of the community. This has not been addressed.

9. Consider a small pilot study to test RV's which park at private homes & electrical hookup supplied by the host (through vetting, permits, inspections etc). This model is unique and not previously applied. It deserves a pilot study before recommendation of a generalized plan.

10. City to lease a lot to a service provider for a pilot/feasibility study of a longer term model. The pilot study could be small, perhaps accommodating initially up to five vehicles. PRC will help facilitate the implementation of a pilot . The Community Center could be considered as a site. Other sites could be considered for future efforts based on centralized and decentralized models.

11. The issues surrounding the vehicularly-housed in Pacifica are long term issues that have not arisen overnight; nor will solutions to these issues be found and/or implemented overnight. Many Bay Area cities have dedicated city staff addressing homelessness in their communities; in addition, Bay Area cities have identified funding for homelessness in their city budgets. We recommend that the City Council consider a budget line item for homelessness issues in the City of Pacifica in the FY2021 budget cycle, including but not limited to the vehicularly-housed. There are varied methods that can be employed to provide initial funding for this budget line item, including but not limited to a percentage or base funding amount of revenues from cannabis sales, the collection of Transient Occupancy Taxes (TOT) from hotel taxes, delayed implementation of proposed street improvements, or other resources as identified by the City Manager during the budget process for FY2021. Pooling of these funds can be used to serve as matching funds for any grants or other regional/state/private funding sources, and can be used in

conjunction with funding secured by the PRC for the same purposes. limited to the vehicular-housed. There are varied methods that can be employed to provide initial funding for this budget line item, including but not limited to a percentage or base funding amount of revenues from cannabis sales, the collection of Transient Occupancy Taxes (TOT) from hotel taxes, delayed implementation of proposed street improvements, or other resources as identified by the City Manager during the budget process for FY2021. Pooling of these funds can be used to serve as matching funds for any grants or other regional/state/private funding sources, and can be used in conjunction with funding secured by the PRC for the same purposes.

We are confident that when we secure suitable location(s), we will be able to propose a combination of short term licenses and available safe parking that will provide protection and security for those in our community who are currently facing the most challenging time of their lives, along with all of those who call this beautiful city their home.

Conclusions

City Manager, Kevin Woodhouse, initially suggested that the Task Force would find our personal efforts as volunteers rewarding. Members of the team would likely agree that this process has not been easy, but we would also agree that we have newfound respect for all our teammates.

Concerns about the homeless have been listed in this report. Pacificans expect solutions, and the Task Force has made recommendations which address both common concerns and demonstrated solutions. We are well aware that there have been criticisms of our process and will likely be criticisms of our recommendations. We remain, however, hopeful that Pacifica can make choices that serve the community as a whole.

The Task Force recommendations are based on the following findings:

1. Many of those housed in motor homes were formerly housed here in Pacifica and/or have strong ties to the community.
2. There are demonstrated safe parking programs that can create a pathway to stable housing for the homeless.
3. There are ways to reduce illegal waste dumping that can provide near immediate reduction of illegal waste.
4. Pacifica already has many resources focused on the homeless: aggressive searches for funding, case management, homeless outreach.
5. The Pacifica Police Department has a well-established relationship with the Pacifica Resource Center.

6. The community has voiced support for a program that leads to stable housing for our homeless.

We encourage the City to adopt our recommendations and assure that safe parking programs are in place prior to much-needed changes in the municipal code. The homeless want and are actively seeking help, and they face the most challenging times of their lives. We can assist the homeless while simultaneously providing protection for the health and safety of our community and environment.