



**CITY OF PALO ALTO
CITY COUNCIL
Monday, October 20, 2025
Council Chambers & Hybrid
5:30 PM**

Agenda Item

16. Policy and Services Committee Recommendation to the City Council to Approve a Phased Approach to Address Oversized Vehicle (Including Recreational Vehicle) Impacts, Particularly Relating to Individuals Living in Vehicles and Approve Budget Amendments in various funds; CEQA status – categorically exempt. *Public Comment, Staff Presentation*



CITY OF
**PALO
ALTO**

City Council Staff Report

From: City Manager

Report Type: ACTION ITEMS

Lead Department: City Manager

Meeting Date: October 20, 2025

Report #:2509-5183

TITLE

Policy and Services Committee Recommendation to the City Council to Approve a Phased Approach to Address Oversized Vehicle (Including Recreational Vehicle) Impacts, Particularly Relating to Individuals Living in Vehicles and Approve Budget Amendments in various funds; CEQA status – categorically exempt.

RECOMMENDATION

Staff recommends the City Council Approve the Policy and Services Committee recommendation to:

1. Approve the phased approach (described below) to addressing oversized vehicle (including recreational vehicle) impacts, particularly relating to individuals living in vehicles; and
2. Approve amendments to the Fiscal Year 2026 Budget Appropriation (requires a 2/3 vote) to resource aspects of the phased approach in the:
 - a. General Fund by:
 - i. Increasing the contractual services appropriation for the City Manager's Office by \$157,000 for resources to support program implementation;
 - ii. Decreasing the Reserve: Business Tax Revenue for Housing Affordability by \$157,000;
 - iii. Increasing the contractual services appropriation for the Office of Transportation by \$150,000 for engineering services;
 - iv. Increasing the contractual services appropriation in the Public Works Department by \$60,000 for street clean-up services;
 - v. Increasing the contractual services appropriation in the Police Department by \$95,000 for marking and enforcement of vehicles;
 - vi. Decreasing the Budget Stabilization Reserve by \$305,000;
 - b. Refuse Fund by:
 - i. Increasing the contractual services appropriation by \$245,000 for new permanent and temporary street cleaning signage; and

- ii. Decreasing the Ending Fund Balance by \$245,000.

EXECUTIVE SUMMARY

This report updates information presented to the Policy and Services Committee at its August 25, 2025 meeting as well as reflecting the Committee’s recommendation to the full Council.

This recommendation follows the 2025 Council Priority Objective to present options for addressing impacts associated with oversized vehicles (OSVs), particularly individuals living in vehicles. Following the initial report outlining a range of possible strategies, the Policy and Services Committee (the Committee) reviewed the options, amended the staff proposal, and is recommending a phased approach for full Council consideration.

The recommended approach reflects a balanced approach to addressing public health, safety, and neighborhood concerns while also recognizing the complex needs of those living in vehicles. The proposed phasing begins with Phase 1 enacting regulatory measures and enhanced street cleanups and sweeping, including coordination with service providers such as LifeMoves, and appropriating \$707,000 in FY 2026 across several funds. This would be followed by Phase 2, a small-scale pilot of enhanced services, such as mobile pump-outs and increased outreach. The approach also sets the stage for expanding safe parking on private and congregation-based lots and, over time, developing a program to limit OSV parking to designated streets. The Committee was split on limiting OSV parking to designated streets. In a 2-1 vote, the Committee recommended that Phase 2 begin exploring limiting OSV parking to certain streets, including direction to evenly distribute OSV permitted parking citywide, tie the OSV permitted parking to the Point in Time (PIT)¹ count, explore an OSV permitting program, and clearly mark where OSV parking is permitted. Subsequent phases include approving items developed in earlier phases, implementation, and enforcement. Additional one-time and ongoing resources will be needed in future years to administer all phases of this program and will be brought forward as part of the annual budget process to allocate funding.

BACKGROUND

Homelessness continues to be one of the most complex and pressing societal issues affecting communities across California and the nation. In response, the City of Palo Alto has aligned its local efforts with the Santa Clara County Community Plan to End Homelessness 2020–2025, which the City formally endorsed in August 2021.² Since that time, the City has advanced a

¹ The PIT Count is a count of sheltered and unsheltered people experiencing homelessness at a specific point in time and occurs every other year in January.

² Santa Clara County Community Plan to End Homelessness 2020-2025:

https://housingtoolkit.sccgov.org/sites/g/files/exjcpb501/files/CommunityPlan_2020.pdf ; Council Staff Report, April 5, 2021 <https://www.cityofpaloalto.org/files/assets/public/v/1/agendasminutesreports/reports/citymanager-reports-cmrs/year-archive/2021/id-12133.pdf> ; Council Action Minutes, August 9, 2021

<https://cityofpaloalto.primegov.com/Public/CompiledDocument?meetingTemplateId=3354&compileOutputType=>

range of initiatives to promote housing stability and reduce the impacts of homelessness, including:

- Strengthening renter protections,
- Enabling and supporting safe parking programs,
- Permitting and beginning construction of the Homekey interim shelter, and
- Supporting affordable housing developments such as Wilton Court Apartments, 231 Grant Avenue, Mitchell Park Place, and projects on city-owned sites like Lot T downtown and 340 Portage Avenue.

The City also continues to respond to resident and business concerns regarding the visible impacts of homelessness, focusing both on service referrals and enforcement of existing laws.

Recognizing the need for a deeper understanding of local needs and service gaps, the City Council established a 2024 Council Priority Objective to conduct a gap analysis of local housing and homelessness services.³ That analysis was presented as an informational item on December 9, 2024, and discussed at a Council Study Session on February 10, 2025.⁴ The session also included updates on service coordination and enforcement efforts. As a result of that discussion, Council referred follow-up work to the Policy and Services Committee, and adopted two related 2025 Council Priority Objectives, asking staff to return as soon as feasible to Council to determine further action and to bypass extended stakeholder engagement at that time. The Council Priority Objectives are:⁵

- Present options to address homelessness impacts, particularly for individuals living in vehicles, to Policy and Services Committee for prioritization.
- Organize an initial review of sources and methods to raise funding to support new affordable housing production for future evaluation.

Following the February Study Session, staff shared the gap analysis with the Human Relations Commission (HRC) on June 12, 2025, gathering input on housing and services for the unhoused.⁶ While no formal action was taken, individual Commissioners supported a wide

³ Council Meeting, December 4, 2023 <https://www.youtube.com/watch?v=A-2CuhXvs84>

⁴ Council Staff Report, December 9, 2024

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=6549&meetingTemplateType=2&compiledMeetingDocumentId=12534>; Council Staff Report, February 10, 2025

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=6751&meetingTemplateType=2&compiledMeetingDocumentId=13091>

⁵This item responds to the first of the two objectives, the second will be referred to Finance Committee, once staff has identified and evaluated sources and methods. Council Staff Report, May 5, 2025,

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=7767&meetingTemplateType=2&compiledMeetingDocumentId=14271>

⁶ Human Relations Commission Staff Report, June 12, 2025

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=8147&meetingTemplateType=2&compiledMeetingDocumentId=14739>

range of ideas, including expanded safe parking, particularly for RVs; incentives and streamlined processes for below-market-rate housing, addressing family homelessness (e.g., via hotel vouchers or tiny homes), shelter improvements, continued renter protections, and stronger partnerships with the tech industry to improve communications access (e.g., phones, Wi-Fi).

Most recently, on August 25, 2025, the Policy and Services Committee took up the Council Priority Objective—addressing impacts related to oversized vehicles (OSVs), including recreational vehicles (RVs).⁷ After discussion, the Committee voted on a split motion to recommend a phased approach. The full Committee agreed on Phases 1, 3 and 4. In a 2-1 vote, with Councilmember Veenker voting no, the Committee recommended to, in Phase 2, begin exploring limiting OSV parking to certain streets, including direction to evenly distribute OSV permitted parking citywide, tie the OSV permitted parking to the Point in Time count, explore an OSV permitting program, and clearly mark where OSV parking is permitted. The full motion text and vote is shown in full on the next page. The full staff report is included as Attachment B.

⁷ Council Staff Report, August 25, 2025, <https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=8615&meetingTemplateType=2&compiledMeetingDocumentId=15516>

1. Discussion and recommendation to Council on prioritization of potential approaches to address oversized vehicle (including recreational vehicle) impacts, particularly relating to individuals living in vehicles

MOTION SPLIT FOR PURPOSES OF VOTING

MOTION: Councilmember Stone moved, seconded by Councilmember Lu, to recommend the City Council:

Phase 2:

Begin exploration of the “limiting OSV parking to certain streets” approach, including determining a process and criteria for designating streets where OSV parking might be permitted, with appropriate community engagement

- Identify non-residential and non-residential adjacent streets where OSV parking would be permitted, and to the extent possible, evenly distribute those streets across the city
- Tie the number of OSV permitted parking to the Point in Time count
- Explore the possibility of a permitting program for OSV
- Evenly disburse permissible OSV parking spots across the identified streets to avoid overconcentration and clearly mark on those streets where OSV parking is permitted

MOTION PASSED: 2-1, Veenker no

MOTION: Councilmember Stone moved, seconded by Councilmember Lu, to recommend the City Council:

Phase 1: Upon Council approval, staff would:

1. Develop an ordinance to prohibit parking of detached/inoperable vehicles on public streets,
2. Develop an ordinance to prohibit the renting of public parking spaces (“vanlording”),
3. Refine the scope and begin implementation of additional street cleanups and sweeping,
4. Return to Council for approvals of ordinances and contract amendments (e.g., street sweeping) as soon as possible, estimated to require up to four (4) months, and
5. Implementation and enforcement of these actions would follow.
6. Work with LifeMoves to consider options, such as a buyback or parking program, to accept RV residents quickly at the Homekey site or other housing options
7. Return to Council for direction for expanded safe parking on privately-owned and congregation-based parking lots, excepting any safe parking site that requires undedicating parkland

Phase 2: Concurrent of Phase 1 implementation, staff would initiate work on:

1. Design a small-scale enhanced services pilot (e.g., mobile pump outs, additional outreach workers/hours, garbage pickup, etc.),

Phase 3: Following the completion of related components in Phase 2, Council would:

1. Approve pilot and any related contracts and agreements for small-scale enhanced services pilot,
2. Approve a preferred option for expanded safe parking on privately-owned and congregation-based parking lots,
3. Identify streets where OSV parking will be allowed and develop necessary ordinances and program design for “limiting OSV parking to certain streets” approach, and
4. Implementation of these actions would follow.

Phase 4: Following the completion of related components in Phase 3, staff would:

1. Evaluate the enhanced services pilot,
2. Pursue implementation of expanded safe parking, and
3. Obtain related Council approvals for “limiting OSV parking to certain streets” and begin enforcing new approach.

MOTION PASSED: 3-0

ANALYSIS

The recently received 2025 PIT count data shows 418 people experiencing homelessness in Palo Alto, compared to 206 people in 2023. The City continues to have a higher percentage of its unsheltered population living in vehicles compared to the County as a whole. Of those unsheltered in Palo Alto, 73 percent were in vehicles, while 37 percent were in vehicles countywide. There were 168 vehicles (29 cars, 120 RVs, and 19 vans) counted, 35 of which were in safe parking.⁸

As noted at the August Committee meeting, the growing number of people living in vehicles on public streets poses a health and safety challenge, reducing the on-street parking availability for other uses (e.g., residents, business employees and visitors), and necessitating outreach services, street cleaning, and waste disposal. The City has been receiving increased concerns from residents and the business community about long-term parking of oversized vehicles, debris and personal belongings obstructing streets and sidewalks, and improper disposal of human waste. The City Manager's Office has seen a notable rise in these complaints beginning in Spring 2025. Other neighboring cities are also seeking a variety of ways to address inhabited OSVs, as summarized in Attachment A.

This report outlines the phased approach recommended by the Committee, beginning with some contextual information on state law. Then more detailed information is provided on the various actions proposed in the phased approach to: (1) reduce the impacts of accommodating OSV parking demand, (2) strengthen regulations in areas where impacts are occurring while preventing the impacts elsewhere, and (3) organize activities into phases that account for implementation timelines and the complexity of the issue.

Please note that one of the Committee actions was to move safe parking expansion from Phase 2 to Phase 1. To reflect the Committee intent of moving safe parking expansion up in the timeline, staff also moved associated safe parking expansion activities from Phases 3 and 4⁹ to Phase 1; associated resource implications are also identified. Additionally, upon review of the motion, staff noted that the amended Phase 2 to "identify non-residential and non-residential adjacent streets where OSV parking would be permitted" is a revision of Phase 3 item 3 "identify streets where OSV parking will be allowed..." Since this was part of the split motion, if the full Council chooses to adopt the proposed amended language in Phase 2, staff would interpret the Phase 3 item 3 language as being the continuation and finalization of the work begun in Phase 2.

The many items in Phase 1 will trigger the immediate need for staff resources to handle coordination, administration, and implementation. Procurement, contracting, and/or

⁸ The County used a new survey methodology in 2025, so comparing to prior years is fundamentally not the same. The full 2025 PIT Count report is available here: <https://osh.santaclaracounty.gov/data-and-reports/point-time-count>.

⁹ In the Policy and Services Motion this is Phase 3, item 2, but is now considered incorporated under/as part of Phase 1.

recruitment and hiring for this will likely take several months and may impact the rollout time for Phase 1.

State Law and Local Parking Regulations Relating to Oversized Vehicles

In California, the state legislature holds preemptive authority over vehicle movement and parking regulations. Cities—including charter cities—may adopt local parking laws only as permitted by state law, and such laws must also comply with the U.S. Constitution.

In general, parking is allowed in the public right-of-way when: (a) it is not explicitly prohibited, and (b) the vehicle does not block an active lane of traffic, fire hydrants, driveways, or other areas restricted by state law. These rules apply equally to oversized vehicles (OSVs), unless a local jurisdiction adopts specific restrictions for OSVs, which the California Vehicle Code generally allows.

Palo Alto's Municipal Code includes one provision regulating OSV parking: it prohibits OSVs from parking on the street in residential and public facility zones between 2:00 a.m. and 6:00 a.m. Although the Code states this rule is enforceable regardless of signage, state law prohibits enforcement without proper signage to notify drivers. (Practically speaking, OSVs rarely attempt to park in residential zones.)

State law also authorizes local jurisdictions to regulate parking in specific ways, such as with the "72-hour" rule. This allows cities to adopt ordinances permitting removal of a vehicle parked in the same spot for more than 72 hours. Palo Alto has a 72-hour ordinance, which also, to satisfy federal due process requirements, requires that City staff must post a notice on a vehicle stating it will be towed¹⁰ after 72 hours unless the vehicle travels at least five-tenths of a mile. However, nothing in state or local law prevents a vehicle from moving and re-parking in the same location. Prior to towing a vehicle believed to be used for shelter, Police Department personnel and the City's homeless outreach team collaboratively engage in outreach efforts to attempt to connect occupants with alternative housing or safe parking options. The Police Department has primarily focused on abandoned and non-operational OSVs. The Police Department has successfully collaborated with the City's homeless outreach team and has not towed an occupied OSV.

Parking regulations are typically enforced through citations and fines. In certain situations, as defined by state law, vehicles may also be towed. Because towing is a form of property seizure, it triggers Fourth Amendment protections. Courts have ruled that a judicial warrant is generally required to tow a vehicle unless the action falls under the judicially-defined "community caretaking doctrine." This doctrine authorizes towing vehicles that jeopardize public safety and the efficient movement of vehicular traffic or to keep the vehicle from being a target for

¹⁰ The City's ability to tow OSVs is constrained by the limited number of tow companies operating the specialized equipment necessary for towing OSVs, and by limited local tow yard capacity to store OSVs.

vandalism or theft. In most cases, towing also requires notice and an opportunity to correct the violation.

Signage and Enforcement Considerations

Parking restrictions, including the increased street sweeping parking restrictions and the proposed ordinance banning unattached trailer parking, require installing signage to be enforceable.¹¹ Implementing signage for these items could include use of temporary signs and focused sign installation in areas of high activity.

The cost of signage could be substantial. For comparison, Mountain View spent about \$980,000¹² in 2020 to implement signage relating to its oversized vehicle parking ordinances. In Palo Alto, estimated costs are \$1,900 per block for sign installation by a contractor. As a hypothetical maximum, with approximately 2,200 blocks and two signs per side of the block, this equates to roughly 8,800 signs at an estimated cost of \$4.2 million if signs needed to be posted on every block on every street.¹³ (However, to enforce the recommended ordinance to prohibit unattached trailers, signage would not be required on every block in the City and installation could focus on particular areas. On the other hand, state law requires block-level signage, at minimum, for street sweeping parking restrictions). In addition to costs for installation, engineering is required for sign and pole placement field verification, and work order preparation for new street signs and poles (if needed) in public rights of way. For a Citywide signage program, an additional FTE limited duration equivalent to \$244,000-\$269,000 per year would be needed. There may also be an impact to the work of existing engineering staff on items such as development-related traffic control plan review, routine sign upgrades, traffic signal adjustments, traffic signal upgrades, traffic calming and traffic control device plan review, and complete streets projects engineering design). For reference, Mountain View's implementation required over two traffic engineers working full-time for 9 to 12 months.

There would also be added work for Utility Locators to check for conflicts at each site, and ongoing maintenance after installation, likely requiring additional Public Works staffing. Consistent with current practice,¹⁴ staff would also lead with outreach workers ahead of implementing increased street sweeping or any changes to enforcement. Dedicating the

¹¹ In some cases, California cities adopting regulatory actions relating to OSV parking have been sued by advocates for the unhoused, resulting in legal costs.

¹² Number not adjusted for inflation nor construction cost increases over time.

<https://mountainview.legistar.com/LegislationDetail.aspx?ID=4712008&GUID=B91F5618-049D-44E7-9BA9-966071A60D1C&Options=&Search=>

¹³ This estimate assumes the cost for one sign to be posted throughout the City - approximately 2,200 blocks in the City and 2 signs per side per block. If signage will be installed throughout the City it would equate to approximately 8,800 signs. Installation of signs and posts by a contractor is estimated at \$4.2 million (8,800 x \$475). However, not every new parking restriction may require signage to this extent.

¹⁴ Currently, Police and Public Works coordinate closely with the outreach team during a weekly huddle and as-needed.

outreach team to this work would likely impact their ability to rotate effectively throughout the city for contact with other unhoused people not living in these areas.

In terms of enforcement, a citywide parking regulation, inclusive of all the options presented in this report, would significantly increase parking enforcement workload, triggering the need for an additional 1 police officer and 1 parking enforcement officer. The approximate additional annual cost for either in-house FTEs or contracted services would be \$400,000. The additional towing associated with a new citywide parking regulation could add approximately \$40,000 in towing costs annually.¹⁵

Phased Approach – Actions to Accommodate Some Demand

Expanding Safe Parking on Privately-Owned and Congregation-Based Lots

The City could expand safe parking options by pursuing partnerships with privately-owned commercial properties and building on its existing congregation-based safe parking program.

Allowing safe parking on private commercial property would require amending the zoning code and conducting site-specific environmental reviews under CEQA. Then the City could lease the property from interested owners and develop the site for safe parking use. Developing a zoning code amendment to allow safe parking on privately-owned sites is on the Planning and Development Services Department’s long-term work plan but is currently un-resourced. Moreover, as currently scoped, this effort does not include identification of interested property owners, potential sites or funding sources. Progress would depend on a property owner coming forward, which has not happened so far. If that occurs, staff would need to adjust priorities to move this forward.¹⁶

¹⁵ The exact staffing and associated cost would depend on the specific regulation(s) adopted.

¹⁶ Additional Information on Resources for Safe Parking: Implementation of an expanded safe parking program on privately-owned lots, including commercial and congregation-based sites, would require substantial staff work. This includes outreach to congregations, commercial property owners, and surrounding neighborhoods to gauge interest, identify concerns, and assess willingness to participate; evaluation of potential sites for suitability, including space requirements for RVs, circulation, access, lighting, sanitation, and safety standards; coordination with the Human Relations Commission and the Planning and Transportation Commission; and development of policy options for Council consideration; for example, it could be establishing a pilot program with willing partners or preparing a draft ordinance with defined conditions for private sites.

This scope of work is currently un-resourced. If Council directs staff to proceed, resources would need to be shifted from other Council priority projects, which would result in de-prioritizing or delaying work related to several initiatives including: stream corridor, bird-safe glass, wireless, and lighting/dark skies ordinance implementation and limit the number of Council priorities that could be implemented in calendar year 2026 while staff capacity is redirected to this effort.

Prior staff work on this issue in previous years noted several concerns from commercial property owners about participating in a safe parking program. Liability issues and increased insurance premiums were identified as significant barriers. Elected officials, partnered with staff in direct discussions with potential partners may be more

One idea proposed at Policy and Services Committee was to consider safe parking or perhaps OSV storage on airport vacant land, including places leased to car dealerships. Residential use, including temporary or short-term occupancy, is prohibited on the airport under Section 2.3.1.2 of the Federal Aviation Administration’s Advisory Circular 150/5190-4B. The two staging areas on airport land total approximately 75,000 square feet over 2 sites and are currently leased for \$0.86/square foot, generating roughly \$774,000 annually. If used for unoccupied vehicle storage, federal grant assurances require that the Airport Enterprise Fund be compensated at this rate. The Runway Protection Zone overlays one of the sites and both sites are affected by the Runway 31 approach.

For congregation-based lots, existing City law allows up to eight vehicles to park overnight at approved sites.¹⁷ Staff could explore expanding this to allow 24-hour parking and possibly accommodate some oversized vehicles (OSVs). While OSVs aren’t currently prohibited, the program operator notes these vehicles are hard to manage with the daily movement required under current hours. Expanding to include OSVs or longer hours would require outreach to congregations to gauge interest and address neighbor concerns.

Resource Impacts

Exploring these expansion options would require staff time and reprioritizing other work. Costs depend on the level of expansion and site conditions, especially existing amenities. Additional funding would be needed for program management and might be needed for leases and infrastructure. For context, a recent safe parking expansion with existing facilities cost about \$270,000 annually to accommodate 10 additional RV spaces.

Consider Options for Buyback or Parking Program

As mentioned elsewhere (see “Expanding Safe Parking...” above and “Enhanced Services...” following), both, a buyback program and pursuing storage or temporary parking of OSVs while occupants are participating in an interim shelter (e.g., Homekey) or housing program is a novel approach for the City. A couple of jurisdictions recently pursued buyback and at least one is leveraging a local storage facility to pursue storage. The efficacy, effort required, and costs for this approach are largely unknown at this time. A buyback program in Berkeley disbursed a total of \$150,000 for 21 OSVs. The storage cost for OSVs would likely vary significantly based on location, security involved, and insurance costs. There are no existing OSV storage lots in Palo Alto. The nearest that staff is aware of is in the City of San Mateo and, at the time of this report, staff does not have the per vehicle per month rates charged. Staff estimates that exploring this option would take a couple months to research and analyze and that approvals, agreements, and implementation would require several additional months. Without additional staffing in the

effective than developing a broad pilot program or ordinance, which tends to be more passive and resource intensive. If a partner is identified the city could negotiate a site-specific regulatory agreement to advance the City’s interests in this topic.

¹⁷ Safe parking at churches and other religious institutions is regulated at PAMC section 18.42.160.

near term, an ambitious target would be returning to Council with a recommended path forward and funding request for the Fiscal Year 2027 budget.

Increased Cleaning and Street Sweeping on Selected Streets

The City could focus increased cleaning and sweeping on streets where clusters of OSVs are parked. Streets impacted by OSVs require more frequent and thorough cleaning and maintenance than other areas to address refuse, biohazards, and debris. The City can use parking restrictions to support thorough street sweeping by prohibiting parking on designated streets during sweeping hours. Staff would propose to sweep each side of the designated streets twice per month on alternating weeks. For instance, one side could be swept the first and third Wednesday, while the other side was swept the second and fourth Wednesday.

Streets currently or recently affected by high concentrations of OSVs include Embarcadero Way, Embarcadero Road east of Highway 101, Faber Place, Elwell Court, Corporation Way, East Meadow Circle, Fabian Way, Park Boulevard, Sheridan Avenue, Portage Avenue, Ash Street, Commercial Street, Transport Street, Industrial Avenue, the 1000 block of Colorado, the 900 block of San Antonio, Lambert, and Sheridan (east of Park).¹⁸ The street sweeping parking restrictions may encourage OSV owners to relocate, potentially shifting impacts to more sensitive areas like retail or residential neighborhoods.

To reduce storm drain contamination, the City could install filter fabric at storm drain locations to block larger debris, sediment, and soil particles from entering the storm drain system. Additionally, specialized cleanup crews and equipment are necessary to address any biohazardous debris.

Resource Impacts

Costs for signage, increased street sweeping, and specialized cleanup services would need to be addressed. Installing street sweeping signage on the above-mentioned streets where the highest concentration of OSVs commonly park is estimated at about \$100,000 in addition to staff time and deferral of other priorities in order to engineer the installation of the signs. Posting temporary No Parking signs for the above-mentioned streets to enable expedited street cleaning work, before permanent signs are installed, is estimated at \$143,000. Cleanup after OSVs move on—often involving fluid spills, biohazards, and abandoned items—requires dedicated crews working 4 to 8 hours per instance, costing between \$2,000-\$4,000 plus debris disposal fees. Increasing street sweeping to weekly schedule year-round on these streets would add roughly \$12,000 annually. If street sweeping for these abovementioned street segments is changed from the current schedule of weekly sweeping during Leaf Season and bi-weekly

¹⁸ This list has been updated and amended since the Policy and Services Committee meeting to add portions of Colorado, San Antonio, Lambert, Olive, and Sheridan. Cost for in-house signage along these streets would be approximately \$80,000 and take a minimum of 6 months with in-house staff operating on mandatory overtime. The cost for the increased frequency of street sweeping would be \$12,000 for weekly, year round sweeping of these streets. If the increase were to be one side of the street each week, year round there would be no net increase cost for the sweeping.

sweeping during non-Leaf Season, to sweeping only one side of the street twice per month year-round, alternating sides each week, then staff anticipates there will be no net increase in street sweeping cost.

Enforcement would increase the workload for Police Department parking enforcement staff, as well as increase towing expenses. First-year cost assumes this program would begin with temporary signage. Temporary signage must be maintained and properly noticed to be legally enforceable. At a minimum, staff are required to check temporary signage three days before the scheduled sweeping day when enforcement occurs prior to actual sweeping. If a vehicle is towed, staff time requires the presence of a parking officer and a sworn police officer. At inception, this program will require significant outreach by the police staff and the homeless outreach team. As compliance with the sweeping program increases, enforcement staff time and the number of tows is anticipated to decrease. The FY26 cost of this effort is estimated at \$95,000, inclusive of staff time and enforcement towing - depending on vendor capacity to accept these vehicles. Ongoing costs would be a 0.5 FTE at \$70,000 - \$80,000 annually and some ongoing towing funding is already in the Police Department's operating budget.

Enhanced Services Relating to Inhabited OSVs

The City could further address the impacts of inhabited OSVs with enhanced services, including outreach to people living in vehicles, mobile sanitation support (e.g., garbage collection, pump-out), and potentially explore new strategies like an OSV "buyback" program. These could complement expanded street sweeping and stormwater protection efforts already under consideration. Outreach is a key first step. People living in vehicles often take longer to engage with service providers and may be hesitant to leave the perceived independence and security of their vehicles for shelter options. The City currently has under contract two outreach workers who have recently updated their schedules so that one primarily operates weekday daytime shifts, while the other worker covers weekends and some evenings. Further expanding evening and weekend coverage could improve engagement and trust-building, as anecdotally, this population tends to be working during daytime and weekend hours.

To encourage voluntary participation in shelter programs, the City could consider piloting a vehicle buyback program, as seen in Berkeley and San Francisco, where modest cash incentives were offered in exchange for relinquishing vehicles and moving into interim housing. While promising, this remains a relatively new and untested strategy.

For sanitation, the City could designate a waste drop-off site for OSV occupants or use existing facilities with capacity for increased disposal. Staff does not recommend installing new public waste bins due to concerns about illegal dumping. However, another option could be to issue RV dwellers their own solid waste containers to be placed out for collection on assigned collection days and serviced by GreenWaste of Palo Alto. Some jurisdictions have piloted pump-out programs for RVs with mixed results. For example, Portland's program served over 4,000 OSVs in a few years using a combination of scheduled routes and on-demand service, while

other cities, like Long Beach, saw limited participation. Staff can further explore during Phase 2 how to help OSV occupants appropriately dispose of both their solid waste and liquid waste.

Resource Impacts

The City currently spends approximately \$256,000 annually on its contracted outreach program, which includes two full-time outreach workers and a part-time manager.¹⁹

A potential OSV buyback program's cost would depend on the scale of implementation. For reference, the City of Berkeley allocated \$150,000 to a pilot program, which showed early success—20 out of 21 OSV occupants accepted a cash offer in exchange for moving into interim housing and relinquishing their vehicles.

Residential curbside refuse collection services provided by GreenWaste of Palo Alto, the City's contracted hauler, are \$50.07 per month for the standard size 32-gallon size container. Extrapolating from the estimated number of 133 vehicles,²⁰ the estimated projected additional annual expense for such service is about \$80,000. Providing a larger container for each block, such as a two cubic yard bin, is another option but would come at a significantly higher cost.

Mobile pump-out services would require additional research to determine local costs, but available examples provide useful context. Portland spent roughly \$805,000 over four years (about \$22,000 per month), while Mountain View's three-month pilot cost was \$29,000 (about \$7,250 per month), with a per-service cost of \$391, not including staff time. These two programs had different service models.

Phased Approach – Actions to Increase Regulation

Prohibit Storage of Detached Trailers/Non-motorized Vehicles on Public Streets

A common concern from the community is the presence of detached trailers and other non-motorized vehicles that are clearly not able to move under their own power and taking up public parking spaces. The City could adopt an ordinance banning the parking of non-motorized vehicles, such as camper shells and trailers, on public streets when not attached to a motor vehicle capable of legally moving them. Staff recommend a prohibition that applies throughout the City, at all hours. Alternatively, parking could be limited to a set duration, like 1-2 hours. This would help free up parking spaces currently being used for storage of stationary vehicles unable to move under their own power to comply with the 72-hour parking limit.²¹

¹⁹ Currently, the program is funded through a combination of State Permanent Local Housing Allocation (PLHA) entitlement funds, City General Fund contributions, and financial support from Stanford University.

²⁰ This number considers all vehicles not in safe parking (168 vehicles – 35 in safe parking). The estimate was calculated at 133 vehicles for \$50.07/month each, totaling \$6,659, or \$79,912 annual cost.

²¹ The zoning code (Title 18) includes a prohibition on storing or parking non-operable conveyances on private property, except where screened from neighbors. This provision is enforced by Code Enforcement through issuance of warnings, administrative citations, and fines. For non-motorized conveyances on public streets, staff recommends adoption of a new ordinance specifically addressing use of public parking spaces, enforceable by the Police Department or Office of Transportation.

The ordinance would apply to all such conveyances, whether inhabited or not. At the Policy and Services Committee meeting, a Councilmember expressed concern for contractor trailers retaining the ability to park in public parking spaces. However, a ban on detached trailers will not impact trailers used by construction crews which already require a City permit for parking. The prohibition could also include exceptions for loading/unloading and emergency repairs. Signage would be necessary to enforce this rule, with priorities likely starting in areas most impacted by detached trailers.

The prohibition would be enforceable as a parking citation and by towing.

If directed to return on the Consent calendar with an ordinance as described in this section, staff could bring an ordinance for a first reading as early as December 2025 or January 2026.

Resource Impacts

Sign installation for enforcement would require some costs for the additional signage²² and staff from both the Office of Transportation and Public Works Department, similar to other parking restriction projects.

While enforcement, in the short term, is expected to moderately increase the workload for existing parking enforcement officers and increase towing costs, implementing multiple measures, to include clean sweeping enforcement and this strategy, may require an additional 0.5 full-time equivalent (FTE) staff, at a cost of about \$70,000-\$80,000 annually. Towing would likely be done using the current operating budget and is dependent on towing company capacity. Enforcement for Detached Trailers/Non-motorized Vehicles and street sweeping would share resources.

Prohibit Renting of Public Parking Spaces (“Vanlording”)

Staff identified that some occupied OSVs parked on city streets are being rented out by so-called “vanlords” who profit from leasing public parking spaces for habitation. To address this, the City could adopt an ordinance prohibiting the rental of vehicles for living purposes on public streets or the sale of space in the public right-of-way. The goal would be to prevent private profit-taking from a public resource and protect vulnerable renters who often pay for substandard, unregulated living conditions.

The ordinance would target the vanlord—not the renter—and could include escalating daily fines for violations. Other cities are beginning to take similar action. San José recently passed a vanlord-specific ordinance, and Los Angeles is considering one. While San Francisco doesn’t directly regulate vanlords, it does ban leasing public streets or sidewalks, with fines of up to \$300 per violation.²³

²² Staff believes that this signage would be less extensive and should cost a lower amount.

²³ San Jose’s vanlording ordinance is available here:

https://library.municode.com/ca/san_jose/ordinances/code_of_ordinances?nodetid=1363727

Enforcement may be difficult, as identifying vanlords often depends on information from renters, who may be reluctant to cooperate if the practice is banned. As a result, enforcement would rely on staff investigations.

If Council directed staff to return on the Consent calendar with an ordinance prohibiting vanlording as described in this report, staff could bring an ordinance for a first reading as early as December 2025 or January 2026.

Resource Impacts

Implementing a vanlord ban would require staff resources, primarily from the Police Department and City Attorney's Office. Staff would need to gather evidence—both online and in the field—identify the vanlord, and issue warnings or fines. If a vehicle is occupied, the City would also assess what support services could be offered to the residents. While it is still too early to determine impact to workloads for Police, to be effective with investigating illegal renting, Police staff expect one more police officer would need to be resourced – by either diverting away from other investigations, which is not recommended, or add 1.0 FTE during the FY 27 budget cycle at approximately \$280,000 ongoing.

Limit OSV Parking to Certain Streets with Focused Regulations

The City could manage OSV parking by designating specific streets for OSV parking and prohibiting it elsewhere. This strategy, similar to Mountain View's approach under the term of a legal settlement,²⁴ would help mitigate public health, sanitation, and parking impacts while providing clearer guidelines for both enforcement and services. These designated streets would likely be in commercial or industrial areas where residential or school-adjacent impacts are minimized.²⁵ This targeted approach, paired with the above-mentioned increased services—regular street sweeping, trash/waste collection/removal, and safety measures—on streets where OSVs are allowed. Localized parking regulations like red curbs and intersections clearances could also be implemented to maintain safety and access.

Preliminary analysis suggests that street segments where OSVs are currently clustered could accommodate an estimated 200 OSVs,²⁶ though this would reduce the availability for other users and pose ongoing localized challenges arising from habitation on public rights of way not

²⁴ At Policy and Services, a Councilmember asked what the change in number of OSVs was in Mountain View since it began enforcing its oversized vehicle restrictions in October 2022. Mountain View counted 208 vehicles in August 2022 (138 RVs, 35 passenger vehicles, 35 other), 151 vehicles in January 2023 (115 RVs, 21 passenger vehicles, 15 other vehicles), 148 vehicles in August 2023 (99 RVs, 11 passenger vehicles, 38 other), and 223 vehicles in July 2024 (143 RVs, 31 passenger vehicles, 49 other). Mountain View had not published its 2025 vehicle count at the time this report was written.

²⁵ The municipal code already prohibits OSV parking between the hours of 2:00 and 6:00 am on streets located within residential and public facilities zones. However, to enforce the provision, state law requires local jurisdictions to install signs adequately informing parkers of the restriction. Moreover, any attempt to formally designate a subset of non-residential streets on which OSVs may park (i.e., prohibiting OSV parking on all other streets) would require amending the municipal code.

²⁶ Per the 2025 PIT Count, there were 170 vehicles counted: 29 cars, 122 RVs, and 19 vans.

designed to support the ongoing activities of living.²⁷ In consideration of these localized challenges, two of three Committee members voted to identify non-residential and “non-residential-adjacent”²⁸ streets where OSV parking would be permitted, with the goal of distributing these locations as evenly as possible through the city to avoid overconcentration.²⁹ The number of OSVs allowed to park could be tied to the City’s Point-in-Time (PIT) count, ensuring that capacity remains responsive to actual need. The Committee also raised the possibility of a permitting program to help regulate and monitor OSV parking. In addition, all designated streets could be clearly marked to communicate where OSV parking is allowed, further supporting enforcement and public understanding.

To ensure this is fair and manageable, the City would need a detailed plan identifying where OSVs may or may not park, rather than adopting piecemeal restrictions. Ongoing enforcement of the 72-hour parking rule would continue, and a process would be needed to periodically review and update designated streets.

Resource Impacts

As mentioned in the “Signage and Enforcement Considerations” subsection earlier in this Analysis section, any citywide parking regulation would require significant signage and enforcement-related resources. The resource burden is somewhat ameliorated by the phased nature of the overall recommendation.

Summary of Phased Approach

The table below summarizes the costs referenced about each of the programs.

PHASE	ACTION	ESTIMATED DURATION/ COMPLETION	ESTIMATED COST/ BUDGET TIMING IMPLICATIONS
All	Support program implementation	2 years	\$314,000 (total over 2 years); some costs can be prorated
Phase 1			
1.1	Develop ordinance to prohibit detached/inoperable vehicle parking on public streets	3 months – January 2026	Staff time only

²⁷ Analysis assumptions include OSV length of 30’, 5’ distance between vehicles, driveway clearance of 10’, intersection clearance of 20’, hydrant clearance of 15’ and 300’ hydrant spacing. The estimate analyzed the 14 streets where high concentrations of OSVs are currently clustered, focusing on the segments of those streets where OSVs park. Given those parameters, the combined street length is approximately 12,000 linear feet and assuming one sign per 150 feet and \$300/sign.

²⁸ The municipal code restricts overnight parking of OSVs on streets where the property on at least one side carries a residential or public facilities zoning designation, but it does not prohibit OSV parking on “residential-adjacent” streets or include a definition of that term. If Council wants to expand the restriction, it would need to formulate a definition of “residential-adjacent.”

²⁹ The Councilmember voting against the motion that included this idea was advocating to explore all other options before pursuing limiting OSV parking to certain streets.

PHASE	ACTION	ESTIMATED DURATION/ COMPLETION	ESTIMATED COST/ BUDGET TIMING IMPLICATIONS
1.2	Develop an ordinance to prohibit renting public parking spaces	3 months – January 2026	Staff time only
1.3	Refine scope & begin implementation of additional street cleanups and sweeping	3 months – Jan 2026	\$548K for FY26; plus an additional \$269K in FY27 for engineering; some costs can be prorated ^[1]
1.4	Begin adoption of ordinance(s) (i.e., vanlord, inoperable vehicles) and contract(s) approval (i.e., for street sweeping) on consent calendar	3 months – Jan 2026	Staff time only
1.5.1	Implement & enforce detached/inoperable vehicles prohibition	Apr/May 2026	Unknown amount for signage/FY26 enforcement included in 1.3; FY27 additional \$80K/yr
1.5.2	Implement & enforce vanlord (public parking space rental) prohibition	Apr/May 2026	FY26 enforcement included in 1.3 and 1.5.2; FY27 additional \$280K/yr for 1.3 thru 1.5.2; CAO time dependent on volume
1.6	Work with LifeMoves [and Santa Clara County] to consider options (buyback, storage) and to accept RV residents quickly at Homekey or other housing	6 months – Apr/May 2026	Unknown - \$150,000 ^[2] for buyback program/ FY27 Budget
1.7	Return to Council for direction on expanding safe parking on privately-owned and congregational based lots	If no site identified, then 9+ months – August 2026 ^[3]	Staff time only
Phase 2			
2.1	Develop small scale enhanced services pilot	5 months - Oct 2026	Staff time only
2.2 ^[4]	<i>Begin exploration of limiting OSV parking to certain streets, including process/criteria for designating streets, with community engagement</i>	6+ months – Nov/Dec 2026	Staff time only
2.2.1	<i>Identify non-residential & non-residential adjacent streets</i>	6+ months – Nov/Dec 2026	Staff time only
2.2.2	<i>Tie the number of OSV permitted parking to the PIT count</i>	<1 month	Staff time only
2.2.3	<i>Explore possibility of OSV permitting program</i>	3+ months – Aug/Sept 2026	Staff time only
2.2.4	<i>Evenly disburse permissible OSV parking across identified streets to avoid overconcentration and mark clearly on those streets where permitted</i>	6+ months – Nov/Dec 2026	Staff time only
Phase 3			

PHASE	ACTION	ESTIMATED DURATION/ COMPLETION	ESTIMATED COST/ BUDGET TIMING IMPLICATIONS
3.1	Council approval of enhanced services pilot and related contracts/agreements	Nov/Dec 2026	\$400,000+ one-time FY 2027 Budget
3.2	Council approval of preferred expanded safe parking option(s)	Aug/Sept 2026	Staff time only
3.3	<i>Council identification of streets where OSV parking permitted & develop ordinances and program design</i>	6+ months – Nov/Dec 2026	Staff time only
3.4.1	Implement enhanced services pilot	Jan/Feb 2027	Staff time only
3.4.2	Approve preferred option for expanded safe parking ^[5]	Late 2026 & onward	Staff time only
Phase 4			
4.1	Evaluate enhanced services pilot	Jan/Feb 2028	Staff time only
4.2	Pursue implementation of expanded safe parking. ^[6]	Late 2026 & onward	\$270,000+ annually/Midyear 2026-2027 Budget
4.3	Council approvals relating to limiting OSV parking to certain streets.	Jan/Feb 2027	\$4.2 million one-time for citywide signage FY 2027 Budget \$400,000+ annually thereafter (this includes \$80K for enforcement for 1.3-4.3)
4.3.1	Implement “limiting OSV parking to certain streets” and begin enforcement.	3-6 months - May/Aug 2027	Staff time only

^[1] This amount includes \$100,000 for new permanent signage, \$143,000 for temporary signage if the City wants to start implementing street cleaning immediately, plus \$60,000 for the estimated cost of deep cleaning of the 18 street segments (where OSVs are currently clustered) after the OSVs leave each area for the initial cleaning. Staff anticipates phasing in this work, starting with a few blocks each week over several months. This allows time for workers to install signs along nearly 40,000 linear feet of roadway. The sweeping and cleaning work can follow behind as signs are installed. Additionally, this amount includes \$150,000 for engineering analysis, plans, work orders and inspection related to signage, striping and curb paint throughout the City. It also includes \$95,000 for enforcement support rolled out as PW works through the progressions.

^[2] A buyback program in Berkeley applied \$150,000 for 21 OSVs. The storage cost for OSVs would likely vary significantly based on location, security involved, and insurance costs. There are no extant OSV storage lots in Palo Alto. The nearest that staff is aware of is in the City of San Mateo and the per month vehicle costs were not available at the time of this report publishing.

^[3] Note: this timeframe does *not* align with the P&S Committee recommendation. The motion called for Safe Parking expansion to be moved to Phase 1; however, with no specific site identified to date, this effort is currently not resourced as noted in footnote 16 earlier in this report.

^[4] This particular action was part of a split motion that indicated it would be in Phase 2. As parts of this action also appear in the unanimous motion, where those appear, they are also italicized.

^[5] Since expanded safe parking implementation is also part of Phase 4, staff is considering this the initial implementation steps. Since both proposed expansion options require a willing non-city partner, implementation will begin with outreach and, if successful, result in permitting (e.g., congregation-based) and/or leasing (e.g.,

privately owned).
[\[6\]](#) See note above.

FISCAL/RESOURCE IMPACT

The recommended phased approach would require City funding as outlined in the table below and ongoing staff allocation for the foreseeable future. Although funding sources for the majority of this work have not yet been identified, a significant General Fund allocation is likely. Staff will also research and evaluate other funding sources (e.g., grant funding and/or entitlement opportunities, and Business Tax Revenue for Affordable Housing and Unhoused Services). The budget appropriations reflected in the recommendations on the first page of this report are intended to provide the up-front resources required to move forward on immediate actions, with the expectation that additional appropriations and funding sources will be identified at the mid-year budget report in early 2026.

In the near term, the significant front-loading of items into Phase 1 will require reallocating staff resources, will impact other Council priorities, and will require appropriation of a total of \$707,000 in FY 2026: (1) \$157,000 to the City Manager's Office for resources to support program implementation (2) \$305,000 to Public Works for additional street cleaning on currently impacted street segments and related signage, (3) \$150,000 to the Office of Transportation (pro-rated) for engineering analysis, plans, work orders, and inspections, and (4) \$95,000 to the Police Department for enforcement and towing services. These costs will be funded by: (1) \$157,000 from the Business Tax Revenue for Housing Affordability, (2) \$245,000 from the Refuse Fund, and (3) \$305,000 from the General Fund Budget Stabilization Reserve. The ongoing costs for these services would impact the General Fund by approximately \$0.7 to \$0.8 million ongoing annually. In addition, funding for signage in the Capital Improvement Fund may need additional support from the General Fund depending on resources available in the Infrastructure Reserve for capital improvements.

This report focuses on immediate steps to ameliorate the impacts of vehicle dwelling in Palo Alto. In light of the increasing PIT numbers, however, addressing homelessness in a lasting way will ultimately require additional housing for the people being helped. Although not covered in this report, this longer-term effort is important to keep in mind.

Action	Funding Source	FY 2026	FY 2027	FY 2028 & Ongoing
Street Sweeping Signage	Refuse Fund	\$245,000	\$0	\$0
Clean-up Services	General Fund	\$60,000	\$0	\$0
Engineering	General Fund	\$150,000	\$269,000*	\$0
Enforcement/Towing	General Fund	\$95,000	\$440,000	\$440,000
Expanded Safe Parking	General Fund	\$0	\$135,000	\$270,000
Signage for Additional Parking Restrictions	Capital Fund	\$0	\$4,200,000*	\$0
Administration/Implementation	Business Tax	\$157,000	\$157,000	\$0
Buyback/Storage Program	Business Tax	\$0	\$150,000	\$0
Enhanced Services Pilot	Business Tax	\$0	\$400,000	\$0
Total		\$707,000	\$5,751,000	\$710,000
General Fund Impact *		\$305,000	\$844,000	\$710,000
Business Tax Revenue Support		\$157,000	\$707,000	\$0

*Parking Signage work in the Capital Fund may require additional funds to be transferred from the General Fund depending on resources available in the Infrastructure Reserve. The \$4.2 million for signage and \$269,000 for engineering is the estimated maximum cost to sign Citywide; see discussion in the Analysis section under the Signage and Enforcement Considerations item of this memo. The cost will ultimately vary depending on such factors as: the number of new parking regulations adopted (and therefore the number of new signs), the geographic scope of a new parking restriction, and the availability of existing poles/infrastructure for new signs.

STAKEHOLDER ENGAGEMENT

Staff has made some preliminary efforts to gather feedback from the community on the Committee’s recommendation. This included seeking input from the “RV Dwellers Group” of service providers, a representative of Stanford University, members of the faith-based community, City staff, a City Councilmember, and a Human Relations Commission member, at its regular meeting in September 2025. Attendees discussed how to address and balance needs and concerns, including:

- Considering extending safe parking near Geng Road site,
- Understanding how many people living in vehicles work in Palo Alto, how many are van lifers, and noting that there is distrust and fear in this community,
- Concern about people who would not qualify for housing and/or services based on immigration status, and
- Concern about the health and safety of people living in “vanlord” vehicles.

ENVIRONMENTAL REVIEW

Council action on Phase 1 provisions about enhanced cleaning, street sweeping, parking signs, and parking enforcement are categorically exempt under CEQA regulations 15301 (existing

facilities) and 15321 (enforcement actions). Other items in Phase 1 and in later phases require further Council input and/or approval and CEQA will be addressed as those are approved.

ATTACHMENTS

Attachment A: Neighboring Cities' OSV Parking Approaches

Attachment B: Policy and Services Committee August 25, 2025 Staff Report

APPROVED BY:

Ed Shikada, City Manager

Attachment A: Neighboring Cities' OSV Parking Regulations

The following is a non-exhaustive list of the approaches some of our neighbor cities have taken to managing the impacts of inhabited Oversized Vehicles (OSVs).

San Jose

- “Oversized and Lived-In Vehicle Enforcement” (OLIVE) pilot program¹:
 - The program, funded by a \$1.5 million budget addendum, is intended to help address the environmental and safety issues caused by oversized vehicles, including lived-in vehicles, parked on city streets. It directs City staff to:
 - Identify areas impacted by the parking of oversized and lived-in vehicles on city streets
 - Establish temporary tow-away zones to allow cleanup of impacted areas and encourage vehicles to relocate
 - Analyze the feasibility of installing permanent parking restrictions at select locations
 - 30 sites were identified in FY 2025 and up to 50 will be identified in FY 2026 for temporary tow-away parking restrictions (approximately one month in duration) to help facilitate the cleanup and street sweeping of the area and encourage people to move their vehicles out of the restricted zone. Vehicles that are not voluntarily moved from tow away zones will be subject to towing and impound. Based on the success of the temporary restrictions, up to 10 sites will be considered for permanent parking restrictions.
- Designated “no overnight parking” and “no large vehicle parking” zones. Towing authorized for violations.²
- Ban on vanlording and on living in vehicles, which went into effect in July 2025.³ Services including safe parking, vehicle buy-back program, biowaste removal, and trash pickups for lived-in vehicles.⁴

San Mateo

- Prohibits parking oversize vehicles and detached trailers on residential streets throughout the city.⁵
- Prohibits living in vehicles.⁶ The City had not been enforcing this ordinance, which was originally passed in the 1990s, but recently began enforcing it again after a dedicated outreach period.⁷

Menlo Park

- Effective April 2025, OSVs may not park overnight (2-5 am) on any public street in the city.⁸
- The City also recently updated its 72-hour ordinance and adopted ordinance language to implement AB 413 (state law that prohibits parking within defined distance of intersections).⁹

Fremont

- In late 2024, the Fremont City Council approved municipal code amendments that would:
 - Prohibit parking an OSV on any public street within 100 feet of a residential property line.¹⁰

- Amend the City’s 72-hour ordinance to clarify that “Any vehicle that has been parked or left standing in the same location or parking spot for seventy-two (72) consecutive hours must be moved at least one thousand (1,000) feet (approximately two-tenths (2/10) of a mile) from its current location and may not return to the same parking spot for at least twenty-four (24) hours after its departure.”¹¹
- The associated staff report¹² acknowledged that enforcement would be largely complaint-based. Staff estimated that substantially expanding parking enforcement beyond their current model would require several additional FTEs at a total ongoing expense of about \$1.2 million plus additional one-time expenses for equipment and material.

Sunnyvale

- Sunnyvale plans to expand safe parking. At the end of 2024, the Council passed an ordinance¹³ that would govern safe parking programs in the city. It also directed staff to pursue implementing a safe parking pilot program on public land and a general fund grant for nonprofit or faith-based organizations to provide safe parking on private land.¹⁴

San Francisco

- San Francisco recently imposed a citywide two-hour limit on OSV parking. Vehicles that have applied for and received a “refuge permit” are exempt from enforcement.¹⁵ To be eligible for a permit, applicants must:
 - Have been living in a large vehicle in SF as of May 2025 (verified by City staff count)
 - Be actively engaging with City services for the unhoused
 - Agree to adhere to a “good neighbor policy”
 - Allow Public Works to clear debris around the vehicle
 - Agree to relinquish the vehicle (via City-run buy-back program or otherwise) and enter permanent housing or non-congregate interim housing if offered.
- The City has budgeted \$13 million for the program over two years. Enforcement is set to start November 1, 2025.

Cupertino

- City recently passed a first reading¹⁶ of an ordinance that would ban overnight OSV parking throughout the city. Housed city residents would be eligible to apply for up to 20 permits a year that would allow them to park their OSVs on the street for up to 72 hours at a time.
- The ordinance also bans renting out a vehicle for living or sleeping quarters in the public right of way.
- At the time this report was written, the ordinance had not yet taken effect.

¹ <https://www.sanjoseca.gov/your-government/departments-offices/transportation/parking/vehicle-abatement/oversized-and-lived-in-vehicle-enforcement>

² <https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:eab8cf93-9cc5-4caf-a89a-0358319167f0>

³ https://library.municode.com/ca/san_jose/ordinances/code_of_ordinances?nodeId=1363727

⁴ <https://www.sanjoseca.gov/residents/homelessness-hub/homelessness-hub-faqs>

⁵ <https://www.cityofsanmateo.org/2407/Oversized-Vehicle-Parking>

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- ⁶ [https://law.cityofsanmateo.org/us/ca/cities/san-mateo/code/10.04.140#\(a\)](https://law.cityofsanmateo.org/us/ca/cities/san-mateo/code/10.04.140#(a))
- ⁷ <https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:9f595393-eae3-4d52-b18d-88cb77eef4f0?viewer%21megaVerb=group-discover>
- ⁸ <https://www.codepublishing.com/CA/MenloPark/html/MenloPark11/MenloPark1124.html#11.24.075>
- ⁹ <https://www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2024-meetings/agendas/20241112/l1-20241112-cc-oversized-vehicle-and-parking-ord.pdf>
- ¹⁰ <https://www.codepublishing.com/CA/Fremont#!/Fremont10/Fremont1005.html#10.05.555>
- ¹¹ <https://www.codepublishing.com/CA/Fremont#!/Fremont10/Fremont1005.html#10.05.550>
- ¹² https://fremontcityca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1980&MediaPosition=&ID=5285&CssClass=
- ¹³ <https://ecode360.com/46385883>
- ¹⁴ <https://sunnyvaleca.legistar.com/LegislationDetail.aspx?ID=7014182&GUID=1ED10C32-1325-4891-ABED-959D528361C5&G=FA76FAAA-7A74-41EA-9143-F2DB1947F9A5&Options=&Search=&FullText=1>
- ¹⁵ <https://www.sf.gov/large-vehicle-refuge-permit-program>
- ¹⁶ <https://cupertino.legistar.com/LegislationDetail.aspx?ID=7640446&GUID=AA6B4AEF-0865-48BB-ADEB-056F131B83A5>



CITY OF PALO ALTO
Policy & Services Committee
Special Meeting
Monday, August 25, 2025
6:00 PM

Agenda Item

1. Discussion and recommendation to Council on prioritization of potential approaches to address oversized vehicle (including recreational vehicle) impacts, particularly relating to individuals living in vehicles *Presentation*



CITY OF
**PALO
ALTO**

Policy & Services Committee Staff Report

From: City Manager

Report Type: ACTION ITEMS

Lead Department: City Manager

Meeting Date: August 25, 2025

Report #:2506-4783

TITLE

Discussion and recommendation to Council on prioritization of potential approaches to address oversized vehicle (including recreational vehicle) impacts, particularly relating to individuals living in vehicles

RECOMMENDATION

Staff recommends that the Policy & Services Committee discuss and recommend Council approval of a phased approach to addressing oversized vehicle impacts.

EXECUTIVE SUMMARY

This item responds to the Council Priority Objective to present possible approaches to Policy & Services Committee to address oversized vehicle (OSV) impacts, particularly relating to individuals living in vehicles, anecdotal reports of significant increases in people living in OSVs on City streets, and recent increases in calls and complaints relating to OSV long-term parking and associated health and safety concerns. This report summarizes a variety of approaches to accommodate some demand for OSV parking and related services while also increasing regulation of OSVs. These options enable a phased approach that balances the need to accommodate those living in vehicles with the need to manage public health, safety, and neighborhood impacts, while also considering available resources. Potential phasing could begin with additional regulations, street maintenance measures, and an enhanced services pilot (e.g., mobile pump-out, garbage pick-up, and additional outreach), leading toward expanded safe parking options and limited OSV parking on certain streets with focused regulations.

At the time of this report, the 2025 Point in Time count numbers at the city level is not yet available by Santa Clara County. However, the 2023 Point in Time count observed 206 people experiencing homelessness in Palo Alto, with 88% living in approximately 102 vehicles. Given the anecdotal increases in vehicle dwellers, this report assumes a doubling of the 2023 vehicle count.

Potential approaches for addressing homelessness impacts outlined in this report, offer potential actions and reflect experience gained from other cities' experiences with this challenge. The preliminary list of ideas presented are to gain initial feedback from the Committee. Based on the Committee and Council discussion and direction, stakeholder engagement plans will be developed and additional fiscal analysis completed.

BACKGROUND

Homelessness is clearly one of, if not the most, vexing societal problems of our time and impacting communities across California and the nation. The City of Palo Alto aligned its homelessness response with the Santa Clara County Community Plan to End Homelessness 2020-2025, which the City endorsed in August 2021.¹ Since then, the City has pursued a variety of initiatives to better support housing stability including: strengthening renter protections, enabling safe parking programs, permitting and beginning construction of the interim Homekey shelter, and supporting affordable housing developments such as Wilton Court Apartments, 231 Grant Ave, Mitchell Park Place, and development on City-owned properties such as Lot T downtown and 340 Portage Ave. On an ongoing basis, the City also responds to resident and business concerns associated with the impacts of homelessness throughout Palo Alto, with a focus on service referrals and enforcement of existing laws.

By late 2023, Council prioritized a deeper insight into the unhoused situation locally, resulting in a 2024 Council Priority Objective to conduct a gap analysis of local housing and homelessness services.² The analysis, shared as an information item to Council on December 9, 2024, was followed by a study session on February 10, 2025.³ That session included updates on service coordination and enforcement efforts; a review of the gap analysis; an overview of suggested community engagement next steps, including involving the Human Relations Commission; and a Council discussion on housing production, homelessness prevention, support services, and enforcement efforts related to health and safety, referring follow-up discussion to the Policy and Services Committee.

¹ Santa Clara County Community Plan to End Homelessness 2020-2025:

https://housingtoolkit.sccgov.org/sites/g/files/exjcpb501/files/CommunityPlan_2020.pdf ; Council Staff Report, April 5, 2021 <https://www.cityofpaloalto.org/files/assets/public/v/1/agendasminutesreports/reports/city-manager-reports-cmrs/year-archive/2021/id-12133.pdf> ; Council Action Minutes, August 9, 2021 <https://cityofpaloalto.primegov.com/Public/CompiledDocument?meetingTemplateId=3354&compileOutputType=1>

² Council Meeting, December 4, 2023 <https://www.youtube.com/watch?v=A-2CuhXvs84>; Council Staff Report, December 9, 2024

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=6549&meetingTemplateType=2&compiledMeetingDocumentId=12534>

³ Council Staff Report, February 10, 2025

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=6751&meetingTemplateType=2&compiledMeetingDocumentId=13091>

Through the discussion, Council referred follow up on this topic to the Policy & Services Committee with focus on a few key areas from the February Council study session discussion. The discussion also informed two 2025 Council Priority Objectives:⁷

- **Present options to address homelessness impacts, particularly relating to individuals living in vehicles, to Policy & Services Committee for prioritization.** *Identify feasible (1) regulatory approaches to manage the use of public space and (2) policy solutions to expand RV safe parking. Present options to Policy & Services for consideration and prioritization.*
- **Organize an initial review of sources and methods to raise funding to support new affordable housing production for future evaluation.** *Conduct research to identify and evaluate sources and methods. Work with the Finance Committee to develop recommendations for City Council.*

This staff report responds to the first Council Priority Objective. The second Objective, once staff has identified and evaluated sources and methods, will be referred to Finance Committee.

Following the study session and adoption of the 2025 Council Priority Objectives, staff presented the gap analysis on June 12, 2025⁸ to the Human Relations Commission for discussion and input relating to housing and services for the unhoused. Two commissioners called for more housing in general and more senior housing, specifically. Individual commissioners (this was not an action item) supported a variety of ideas, including:

- Adding safe parking, particularly for RVs;
- Increasing incentives for below market rate (BMR) housing;
- Making it easier to build (e.g., streamlining the process);
- Addressing family homelessness, perhaps through hotel vouchers or building tiny homes;
- Improving the quality of shelters;
- Continuing progress with renter protections; and
- More aggressively pursuing partnerships with the tech industry for a variety of things including providing communications access to people experiencing homeless (e.g., cell phones, wi-fi, etc.).

⁷ Council Staff Report, May 5, 2025

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=7767&meetingTemplateType=2&compiledMeetingDocumentId=14271>

⁸ Human Relations Commission Staff Report, June 12, 2025

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=8147&meetingTemplateType=2&compiledMeetingDocumentId=14739>

ANALYSIS

The 2023 Point in Time (PIT)¹¹ count observed 206 people experiencing homelessness in Palo Alto, with 88% living in a vehicle (those individuals lived within 102 vehicles). This differs from the 32% countywide unhoused population living in vehicles. More recently, service providers and City staff have reported a significant increase in people living in vehicles in Palo Alto. At the time of this report, the 2025 PIT count numbers at the city level were not yet available. The County has indicated they will be sharing the city level 2025 PIT numbers in late summer. Given the anecdotal increases in vehicle dwellers, this report assumes a doubling of the 2023 vehicle count.

The increasing numbers of people living in vehicles on public streets presents a health and safety challenge which leads to an increased demand for off-street safe parking, outreach services, street cleaning, and waste disposal. The City received calls and complaints relating to the long-term parking of oversized vehicles (OSVs), personal property obstructing the streets and sidewalks, and improper disposal of human waste. The City Manager's Office has noted a sharp increase in these complaints beginning in Spring 2025.

The remainder of this report provides a discussion of potential approaches for addressing homelessness impacts, looking at potential actions to (1) mitigate impacts of accommodating some demand, (2) increase regulation where impacts occur and avoiding impacts elsewhere, and (3) combine options into a potential phased approach that recognizes implementation timelines and the complexity of this issue. These options reflect experience gained from other cities' experiences with this challenge, and a summary of some other cities' experiences are provided in **Attachment A**. Please note, this is a preliminary list of ideas for the Committee's discussion and feedback. Staff has not yet conducted outreach to community stakeholders on these ideas.

State Law and Local Parking Regulations Relating to Oversized Vehicles

In California, the state legislature has exerted preemptive authority over vehicle movement and parking regulations. Cities, including charter cities, are permitted to adopt local laws regulating parking only to the extent authorized by state law. City regulations must also comply with requirements arising from the U.S. Constitution.

In general, vehicle parking is available in the public right of way where: (a) parking is not prohibited; and (b) vehicles can be parked without blocking an active lane of traffic, fire-safety hydrants, driveways, and for other reasons set forth in state law. These general rules apply equally to parking of oversized vehicles, unless a local jurisdiction adopts parking restrictions for OSVs, which the state Vehicle Code allows.

¹¹ The PIT count is conducted every two years in Santa Clara County.

The Palo Alto Municipal Code includes one provision regulating OSV parking: a prohibition on parking of OSVs in residential and public facility zones between 2am and 6am. However, while the Code states this regulation is enforceable regardless of signage, preemptive state law bars enforcement without adequate signage to inform parkers of the restrictions. (Note: as a practical matter, to date, it is not common that OSVs attempt to park in residential zones.)

State law authorizes local jurisdictions to regulate parking in a variety of specific ways. One area of interest is the “72-hour” rule. State law allows cities to adopt a local ordinance authorizing removal of a vehicle that has been parked in the same place for more than 72 hours. Palo Alto has adopted such an ordinance. Prior to removing a vehicle, the ordinance requires City staff to affix a notice to the vehicle advising that the vehicle will be removed for violation of the ordinance after 72 hours unless it is moved at least five tenths of a mile. (This notice procedure satisfies federal due process requirements.) If the vehicle is moved, there is nothing in state or local law that prevents the owner from re-parking in the same location.

In general, parking regulations are enforced through citations and fines. In some circumstances defined in state law, vehicles are also subject to being towed, but towing is a seizure of property, which implicates the Fourth Amendment of the U.S. Constitution. Courts have ruled that a judicial warrant is required to tow a vehicle unless the tow is justified under the judicially-defined “community caretaking doctrine.” That doctrine authorizes towing vehicles that jeopardize public safety and the efficient movement of vehicular traffic or to keep the vehicle from being a target for vandalism or theft. In many cases, towing also requires individualized notice and an opportunity to remedy the violation.

Potential Actions to Accommodate Some Demand

A. Expand Safe Parking at Baylands Athletic Center (or Other Dedicated Parkland)

The Baylands Athletic Center and surrounding area is currently dedicated parkland. Providing additional safe parking near the City’s current Geng Road site would require “undedication” of space that is currently dedicated parkland. Potential spaces to consider for undedication would be the (A) the batting cage area, or (B) the land facing the current safe parking site on the other side of Geng Road, or (C) the baseball field, as shown in Figure 1 below. Undedicating any of these areas would require a vote of the electorate. This change would provide additional spaces for safe parking, facilitate the provision of services to those living in their vehicles, and reduce the number of vehicles parked on public streets. It would, however, only accommodate a fraction of the oversized vehicles currently occupying public streets around the city.



Figure 1, Baylands Athletic Field space, showing (A) batting cages, (B) land facing current safe parking, and (C) baseball field.

Implementation Considerations

This change would require analysis under the California Environmental Quality Act (CEQA), as well as the work needed to convert the space to a safe parking site (e.g., grading, plumbing, electrical, etc.). The land facing the current safe parking site (area B in Figure 1), would need to be surveyed for sensitive species and habitat.

Converting the athletic field to a safe parking site could impact other uses of area C such as baseball field use and staging and space for events held at the site (e.g., the annual Moonlight Run). Converting and running the site would require both City funding and support from Santa Clara County and non-profit partners. Any of the proposed portions in or around the Baylands Athletic Center could likely support 10-20 safe parking spaces. Use of any of this area for safe parking could limit future opportunities for habitat restoration or recreational uses.

Resource Impact

Resources required include the cost of putting an item on the ballot, plus site preparation and operational costs. For the 2026 ballot, costs are forecast to be approximately \$100,000 for a single ballot measure (e.g., base charges, printing, legal publication/notice, analysis). The recent safe parking expansion, adding 10 RV spaces, cost roughly \$270,000 annually, covering staffing (e.g., facilities management, case management, outreach), utilities, portable restrooms and sinks, and administrative costs. Assuming approximately 14,000 square feet of space needed to accommodate 10 additional oversized vehicles (OSVs), site prep costs for clearing vegetation, grading, paving, and striping would be approximately \$600,000.¹³ With federal funding cuts for housing and homelessness, the County does not have additional resources to contribute. Overall, staff estimates that the minimum cost would be \$1,000,000 in the first year, which would include election costs, site preparation, and operations. Ongoing, the annual cost is estimated to be similar to the recent safe parking expansion amount of \$270,000 annually.

B. Safe Parking on Privately-Owned Commercial Lots

The City could allow safe parking sites on privately-owned commercial property. Allowing this use of commercial property would likely require an amendment to the City's zoning code. It would require analysis under CEQA, with issues that will be site-specific. The City could then enter into a lease with the property owner for safe parking operations.

Implementation Considerations

This approach is in the Planning and Development Services Department long-term workplan (forecasted for 2026) but is not currently resourced given no currently identified site. It would require a private property owner willing to lease land to the City for this purpose, and to date no property owner has come forward. Should a willing property owner come forward, staff would need to reprioritize other work to advance this option.

Resource Impact

The impact would vary depending on the existing onsite amenities (e.g., utilities, buildings, restrooms, etc.), versus anything that would need to be brought in. As mentioned above, the recent safe parking expansion cost roughly \$270,000 annually for 10 additional RV spaces at a site with existing amenities (i.e., onsite showers, restrooms, kitchen, fencing, office space, etc.). The cost of a lease with a property owner is unknown.

¹³ The expansion area for 2000 Geng Road Safe Parking measures approximately 113 feet by 118 feet or 13,334 square feet and can accommodate 10 oversize vehicles, together with sufficient portable toilets, sink, and trash receptacles. The cost estimate is preliminary and includes paving costs and contingencies for design, testing and stormwater treatment as the area is over the 5,000 square foot requirement.

C. Expand Congregation-Based Safe Parking Program

In January 2024, Council made permanent the City's Congregation-Based Safe Parking Program,¹⁵ including regulations allowing for up to eight (8) vehicles overnight. Staff could explore feasibility of and interest in expanding the congregation-based program to allow vehicles to stay 24 hours and/or to consider allowing some number of OSVs.

Implementation Considerations

While the City does not prohibit OSVs from the existing congregation-based program, the safe parking program operator has noted these sites are not ideal for OSVs because the daily movement required with the existing operation hours would be difficult for OSVs. An exploration of adding OSVs to these sites and extending the program from overnight to 24-hour parking would involve outreach to congregations and neighbors.

Resource Impact

Researching and developing this policy change would require staff time and reprioritizing other work.

D. Increased Cleaning and Street Sweeping on Selected Streets

Streets impacted by OSVs often need more frequent and thorough cleaning and maintenance than other streets. This could include streets where OSVs are currently observed, including: Embarcadero Way, Embarcadero Road east of Highway 101, Faber Place, Elwell Court, Corporation Way, East Meadow Circle, Fabian Way, Park Boulevard, Sheridan Avenue, Portage Avenue, Ash Street, Commercial Street, Transport Street, and Industrial Avenue. Regular street sweeping can mitigate some of the impacts associated with long-term inhabited OSV parking on streets (e.g., refuse in the storm drain system).

The Vehicle Code authorizes cities to establish and enforce parking restrictions to facilitate thorough street sweeping.

Implementation Considerations

Parking restrictions to support street sweeping would prohibit all parking on the designated streets during sweeping hours, and as such street sweeping regulations may incentivize OSV owners to park elsewhere. This could include areas more sensitive to associated impacts, such as retail districts or residential neighborhoods.

¹⁵ City Council Staff Report, January 16, 2024, <https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=3827&meetingTemplateType=2&compiledMeetingDocumentId=8890>

To mitigate storm drain impacts, the City could install filter fabric¹⁷ at each storm drain location to deter biohazards from entering storm drains. After OSVs relocate or move, staff have observed large amounts of debris left behind, including fluid spills and biohazards. This requires not only street sweeping, but a team and special equipment to address the biohazard elements of the cleanup.

Resource Impact

The City would incur the cost of signage and increased sweeping and any required road cleanup. Staff estimates signage would cost approximately \$70,000 if installed along the aforementioned segments of the 14 streets where OSVs are currently clustered.¹⁸ When OSVs have been parking in a particular area for an extended period, it often requires additional cleanup of abandoned items, spilled liquids, biohazards, etc. This type of street cleanup would require the dispatch of workers for 4-8 hours from each worker, depending on the situation, at a cost between \$2,000 - \$4,000 (4 or 8 hours, at \$100/hour), plus a debris dumping fee. To increase roadway sweeping to remove debris with a street sweeper would not trigger by itself a significant cost increase.¹⁹ As an example, if street sweeping increased to weekly, year-round only on the street segments where OSVs are currently clustered (i.e., Embarcadero Way, Embarcadero Road east of Highway 101, Faber Place, Elwell Court, Corporation Way, East Meadow Circle, Fabian Way, Park Boulevard, Sheridan Avenue, Portage Avenue, Ash Street, Commercial Street, Transport Street, and Industrial Avenue), the annual cost increase would be approximately \$11,000. Enforcement of this regulation is anticipated to create a minimal workload increase for existing Police Department parking enforcement personnel and a minimal increase in annual towing expenses. However, if Council adopts multiple measures requiring additional parking enforcement, cumulatively, that would require an additional 0.5 FTE at an approximate cost of \$50,000-\$75,000 in parking enforcement, and additional towing

¹⁷ Filter fabric would not prevent liquids from entering the system and can cause local ponding and flooding if not removed before rains.

¹⁸ This estimate assumes signs along the 14 aforementioned street segments where OSVs are currently clustered and approximately 1 sign/150 feet.

¹⁹ The City's current street sweeping contractor sweeps residential streets once a week during Leaf Season (October – February), and once every two weeks during non-Leaf Season (February – October). If the City increased sweeping frequency, such as changing the “once every two weeks during non-Leaf Season” to once a week so that all residential streets are swept weekly year-round, then there will be an ongoing additional cost of approximately \$85 per curb mile.

expenses of approximately \$50,000-\$100,000. Overall, this strategy is estimated to cost \$165,000-250,000 the first year.²³

E. Enhance Services Relating to Inhabited OSVs

The ongoing presence of inhabited OSVs generates impacts that the City may wish to further address with enhanced services, such as conducting outreach to people experiencing homelessness, particularly those inhabiting OSVs, providing garbage pick-up and mobile pump-outs to OSVs combined with the expanded street sweeping and storm drain maintenance described above. Other concepts such as setting up an OSV “buy back” program could also be explored. This could help increase the effectiveness of outreach and mitigate some of the impacts associated with long-term inhabited OSV parking (e.g., personal property obstructing the street, debris buildup in storm drains, improper human waste disposal).

Allocating additional resources to outreach and cleanup services could help mitigate the impacts of inhabited OSVs without requiring significant additional regulatory action or could be paired with additional regulation to mitigate impacts from OSV parking. This approach could be combined with an increase in enforcement of existing regulations, such as prohibitions on illegal dumping.

Implementation Considerations

Vehicle dwellers are often harder to contact, take longer to establish trust with service providers, and are frequently reticent to “give up” the flexibility, autonomy, and perceived security of a private vehicle for the commitment to program rules and reduced privacy associated with shelters. Currently, the City has a contract for two (2) outreach workers, with some flex scheduling available, primarily operating Monday through Friday during the daytime. Having enough outreach workers to cover weekends, evenings, and early mornings will increase the likelihood of successful contact, which is the first step towards establishing trust.

To address the reluctance of leaving a vehicle for a shelter, the City could follow the example of other Bay Area cities (i.e., Berkeley and San Francisco) in offering a small stipend for those willing to accept shelter and relinquish their OSVs. However, buyback programs are an untested novel approach and their efficacy and full costs are not yet known. Overall, it will be difficult to identify funding for additional resources given fiscal constraints.

To provide garbage pick-up, the City could identify a dedicated location for disposing of OSV waste or an existing facility with a refuse enclosure and container capacity for additional

²³ Since it is likely initial efforts will require the additional street cleanup in a more intensive manner and decrease as street sweeping assumes a regular rhythm, this estimate assumes \$2,000/\$4,000 cleanup (minimum/maximum) on each of 14 streets 3 times (\$81,000/\$168,000) plus \$70,000 in signage costs and \$11,000 for weekly street sweeping.

disposal volume. Staff does not recommend placing additional public waste containers because of the potential to encourage illegal dumping.

A handful of jurisdictions in the west have attempted to provide pump-out services to OSVs, with varying degrees of success. Two recent examples are Long Beach, CA and Portland, OR. Long Beach provided a pump-out location during weekdays and had very little uptake or use. Portland started with a regular route on a weekly basis and then added some “by-request” responses and served more than 4,000 OSVs in the first several years of the program. Mountain View also piloted a three-week pump-out program in 2018, at two locations and two times, one afternoon/evening on Tuesdays, the other midday on Saturdays, which served 18 OSVs a total of 33 times.²⁵

Resource Impact

Currently, the City pays approximately \$66/hour (per outreach worker) for 2 FTEs and \$99/hour for a 0.1 FTE manager, operating on a Monday – Friday day shift schedule, totaling \$256,000 annually. Funding for the outreach pilot is provided through a combination of State Permanent Local Housing Allocation (PLHA) entitlement funds, City General Fund contributions and financial support from Stanford University.

In terms of the cost of a buyback program, the City of Berkeley allocated \$150,000 towards a buyback pilot, with early results indicating 20 of 21 OSV occupants accepting a cash offer for their OSV in exchange for moving into interim housing.²⁶

As mentioned above, additional street sweeping and cleanup has a range of costs from an as-needed basis at several thousand dollars an instance to weekly, street sweeping, which would cost approximately \$165,000-250,000 the first year, assuming the 14 street segments where OSVs are currently clustered.

In terms of pump out costs, this would require more research for accurate, up-to-date estimates. At the time of this report, staff was able to learn the cost of both the Portland program at \$805,000 for July 2021 through June 2025 (approximately \$22,361/month), and the Mountain View pilot at \$29,000 for January through April 2018 (approximately \$7,250/month). For Mountain View, the per service cost, exclusive of staff costs, was \$391.

²⁵ Mountain View City Council Report, May 15, 2018

<https://mountainview.legistar.com/LegislationDetail.aspx?ID=3501450&GUID=FEBF512E-C985-4BD6-B35F-302756729DC5>

²⁶ <https://berkeleyca.gov/sites/default/files/documents/2025-04-15%20Item%2004%20%20Contract%20University%20of%20California.pdf>

Potential Actions to Increase Regulation²⁹

Some of the potential actions listed below involve new parking regulations. Most parking regulations require signage. In general, comprehensive citywide regulations typically require signage throughout the City. In some cases, however, it may be possible for the City to use temporary signage or individualized notices. Also, depending on the strategy selected, it may be possible to install signage in targeted areas or to approach a comprehensive signage program through a phased approach. For the Committee's understanding, full implementation of a citywide parking regulation would require significant resources for signage as well as enforcement. More details are below.

Signage Cost Considerations (relevant for any citywide regulation approaches)

The estimated cost to install new signs for a new citywide regulation would be hundreds of thousands of dollars. For context, in 2020, the City of Mountain View spent \$980,000³⁰ one-time cost on signage to implement their OSV parking ordinances.

For Palo Alto, costs would vary but at minimum, assuming two signs and posts per side, per block it would cost \$1,200 per block in-house (\$800 labor, \$400 materials) and \$1,900 per block if contracted out. If signage is required on all Palo Alto blocks, the City would need to add 2.0 FTE in Public Works working full-time on this work for approximately five (5) years.³¹

Additionally, if deploying signage on all city blocks, this would require significant staff time from the Office of Transportation including an additional 1.0 FTE or the re-allocation of traffic engineering staff from other duties (such as signal timing and capital projects) to design and direct field staff for sign installations citywide for the duration of the implementation time period. The costs associated with traffic review and permitting for a more narrowly defined approach could be on the order of \$300,000 and/or equivalent opportunity costs associated with diversion from other City projects and essential City services. For context, in 2020, the City of Mountain View dedicated 9 to 12 months of work for more than two (2) traffic engineers who reviewed, permitted and issued work orders to implement their OSV parking ordinance.

²⁹ In some cases, California cities that have adopted one or more of the listed regulatory actions have been sued by advocates for the unhoused, resulting in legal costs. Potential legal fees and costs are not included in the resource impact sections that follow.

³⁰ Number not adjusted for inflation nor construction cost increases over time.

<https://mountainview.legistar.com/LegislationDetail.aspx?ID=4712008&GUID=B91F5618-049D-44E7-9BA9-966071A60D1C&Options=&Search=>

³¹This estimate assumes approximately 2,200 blocks in the City and 2 signs per side per block. For in-house staff, fabrication and installation of signs and posts at each location, would be approximately \$800 per block for field staff labor plus \$400 for materials, or \$2.65 million for the approximately 2,200 blocks in the City and take over 20 years to complete. If signage will be installed throughout the City it would equate to approximately 8,800 signs. To install this signage, the City would need an additional 2 FTE, working full time, for approximately five years. If the work is outsourced to a contractor, the work would cost approximately \$4 million³¹. To install both signs and posts would cost \$4 million (8,800 x \$475).

Staff also anticipates an impact on Utility Locators during the implementation period for the Locators to verify each sign location for utility conflicts. Once all the signs have been installed throughout the City, ongoing maintenance requiring 2.0 FTE to fabricate and replace signs will be needed. The maintenance timeframe begins soon after installation.

Parking Enforcement Cost Considerations

Enforcement of a citywide parking regulation likely would create a significant parking enforcement workload increase, requiring an additional 1-2 FTE parking enforcement officers. The approximate annual cost of 1-2 FTE parking enforcement officers (in house or contracted enforcement services) is \$125,000-\$250,000. Beyond enforcement personnel, any citywide parking regulation that results in additional towing expenses, could add costs ranging from approximately \$50,000-\$100,000 annually.

The cost information above is relevant to some of the approaches described below.

F. Prohibit Renting of Public Parking Spaces

Staff have determined that some of the occupied OSVs parked on city streets are owned by “vanlords” purporting to rent vehicles for habitation. Staff could develop an ordinance prohibiting the renting of vehicles for habitation on public streets or otherwise purporting to rent space in the public right of way. Such a prohibition would prohibit private profit-taking from use of a public resource (on-street parking spaces) and discourage vanlords who take advantage of vulnerable populations by charging rent while failing to provide the infrastructure necessary for human habitation. This prohibition would be enforced against the vanlord, not the renter, and penalties could include a fine assessed per day of violation.

Other cities are seeing vanlording proliferate and are working to crack down on the practice. While San Francisco does not have any laws regulating vanlords specifically, the municipal police code does forbid leases, rental agreements, or contracts of any kind for the use of any sidewalk or street enforceable by citations up to \$300 per violation. Los Angeles is currently considering an ordinance aimed specifically at vanlords, and San José recently adopted one.³⁵

Implementation Considerations

Identifying a vanlord can be challenging. In the past, the City has relied on information from the RV renters, but renters will be disincentivized from helping the City identify their vanlords if the City starts enforcing a ban on the practice. Enforcement will likely rely on complaints.

³⁵ San Jose’s vanlording ordinance is available here:
https://library.municode.com/ca/san_jose/ordinances/code_of_ordinances?nodetid=1363727

Resource Impact

Enforcement of a vanlord ban would require minimal staff resources, primarily in the Police Department and City Attorney's Office. Enforcement would involve collecting evidence that a violation is occurring, both online and in the field. Once staff determine a violation is likely occurring, the City would need to locate the vanlord, issue a warning or fine, and then collect on the fine. If the vehicle is inhabited, staff would determine what resources can be offered to those living there.

G. Prohibit Storage of Detached Trailers/Inoperable Vehicles on Public Streets

A frequently cited source of concern from community members are detached trailers, that are clearly unable to move therefore essentially being stored or stationary on city streets. The City could adopt an ordinance prohibiting placement of nonmotorized or inoperable conveyances (such as camper shells and trailers) on the public right-of-way, or limiting parking to a maximum duration such as 1-2 hours. This would reduce the use of public parking spaces for storage of non-vehicles that are unable to move under their own power (e.g., to comply with the 72-hour parking limit).³⁷

Implementation Considerations

A prohibition on parking non-motorized or inoperable conveyances would apply equally to all such conveyances, whether inhabited or not. Signage is required for enforcement as discussed earlier, and installation priorities will need to be established likely starting with areas impacted by detached trailer parking.

Resource Impact

Sign installation will require Transportation and Public Works staff resources similar to other options discussed. Enforcing this prohibition is anticipated to create a minimal increase in workload for existing police department parking enforcement personnel and a minimal increase in annual towing expenses; however, if multiple measures requiring additional parking enforcement are adopted, they are expected to, cumulatively, require an additional 0.5 FTE at an approximate cost of \$50,000-\$75,000, and additional towing expenses of approximately \$50,000-\$100,000.

³⁷ The zoning code (Title 18) includes a prohibition on storing or parking non-operable conveyances on private property, except where screened from neighbors. This provision is enforced by Code Enforcement through issuance of warnings, administrative citations, and fines. For non-operable conveyances on public streets, staff recommends adoption of a new ordinance specifically addressing use of public parking spaces, enforceable by the Police Department or Office of Transportation.

H. Limit Oversized Vehicle Parking to Certain Streets with Focused Regulations

The City could consider limiting OSV parking to certain designated streets by prohibiting or limiting it on all other streets (for example, through an overnight parking ban) similar to Mountain View. This would effectively formalize locations where OSVs are allowed to park by limiting OSV parking on other streets, such as commercial zones where not already restricted.³⁹ Designating streets where inhabited OSVs are allowed could facilitate effective management of the associated public health and sanitation impacts. This approach could be coupled with increased services (i.e., street sweeping, trash pickup, other safety measures) for the streets on which OSV parking is allowed. Focused parking regulation such as street sweeping and red curbs at intersections and driveways could also be included.

City staff has observed that there are current OSV clusters on particular streets including: Embarcadero Way, Embarcadero Road east of Highway 101, Faber Place, Elwell Court, Corporation Way, East Meadow Circle, Fabian Way, Park Boulevard, Sheridan Avenue, Portage Avenue, Ash Street, Commercial Street, Transport Street, and Industrial Avenue. These street segments are not adjacent to residential or schools; however, the City has received complaints regarding impacts to adjacent businesses. The City would need to conduct a process to identify the streets where OSV would be allowed if this approach is pursued.

As an example for illustration, preliminary analysis indicates that the existing streets with OSV clusters have enough capacity for the on-street parking of the estimated 200 OSVs currently in Palo Alto, albeit with impacts to the availability of on-street parking for other users and other localized impacts arising from habitation on public right of ways that are not designed to support ongoing activities of living.⁴⁰

Implementation Considerations

This approach would require a comprehensive plan identifying areas where OSVs may and may not park, not an ad hoc street-by-street ban. On streets where OSV parking is permitted, to maintain cleanliness, the City could institute weekly street sweeping and, to ensure that vehicles are not stored or abandoned and to maintain equitable access to public parking spaces, the City could continue enforcement of the 72-hour parking rule. The City may also establish a process for adding or removing streets from the list in the future.

Resource Impact

As mentioned in the note at the beginning of this section, any citywide parking regulation would require significant resources for signage and enforcement, although a targeted or

³⁹ The municipal code already prohibits OSV parking in residential and public facilities zones. However, to enforce the provision, state law requires local jurisdictions to install signs adequately informing parkers of the restriction.

⁴⁰ Analysis assumptions include OSV length of 30', 5' distance between vehicles, driveway clearance of 10', intersection clearance of 20', hydrant clearance of 15' and 300' hydrant spacing.

phased approach may be available. Resources required for services (e.g., street sweeping, outreach, etc.) as described earlier.

I. Prohibit Oversized Vehicles on Specific Streets

The City could consider banning oversized vehicles on streets that meet certain conditions (e.g., highly impacted blocks, narrow widths, etc.) on a street-by-street basis.

Implementation Considerations

This approach would likely create a cycle of escalating restrictions and is therefore not recommended unless accompanied by designating other streets as previously described. Street-by-street prohibitions alone would have the unintended consequence of relocating OSV parking to other streets. This would likely trigger a cycle of requests for bans on other streets.

Resource Impact

Depending on the number of streets marked for no OSV parking, this approach would require resources for signage and enforcement. At this time, to add signage to the existing streets where OSVs tend to park, staff estimates it would cost approximately \$70,000.⁴³

J. Prohibit Oversized Vehicle Parking Throughout the City

The Vehicle Code authorizes local jurisdictions to adopt restrictions on OSV parking, which could, in theory, include a comprehensive prohibition on parking OSVs throughout the City. In some cases, cities that have passed comprehensive parking regulations that are perceived to restrict the ability of the unhoused to remain in the jurisdiction, or that have the practical effect of doing so, have drawn lawsuits from advocates supporting the unhoused. Most of these jurisdictions have lost or settled these suits. Those cities include Mountain View, Pacifica, San Diego, and others. Other cities, including Berkeley and Sebastopol, are currently defending ongoing lawsuits from the vehicularly housed and their advocates. Typically, these lawsuits begin with a temporary injunction or agreement to toll enforcement, both of which put enforcement of the challenged ordinances on hold while litigation is underway. Where advocates prevail in court or where settlements were agreed to, regulations were either wholly invalidated or significantly modified. **Attachment A** provides additional information on specific cities' experiences.

⁴³ The estimate analyzed the 14 streets where OSVs are currently clustered, focusing on the segments of those streets where OSVs park. Given those parameters, the combined street length is approximately 12,000 linear feet and assuming one sign per 150 feet and \$300/sign.

Recommended Phased Approach

Staff compiled information on a variety of approaches which are summarized in the previous subsections. Given the range of possible approaches, staff has put together a sequence of actions for the Committee's consideration to accommodate some OSV parking demand while increasing regulation to manage impacts. This sequence considers current resources, effectiveness, scalability, and the estimated timing needed for some of the approaches. Of note, the sequence below does not include further exploration of the citywide OSV ban nor the 'prohibit OSVs on specific streets' approach given the considerations shared in those subsections above.

It should also be noted that this sequence would require redeploying staff from other work, impacting other Council priorities.

Phase 1: Upon Council approval, staff would:

- Develop an ordinance to prohibit parking of detached/inoperable vehicles on public streets,
- Develop an ordinance to prohibit the renting of public parking spaces ("vanlording"),
- Refine the scope and begin implementation of additional street cleanups and sweeping,
- Return to Council for approvals of ordinances and contract amendments (e.g., street sweeping) as soon as possible, estimated to require up to four (4) months, and
- Implementation and enforcement of these actions would follow.

Phase 2: Concurrent of Phase 1 implementation, staff would initiate work on:

- Design a small-scale enhanced services pilot (e.g., mobile pump outs, additional outreach workers/hours, garbage pickup, etc.),
- Return to Council for direction on a preferred option for expanded safe parking, and
- Begin exploration of the "limiting OSV parking to certain streets" approach, including determining a process and criteria for designating streets where OSV parking might be permitted, with appropriate community engagement.

Phase 3: Following the completion of related components in Phase 2, Council would:

- Approve pilot and any related contracts and agreements for small-scale enhanced services pilot,
- Approve a preferred option for expanded safe parking,
- Identify streets where OSV parking will be allowed and develop necessary ordinances and program design for "limiting OSV parking to certain streets" approach, and
- Implementation of these actions would follow.

Phase 4: Following the completion of related components in Phase 3, staff would:

- Evaluate the enhanced services pilot,
- Pursue implementation of expanded safe parking, and

- Obtain related Council approvals for “limiting OSV parking to certain streets” and begin enforcing new approach.

Implementation Considerations

The phasing would require ongoing, significant work over the course of several years, the near-term addition of at least 1 FTE staff position at an approximate cost of \$104,000-\$156,000 to assist in the associated complex funding, administration, and reporting needs, and likely require reprioritizing of some other assignments. However, this begins with the easier to implement actions and gradually progresses to the more complex and expensive, employing actions to both accommodate demand and regulate parking. In this way it is also responsive to the varied community perspectives (e.g., the needs of unhoused neighbors, the needs of housed neighbors, the shared use of public space, etc.).

Table 1

POTENTIAL APPROACH	IMPLEMENTATION CONSIDERATIONS	RESOURCE
<i>Potential Actions to Accommodate Some Demand</i>		
A. Expand safe parking at Baylands Athletic Center	<ul style="list-style-type: none"> Impact other uses of area Adds approximately 10-20 safe parking spaces Limits future opportunities for habitat restoration or recreational uses 	\$\$\$
B. Allow safe parking on privately owned commercial lot	<ul style="list-style-type: none"> Not currently staff resourced No identified private property owner willing to lease 	\$\$
C. Expand congregation-based safe parking	<ul style="list-style-type: none"> May not be ideal because daily movement is difficult for OSVs. Changing operations to 24-hours would require neighbor outreach and consideration of feedback received. 	\$
D. Increased cleaning and street sweeping on selected streets	<ul style="list-style-type: none"> Impacts all vehicles parking on street Could displace OSVs to areas more sensitive to impacts 	\$\$
E. Enhance services, with or without new regulations	<ul style="list-style-type: none"> Increased outreach worker staffing to cover evenings/weekends Buyback program efficacy and cost not known Pump-out likely uptake and costs not known 	\$\$-\$\$\$* ⁴⁵
<i>Potential Actions to Increase Regulation</i>		
F. Prohibit renting of public parking spaces	<ul style="list-style-type: none"> Identifying/investigating 'vanlords' can be difficult 	\$
G. Prohibit storage of detached trailers/ inoperable vehicles on public streets	<ul style="list-style-type: none"> Applies equally to all vehicles 	\$
H. Limit OSVs to certain streets	<ul style="list-style-type: none"> Identifying adequate parking locations for OSVs 	\$\$-\$\$\$
*I. Prohibit OSVs on certain streets	<ul style="list-style-type: none"> May lead to escalating restrictions Could displace OSVs to areas more sensitive to impacts 	\$\$-\$\$\$
*J. Prohibit OSVs citywide	<ul style="list-style-type: none"> See litigation description above 	\$\$\$
<i>Phased Approach</i>		
Phased Approach	<ul style="list-style-type: none"> Combines above, with the exception of the *asterisked approaches. 	\$\$-\$\$\$
<p>*Not recommended in the phased approach.</p> <p style="text-align: center;">\$ ≤50,000 \$\$ 51,000-400,000 \$\$\$ ≥400,000</p> <p style="text-align: center;">\$\$-\$\$\$ Scales over time, increasing resource impacts as various actions are implemented.</p>		

⁴⁵ Depending on the scale and type of services selected.

FISCAL/RESOURCE IMPACT

As discussed in this report, each potential approach has an estimated fiscal impact. Overall based on the options presented it should be anticipated that this effort will require City funding in excess of one million dollars annually and a significant ongoing staff allocation for the foreseeable future. Funding sources for these impacts have not been identified, however, significant General Fund allocation should be expected. Staff will also research and evaluate funding options based on the Committee discussion (e.g., funding for additional staff, grant funding and/or entitlement opportunities). Implementing the options described will also impact other Council priorities. At this time, no resources are required to support the Committee discussion outlined in this report.

Beyond the immediate steps described in this report, a comprehensive strategy to address homelessness in our community will require available housing for the unhoused individuals being assisted. While beyond the scope of this report, this longer term effort should be recognized.

STAKEHOLDER ENGAGEMENT

As mentioned elsewhere in this report, staff has not yet conducted outreach to housed or unhoused residents, affected property or business owners, or other stakeholders on these ideas. Based on the Committee and Council discussion and direction, stakeholder engagement plans will be developed.

ENVIRONMENTAL REVIEW

Council action on this item is not a project as defined by the California Environmental Quality Act (CEQA). CEQA Guidelines section 15378(b)(2).

ATTACHMENTS

Attachment A: Summary of Other Cities' Experiences

APPROVED BY:

Ed Shikada, City Manager



Attachment A: Summary of Other Cities' Experiences

The following is a summary of other cities' experiences addressing homelessness impacts relating to people living in vehicles.

Mountain View

In 2019, the City of Mountain View adopted two oversize vehicle parking ordinances: the "Narrow Streets Ordinance" prohibited parking an oversized vehicle (OSV) on streets less than 40 feet wide, and the "Bike Lanes Ordinance" prohibited parking an OSV on streets with Class II bikeways (i.e., striped, separate bike lanes adjacent to the outer lanes of traffic). A violation of either ordinance could result in a ticket and/or towing at the owner's expense.

A group of plaintiffs represented by the American Civil Liberties Union (ACLU) and the Silicon Valley Law Foundation, among others, sued to invalidate the two ordinances. Plaintiffs alleged that they were Mountain View residents who were priced out of their homes in the city and decided to live in recreational vehicles (RVs) on public streets. The complaint alleged that the two ordinances would ban oversize vehicle parking on about 89% of the City's streets. The plaintiffs brought various statutory and constitutional claims, including 1) that the \$65 ticket for violations and the cost of retrieving a towed vehicle both violated the Eighth Amendment Excessive Fines Clause, 2) the city created a "state-created danger" under the Fourteenth Amendment by failing to leave plaintiffs a safe alternative place to park, 3) towing for violations of the ordinances was an unreasonable seizure under the Fourth Amendment, and 4) that the signs the city posted did not provide sufficient notice to satisfy the Due Process Clause. The city moved to dismiss the case. The trial court granted the city's motion in part and denied it in part, allowing all the claims listed above to proceed.¹

In 2022, following the court's ruling on the motion to dismiss, the city settled the case. The settlement agreement required Mountain View to provide at least three miles of parking capacity for oversized vehicles, though it could continue to apply the 72-hour rule there. Mountain View also was required to publish a map of the available parking areas and distribute it proactively to persons living in OSVs and when doing enforcement.² The settlement agreement also included terms related to pre-enforcement notice (signage and individualized notice) as well as a process for those with disabilities to request accommodations, such as more time to move their vehicle.

¹ The court dismissed plaintiffs' claims for invasion of privacy, right to travel, and disability discrimination, with leave to amend.

² The map is available

here: <https://www.mountainview.gov/home/showpublishedimage/3580/638200916486970000>.



Pacifica

In late 2019, Pacifica passed an ordinance that prohibited “oversized vehicle” parking at any time on streets less than 40 feet wide and gave the city discretion to prohibit RV parking on other streets based on aesthetics and traffic safety concerns. Pacifica began enforcing this ordinance in September 2020. Those who violated the ordinance were subject to escalating fines. If five tickets were left unpaid, the RV could be towed and impounded.

In 2021, advocates for persons living in RVs filed a class action lawsuit challenging the ordinance.⁵ The lawsuit argued that ordinance was an attempt by the city to banish those who rely on RVs for housing and mobility. Instead of providing any clear parking rule, the suit alleged that the city was giving out tickets based on housed residents’ complaints, even when an RV was parked on a street where there was no justification for prohibiting RV parking. Plaintiffs brought many of the same claims as in the Mountain View suit.⁶

Shortly after filing the complaint, the plaintiffs moved for a preliminary injunction, asking the court to immediately stop Pacifica from enforcing the ordinance. Just before a scheduled hearing on the motion, the city agreed that the Court could enter a preliminary injunction that required it to issue and publicize a list and map of streets allowable for oversized vehicle parking.

In November 2021, the parties settled the case. Among other things, the settlement required the city to refund fines previously imposed for violation of the RV ordinance; to preserve at least two miles of streets as allowable for OSV parking; to continue to make the list and map of “allowable” streets broadly available; and to establish a process for people with disabilities to seek accommodations relating to the parking of their vehicles. The settlement also required the city to establish a safe parking program for OSVs, and to set up facilities for OSVs to empty their waste tanks and dispose of trash.

Sebastopol

In 2022, the City of Sebastopol was sued over an ordinance that prohibited parking an RV: (1) on public streets zoned as residential, (2) on public streets zoned as commercial, industrial, or community facility between 7:30 a.m. and 10:00 p.m., (3) on any park, square, or alley, and (4) in a city-owned parking lot unless the person is conducting city-related business during business hours at the location for which the parking lot is designated. Unlike Mountain View and

⁵ The advocates included the ACLU, Disability Rights Advocates, and Legal Aid of San Mateo County.

⁶ Plaintiffs alleged that the City violated their right to free movement under the U.S. and California Constitutions, that the ordinance was void for vagueness and susceptible to discriminatory enforcement, that the fines for violations were excessive under the Eighth Amendment, that the ban subjected them to a state-created danger, that towing to enforce the ordinances was an unlawful seizure under the Fourth Amendment, and that the ordinance violated several statutes prohibiting disability discrimination.



Pacifica, the city relied not on traffic safety but on a record of complaints about availability of parking and public health/safety complaints (e.g., belongings blocking the sidewalks, human waste, garbage, etc.) related to RV residents. Plaintiffs brought many of the same claims as in the Mountain View and Pacifica suits.⁹

The trial court granted summary judgment to the city on all claims. Plaintiffs have appealed the trial court’s ruling, and the Ninth Circuit will likely hear oral argument in the case this fall. A Ninth Circuit ruling is applicable to the federal trial courts in Alaska, Arizona, California, Hawaii, Idaho, Montana, Nevada, Oregon, and Washington.

2025 City Regulations and Programs

In the last few months, a number of Bay Area cities have taken action to respond to needs and impacts associated with persons living in OSVs. San Francisco, San José, Fremont, San Mateo, and Menlo Park have adopted new regulations placing limits on OSV parking. Santa Clara and San Francisco have increased housing and shelter resources and increased services to the unhoused. It is too early to assess the impact and cost of these approaches, and it is unknown whether advocates will file litigation.

⁹ These included: excessive fines in violation of the Eighth and Fourteenth Amendments and the California Constitution; state-created danger in violation of the Fourteenth Amendment; equal protection in violation of the Fourteenth Amendment, unreasonable seizure of property in violation of the Fourth Amendment, the California Constitution and California Vehicle Code § 22650(b); procedural due process under the Fourteenth Amendment; void for vagueness under the Fifth and Fourteenth Amendments; and violation of several disability discrimination statutes. Plaintiffs were represented by the ACLU, Disability Rights Advocates, Legal Aid of Sonoma County, and California Rural Legal Assistance.



ADDRESSING OVERSIZED VEHICLE (OSV) IMPACTS IN PALO ALTO

Presenter:
Melissa M^cDonough,
Assistant to the City Manager

PURPOSE/OVERVIEW OF COUNCIL ITEM



- Responding to 2025 Council Priority Objective:
Present options to address homelessness impacts, particularly relating to individuals living in vehicles, to Policy & Services Committee for participation.
Identify feasible (1) regulatory approaches to manage the use of public space and (2) policy solutions to expand RV safe parking. Present options to Policy & Services for consideration and prioritization.
- Responds to increasing complaints and visible street-level impacts.
- Balances compassion, community livability and public safety.



BASELINE INFORMATION

- **2023 Point-in-Time Count:**
206 unhoused individuals; 88% (~102 vehicles); estimates suggest doubling since then.
- **Recent efforts include:**
 - Homekey interim shelter under construction.
 - Safe parking program – 22 RV spaces at Geng Road + 14 vehicle spaces at congregation-based sites
 - Below Market Rate (BMR) - 401 entitled units, ~315 pipeline
 - \$57M to affordable housing projects since 2017, including \$5M in 2025 towards 130 affordable units (3001 El Camino Real)
 - >2,000 existing affordable units
 - Enhanced renter protections
 - Service support and referrals
 - Law enforcement coordination



How We Got Here

FEB 2025 Council study session

MAY 2025 Council Priority Objectives Adopted

JUN 2025 Human Relations Commission (HRC) Feedback

JUL 2025 Growing concern, anecdotal increase in vehicle dwellers

Potential Policy Options – Summary Table

POTENTIAL APPROACH	IMPLEMENTATION CONSIDERATIONS	RESOURCE
<i>Potential Actions to Accommodate Some Demand</i>		
A. Expand safe parking at Baylands Athletic Center	<ul style="list-style-type: none"> • Impact other uses of area • Adds approximately 10-20 safe parking spaces • Limits future opportunities for habitat restoration or recreational uses 	\$\$\$
B. Allow safe parking on privately owned commercial lot	<ul style="list-style-type: none"> • Not currently staff resourced • No identified private property owner willing to lease 	\$\$
C. Expand congregation-based safe parking	<ul style="list-style-type: none"> • May not be ideal because daily movement is difficult for OSVs • Changing operations to 24-hours would require neighbor outreach and consideration of feedback received 	\$
D. Increased cleaning and street sweeping on selected streets	<ul style="list-style-type: none"> • Impacts all vehicles parking on street • Could displace OSVs to areas more sensitive to impacts 	\$\$
E. Enhance services, with or without new regulations	<ul style="list-style-type: none"> • Increased outreach worker staffing to cover evenings/weekends • Buyback program efficiency and cost not known • Pump-out likely uptake and costs not known 	\$\$-\$\$\$
<p style="text-align: center;">\$ ≤50,000 \$\$ 51,000-400,000 \$\$\$ ≥ 400,000</p> <p style="text-align: center;">\$-\$\$\$ Scales over time, increasing resource impacts as various actions are implemented.</p>		

Potential Policy Options – Summary Table

POTENTIAL APPROACH	IMPLEMENTATION CONSIDERATIONS	RESOURCE
<i>Potential Actions to Increase Regulation</i>		
F. Prohibit renting of public parking spaces	<ul style="list-style-type: none"> Identifying/investigation ‘vanlords’ can be difficult 	\$
G. Prohibit storage of detached trailers/inoperable vehicles on public streets	<ul style="list-style-type: none"> Applies equally to all vehicles 	\$
H. Limit OSVs to certain streets	<ul style="list-style-type: none"> Identifying adequate parking locations for OSVs 	\$-\$\$\$
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*J. Prohibit OSVs citywide	<ul style="list-style-type: none"> See litigation described above 	\$\$\$
<i>Phased Approach</i>		
Phased Approach	<ul style="list-style-type: none"> Combines above, with the exception of *asterisked approaches 	\$-\$\$\$
<p>*Not recommended in the phased approach \$ ≤50,000 \$\$ 51,000-400,000 \$\$\$ ≥ 400,000 \$-\$\$\$ Scales over time, increasing resource impacts as various actions are implemented.</p>		

Phased Approach

Combines multiple strategies for flexibility and resource alignment. Requires redeploying staff from other work.

Phase 1 Upon Council approval, staff would:

- Develop ordinance to prohibit detached/inoperable vehicle parking on public streets
- Develop ordinance to prohibit renting of public parking spaces (vanlording)
- Refine scope and begin implementation of additional street cleanups and sweeping
- Return to Council for approvals of ordinances and contract amendments (street sweeping)
- Implementation and enforcement of these actions would follow

Phase 2 Concurrent of Phase 1 implementation, staff would initiate work on:

- Design small-scale enhanced services pilot (e.g., mobile pump out, additional outreach, garbage pick-up, etc)
- Return to Council for direction on preferred option for safe parking
- Begin exploration of “limiting OSV parking to certain streets” approach, including process for designating streets

Phased Approach

Phase 3 Following completion of related Phase 2 components, Council would:

- Approve pilot and any related contracts/agreements for small-scale enhanced services pilot,
- Approve preferred option for expanded safe parking
- Identify streets where OSV parking will be allowed, develop necessary ordinances and program design for 'limiting OSV parking to certain streets' approach
- Implementation of these actions would follow

Phase 4 Following completion of related Phase 3 components, staff would:

- Evaluate the enhanced services pilot
- Pursue implementation of expanded safe parking
- Obtain related Council approvals for 'limiting OSV parking to certain streets' and began enforcing new approach

Phased Approach

- Accommodates some OSV parking demand while increasing regulation to manage impacts
- Sequencing considers current resources, effectiveness, scalability and timing needed
- Begins with easier to implement actions and gradually progresses to the more complex and expensive
- Responsive to varied community perspectives (e.g., the needs of unhoused neighbors, the needs of housed neighbors, the shared use of public space, etc.)

Recommendation

Staff recommends that the Policy & Services Committee discuss and recommend Council approval of a phased approach to addressing oversized vehicle impacts.



CITY OF

PALO ALTO

MELISSA M^cDONOUGH

Assistant to the City Manager

Melissa.M^cDonough@PaloAlto.gov

650-329-2533

RHNA and Housing Element Progress

2023-2031 Sixth Housing Element Cycle - Regional Housing Needs Allocation Progress							
		Total Units Permitted by Year					
		YEAR 01	YEAR 02	YEAR 03			
Income Level	RHNA Allocation by Income Level	2023	2024	2025	Total Units Permitted by Income Level	Total Remaining RHNA by Income Level	% of RHNA Permitted
Extremely Low	778	0	16	0	16	762	2.06%
Very Low	778	0	25	0	25	753	3.21%
Low	896	39	8	0	47	849	5.25%
Moderate	1,013	71	0	9	80	933	7.90%
Above Moderate	2,621	161	132	111	404	2,217	15.41%
Total	6,086	271	181	120	572	5,514	9.40%

From: [Matt Lynch](#)
To: [Council, City](#)
Cc: [McDonough, Melissa](#)
Subject: Upcoming City Council Discussion on Phased Approach to Address Oversized Vehicle Impacts
Date: Monday, October 20, 2025 12:36:15 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

This message needs your attention

- No employee in your company has ever replied to this person.

Mark Safe

Report

Powered by Mimecast

Good afternoon:

My name is Matthew Lynch, and I manage Gryphon Stringed Instruments, located on 211 Lambert Ave in Palo Alto.

On behalf of our store, I would like to present the following for public comment at tonight's City Council meeting regarding OVI:

Gryphon Stringed Instrument has been serving Palo Alto and the greater Bay Area since 1969, and while we are recognized internationally as a leading purveyor of fine stringed instruments, we foremost consider the local community to be our greatest asset.

The derelict RVs on Park Boulevard are of particular concern to those who work at Gryphon Stringed Instruments because we are a retail business. Although we sell instruments online through our website, we still depend on sales to customers from throughout the greater SF Bay Area who drive to the corner of Park & Lambert to shop for specialty instruments, or to have theirs repaired. Some customers have expressed surprise and dismay at the trash surrounding these huge ill-kempt vehicles, not to mention their poor condition, and we hear comments such as: "Is it safe to walk on that side of the street?", and "What happened to Palo Alto?". The urban blight that now characterizes the stretch of Park between Page Mill Road and Lambert Ave discourages customers from surrounding cities, such as Menlo Park and Los Altos, from coming to Gryphon to shop.

Thank you for time.

Sincerely,

--

Matthew Lynch, Retail Sales Manager
Gryphon Stringed Instruments
211 Lambert Ave
Palo Alto, Ca 94306
888-493-2131 Ext. 7006

From: [Eric Chan](#)
To: [Council, City](#)
Subject: Re: [echelonpa] RV Situation in Palo Alto
Date: Monday, October 20, 2025 11:07:27 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

This message needs your attention

- This is a personal email address.
- This is their first email to you.

Mark Safe

Report

Powered by Mimecast

Hi Palo Alto Council Members,

As a property owner and resident of Echelon Community, I request Palo Alto City not to allow RV parking next to our home, along East Meadow Circle. It is negatively impacting our living conditions, safety and property value.

Thank you.

Eric Chan - Echelon Community

On Fri, Oct 17, 2025 at 1:33 PM Colin Swindells <colin.swindells@gmail.com> wrote:

Dear Council Members and Neighbors,

A summary of health and economic risks related to the current RV situation are described below.

This relates to Agenda Item #16 for the CITY COUNCIL Regular Meeting on Monday, October 20, 2025 (Council Chambers & Hybrid @ 5:30 PM):

“16. Policy and Services Committee Recommendation to the City Council to Approve a Phased Approach to Address Oversized Vehicle (Including Recreational Vehicle) Impacts, Particularly Relating to Individuals Living in Vehicles and Approve Budget Amendments in various funds; CEQA status – categorically exempt.”

I appreciate your upcoming action to address the health and economic risks that are directly impacting the 254 units of Altaire, Echelon and Vantage communities neighboring the RVs parked along E Meadow Cir in Palo Alto. Specifically, health concerns arise from the lack of sanitation, safety infrastructure and basic services that come with living in non-designated areas. Economic concerns include property values, municipal & public services, local businesses, direct neighbor costs and economic stagnation. For example, if *only* considering property tax revenue losses to the City of Palo Alto due to the

particular RV situation neighboring our three complexes (Altaire, Echelon and Vantage), an estimate is \$1.5 M - \$1.8 M total reduced Palo Alto property taxes collected per year (see *Example Economic Use Case B* below). Presumably, overall economic impacts for Palo Alto are much higher. I would be happy to update more complete health and economic impact estimates with council members & neighbors, and appropriate solutions.

Sincerely,

Colin Swindells
3769 Klamath Lane, Palo Alto, CA 94303

Health Risks

Situation: a high concentration of illegally parked RVs with unhoused occupants living in a residential neighborhood—50 RVs within a 1000-foot radius—here is a breakdown of potential health risks, categorized for clarity.

Summary Challenges: This is a complex public health issue with significant impacts on both the unhoused individuals living in the RVs and the residents of the surrounding neighborhood. The health risks are not inherent to the people, but rather stem from the lack of sanitation, safety infrastructure, and basic services that come with living in non-designated areas.

1. Environmental Health and Sanitation Risks

This is often the most immediate and visible category of health risks. A high concentration of RVs without access to proper utilities creates a significant bio-load on the immediate environment.

-

Improper Disposal of Human Waste (Black Water): RVs have toilets and black water holding tanks that need to be emptied regularly. Without legal and accessible dump stations, occupants may be forced to dump raw sewage into storm drains, gutters, or onto the ground.

-

Health Risks: This introduces dangerous pathogens into the environment.

- **Bacteria:** E. coli, Salmonella, Shigella, which can cause severe gastrointestinal illness.
- **Viruses:** Norovirus and Hepatitis A, which are highly contagious and can be spread through contaminated surfaces or water.
- **Parasites:** Giardia and Cryptosporidium, leading to diarrheal diseases.
- **Impact:** These pathogens can contaminate public sidewalks, wash into local waterways (creeks, bays), and potentially seep into the soil in parks or green spaces where children and pets play.
- **Improper Disposal of Gray Water:** This is wastewater from sinks and showers. While less hazardous than black water, it contains soaps, food particles, and bacteria that can create foul odors, attract pests, and pollute storm drains.
- **Accumulation of Solid Waste (Trash):** Without regular municipal trash collection, garbage can pile up in and around the RVs.
 - **Health Risks:**
 - **Pest Infestations:** Accumulating trash is a breeding ground for rodents (rats, mice) and insects (flies, cockroaches).
 - **Vector-Borne Diseases:** Rodents can carry diseases like Hantavirus (from droppings), Leptospirosis, and Salmonellosis. Flies can transfer bacteria from waste to food surfaces.
- **Hazardous Material Spills:** RVs use and store hazardous materials.
 - **Health Risks:** Leaks or spills of gasoline, diesel, propane, motor oil, and battery acid can contaminate the soil and groundwater. Propane tanks pose a significant fire and explosion risk, especially if they are old, damaged, or improperly stored.

2. Public Health and Communicable Disease Risks

The dense, close-quarters living conditions, combined with a lack of sanitation, can create an environment where diseases can spread easily, affecting both the RV occupants and, potentially, the wider community.

- - **Increased Risk of Outbreaks:** The unsanitary conditions described above (especially human waste) create a perfect environment for outbreaks of diseases like **Hepatitis A** or **Shigellosis**, which have been documented in similar encampment situations in other cities.
- - **Respiratory Illnesses:** The constant running of generators for power produces carbon monoxide (CO), nitrogen oxides (NOx), and particulate matter (PM2.5).
 - **Health Risks:** Poor air quality can exacerbate asthma and other respiratory conditions for nearby residents. For RV occupants, there is a severe risk of **carbon monoxide poisoning**, which can be fatal, especially in poorly ventilated vehicles.
- - **Spread of Other Diseases:** Lack of access to running water for handwashing and hygiene facilitates the spread of viruses like **influenza** and **COVID-19**, as well as skin conditions like **scabies** and **lice** among the encampment population.

3. Physical Safety and Hazard Risks

The physical presence of a large number of vehicles not designed for permanent street parking creates numerous safety hazards.

- - **Fire Hazards:** This is one of the most significant risks.
 - **Causes:** Fires can be started by faulty internal wiring in older RVs, unsafe heating methods (propane heaters, stoves), cooking accidents, or generator malfunctions.
 - **Magnified Risk:** In a dense cluster of 50 RVs, a fire in one vehicle can

quickly spread to adjacent RVs and potentially to nearby homes, trees, or parked cars. The presence of propane tanks can lead to explosions, accelerating the fire's spread and endangering firefighters.

- **Access Issues:** The RVs may block streets or fire hydrants, impeding emergency vehicle access.

- **Traffic and Pedestrian Safety:**

- **Blocked Sightlines:** RVs parked at intersections can block visibility for drivers, cyclists, and pedestrians, increasing the risk of accidents.

- **Obstruction of Public Ways:** Vehicles parked on sidewalks or in bike lanes force pedestrians and cyclists into the street, into the path of traffic.

4. Mental and Social Health Impacts

These risks affect both the housed residents and the unhoused occupants.

- **For Neighborhood Residents:**

- **Stress and Anxiety:** Constant noise from generators, fear of crime, concern over sanitation, and feelings of a loss of neighborhood safety can lead to chronic stress and anxiety.

- **Loss of Public Space:** Residents may feel unable to use public parks, sidewalks, or other common areas due to perceived or real safety and sanitation concerns.

- **For RV Occupants:**

- **Extreme Stress and Trauma:** It's crucial to acknowledge the immense health risks faced by the unhoused individuals themselves. They live in a state of constant vulnerability, facing the threat of displacement, harassment, violence, and theft.

- **Exacerbation of Health Conditions:** Lack of stability, nutrition, and access to healthcare worsens pre-existing conditions, including physical illnesses, mental health disorders, and substance use disorders.

Summary for the 50 RV / 1000 ft Scenario:

With a density of 50 RVs in such a small area, all the risks mentioned above would be significantly magnified.

- **Environmental Load:** The daily output of human waste, gray water, and trash from 50+ people would quickly overwhelm the local environment, creating tangible biohazard zones.
- **Air and Noise Pollution:** The cumulative noise and fumes from dozens of generators running simultaneously would create a constant, unhealthy environment for everyone within that 1000-foot radius and beyond.
- **Cascading Fire Risk:** A fire would be a catastrophic event with a high probability of spreading to multiple vehicles and structures.
- **Public Health Emergency Potential:** An outbreak of a communicable disease like Hepatitis A would have a high potential for rapid spread within the encampment and would require a major intervention from public health departments.

In conclusion, a high concentration of RVs in a residential neighborhood without proper infrastructure poses serious, multifaceted health risks related to environmental contamination, communicable disease, fire safety, and public safety. Addressing this issue effectively requires a public health-led approach that provides safe, sanctioned locations with sanitation services, coupled with robust outreach to connect the unhoused occupants with healthcare, housing, and other support services.

Economic Risks

Situation: a high concentration of illegally parked RVs with unhoused occupants living in a residential neighborhood—50 RVs within a 1000-foot radius—here is a breakdown of potential economic risks, categorized for clarity.

Summary Challenges: Building on the public health risks, the economic risks associated with a high concentration of illegally parked RVs are significant and can affect homeowners, local businesses, and the municipal government. These risks are not caused by the unhoused individuals themselves, but by the circumstances of living in unmanaged, unsanctioned encampments that lack infrastructure and services.

Example Economic Use Case A: Palo Alto City lost property tax revenue from Echelon...

Total Units in Echelon: 75

Conjecture A: \$1.75 M average current value (Q4 2025)

Conjecture B: 25% reduction in value due to RV situation

Estimate A: \$2.3 M average unit value (Q4 2025) with resolved RV situation [$\$1.75 \text{ M} / (1 - 25\%)$]

Estimate B: \$43.8 M total **reduced** property value for Palo Alto property taxes **per year** [$(\$2.3 \text{ M} - \$1.75 \text{ M}) * 75 \text{ units}$]

Estimate C: \$438 k total absolute **reduced** Palo Alto property taxes collected **per year** [annual property tax @ 1% property value]

Example Economic Use Case B: Palo Alto City lost property tax revenue from Altaire, Echelon, and Vantage...

Total Units: 254

Conjecture A: \$1.7 M - \$2.1 average current value per unit (Q4 2025)

Conjecture B: 25% reduction in value due to RV situation

Estimate A: \$2.3 M - \$2.8 M average unit value (Q4 2025) with resolved RV situation [$\$1.7 \text{ M} / (1 - 25\%); \$2.1 \text{ M} / (1 - 25\%)$]

Estimate B: \$152 M - \$178 M total **reduced** property value for Palo Alto property taxes **per year** [$(\$2.3 \text{ M} - \$1.7 \text{ M}) * 254 \text{ units}; (\$2.8 \text{ M} - \$2.1 \text{ M}) * 254 \text{ units}$]

Estimate C: \$1.5 M - \$1.8 M total absolute **reduced** Palo Alto property taxes collected **per year** [annual property tax @ 1% property value]

1. Impact on Real Estate and Property Values

This is often the most direct and significant economic impact for neighborhood residents.

-

Decreased Property Values: The presence of a large, unsanctioned encampment can lead to a measurable decline in property values. Factors contributing to this include:

-

Perceived Decline in Safety and Quality of Life: Potential buyers are often deterred by visible signs of disorder, sanitation issues, and perceived crime.

- **Visual Blight:** The physical appearance of a large number of dilapidated or poorly maintained vehicles, along with associated debris, can negatively impact the aesthetic appeal of a neighborhood.

- **Noise and Air Pollution:** Constant generator noise and exhaust fumes make the neighborhood less desirable.

- **Difficulty Selling or Renting Properties:**

- **Longer Market Time:** Homes and apartments within the affected area may take significantly longer to sell or rent.

- **Reduced Sale Prices and Rental Income:** To attract buyers or tenants, property owners may be forced to lower their asking prices or rent, leading to a direct financial loss. Landlords may experience higher vacancy rates.

- **Stifled Home Improvement Investment:** Homeowners may become hesitant to invest in renovations or upgrades, fearing they will not see a return on their investment due to the declining desirability of the neighborhood.

2. Increased Costs for Municipal and Public Services

The burden on public services translates directly to increased costs for the city, which are ultimately borne by taxpayers.

- **Increased Emergency Service Costs:** A high-density encampment places a disproportionate demand on emergency services.

- **Fire Department:** High frequency of calls for fires (vehicle, trash, tent), medical emergencies, and responses to propane leaks or generator malfunctions. These calls are resource-intensive.

- **Police Department:** Increased calls for service related to disputes, wellness checks, theft, and other crime, requiring significant officer time.
- **Paramedics/EMT:** Frequent medical calls for both encampment occupants and potential issues in the surrounding neighborhood.
- **Significant Sanitation and Cleanup Costs:**
 - **Biohazard Removal:** Cleaning up human waste, used needles, and other biohazardous materials requires specialized crews and equipment, which is far more expensive than standard trash collection.
 - **Large-Scale Debris Removal:** The city often bears the cost of clearing out abandoned vehicles, accumulated trash, and personal property after an encampment is cleared. These operations can cost tens or even hundreds of thousands of dollars per event.
- **Public Health Response Costs:** As mentioned in the health risks, an outbreak of a communicable disease like Hepatitis A would necessitate a costly public health campaign for containment, testing, and vaccination.

3. Negative Impact on Local Businesses

Small, local businesses are particularly vulnerable to the economic fallout.

- **Reduced Revenue:**
 - **Loss of Foot Traffic:** Customers may avoid shopping in areas they perceive as unsafe or unpleasant. Difficulty finding parking and navigating blocked sidewalks can further deter patrons.
 - **Negative Reputation:** A business located in or near a large encampment can suffer from a damaged reputation, driving away both regular and potential new

customers.

- **Increased Operational Costs:**
 - **Security:** Businesses may need to hire private security guards or install expensive surveillance systems.
 - **Cleaning and Repairs:** Daily costs for cleaning up litter, human waste, and graffiti from their storefronts. Costs to repair vandalism or break-ins.
 - **Higher Insurance Premiums:** Commercial insurance rates may increase if the area is deemed higher risk.
- **Employee-Related Issues:** Businesses may struggle to attract and retain employees who feel unsafe commuting to or working in the area, especially during early morning or late-night shifts.

4. Direct Financial Costs to Residents

Beyond the impact on property values, residents may face direct, out-of-pocket expenses.

- **Installation of Security Measures:** Many residents will feel compelled to spend money on security cameras, enhanced lighting, alarms, and stronger fences.
- **Property Damage:** Costs to repair damaged fences, remove graffiti, and replace stolen items (e.g., packages, items from yards or cars).
- **Increased Insurance Rates:** If the neighborhood experiences a documented increase in crime or fire incidents, homeowners' insurance premiums could rise for everyone in the zip code.

5. Broader Economic Stagnation and Disinvestment

If the situation persists, it can lead to long-term economic damage to the neighborhood.

-

Deterred Investment: Private developers and businesses will be reluctant to invest in a neighborhood with such visible and unresolved social and sanitation issues. This can halt new construction, prevent new businesses from opening, and lead to a downward economic spiral.

- **Erosion of the Tax Base:** A combination of declining property values and businesses closing or relocating can lead to a reduction in the city's property and sales tax revenue from that area. This, in turn, can mean less funding for public services, creating a vicious cycle.

Summary for the 50 RV / 1000 ft Scenario:

In a dense scenario like this, the economic risks are not just potential; they become a sustained reality.

- **Market Chill:** The local real estate market would likely freeze or see a sharp, localized crash. It would be difficult to sell a home at a fair market price within that radius.
- **Budgetary Strain:** The cost to the city for services would become a significant, recurring line item in the municipal budget, potentially diverting funds from other neighborhood services like park maintenance or library hours.
- **"Red Zone" for Business:** The immediate area would likely become a "no-go" zone for new business investment, and existing small businesses would be under severe financial pressure, with a high risk of failure.

In essence, a high concentration of RVs creates a localized economic crisis driven by the failure to provide basic sanitation, safety, and housing infrastructure. The economic costs demonstrate the financial consequence of not addressing the root causes of homelessness and the need for managed, resourced solutions.

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You received this message because you are subscribed to the Google Groups "Echelon Palo Alto" group.

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To view this discussion visit

<https://groups.google.com/d/msgid/echelonpa/CAOcXV2HfbUCW7GW%3DQ0-rD9a%3D3rdXb%3DLhC4ydnXqfJk2LG8ks3A%40mail.gmail.com>.

From: [Rebecca Sanders](#)
To: [Council, City](#)
Subject: Tonight's discussion of the RV situation
Date: Monday, October 20, 2025 10:19:42 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Mayor Lauing and Honorable Councilmembers:

The staff report is quite nebulous concerning the locations of certain areas where RVs will be able to congregate and receive services. I suspect Park Boulevard and surrounding streets in Ventura will be one of the specially designated spots since our neighborhood has been a de facto "permitted" area for years.

You KNOW how I feel. I want all neighborhoods to share equally in housing our RV dwellers. I propose a rotation system should be designed whereby RVs are relocated month to month across the city so that all residents may be equally impacted and equally helpful.

Please don't consign one or two neighborhoods to do the work for the whole city of taking care of our RV and vehicle dwellers.

Special thanks to Vice Mayor Veenker for calling this out at the Policy and Services Meeting.

Thank you and kind regards,

Becky Sanders

From: [June Chang](#)
To: [Council, City](#)
Subject: RV vanlording on E Meadow Circle
Date: Monday, October 20, 2025 10:11:28 AM

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- This is a personal email address.
- This is their first email to your company.

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Honorable city council members,

The RVs occupying E Meadow Cir. causes health concerns and issues, increases traffic and noises at the cross street of E Meadow Drive and Fabian Way. Every RV comes with a car and/or a motorcycle, impacting Echelon, Vantage, and Altaire community.

E Meadow Circle and Fabian way never has street cleaning because of vanlording, not only it looks trashy but also raises health concerns.

Where are the rights of law abiding residents who moved into this neighborhood, paying taxes, hoping to build a clean and safe environment for their families? this is undoubtedly a decrease of the quality of life and the property value of honest Palo Alto residents, we seek to preserve.

Please approve:

- ban vanlording
- redistribution of RVs to other parts and/or RV parks;
- and updated street signage for cleaning.

Much appreciated council member's consideration.

- Jung Chang
from Echelon Community.

From: [Min Zhong](#)
To: [Council, City](#)
Cc: [Kratt, Ken](#)
Subject: Serious illegal RV parking issue in Palo Alto
Date: Monday, October 20, 2025 9:56:48 AM

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- This is their first mail to some recipients.

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Report

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Dear Council Members,

I am an owner of the Echelon community in the East Meadow and East Meadow Circle area. The illegal RV parking situation on public streets around my neighborhood and beyond in Palo Alto has become a serious public safety, health, environment, and economy issue. This situation has been seriously affecting the living quality of Palo Alto residents who are paying property tax, rentals, and utilities to keep Palo Alto a great place to live, while significantly draining the city budget to maintain those affected areas caused by those illegal RV campers.

This relates to Agenda Item #16 for the CITY COUNCIL Regular Meeting on Monday, October 20, 2025 (Council Chambers & Hybrid @ 5:30 PM):

“16. Policy and Services Committee Recommendation to the City Council to Approve a Phased Approach to Address Oversized Vehicle (Including Recreational Vehicle) Impacts, Particularly Relating to Individuals Living in Vehicles and Approve Budget Amendments in various funds; CEQA status – categorically exempt.”

I appreciate your positive actions to address the health and economic risks that are directly impacting the 254 units of Altaire, Echelon and Vantage communities caused by those RVs parked along E Meadow Cir in Palo Alto. I am certain that you will live up to your voters' expectations on eliminating all illegal RV parking on public streets in Palo Alto.

Sincerely,

Min Zhong
3704 Feather Lane, Palo Alto, CA 94303

From: [Yingxi Liu](#)
To: [Council, City; Kratt, Ken](#)
Subject: Please restrict oversized/RV parking on E Meadow Cir (Agenda Item #16, Oct 20)
Date: Monday, October 20, 2025 9:51:39 AM

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Report

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Dear Council Members,

Adopt Item #16 and **immediately** prohibit oversized/RV parking on E Meadow Circle and nearby residential streets. Our block is not equipped for long-term vehicle habitation. The current concentration has produced ongoing health, fire, and traffic hazards—sewage and trash, generator fumes and noise, blocked sightlines, and impeded emergency access. **Public safety is non-negotiable.**

Act now: post “No Oversized Vehicle Parking” signs, set tow-away hours, enforce consistently, and publish a 30-day implementation schedule. Pair this with sanctioned, serviced safe-parking in appropriate zones—compassion requires order.

I acknowledge and support my neighbor **Colin Swindells** for his detailed analysis; I align with his findings and request.

No more delays—restore basic standards on E Meadow Circle.

Sincerely,

From: [Marguerite Poyatos](#)
To: [Manu Kumar](#); peterxuvell@gmail.com; rogervernonsmith@hotmail.com
Cc: [Steve Wong](#); [Transportation](#); [RevColl](#); [Patrick Kelly](#); [Osbaldo R](#); [Xenia Czisch](#); [Bill McLane](#); [Ramon Moreno](#); [Lester Wong](#); [Maor Greenberg](#); [Dave Stellman](#); [Gaines, Chantal](#); [Cathi Lerch](#); [Dave Stellman](#); [City Mgr](#); [Moffatt, Pete](#); [Jacob@onemovemovers.com](mailto:jacob@onemovemovers.com); david@paloaltoconcrete.com; nancy@drewmaran.com; [Dan McKinley](#); [McDonough, Melissa](#); [Reifschneider, James](#); [John Lerch](#); [Binder, Andrew](#); [City Attorney](#); [Lauing, Ed](#); [Lydia Kou](#); [Veenker, Vicki](#); [Council, City](#); [Burt, Patrick](#); [Stone, Greer](#); [Lythcott-Haims, Julie](#); Staceytomson@qmsshields.com; [Becchetti, Benjamin](#); [Cally Mei](#)
Subject: Re: Industrial/Transport/Commercial Safety
Date: Monday, October 20, 2025 8:42:29 AM
Attachments: [Outlook-THE image015.png](#)
[image018.png](#)
[Outlook-3lhybirb](#)
[Outlook-logo 2 PNG.png](#)
[image011.png](#)
[Outlook-Green Hear](#)
[image020.png](#)
[image017.png](#)
[image021.png](#)
[image016.png](#)
[image019.png](#)
[Attachment A - Neighboring Cities' OSV Parking Approaches.pdf](#)
[Item 16 Staff Report \(2\).pdf](#)

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Thank you, Manu!

I am following up to include Roger & Peter in this email chain. They also are interested in rectifying this RV/parking situation.

Attached is some information they had provided to us regarding a City Council meeting, which is scheduled for tonight, as well as parking regulations for neighboring cities.

On Sat, Oct 18, 2025 at 9:24 AM Manu Kumar <manu@k9ventures.com> wrote:

Steve and fellow neighbors:

I posted some videos from my drive home yesterday on X for everyone to see what Palo Alto really looks like.

<https://x.com/manukumar/status/1979554824749465636>

It is abundantly clear that the City leadership is allowing the City to turn into trash/blight.

The parking regulations have glaring loopholes — just drive around the block and park in a different spot... maybe we can call it Musical RVs.

The laws/regulations need to be changed to ensure that such abuse of public property is not allowed altogether.

Regards,
-Manu



Click the card above, or scan the QR code with the camera on your phone.

On Tue, Oct 14, 2025 at 8:39 AM Steve Wong <SWong@wongelectric.com> wrote:

Dear City of Palo Alto,

I am writing to express concern about the growing number of RVs and motorhomes parked along the 900 block of Industrial Avenue, 4000 block of Transport Street, and 800-900 block of Commercial Street in Palo Alto. The situation has gotten completely out of hand and is creating serious safety, accessibility, and parking issues for the businesses and employees who work in this area every day.

Many of these large vehicles have been parked for months at a time without moving, in clear violation of the City's own parking rule stating that "*Any vehicle parked on a public street must be moved every 72 hours.*" It appears this rule is not being enforced, and the problem continues to worsen week after week.

There are also major safety concerns. Many of these RVs have propane tanks and running generators outside, which pose fire and explosion risks. They block visibility for drivers and pedestrians, and the growing number of them has turned these streets into unsafe and overcrowded areas.

This issue has now reached a point where it's directly impacting local workers and businesses. Parking has become extremely limited because RVs and motorhomes occupy most of the available spaces. In just the past week, we've seen even more of them arrive, taking over additional spots and making the situation worse.

We are asking the City of Palo Alto to take immediate action to enforce existing parking laws and address this problem before it escalates further. The current situation is unsafe, unfair, and unsustainable for those who work and operate businesses in this area.

Thank you for your prompt attention to this matter. We hope the city will take swift and visible steps to resolve it.

Sincerely,

Steven L. Wong - President

Phone: 650.813.9999 | Cell: 650.280.0160

[4067 Transport Street, Palo Alto, CA 94303](https://www.wongelectric.com)

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From: Patrick Kelly <Patrick.Kelly@dmdsystems.com>

Sent: Tuesday, September 16, 2025 12:17 PM

To: Marguerite Poyatos <marguerite@paloaltoglass.com>

Cc: Osbaldo R <osbaldo@or-builders.com>; Xenia Czisch <xenia@qmsshields.com>; Bill McLane <bill@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stelman <davestelman@gmail.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stelman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com <Staceytomson@qmsshields.com>

Subject: Re: Industrial/Transport/Commercial Safety

Please. Every one of these pictures is a Safety violation where's Waldo

Patrick Kelly

From: Patrick Kelly <Patrick.Kelly@dmdsystems.com>

Sent: Tuesday, September 16, 2025 6:22:26 AM

To: Marguerite Poyatos <marguerite@paloaltoglass.com>

Cc: Osbaldo R <osbaldo@or-builders.com>; Xenia Czisch <xenia@qmsshields.com>; Bill McLane

<bill@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com <Staceytomson@qmsshields.com>

Subject: Re: Industrial/Transport/Commercial Safety

Patrick Kelly

From: Patrick Kelly <Patrick.Kelly@dmdsystems.com>

Sent: Monday, August 18, 2025 6:37:09 AM

To: Marguerite Poyatos <marguerite@paloaltoglass.com>

Cc: Osbaldo R <osbaldo@or-builders.com>; Xenia Czisch <xenia@qmsshields.com>; Bill McLane <bill@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou

<Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com <Staceytomson@qmsshields.com>

Subject: Re: Industrial/Transport/Commercial Safety

Hasn't moved in a month. Visibility non existent for pedestrians. Safety issues are on your shoulders when something happens.

Patrick Kelly

From: Marguerite Poyatos <marguerite@paloaltoglass.com>

Sent: Friday, August 15, 2025 8:39:37 AM

To: Patrick Kelly <Patrick.Kelly@dmdsystems.com>

Cc: Osbaldo R <osbaldo@or-builders.com>; Xenia Czisch <xenia@qmsshields.com>; Bill McLane <bill@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com <Staceytomson@qmsshields.com>

Subject: Re: Industrial/Transport/Commercial Safety

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I would also like to note that the propane tank I mentioned a couple weeks ago is still sitting in the street. Is this not a safety hazard? From what I have read, they shouldn't be allowed to be kept in the street for multiple reasons.

On Fri, Aug 15, 2025 at 8:34 AM Patrick Kelly <Patrick.Kelly@dmdsystems.com> wrote:
The safety on this street keeps getting worse. No visibility, no concern for environmental issues. Please help.

Patrick Kelly

From: Osbaldo R <osbaldo@or-builders.com>

Sent: Wednesday, July 23, 2025 1:57:53 PM

To: Xenia Czisch <xenia@qmsshields.com>; Bill McLane <bill@paloaltoglass.com>

Cc: Marguerite Poyatos <marguerite@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; Patrick Kelly <Patrick.Kelly@dmdsystems.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com <Staceytomson@qmsshields.com>

Subject: RE: Industrial/Transport/Commercial Safety

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Osbaldo Romero
President
[939 Industrial Ave](#)
[Palo Alto, Ca. 94303](#)
Phone: 650.938.2222
Fax: 650.938.2224
Cell: 415.215.6788



From: Xenia Czisch <xenia@qmsshields.com>
Sent: Wednesday, July 23, 2025 1:53 PM
To: 'Bill McLane' <bill@paloaltoglass.com>
Cc: 'Marguerite Poyatos' <marguerite@paloaltoglass.com>; 'Ramon Moreno' <ramonmorenoschool@gmail.com>; 'Lester Wong' <LWong@wongelectric.com>; 'Maor Greenberg' <maor@greenberg.construction>; 'Dave Stellman' <davestellman@gmail.com>; 'Patrick Kelly' <Patrick.Kelly@dmdsystems.com>; chantal.gaines@cityofpaloalto.org; osbaldo@or-builders.com; 'Manu Kumar' <manu@k9ventures.com>; 'Benjamin Becchetti' <Benjamin.Becchetti@cityofpaloalto.org>; 'Cathi Lerch' <cathi@lerchconstruction.com>; 'Dave Stellman' <dave@paloaltoglass.com>; 'City Mgr' <CityMgr@cityofpaloalto.org>; 'Pete Moffatt' <pete@petemoffat.com>; Jacob@onemovemovers.com; david@paloaltoconcrete.com; 'Steve Wong' <SWong@wongelectric.com>; nancy@drewmaran.com; 'Dan McKinley' <danmck@scientific-equipment.com>; 'Melissa McDonough' <Melissa.McDonough@cityofpaloalto.org>; 'James Reifschneider' <james.reifschneider@cityofpaloalto.org>; 'Transportation' <transportation@cityofpaloalto.org>; 'John Lerch' <john@lerchconstruction.com>; 'Andrew Binder' <Andrew.Binder@cityofpaloalto.org>; 'Jade Jin' <JJin@wongelectric.com>; 'City Attorney' <city.attorney@cityofpaloalto.org>; 'Ed Lauing' <Ed.Lauing@cityofpaloalto.org>; 'Lydia Kou' <Lydia.Kou@cityofpaloalto.org>; 'Vicki Veenker' <vicki.veenker@cityofpaloalto.org>; 'City Council' <city.council@cityofpaloalto.org>; 'Patrick Burt' <pat.burt@cityofpaloalto.org>; 'Greer Stone' <Greer.Stone@cityofpaloalto.org>; 'Julie Lythcott-Haims' <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com
Subject: RE: Industrial/Transport/Commercial Safety

+ Staceytomson@qmsshields.com

Xenia Czisch |

Vice President of
Operations
phone: (650) 858-2491
mobile: (650) 804-4225

fax: (650) 858-2494



[4047 Transport St
Palo Alto, CA 94303](http://4047.Transport.St.Palo.Alto.CA.94303)
www.qualitymetalspinning.us

From: Bill McLane <bill@paloaltoglass.com>
Sent: Wednesday, July 23, 2025 1:48 PM
To: Xenia Czisch <xenia@qmsshields.com>
Cc: Marguerite Poyatos <marguerite@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; Patrick Kelly <Patrick.Kelly@dmdsystems.com>; chantal.gaines@cityofpaloalto.org; osbaldo@or-builders.com; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; jacob@onemovemovers.com; david@paloaltoconcrete.com; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>
Subject: Re: Industrial/Transport/Commercial Safety

I didn't get my tape measure out, but I'd be willing to bet this is more than 18 inches from the curb. I believe that's a violation of California parking laws.



Bill McLane

Palo Alto Glass, Inc.

[4085 Transport Street](#)

[Palo Alto, CA 94303](#)

650-494-7000 Office

www.paloaltoglass.com

On Wed, Jul 23, 2025 at 1:25 PM Xenia Czisch <xenia@qmsshields.com> wrote:

+ staceytomson@qmsshields.com

Xenia Czisch

Vice President of

Operations

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fax: (650) 858-2494



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Palo Alto, CA 94303](http://4047.Transport.St.Palo.Alto.CA.94303)

www.qualitymetalspinning.us

From: Marguerite Poyatos <marguerite@paloaltoglass.com>

Sent: Wednesday, July 23, 2025 1:13 PM

To: Ramon Moreno <ramonmorenoschool@gmail.com>

Cc: Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; Patrick Kelly <Patrick.Kelly@dmdsystems.com>; Bill McLane <bill@paloaltoglass.com>; chantal.gaines@cityofpaloalto.org; osbaldo@or-builders.com; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com; david@paloaltoconcrete.com; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; Xenia Czisch <Xenia@qmsshields.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council

<city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>

Subject: Re: Industrial/Transport/Commercial Safety

Chantal,

Please see the attached images. An enforcement officer went around this morning and gave out the 72 hour tow notices.

I watched the gentleman with the Raiders RV (in attached image) remove all tow notices from his vehicles and will not move them. I will be taking pictures of his vehicles in the next coming days to show that he will be in violation of the notices. Also, he has a propane tank (also in attached image) that has been sitting in the street for a few months now. Can that be addressed?

The other picture shows a tow notice sitting in the gutter, which is where many of these end up. Can there be any enforcement for littering?

As others are stating, I would also hope something can be done for the safety of pedestrians. As I was walking to my car today, I was almost hit by a car because there is no visibility for cars coming down the street or pedestrians.

Thank you.

On Mon, Jul 21, 2025 at 12:12 PM Ramon Moreno <ramonmorenoschool@gmail.com> wrote:

Dear City of Palo Alto,

I am writing to express my deep concern regarding the ongoing issues caused by the RV encampments in Palo Alto, which are directly impacting my business and the safety of my students and their families.

As the owner of the Ramon Moreno School of Ballet, I am dedicated to maintaining a safe, clean, and welcoming environment for our students and their families. However, recent circumstances are making that increasingly difficult.

One of the most pressing issues is illegal dumping. Individuals from the RV encampments have been using my business's garbage disposal for their personal waste, resulting in contamination. Because of this, the city has refused to collect the trash, and I have now been left to clean and dispose of everything myself—at my own expense. If I don't, I've been informed that I may face additional charges. This is unacceptable and places an unfair financial and operational burden on my business. I understand that I am not alone—many neighboring businesses are facing similar challenges.

Additionally, the presence of these encampments has created ongoing safety concerns. Several families have shared their discomfort and hesitation about bringing their children to class, due to the unpredictable and sometimes unsafe conditions surrounding my studio. This is not just an inconvenience; it poses a direct risk to the well-being of the children, their families, my staff, and the reputation of our school.

I would like to know what specific actions the city is taking to address these challenges. While I understand that this is a complex issue, local businesses should not be expected to shoulder the consequences alone. The safety of our community and the ability for small businesses to operate without disruption should be a priority.

I urge the City of Palo Alto to present a clear and immediate plan of action that includes:

- Proper and reliable waste management enforcement
- Increased monitoring and enforcement of local ordinances
- Measures to ensure public safety for local families and business owners

Attached to this email are photos documenting the contamination of my garbage disposal and the resulting conditions. I hope these images convey the seriousness of the situation and the urgent need for intervention.

Thank you for your attention to this matter. I look forward to your response and to seeing meaningful steps taken to support the well-being of our local business community.

Sincerely,

Ramon Moreno

Owner & Director

Ramon Moreno School of Ballet

Please feel free to text or call:

650-304-1909

Thank you,

Ramon Moreno

www.ramonmorenoballet.com

www.facebook.com/pg/RamonMorenoSchool

On Thu, Mar 13, 2025 at 12:43 PM Lester Wong <LWong@wongelectric.com> wrote:

Commercial St. was cleared last night. Thank you for your efforts!

Lester Wong | Vice President

O: 650.813.9999 ext. 22 | C: 650.720.8455

[4067 Transport Street | Palo Alto | CA 94303](#)

Celebrating Our 46th Anniversary 1978 – 2024

A Proud Member of the U.S. Green Building Council

WONG
ELECTRIC, INC.

From: Marguerite Poyatos <marguerite@paloaltoglass.com>
Sent: Thursday, March 13, 2025 12:37:47 PM
To: Maor Greenberg <maor@greenberg.construction>
Cc: Dave Stellman <davestellman@gmail.com>; Patrick Kelly <Patrick.Kelly@dmdsystems.com>; Bill McLane <bill@paloaltoglass.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; osbaldo@or-builders.com <osbaldo@or-builders.com>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Lester Wong <LWong@wongelectric.com>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; RamonMorenoSchool@gmail.com <RamonMorenoSchool@gmail.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; Xenia Czisch <Xenia@gmsshields.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>
Subject: Re: Industrial/Transport/Commercial Safety

The wooden RV seems to be a severe safety issue. A former coworker spoke to the man living in it a couple years ago and was told there is a wood burning oven/stove inside the RV, which he uses. Seems like that could be a severe safety hazard not only for the man residing in it, as well as for the surrounding RV's/vehicles & businesses if it were to catch fire.

We have had to face a number of safety hazards on this street. It is unsafe for pedestrians. We have had attempted break ins at night. We have been harassed by people associated with these RV's, as well as loose dogs, just to name a couple issues. Luckily, police officers do respond and try to help but there will be a time when they will be too late to prevent injury.

The community officers coming through and putting notices on vehicles is nowhere near the solution needed for this area. The notices are thrown away and the vehicles rarely move. I believe this email string started in **2023** and we have had minimal progress with the actual issues at hand.

On Thu, Mar 13, 2025 at 12:19 PM Maor Greenberg
<maor@greenberg.construction> wrote:

City of palo alto!! please let me know how this is Legal for driving also come and clean the street as it's not safe see attached



Maor Greenberg

CEO

maor@greenberg.construction |
[650-610-7711](tel:650-610-7711)

[Greenberg.Construction](#) | [650-600-9536](tel:650-600-9536) x101 | Fax [925-269-2325](tel:925-269-2325)

[908 Industrial Ave. Palo Alto](#)
[94303](#)



From: Dave Stellman <davestellman@gmail.com>
Sent: Wednesday, March 12, 2025 10:56:09 AM
To: Patrick Kelly <Patrick.Kelly@dmdsystems.com>
Cc: Bill McLane <bill@paloaltoglass.com>; Marguerite Poyatos
<MARGUERITE@paloaltoglass.com>; chantal.gaines@cityofpaloalto.org
<chantal.gaines@cityofpaloalto.org>; osbaldo@or-builders.com <osbaldo@or-builders.com>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti
<Benjamin.Becchetti@cityofpaloalto.org>; Lester Wong

<lwong@wongelectric.com>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <swong@wongelectric.com>; RamonMorenoSchool@gmail.com <RamonMorenoSchool@gmail.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; Xenia Czisch <Xenia@qmsshields.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Maor Greenberg <maor@greenberg.construction>

Subject: Re: Industrial/Transport/Commercial Safety

What is it going to take for the city of [Palo Alto](#) to catch up to the rest of the country? A lawsuit when someone in our neighborhood is injured because of the unsafe conditions that exist here? This email chain alone would be enough evidence to show the city's knowledge of the problem and inaction.

With newly enacted laws giving cities the legal right to clean up our public spaces, local cities like Mountain View, Santa Clara and San Jose have already begun the process of relocating and housing these people that need it. Why not Palo Alto? Its not a money issue here, and even if it was, wouldn't it be less costly to tow some vehicles and help relocate them to a safer area than to pay the cost of litigation?

We are asking the city to stop ignoring this issue before it becomes an even bigger problem.

--

Marguerite Poyatos

Palo Alto Glass, Inc.
4085 Transport Street
Palo Alto CA 94303
(650) 494-7000
(650) 494-7087 (FAX)

Attachment A: Neighboring Cities' OSV Parking Regulations

The following is a non-exhaustive list of the approaches some of our neighbor cities have taken to managing the impacts of inhabited Oversized Vehicles (OSVs).

San Jose

- “Oversized and Lived-In Vehicle Enforcement” (OLIVE) pilot program¹:
 - The program, funded by a \$1.5 million budget addendum, is intended to help address the environmental and safety issues caused by oversized vehicles, including lived-in vehicles, parked on city streets. It directs City staff to:
 - Identify areas impacted by the parking of oversized and lived-in vehicles on city streets
 - Establish temporary tow-away zones to allow cleanup of impacted areas and encourage vehicles to relocate
 - Analyze the feasibility of installing permanent parking restrictions at select locations
 - 30 sites were identified in FY 2025 and up to 50 will be identified in FY 2026 for temporary tow-away parking restrictions (approximately one month in duration) to help facilitate the cleanup and street sweeping of the area and encourage people to move their vehicles out of the restricted zone. Vehicles that are not voluntarily moved from tow away zones will be subject to towing and impound. Based on the success of the temporary restrictions, up to 10 sites will be considered for permanent parking restrictions.
- Designated “no overnight parking” and “no large vehicle parking” zones. Towing authorized for violations.²
- Ban on vanlording and on living in vehicles, which went into effect in July 2025.³ Services including safe parking, vehicle buy-back program, biowaste removal, and trash pickups for lived-in vehicles.⁴

San Mateo

- Prohibits parking oversize vehicles and detached trailers on residential streets throughout the city.⁵
- Prohibits living in vehicles.⁶ The City had not been enforcing this ordinance, which was originally passed in the 1990s, but recently began enforcing it again after a dedicated outreach period.⁷

Menlo Park

- Effective April 2025, OSVs may not park overnight (2-5 am) on any public street in the city.⁸
- The City also recently updated its 72-hour ordinance and adopted ordinance language to implement AB 413 (state law that prohibits parking within defined distance of intersections).⁹

Fremont

- In late 2024, the Fremont City Council approved municipal code amendments that would:
 - Prohibit parking an OSV on any public street within 100 feet of a residential property line.¹⁰

- Amend the City’s 72-hour ordinance to clarify that “Any vehicle that has been parked or left standing in the same location or parking spot for seventy-two (72) consecutive hours must be moved at least one thousand (1,000) feet (approximately two-tenths (2/10) of a mile) from its current location and may not return to the same parking spot for at least twenty-four (24) hours after its departure.”¹¹
- The associated staff report¹² acknowledged that enforcement would be largely complaint-based. Staff estimated that substantially expanding parking enforcement beyond their current model would require several additional FTEs at a total ongoing expense of about \$1.2 million plus additional one-time expenses for equipment and material.

Sunnyvale

- Sunnyvale plans to expand safe parking. At the end of 2024, the Council passed an ordinance¹³ that would govern safe parking programs in the city. It also directed staff to pursue implementing a safe parking pilot program on public land and a general fund grant for nonprofit or faith-based organizations to provide safe parking on private land.¹⁴

San Francisco

- San Francisco recently imposed a citywide two-hour limit on OSV parking. Vehicles that have applied for and received a “refuge permit” are exempt from enforcement.¹⁵ To be eligible for a permit, applicants must:
 - Have been living in a large vehicle in SF as of May 2025 (verified by City staff count)
 - Be actively engaging with City services for the unhoused
 - Agree to adhere to a “good neighbor policy”
 - Allow Public Works to clear debris around the vehicle
 - Agree to relinquish the vehicle (via City-run buy-back program or otherwise) and enter permanent housing or non-congregate interim housing if offered.
- The City has budgeted \$13 million for the program over two years. Enforcement is set to start November 1, 2025.

Cupertino

- City recently passed a first reading¹⁶ of an ordinance that would ban overnight OSV parking throughout the city. Housed city residents would be eligible to apply for up to 20 permits a year that would allow them to park their OSVs on the street for up to 72 hours at a time.
- The ordinance also bans renting out a vehicle for living or sleeping quarters in the public right of way.
- At the time this report was written, the ordinance had not yet taken effect.

¹ <https://www.sanjoseca.gov/your-government/departments-offices/transportation/parking/vehicle-abatement/oversized-and-lived-in-vehicle-enforcement>

² <https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:eab8cf93-9cc5-4caf-a89a-0358319167f0>

³ https://library.municode.com/ca/san_jose/ordinances/code_of_ordinances?nodeId=1363727

⁴ <https://www.sanjoseca.gov/residents/homelessness-hub/homelessness-hub-faqs>

⁵ <https://www.cityofsanmateo.org/2407/Oversized-Vehicle-Parking>

-
- ⁶ [https://law.cityofsanmateo.org/us/ca/cities/san-mateo/code/10.04.140#\(a\)](https://law.cityofsanmateo.org/us/ca/cities/san-mateo/code/10.04.140#(a))
- ⁷ <https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:9f595393-eae3-4d52-b18d-88cb77eef4f0?viewer%21megaVerb=group-discover>
- ⁸ <https://www.codepublishing.com/CA/MenloPark/html/MenloPark11/MenloPark1124.html#11.24.075>
- ⁹ <https://www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2024-meetings/agendas/20241112/l1-20241112-cc-oversized-vehicle-and-parking-ord.pdf>
- ¹⁰ <https://www.codepublishing.com/CA/Fremont#!/Fremont10/Fremont1005.html#10.05.555>
- ¹¹ <https://www.codepublishing.com/CA/Fremont#!/Fremont10/Fremont1005.html#10.05.550>
- ¹² https://fremontcityca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1980&MediaPosition=&ID=5285&CssClass=
- ¹³ <https://ecode360.com/46385883>
- ¹⁴ <https://sunnyvaleca.legistar.com/LegislationDetail.aspx?ID=7014182&GUID=1ED10C32-1325-4891-ABED-959D528361C5&G=FA76FAAA-7A74-41EA-9143-F2DB1947F9A5&Options=&Search=&FullText=1>
- ¹⁵ <https://www.sf.gov/large-vehicle-refuge-permit-program>
- ¹⁶ <https://cupertino.legistar.com/LegislationDetail.aspx?ID=7640446&GUID=AA6B4AEF-0865-48BB-ADEB-056F131B83A5>



CITY OF
**PALO
ALTO**

City Council Staff Report

From: City Manager

Report Type: ACTION ITEMS

Lead Department: City Manager

Meeting Date: October 20, 2025

Report #:2509-5183

TITLE

Policy and Services Committee Recommendation to the City Council to Approve a Phased Approach to Address Oversized Vehicle (Including Recreational Vehicle) Impacts, Particularly Relating to Individuals Living in Vehicles and Approve Budget Amendments in various funds; CEQA status – categorically exempt.

RECOMMENDATION

Staff recommends the City Council Approve the Policy and Services Committee recommendation to:

1. Approve the phased approach (described below) to addressing oversized vehicle (including recreational vehicle) impacts, particularly relating to individuals living in vehicles; and
2. Approve amendments to the Fiscal Year 2026 Budget Appropriation (requires a 2/3 vote) to resource aspects of the phased approach in the:
 - a. General Fund by:
 - i. Increasing the contractual services appropriation for the City Manager's Office by \$157,000 for resources to support program implementation;
 - ii. Decreasing the Reserve: Business Tax Revenue for Housing Affordability by \$157,000;
 - iii. Increasing the contractual services appropriation for the Office of Transportation by \$150,000 for engineering services;
 - iv. Increasing the contractual services appropriation in the Public Works Department by \$60,000 for street clean-up services;
 - v. Increasing the contractual services appropriation in the Police Department by \$95,000 for marking and enforcement of vehicles;
 - vi. Decreasing the Budget Stabilization Reserve by \$305,000;
 - b. Refuse Fund by:
 - i. Increasing the contractual services appropriation by \$245,000 for new permanent and temporary street cleaning signage; and

- ii. Decreasing the Ending Fund Balance by \$245,000.

EXECUTIVE SUMMARY

This report updates information presented to the Policy and Services Committee at its August 25, 2025 meeting as well as reflecting the Committee’s recommendation to the full Council.

This recommendation follows the 2025 Council Priority Objective to present options for addressing impacts associated with oversized vehicles (OSVs), particularly individuals living in vehicles. Following the initial report outlining a range of possible strategies, the Policy and Services Committee (the Committee) reviewed the options, amended the staff proposal, and is recommending a phased approach for full Council consideration.

The recommended approach reflects a balanced approach to addressing public health, safety, and neighborhood concerns while also recognizing the complex needs of those living in vehicles. The proposed phasing begins with Phase 1 enacting regulatory measures and enhanced street cleanups and sweeping, including coordination with service providers such as LifeMoves, and appropriating \$707,000 in FY 2026 across several funds. This would be followed by Phase 2, a small-scale pilot of enhanced services, such as mobile pump-outs and increased outreach. The approach also sets the stage for expanding safe parking on private and congregation-based lots and, over time, developing a program to limit OSV parking to designated streets. The Committee was split on limiting OSV parking to designated streets. In a 2-1 vote, the Committee recommended that Phase 2 begin exploring limiting OSV parking to certain streets, including direction to evenly distribute OSV permitted parking citywide, tie the OSV permitted parking to the Point in Time (PIT)¹ count, explore an OSV permitting program, and clearly mark where OSV parking is permitted. Subsequent phases include approving items developed in earlier phases, implementation, and enforcement. Additional one-time and ongoing resources will be needed in future years to administer all phases of this program and will be brought forward as part of the annual budget process to allocate funding.

BACKGROUND

Homelessness continues to be one of the most complex and pressing societal issues affecting communities across California and the nation. In response, the City of Palo Alto has aligned its local efforts with the Santa Clara County Community Plan to End Homelessness 2020–2025, which the City formally endorsed in August 2021.² Since that time, the City has advanced a

¹ The PIT Count is a count of sheltered and unsheltered people experiencing homelessness at a specific point in time and occurs every other year in January.

² Santa Clara County Community Plan to End Homelessness 2020-2025:

https://housingtoolkit.sccgov.org/sites/g/files/exjcpb501/files/CommunityPlan_2020.pdf ; Council Staff Report, April 5, 2021 <https://www.cityofpaloalto.org/files/assets/public/v/1/agendasminutesreports/reports/citymanager-reports-cmrs/year-archive/2021/id-12133.pdf> ; Council Action Minutes, August 9, 2021

<https://cityofpaloalto.primegov.com/Public/CompiledDocument?meetingTemplateId=3354&compileOutputType=>

range of initiatives to promote housing stability and reduce the impacts of homelessness, including:

- Strengthening renter protections,
- Enabling and supporting safe parking programs,
- Permitting and beginning construction of the Homekey interim shelter, and
- Supporting affordable housing developments such as Wilton Court Apartments, 231 Grant Avenue, Mitchell Park Place, and projects on city-owned sites like Lot T downtown and 340 Portage Avenue.

The City also continues to respond to resident and business concerns regarding the visible impacts of homelessness, focusing both on service referrals and enforcement of existing laws.

Recognizing the need for a deeper understanding of local needs and service gaps, the City Council established a 2024 Council Priority Objective to conduct a gap analysis of local housing and homelessness services.³ That analysis was presented as an informational item on December 9, 2024, and discussed at a Council Study Session on February 10, 2025.⁴ The session also included updates on service coordination and enforcement efforts. As a result of that discussion, Council referred follow-up work to the Policy and Services Committee, and adopted two related 2025 Council Priority Objectives, asking staff to return as soon as feasible to Council to determine further action and to bypass extended stakeholder engagement at that time. The Council Priority Objectives are:⁵

- Present options to address homelessness impacts, particularly for individuals living in vehicles, to Policy and Services Committee for prioritization.
- Organize an initial review of sources and methods to raise funding to support new affordable housing production for future evaluation.

Following the February Study Session, staff shared the gap analysis with the Human Relations Commission (HRC) on June 12, 2025, gathering input on housing and services for the unhoused.⁶ While no formal action was taken, individual Commissioners supported a wide

³ Council Meeting, December 4, 2023 <https://www.youtube.com/watch?v=A-2CuhXvs84>

⁴ Council Staff Report, December 9, 2024

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=6549&meetingTemplateType=2&compiledMeetingDocumentId=12534>; Council Staff Report, February 10, 2025

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=6751&meetingTemplateType=2&compiledMeetingDocumentId=13091>

⁵This item responds to the first of the two objectives, the second will be referred to Finance Committee, once staff has identified and evaluated sources and methods. Council Staff Report, May 5, 2025,

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=7767&meetingTemplateType=2&compiledMeetingDocumentId=14271>

⁶ Human Relations Commission Staff Report, June 12, 2025

<https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=8147&meetingTemplateType=2&compiledMeetingDocumentId=14739>

range of ideas, including expanded safe parking, particularly for RVs; incentives and streamlined processes for below-market-rate housing, addressing family homelessness (e.g., via hotel vouchers or tiny homes), shelter improvements, continued renter protections, and stronger partnerships with the tech industry to improve communications access (e.g., phones, Wi-Fi).

Most recently, on August 25, 2025, the Policy and Services Committee took up the Council Priority Objective—addressing impacts related to oversized vehicles (OSVs), including recreational vehicles (RVs).⁷ After discussion, the Committee voted on a split motion to recommend a phased approach. The full Committee agreed on Phases 1, 3 and 4. In a 2-1 vote, with Councilmember Veenker voting no, the Committee recommended to, in Phase 2, begin exploring limiting OSV parking to certain streets, including direction to evenly distribute OSV permitted parking citywide, tie the OSV permitted parking to the Point in Time count, explore an OSV permitting program, and clearly mark where OSV parking is permitted. The full motion text and vote is shown in full on the next page. The full staff report is included as Attachment B.

⁷ Council Staff Report, August 25, 2025, <https://cityofpaloalto.primegov.com/meetings/ItemWithTemplateType?id=8615&meetingTemplateType=2&compiledMeetingDocumentId=15516>

1. Discussion and recommendation to Council on prioritization of potential approaches to address oversized vehicle (including recreational vehicle) impacts, particularly relating to individuals living in vehicles

MOTION SPLIT FOR PURPOSES OF VOTING

MOTION: Councilmember Stone moved, seconded by Councilmember Lu, to recommend the City Council:

Phase 2:

Begin exploration of the “limiting OSV parking to certain streets” approach, including determining a process and criteria for designating streets where OSV parking might be permitted, with appropriate community engagement

- Identify non-residential and non-residential adjacent streets where OSV parking would be permitted, and to the extent possible, evenly distribute those streets across the city
- Tie the number of OSV permitted parking to the Point in Time count
- Explore the possibility of a permitting program for OSV
- Evenly disburse permissible OSV parking spots across the identified streets to avoid overconcentration and clearly mark on those streets where OSV parking is permitted

MOTION PASSED: 2-1, Veenker no

MOTION: Councilmember Stone moved, seconded by Councilmember Lu, to recommend the City Council:

Phase 1: Upon Council approval, staff would:

1. Develop an ordinance to prohibit parking of detached/inoperable vehicles on public streets,
2. Develop an ordinance to prohibit the renting of public parking spaces (“vanlording”),
3. Refine the scope and begin implementation of additional street cleanups and sweeping,
4. Return to Council for approvals of ordinances and contract amendments (e.g., street sweeping) as soon as possible, estimated to require up to four (4) months, and
5. Implementation and enforcement of these actions would follow.
6. Work with LifeMoves to consider options, such as a buyback or parking program, to accept RV residents quickly at the Homekey site or other housing options
7. Return to Council for direction for expanded safe parking on privately-owned and congregation-based parking lots, excepting any safe parking site that requires undedicating parkland

Phase 2: Concurrent of Phase 1 implementation, staff would initiate work on:

1. Design a small-scale enhanced services pilot (e.g., mobile pump outs, additional outreach workers/hours, garbage pickup, etc.),

Phase 3: Following the completion of related components in Phase 2, Council would:

1. Approve pilot and any related contracts and agreements for small-scale enhanced services pilot,
2. Approve a preferred option for expanded safe parking on privately-owned and congregation-based parking lots,
3. Identify streets where OSV parking will be allowed and develop necessary ordinances and program design for “limiting OSV parking to certain streets” approach, and
4. Implementation of these actions would follow.

Phase 4: Following the completion of related components in Phase 3, staff would:

1. Evaluate the enhanced services pilot,
2. Pursue implementation of expanded safe parking, and
3. Obtain related Council approvals for “limiting OSV parking to certain streets” and begin enforcing new approach.

MOTION PASSED: 3-0

ANALYSIS

The recently received 2025 PIT count data shows 418 people experiencing homelessness in Palo Alto, compared to 206 people in 2023. The City continues to have a higher percentage of its unsheltered population living in vehicles compared to the County as a whole. Of those unsheltered in Palo Alto, 73 percent were in vehicles, while 37 percent were in vehicles countywide. There were 168 vehicles (29 cars, 120 RVs, and 19 vans) counted, 35 of which were in safe parking.⁸

As noted at the August Committee meeting, the growing number of people living in vehicles on public streets poses a health and safety challenge, reducing the on-street parking availability for other uses (e.g., residents, business employees and visitors), and necessitating outreach services, street cleaning, and waste disposal. The City has been receiving increased concerns from residents and the business community about long-term parking of oversized vehicles, debris and personal belongings obstructing streets and sidewalks, and improper disposal of human waste. The City Manager's Office has seen a notable rise in these complaints beginning in Spring 2025. Other neighboring cities are also seeking a variety of ways to address inhabited OSVs, as summarized in Attachment A.

This report outlines the phased approach recommended by the Committee, beginning with some contextual information on state law. Then more detailed information is provided on the various actions proposed in the phased approach to: (1) reduce the impacts of accommodating OSV parking demand, (2) strengthen regulations in areas where impacts are occurring while preventing the impacts elsewhere, and (3) organize activities into phases that account for implementation timelines and the complexity of the issue.

Please note that one of the Committee actions was to move safe parking expansion from Phase 2 to Phase 1. To reflect the Committee intent of moving safe parking expansion up in the timeline, staff also moved associated safe parking expansion activities from Phases 3 and 4⁹ to Phase 1; associated resource implications are also identified. Additionally, upon review of the motion, staff noted that the amended Phase 2 to "identify non-residential and non-residential adjacent streets where OSV parking would be permitted" is a revision of Phase 3 item 3 "identify streets where OSV parking will be allowed..." Since this was part of the split motion, if the full Council chooses to adopt the proposed amended language in Phase 2, staff would interpret the Phase 3 item 3 language as being the continuation and finalization of the work begun in Phase 2.

The many items in Phase 1 will trigger the immediate need for staff resources to handle coordination, administration, and implementation. Procurement, contracting, and/or

⁸ The County used a new survey methodology in 2025, so comparing to prior years is fundamentally not the same. The full 2025 PIT Count report is available here: <https://osh.santaclaracounty.gov/data-and-reports/point-time-count>.

⁹ In the Policy and Services Motion this is Phase 3, item 2, but is now considered incorporated under/as part of Phase 1.

recruitment and hiring for this will likely take several months and may impact the rollout time for Phase 1.

State Law and Local Parking Regulations Relating to Oversized Vehicles

In California, the state legislature holds preemptive authority over vehicle movement and parking regulations. Cities—including charter cities—may adopt local parking laws only as permitted by state law, and such laws must also comply with the U.S. Constitution.

In general, parking is allowed in the public right-of-way when: (a) it is not explicitly prohibited, and (b) the vehicle does not block an active lane of traffic, fire hydrants, driveways, or other areas restricted by state law. These rules apply equally to oversized vehicles (OSVs), unless a local jurisdiction adopts specific restrictions for OSVs, which the California Vehicle Code generally allows.

Palo Alto's Municipal Code includes one provision regulating OSV parking: it prohibits OSVs from parking on the street in residential and public facility zones between 2:00 a.m. and 6:00 a.m. Although the Code states this rule is enforceable regardless of signage, state law prohibits enforcement without proper signage to notify drivers. (Practically speaking, OSVs rarely attempt to park in residential zones.)

State law also authorizes local jurisdictions to regulate parking in specific ways, such as with the "72-hour" rule. This allows cities to adopt ordinances permitting removal of a vehicle parked in the same spot for more than 72 hours. Palo Alto has a 72-hour ordinance, which also, to satisfy federal due process requirements, requires that City staff must post a notice on a vehicle stating it will be towed¹⁰ after 72 hours unless the vehicle travels at least five-tenths of a mile. However, nothing in state or local law prevents a vehicle from moving and re-parking in the same location. Prior to towing a vehicle believed to be used for shelter, Police Department personnel and the City's homeless outreach team collaboratively engage in outreach efforts to attempt to connect occupants with alternative housing or safe parking options. The Police Department has primarily focused on abandoned and non-operational OSVs. The Police Department has successfully collaborated with the City's homeless outreach team and has not towed an occupied OSV.

Parking regulations are typically enforced through citations and fines. In certain situations, as defined by state law, vehicles may also be towed. Because towing is a form of property seizure, it triggers Fourth Amendment protections. Courts have ruled that a judicial warrant is generally required to tow a vehicle unless the action falls under the judicially-defined "community caretaking doctrine." This doctrine authorizes towing vehicles that jeopardize public safety and the efficient movement of vehicular traffic or to keep the vehicle from being a target for

¹⁰ The City's ability to tow OSVs is constrained by the limited number of tow companies operating the specialized equipment necessary for towing OSVs, and by limited local tow yard capacity to store OSVs.

vandalism or theft. In most cases, towing also requires notice and an opportunity to correct the violation.

Signage and Enforcement Considerations

Parking restrictions, including the increased street sweeping parking restrictions and the proposed ordinance banning unattached trailer parking, require installing signage to be enforceable.¹¹ Implementing signage for these items could include use of temporary signs and focused sign installation in areas of high activity.

The cost of signage could be substantial. For comparison, Mountain View spent about \$980,000¹² in 2020 to implement signage relating to its oversized vehicle parking ordinances. In Palo Alto, estimated costs are \$1,900 per block for sign installation by a contractor. As a hypothetical maximum, with approximately 2,200 blocks and two signs per side of the block, this equates to roughly 8,800 signs at an estimated cost of \$4.2 million if signs needed to be posted on every block on every street.¹³ (However, to enforce the recommended ordinance to prohibit unattached trailers, signage would not be required on every block in the City and installation could focus on particular areas. On the other hand, state law requires block-level signage, at minimum, for street sweeping parking restrictions). In addition to costs for installation, engineering is required for sign and pole placement field verification, and work order preparation for new street signs and poles (if needed) in public rights of way. For a Citywide signage program, an additional FTE limited duration equivalent to \$244,000-\$269,000 per year would be needed. There may also be an impact to the work of existing engineering staff on items such as development-related traffic control plan review, routine sign upgrades, traffic signal adjustments, traffic signal upgrades, traffic calming and traffic control device plan review, and complete streets projects engineering design). For reference, Mountain View's implementation required over two traffic engineers working full-time for 9 to 12 months.

There would also be added work for Utility Locators to check for conflicts at each site, and ongoing maintenance after installation, likely requiring additional Public Works staffing. Consistent with current practice,¹⁴ staff would also lead with outreach workers ahead of implementing increased street sweeping or any changes to enforcement. Dedicating the

¹¹ In some cases, California cities adopting regulatory actions relating to OSV parking have been sued by advocates for the unhoused, resulting in legal costs.

¹² Number not adjusted for inflation nor construction cost increases over time.

<https://mountainview.legistar.com/LegislationDetail.aspx?ID=4712008&GUID=B91F5618-049D-44E7-9BA9-966071A60D1C&Options=&Search=>

¹³ This estimate assumes the cost for one sign to be posted throughout the City - approximately 2,200 blocks in the City and 2 signs per side per block. If signage will be installed throughout the City it would equate to approximately 8,800 signs. Installation of signs and posts by a contractor is estimated at \$4.2 million (8,800 x \$475). However, not every new parking restriction may require signage to this extent.

¹⁴ Currently, Police and Public Works coordinate closely with the outreach team during a weekly huddle and as-needed.

outreach team to this work would likely impact their ability to rotate effectively throughout the city for contact with other unhoused people not living in these areas.

In terms of enforcement, a citywide parking regulation, inclusive of all the options presented in this report, would significantly increase parking enforcement workload, triggering the need for an additional 1 police officer and 1 parking enforcement officer. The approximate additional annual cost for either in-house FTEs or contracted services would be \$400,000. The additional towing associated with a new citywide parking regulation could add approximately \$40,000 in towing costs annually.¹⁵

Phased Approach – Actions to Accommodate Some Demand

Expanding Safe Parking on Privately-Owned and Congregation-Based Lots

The City could expand safe parking options by pursuing partnerships with privately-owned commercial properties and building on its existing congregation-based safe parking program.

Allowing safe parking on private commercial property would require amending the zoning code and conducting site-specific environmental reviews under CEQA. Then the City could lease the property from interested owners and develop the site for safe parking use. Developing a zoning code amendment to allow safe parking on privately-owned sites is on the Planning and Development Services Department’s long-term work plan but is currently un-resourced. Moreover, as currently scoped, this effort does not include identification of interested property owners, potential sites or funding sources. Progress would depend on a property owner coming forward, which has not happened so far. If that occurs, staff would need to adjust priorities to move this forward.¹⁶

¹⁵ The exact staffing and associated cost would depend on the specific regulation(s) adopted.

¹⁶ Additional Information on Resources for Safe Parking: Implementation of an expanded safe parking program on privately-owned lots, including commercial and congregation-based sites, would require substantial staff work. This includes outreach to congregations, commercial property owners, and surrounding neighborhoods to gauge interest, identify concerns, and assess willingness to participate; evaluation of potential sites for suitability, including space requirements for RVs, circulation, access, lighting, sanitation, and safety standards; coordination with the Human Relations Commission and the Planning and Transportation Commission; and development of policy options for Council consideration; for example, it could be establishing a pilot program with willing partners or preparing a draft ordinance with defined conditions for private sites.

This scope of work is currently un-resourced. If Council directs staff to proceed, resources would need to be shifted from other Council priority projects, which would result in de-prioritizing or delaying work related to several initiatives including: stream corridor, bird-safe glass, wireless, and lighting/dark skies ordinance implementation and limit the number of Council priorities that could be implemented in calendar year 2026 while staff capacity is redirected to this effort.

Prior staff work on this issue in previous years noted several concerns from commercial property owners about participating in a safe parking program. Liability issues and increased insurance premiums were identified as significant barriers. Elected officials, partnered with staff in direct discussions with potential partners may be more

One idea proposed at Policy and Services Committee was to consider safe parking or perhaps OSV storage on airport vacant land, including places leased to car dealerships. Residential use, including temporary or short-term occupancy, is prohibited on the airport under Section 2.3.1.2 of the Federal Aviation Administration’s Advisory Circular 150/5190-4B. The two staging areas on airport land total approximately 75,000 square feet over 2 sites and are currently leased for \$0.86/square foot, generating roughly \$774,000 annually. If used for unoccupied vehicle storage, federal grant assurances require that the Airport Enterprise Fund be compensated at this rate. The Runway Protection Zone overlays one of the sites and both sites are affected by the Runway 31 approach.

For congregation-based lots, existing City law allows up to eight vehicles to park overnight at approved sites.¹⁷ Staff could explore expanding this to allow 24-hour parking and possibly accommodate some oversized vehicles (OSVs). While OSVs aren’t currently prohibited, the program operator notes these vehicles are hard to manage with the daily movement required under current hours. Expanding to include OSVs or longer hours would require outreach to congregations to gauge interest and address neighbor concerns.

Resource Impacts

Exploring these expansion options would require staff time and reprioritizing other work. Costs depend on the level of expansion and site conditions, especially existing amenities. Additional funding would be needed for program management and might be needed for leases and infrastructure. For context, a recent safe parking expansion with existing facilities cost about \$270,000 annually to accommodate 10 additional RV spaces.

Consider Options for Buyback or Parking Program

As mentioned elsewhere (see “Expanding Safe Parking...” above and “Enhanced Services...” following), both, a buyback program and pursuing storage or temporary parking of OSVs while occupants are participating in an interim shelter (e.g., Homekey) or housing program is a novel approach for the City. A couple of jurisdictions recently pursued buyback and at least one is leveraging a local storage facility to pursue storage. The efficacy, effort required, and costs for this approach are largely unknown at this time. A buyback program in Berkeley disbursed a total of \$150,000 for 21 OSVs. The storage cost for OSVs would likely vary significantly based on location, security involved, and insurance costs. There are no existing OSV storage lots in Palo Alto. The nearest that staff is aware of is in the City of San Mateo and, at the time of this report, staff does not have the per vehicle per month rates charged. Staff estimates that exploring this option would take a couple months to research and analyze and that approvals, agreements, and implementation would require several additional months. Without additional staffing in the

effective than developing a broad pilot program or ordinance, which tends to be more passive and resource intensive. If a partner is identified the city could negotiate a site-specific regulatory agreement to advance the City’s interests in this topic.

¹⁷ Safe parking at churches and other religious institutions is regulated at PAMC section 18.42.160.

near term, an ambitious target would be returning to Council with a recommended path forward and funding request for the Fiscal Year 2027 budget.

Increased Cleaning and Street Sweeping on Selected Streets

The City could focus increased cleaning and sweeping on streets where clusters of OSVs are parked. Streets impacted by OSVs require more frequent and thorough cleaning and maintenance than other areas to address refuse, biohazards, and debris. The City can use parking restrictions to support thorough street sweeping by prohibiting parking on designated streets during sweeping hours. Staff would propose to sweep each side of the designated streets twice per month on alternating weeks. For instance, one side could be swept the first and third Wednesday, while the other side was swept the second and fourth Wednesday.

Streets currently or recently affected by high concentrations of OSVs include Embarcadero Way, Embarcadero Road east of Highway 101, Faber Place, Elwell Court, Corporation Way, East Meadow Circle, Fabian Way, Park Boulevard, Sheridan Avenue, Portage Avenue, Ash Street, Commercial Street, Transport Street, Industrial Avenue, the 1000 block of Colorado, the 900 block of San Antonio, Lambert, and Sheridan (east of Park).¹⁸ The street sweeping parking restrictions may encourage OSV owners to relocate, potentially shifting impacts to more sensitive areas like retail or residential neighborhoods.

To reduce storm drain contamination, the City could install filter fabric at storm drain locations to block larger debris, sediment, and soil particles from entering the storm drain system. Additionally, specialized cleanup crews and equipment are necessary to address any biohazardous debris.

Resource Impacts

Costs for signage, increased street sweeping, and specialized cleanup services would need to be addressed. Installing street sweeping signage on the above-mentioned streets where the highest concentration of OSVs commonly park is estimated at about \$100,000 in addition to staff time and deferral of other priorities in order to engineer the installation of the signs. Posting temporary No Parking signs for the above-mentioned streets to enable expedited street cleaning work, before permanent signs are installed, is estimated at \$143,000. Cleanup after OSVs move on—often involving fluid spills, biohazards, and abandoned items—requires dedicated crews working 4 to 8 hours per instance, costing between \$2,000-\$4,000 plus debris disposal fees. Increasing street sweeping to weekly schedule year-round on these streets would add roughly \$12,000 annually. If street sweeping for these abovementioned street segments is changed from the current schedule of weekly sweeping during Leaf Season and bi-weekly

¹⁸ This list has been updated and amended since the Policy and Services Committee meeting to add portions of Colorado, San Antonio, Lambert, Olive, and Sheridan. Cost for in-house signage along these streets would be approximately \$80,000 and take a minimum of 6 months with in-house staff operating on mandatory overtime. The cost for the increased frequency of street sweeping would be \$12,000 for weekly, year round sweeping of these streets. If the increase were to be one side of the street each week, year round there would be no net increase cost for the sweeping.

sweeping during non-Leaf Season, to sweeping only one side of the street twice per month year-round, alternating sides each week, then staff anticipates there will be no net increase in street sweeping cost.

Enforcement would increase the workload for Police Department parking enforcement staff, as well as increase towing expenses. First-year cost assumes this program would begin with temporary signage. Temporary signage must be maintained and properly noticed to be legally enforceable. At a minimum, staff are required to check temporary signage three days before the scheduled sweeping day when enforcement occurs prior to actual sweeping. If a vehicle is towed, staff time requires the presence of a parking officer and a sworn police officer. At inception, this program will require significant outreach by the police staff and the homeless outreach team. As compliance with the sweeping program increases, enforcement staff time and the number of tows is anticipated to decrease. The FY26 cost of this effort is estimated at \$95,000, inclusive of staff time and enforcement towing - depending on vendor capacity to accept these vehicles. Ongoing costs would be a 0.5 FTE at \$70,000 - \$80,000 annually and some ongoing towing funding is already in the Police Department's operating budget.

Enhanced Services Relating to Inhabited OSVs

The City could further address the impacts of inhabited OSVs with enhanced services, including outreach to people living in vehicles, mobile sanitation support (e.g., garbage collection, pump-out), and potentially explore new strategies like an OSV "buyback" program. These could complement expanded street sweeping and stormwater protection efforts already under consideration. Outreach is a key first step. People living in vehicles often take longer to engage with service providers and may be hesitant to leave the perceived independence and security of their vehicles for shelter options. The City currently has under contract two outreach workers who have recently updated their schedules so that one primarily operates weekday daytime shifts, while the other worker covers weekends and some evenings. Further expanding evening and weekend coverage could improve engagement and trust-building, as anecdotally, this population tends to be working during daytime and weekend hours.

To encourage voluntary participation in shelter programs, the City could consider piloting a vehicle buyback program, as seen in Berkeley and San Francisco, where modest cash incentives were offered in exchange for relinquishing vehicles and moving into interim housing. While promising, this remains a relatively new and untested strategy.

For sanitation, the City could designate a waste drop-off site for OSV occupants or use existing facilities with capacity for increased disposal. Staff does not recommend installing new public waste bins due to concerns about illegal dumping. However, another option could be to issue RV dwellers their own solid waste containers to be placed out for collection on assigned collection days and serviced by GreenWaste of Palo Alto. Some jurisdictions have piloted pump-out programs for RVs with mixed results. For example, Portland's program served over 4,000 OSVs in a few years using a combination of scheduled routes and on-demand service, while

other cities, like Long Beach, saw limited participation. Staff can further explore during Phase 2 how to help OSV occupants appropriately dispose of both their solid waste and liquid waste.

Resource Impacts

The City currently spends approximately \$256,000 annually on its contracted outreach program, which includes two full-time outreach workers and a part-time manager.¹⁹

A potential OSV buyback program's cost would depend on the scale of implementation. For reference, the City of Berkeley allocated \$150,000 to a pilot program, which showed early success—20 out of 21 OSV occupants accepted a cash offer in exchange for moving into interim housing and relinquishing their vehicles.

Residential curbside refuse collection services provided by GreenWaste of Palo Alto, the City's contracted hauler, are \$50.07 per month for the standard size 32-gallon size container. Extrapolating from the estimated number of 133 vehicles,²⁰ the estimated projected additional annual expense for such service is about \$80,000. Providing a larger container for each block, such as a two cubic yard bin, is another option but would come at a significantly higher cost.

Mobile pump-out services would require additional research to determine local costs, but available examples provide useful context. Portland spent roughly \$805,000 over four years (about \$22,000 per month), while Mountain View's three-month pilot cost was \$29,000 (about \$7,250 per month), with a per-service cost of \$391, not including staff time. These two programs had different service models.

Phased Approach – Actions to Increase Regulation

Prohibit Storage of Detached Trailers/Non-motorized Vehicles on Public Streets

A common concern from the community is the presence of detached trailers and other non-motorized vehicles that are clearly not able to move under their own power and taking up public parking spaces. The City could adopt an ordinance banning the parking of non-motorized vehicles, such as camper shells and trailers, on public streets when not attached to a motor vehicle capable of legally moving them. Staff recommend a prohibition that applies throughout the City, at all hours. Alternatively, parking could be limited to a set duration, like 1-2 hours. This would help free up parking spaces currently being used for storage of stationary vehicles unable to move under their own power to comply with the 72-hour parking limit.²¹

¹⁹ Currently, the program is funded through a combination of State Permanent Local Housing Allocation (PLHA) entitlement funds, City General Fund contributions, and financial support from Stanford University.

²⁰ This number considers all vehicles not in safe parking (168 vehicles – 35 in safe parking). The estimate was calculated at 133 vehicles for \$50.07/month each, totaling \$6,659, or \$79,912 annual cost.

²¹ The zoning code (Title 18) includes a prohibition on storing or parking non-operable conveyances on private property, except where screened from neighbors. This provision is enforced by Code Enforcement through issuance of warnings, administrative citations, and fines. For non-motorized conveyances on public streets, staff recommends adoption of a new ordinance specifically addressing use of public parking spaces, enforceable by the Police Department or Office of Transportation.

The ordinance would apply to all such conveyances, whether inhabited or not. At the Policy and Services Committee meeting, a Councilmember expressed concern for contractor trailers retaining the ability to park in public parking spaces. However, a ban on detached trailers will not impact trailers used by construction crews which already require a City permit for parking. The prohibition could also include exceptions for loading/unloading and emergency repairs. Signage would be necessary to enforce this rule, with priorities likely starting in areas most impacted by detached trailers.

The prohibition would be enforceable as a parking citation and by towing.

If directed to return on the Consent calendar with an ordinance as described in this section, staff could bring an ordinance for a first reading as early as December 2025 or January 2026.

Resource Impacts

Sign installation for enforcement would require some costs for the additional signage²² and staff from both the Office of Transportation and Public Works Department, similar to other parking restriction projects.

While enforcement, in the short term, is expected to moderately increase the workload for existing parking enforcement officers and increase towing costs, implementing multiple measures, to include clean sweeping enforcement and this strategy, may require an additional 0.5 full-time equivalent (FTE) staff, at a cost of about \$70,000-\$80,000 annually. Towing would likely be done using the current operating budget and is dependent on towing company capacity. Enforcement for Detached Trailers/Non-motorized Vehicles and street sweeping would share resources.

Prohibit Renting of Public Parking Spaces (“Vanlording”)

Staff identified that some occupied OSVs parked on city streets are being rented out by so-called “vanlords” who profit from leasing public parking spaces for habitation. To address this, the City could adopt an ordinance prohibiting the rental of vehicles for living purposes on public streets or the sale of space in the public right-of-way. The goal would be to prevent private profit-taking from a public resource and protect vulnerable renters who often pay for substandard, unregulated living conditions.

The ordinance would target the vanlord—not the renter—and could include escalating daily fines for violations. Other cities are beginning to take similar action. San José recently passed a vanlord-specific ordinance, and Los Angeles is considering one. While San Francisco doesn’t directly regulate vanlords, it does ban leasing public streets or sidewalks, with fines of up to \$300 per violation.²³

²² Staff believes that this signage would be less extensive and should cost a lower amount.

²³ San Jose’s vanlording ordinance is available here:

https://library.municode.com/ca/san_jose/ordinances/code_of_ordinances?nodetid=1363727

Enforcement may be difficult, as identifying vanlords often depends on information from renters, who may be reluctant to cooperate if the practice is banned. As a result, enforcement would rely on staff investigations.

If Council directed staff to return on the Consent calendar with an ordinance prohibiting vanlording as described in this report, staff could bring an ordinance for a first reading as early as December 2025 or January 2026.

Resource Impacts

Implementing a vanlord ban would require staff resources, primarily from the Police Department and City Attorney's Office. Staff would need to gather evidence—both online and in the field—identify the vanlord, and issue warnings or fines. If a vehicle is occupied, the City would also assess what support services could be offered to the residents. While it is still too early to determine impact to workloads for Police, to be effective with investigating illegal renting, Police staff expect one more police officer would need to be resourced – by either diverting away from other investigations, which is not recommended, or add 1.0 FTE during the FY 27 budget cycle at approximately \$280,000 ongoing.

Limit OSV Parking to Certain Streets with Focused Regulations

The City could manage OSV parking by designating specific streets for OSV parking and prohibiting it elsewhere. This strategy, similar to Mountain View's approach under the term of a legal settlement,²⁴ would help mitigate public health, sanitation, and parking impacts while providing clearer guidelines for both enforcement and services. These designated streets would likely be in commercial or industrial areas where residential or school-adjacent impacts are minimized.²⁵ This targeted approach, paired with the above-mentioned increased services—regular street sweeping, trash/waste collection/removal, and safety measures—on streets where OSVs are allowed. Localized parking regulations like red curbs and intersections clearances could also be implemented to maintain safety and access.

Preliminary analysis suggests that street segments where OSVs are currently clustered could accommodate an estimated 200 OSVs,²⁶ though this would reduce the availability for other users and pose ongoing localized challenges arising from habitation on public rights of way not

²⁴ At Policy and Services, a Councilmember asked what the change in number of OSVs was in Mountain View since it began enforcing its oversized vehicle restrictions in October 2022. Mountain View counted 208 vehicles in August 2022 (138 RVs, 35 passenger vehicles, 35 other), 151 vehicles in January 2023 (115 RVs, 21 passenger vehicles, 15 other vehicles), 148 vehicles in August 2023 (99 RVs, 11 passenger vehicles, 38 other), and 223 vehicles in July 2024 (143 RVs, 31 passenger vehicles, 49 other). Mountain View had not published its 2025 vehicle count at the time this report was written.

²⁵ The municipal code already prohibits OSV parking between the hours of 2:00 and 6:00 am on streets located within residential and public facilities zones. However, to enforce the provision, state law requires local jurisdictions to install signs adequately informing parkers of the restriction. Moreover, any attempt to formally designate a subset of non-residential streets on which OSVs may park (i.e., prohibiting OSV parking on all other streets) would require amending the municipal code.

²⁶ Per the 2025 PIT Count, there were 170 vehicles counted: 29 cars, 122 RVs, and 19 vans.

designed to support the ongoing activities of living.²⁷ In consideration of these localized challenges, two of three Committee members voted to identify non-residential and “non-residential-adjacent”²⁸ streets where OSV parking would be permitted, with the goal of distributing these locations as evenly as possible through the city to avoid overconcentration.²⁹ The number of OSVs allowed to park could be tied to the City’s Point-in-Time (PIT) count, ensuring that capacity remains responsive to actual need. The Committee also raised the possibility of a permitting program to help regulate and monitor OSV parking. In addition, all designated streets could be clearly marked to communicate where OSV parking is allowed, further supporting enforcement and public understanding.

To ensure this is fair and manageable, the City would need a detailed plan identifying where OSVs may or may not park, rather than adopting piecemeal restrictions. Ongoing enforcement of the 72-hour parking rule would continue, and a process would be needed to periodically review and update designated streets.

Resource Impacts

As mentioned in the “Signage and Enforcement Considerations” subsection earlier in this Analysis section, any citywide parking regulation would require significant signage and enforcement-related resources. The resource burden is somewhat ameliorated by the phased nature of the overall recommendation.

Summary of Phased Approach

The table below summarizes the costs referenced about each of the programs.

PHASE	ACTION	ESTIMATED DURATION/ COMPLETION	ESTIMATED COST/ BUDGET TIMING IMPLICATIONS
All	Support program implementation	2 years	\$314,000 (total over 2 years); some costs can be prorated
Phase 1			
1.1	Develop ordinance to prohibit detached/inoperable vehicle parking on public streets	3 months – January 2026	Staff time only

²⁷ Analysis assumptions include OSV length of 30’, 5’ distance between vehicles, driveway clearance of 10’, intersection clearance of 20’, hydrant clearance of 15’ and 300’ hydrant spacing. The estimate analyzed the 14 streets where high concentrations of OSVs are currently clustered, focusing on the segments of those streets where OSVs park. Given those parameters, the combined street length is approximately 12,000 linear feet and assuming one sign per 150 feet and \$300/sign.

²⁸ The municipal code restricts overnight parking of OSVs on streets where the property on at least one side carries a residential or public facilities zoning designation, but it does not prohibit OSV parking on “residential-adjacent” streets or include a definition of that term. If Council wants to expand the restriction, it would need to formulate a definition of “residential-adjacent.”

²⁹ The Councilmember voting against the motion that included this idea was advocating to explore all other options before pursuing limiting OSV parking to certain streets.

PHASE	ACTION	ESTIMATED DURATION/ COMPLETION	ESTIMATED COST/ BUDGET TIMING IMPLICATIONS
1.2	Develop an ordinance to prohibit renting public parking spaces	3 months – January 2026	Staff time only
1.3	Refine scope & begin implementation of additional street cleanups and sweeping	3 months – Jan 2026	\$548K for FY26; plus an additional \$269K in FY27 for engineering; some costs can be prorated ^[1]
1.4	Begin adoption of ordinance(s) (i.e., vanlord, inoperable vehicles) and contract(s) approval (i.e., for street sweeping) on consent calendar	3 months – Jan 2026	Staff time only
1.5.1	Implement & enforce detached/inoperable vehicles prohibition	Apr/May 2026	Unknown amount for signage/FY26 enforcement included in 1.3; FY27 additional \$80K/yr
1.5.2	Implement & enforce vanlord (public parking space rental) prohibition	Apr/May 2026	FY26 enforcement included in 1.3 and 1.5.2; FY27 additional \$280K/yr for 1.3 thru 1.5.2; CAO time dependent on volume
1.6	Work with LifeMoves [and Santa Clara County] to consider options (buyback, storage) and to accept RV residents quickly at Homekey or other housing	6 months – Apr/May 2026	Unknown - \$150,000 ^[2] for buyback program/ FY27 Budget
1.7	Return to Council for direction on expanding safe parking on privately-owned and congregational based lots	If no site identified, then 9+ months – August 2026 ^[3]	Staff time only
Phase 2			
2.1	Develop small scale enhanced services pilot	5 months - Oct 2026	Staff time only
2.2 ^[4]	<i>Begin exploration of limiting OSV parking to certain streets, including process/criteria for designating streets, with community engagement</i>	6+ months – Nov/Dec 2026	Staff time only
2.2.1	<i>Identify non-residential & non-residential adjacent streets</i>	6+ months – Nov/Dec 2026	Staff time only
2.2.2	<i>Tie the number of OSV permitted parking to the PIT count</i>	<1 month	Staff time only
2.2.3	<i>Explore possibility of OSV permitting program</i>	3+ months – Aug/Sept 2026	Staff time only
2.2.4	<i>Evenly disburse permissible OSV parking across identified streets to avoid overconcentration and mark clearly on those streets where permitted</i>	6+ months – Nov/Dec 2026	Staff time only
Phase 3			

PHASE	ACTION	ESTIMATED DURATION/ COMPLETION	ESTIMATED COST/ BUDGET TIMING IMPLICATIONS
3.1	Council approval of enhanced services pilot and related contracts/agreements	Nov/Dec 2026	\$400,000+ one-time FY 2027 Budget
3.2	Council approval of preferred expanded safe parking option(s)	Aug/Sept 2026	Staff time only
3.3	<i>Council identification of streets where OSV parking permitted & develop ordinances and program design</i>	6+ months – Nov/Dec 2026	Staff time only
3.4.1	Implement enhanced services pilot	Jan/Feb 2027	Staff time only
3.4.2	Approve preferred option for expanded safe parking ^[5]	Late 2026 & onward	Staff time only
Phase 4			
4.1	Evaluate enhanced services pilot	Jan/Feb 2028	Staff time only
4.2	Pursue implementation of expanded safe parking. ^[6]	Late 2026 & onward	\$270,000+ annually/Midyear 2026-2027 Budget
4.3	Council approvals relating to limiting OSV parking to certain streets.	Jan/Feb 2027	\$4.2 million one-time for citywide signage FY 2027 Budget \$400,000+ annually thereafter (this includes \$80K for enforcement for 1.3-4.3)
4.3.1	Implement “limiting OSV parking to certain streets” and begin enforcement.	3-6 months - May/Aug 2027	Staff time only

^[1] This amount includes \$100,000 for new permanent signage, \$143,000 for temporary signage if the City wants to start implementing street cleaning immediately, plus \$60,000 for the estimated cost of deep cleaning of the 18 street segments (where OSVs are currently clustered) after the OSVs leave each area for the initial cleaning. Staff anticipates phasing in this work, starting with a few blocks each week over several months. This allows time for workers to install signs along nearly 40,000 linear feet of roadway. The sweeping and cleaning work can follow behind as signs are installed. Additionally, this amount includes \$150,000 for engineering analysis, plans, work orders and inspection related to signage, striping and curb paint throughout the City. It also includes \$95,000 for enforcement support rolled out as PW works through the progressions.

^[2] A buyback program in Berkeley applied \$150,000 for 21 OSVs. The storage cost for OSVs would likely vary significantly based on location, security involved, and insurance costs. There are no extant OSV storage lots in Palo Alto. The nearest that staff is aware of is in the City of San Mateo and the per month vehicle costs were not available at the time of this report publishing.

^[3] Note: this timeframe does *not* align with the P&S Committee recommendation. The motion called for Safe Parking expansion to be moved to Phase 1; however, with no specific site identified to date, this effort is currently not resourced as noted in footnote 16 earlier in this report.

^[4] This particular action was part of a split motion that indicated it would be in Phase 2. As parts of this action also appear in the unanimous motion, where those appear, they are also italicized.

^[5] Since expanded safe parking implementation is also part of Phase 4, staff is considering this the initial implementation steps. Since both proposed expansion options require a willing non-city partner, implementation will begin with outreach and, if successful, result in permitting (e.g., congregation-based) and/or leasing (e.g.,

privately owned).
[\[6\]](#) See note above.

FISCAL/RESOURCE IMPACT

The recommended phased approach would require City funding as outlined in the table below and ongoing staff allocation for the foreseeable future. Although funding sources for the majority of this work have not yet been identified, a significant General Fund allocation is likely. Staff will also research and evaluate other funding sources (e.g., grant funding and/or entitlement opportunities, and Business Tax Revenue for Affordable Housing and Unhoused Services). The budget appropriations reflected in the recommendations on the first page of this report are intended to provide the up-front resources required to move forward on immediate actions, with the expectation that additional appropriations and funding sources will be identified at the mid-year budget report in early 2026.

In the near term, the significant front-loading of items into Phase 1 will require reallocating staff resources, will impact other Council priorities, and will require appropriation of a total of \$707,000 in FY 2026: (1) \$157,000 to the City Manager's Office for resources to support program implementation (2) \$305,000 to Public Works for additional street cleaning on currently impacted street segments and related signage, (3) \$150,000 to the Office of Transportation (pro-rated) for engineering analysis, plans, work orders, and inspections, and (4) \$95,000 to the Police Department for enforcement and towing services. These costs will be funded by: (1) \$157,000 from the Business Tax Revenue for Housing Affordability, (2) \$245,000 from the Refuse Fund, and (3) \$305,000 from the General Fund Budget Stabilization Reserve. The ongoing costs for these services would impact the General Fund by approximately \$0.7 to \$0.8 million ongoing annually. In addition, funding for signage in the Capital Improvement Fund may need additional support from the General Fund depending on resources available in the Infrastructure Reserve for capital improvements.

This report focuses on immediate steps to ameliorate the impacts of vehicle dwelling in Palo Alto. In light of the increasing PIT numbers, however, addressing homelessness in a lasting way will ultimately require additional housing for the people being helped. Although not covered in this report, this longer-term effort is important to keep in mind.

Action	Funding Source	FY 2026	FY 2027	FY 2028 & Ongoing
Street Sweeping Signage	Refuse Fund	\$245,000	\$0	\$0
Clean-up Services	General Fund	\$60,000	\$0	\$0
Engineering	General Fund	\$150,000	\$269,000*	\$0
Enforcement/Towing	General Fund	\$95,000	\$440,000	\$440,000
Expanded Safe Parking	General Fund	\$0	\$135,000	\$270,000
Signage for Additional Parking Restrictions	Capital Fund	\$0	\$4,200,000*	\$0
Administration/Implementation	Business Tax	\$157,000	\$157,000	\$0
Buyback/Storage Program	Business Tax	\$0	\$150,000	\$0
Enhanced Services Pilot	Business Tax	\$0	\$400,000	\$0
Total		\$707,000	\$5,751,000	\$710,000
General Fund Impact *		\$305,000	\$844,000	\$710,000
Business Tax Revenue Support		\$157,000	\$707,000	\$0

*Parking Signage work in the Capital Fund may require additional funds to be transferred from the General Fund depending on resources available in the Infrastructure Reserve. The \$4.2 million for signage and \$269,000 for engineering is the estimated maximum cost to sign Citywide; see discussion in the Analysis section under the Signage and Enforcement Considerations item of this memo. The cost will ultimately vary depending on such factors as: the number of new parking regulations adopted (and therefore the number of new signs), the geographic scope of a new parking restriction, and the availability of existing poles/infrastructure for new signs.

STAKEHOLDER ENGAGEMENT

Staff has made some preliminary efforts to gather feedback from the community on the Committee’s recommendation. This included seeking input from the “RV Dwellers Group” of service providers, a representative of Stanford University, members of the faith-based community, City staff, a City Councilmember, and a Human Relations Commission member, at its regular meeting in September 2025. Attendees discussed how to address and balance needs and concerns, including:

- Considering extending safe parking near Geng Road site,
- Understanding how many people living in vehicles work in Palo Alto, how many are van lifers, and noting that there is distrust and fear in this community,
- Concern about people who would not qualify for housing and/or services based on immigration status, and
- Concern about the health and safety of people living in “vanlord” vehicles.

ENVIRONMENTAL REVIEW

Council action on Phase 1 provisions about enhanced cleaning, street sweeping, parking signs, and parking enforcement are categorically exempt under CEQA regulations 15301 (existing

facilities) and 15321 (enforcement actions). Other items in Phase 1 and in later phases require further Council input and/or approval and CEQA will be addressed as those are approved.

ATTACHMENTS

Attachment A: Neighboring Cities' OSV Parking Approaches

Attachment B: Policy and Services Committee August 25, 2025 Staff Report

APPROVED BY:

Ed Shikada, City Manager

From: [Oksana Selavri](#)
To: [Council, City: Kratt, Ken](#)
Subject: RV parking situation on East Meadow Circle in Palo Alto
Date: Monday, October 20, 2025 1:12:26 AM

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Report

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Dear Council Members,

We appreciate your efforts in trying to solve the RV parking situation in the city of Palo Alto for long term and short term.

I would like to join my neighbor Colin Swindells in our request to please support the interest and wellbeing of 254 Palo Alto families who are residents in Echelon, Altaire and Vantage communities.

We have been carrying the burden for the whole city of Palo Alto for a few years now living next to an expanding RV trailer park (over 40 vehicles) which has significantly affected our families' quality of life.

We gave our votes for you in hopes of being represented well.

Kindly please ban the RV parking next to our complexes and identify parking lots that are not affecting any residential areas in Palo Alto for RV overnight stay.

Sincerely,

Oksana

From: [David Adams](#)
To: [Council, City](#)
Subject: RV parking - Agenda Item 16 Monday 10/20
Date: Sunday, October 19, 2025 7:35:13 PM

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Honorable members of the council,

In Ventura there is a proliferation of no overnight parking and no oversize vehicle parking signs. The problem is they are ignored and not enforced. Better than spending a million bucks on signs city-wide would be to run a pilot program in Ventura to see if Mr Shikada's proposal of enforcement actually works. It would be extremely imprudent of the city council not to run a pilot first.

The proposal to limit RV parking to certain streets would be extremely unfair to those having to live or work nearby. This proposal should be made dead on arrival.

The proposal to stop sewage getting into the creeks by covering the drains is half baked. So, the sewage would remain by the curb for up to 2 weeks until it got swept away? Please, we can do better than that. What is the effect of all this sewage on our creeks? Has anyone tested the water in the creeks and in the bay recently? I think we should be told.

Incidentally, there's already an ordinance prohibiting non-operable conveyances on public streets. It's in section 10.34.020 of the municipal code.

Thank you for your consideration.
David Adams
Ventura

From: [stephanie.wansek](#)
To: [Council, City](#)
Subject: Subject: Comment on Agenda Item 16 – Phased Approach to Address Oversized Vehicle Impacts
Date: Sunday, October 19, 2025 5:51:51 PM

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Dear Mayor Lauing and Councilmembers,

I'm writing regarding **Agenda Item 16** for the October 20 meeting—the proposed *Phased Approach to Address Oversized Vehicle (RV) Impacts*.

I live adjacent to East Meadow Circle, an area currently affected by long-term RV habitation, and I appreciate the City's effort to balance enforcement with outreach and service coordination.

My main concern is that, under the proposed phasing, RV habitation could continue on East Meadow Circle for several more years before any restrictions are enacted.

This corridor directly borders residential properties and, in the case of Echelon, even overlaps with the complex—one side fronts directly on East Meadow Circle. These are established, tax-paying residential communities yet this proposed policy framework would disproportionately affect them compared with single-family neighborhoods, which already benefit from overnight parking restrictions. As noted by the City's own studies, industrial and commercially zoned areas may offer far more appropriate locations for managed RV habitation.

The phased approach also prolongs very real neighborhood impacts. In my own experience, I used to walk my dog along East Meadow Circle every morning when only a few RVs were present and the area felt safe enough. That changed after my dog was attacked by an unleashed pit-bull mix that came out of an RV. When I reacted, understandably shaken, the imposing male owner yelled at me. That was more than five years ago, and I haven't walked there since. What should be a pleasant, walkable area for nearby residents has become off-limits to many of us because of ongoing safety, noise, and sanitation concerns.

Even from across the street, the constant generator noise and exhaust from RVs is hard to ignore. When I walk my dog in the evening on my complex grounds, I can smell the fumes and hear the mechanical hum from multiple units running at once. It's difficult to reconcile this with living in a neighborhood that contributes property and city taxes to maintain quiet streets and good air quality. The persistent pollution and noise simply feel incompatible with what should be a livable residential environment.

I respectfully ask Council to consider an amendment so that Phase 1 explicitly excludes residential-adjacent streets from permitted RV habitation and instead prioritizes relocation to industrial and commercial areas, for example, Corporation Way, Industrial Avenue, or Transport Street, where management and sanitation can be more effectively coordinated with LifeMoves or similar partners.

This approach would align Palo Alto with regional precedent. Neighboring cities including Mountain View, Sunnyvale, Los Altos, and San Jose have already implemented zone-based restrictions that prohibit RV parking on residential and residential-adjacent streets, directing long-term habitation to industrial or commercial zones with safe-parking programs. Menlo Park and San Francisco have adopted citywide overnight bans within the last year. By comparison, Palo Alto's phased plan delays full enforcement until at least 2027, which, according to the City's own regional policy review, creates a "*magnet effect*" as vehicles relocate to the least-regulated cities.

An amendment to Phase 1 that excludes residential-adjacent streets from permitted RV habitation, could help ensure that all residential areas are treated equitably under the City's policy framework, while still supporting compassionate, managed alternatives. Thank you for your attention to this important issue and for the thoughtful work that has gone into developing the staff proposal.

Sincerely,
Stephanie Wansek
Vantage Resident
East Meadow Circle Area

From: [Martin Cuyegkeng](#)
To: [Council, City](#)
Subject: Agenda Item #16 for the CITY COUNCIL Regular Meeting on 10/20 Policy and Services Committee Recommendation to the City Council to Approve a Phased Approach to Address Oversized Vehicle (Including Recreational Vehicle) Impacts
Date: Sunday, October 19, 2025 5:47:34 PM

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Dear Council Members,

Supporting Colin's explanation regarding the importance of this matter and thanking you for your action.

Regarding the City Staff recommendation summarized as a **phased, citywide plan to manage RVs and other oversized vehicles used for habitation on public streets**:

Phase 1 (FY 2026 – early implementation)

- *Ban detached/inoperable vehicles and "vanlording."*
- *Increase sanitation and street cleaning (new signage, enforcement, towing).*
- *Coordinate with LifeMoves and nonprofits for outreach and relocation.*
- **Budget:** *≈ \$707 K across departments.*

Phase 2 (planning and pilot)

- *Develop a pilot for mobile sanitation and trash pickup.*
- *Identify which non-residential and "residential-adjacent" streets could allow long-term RV parking.*

Phases 3–4 (long-term implementation)

- *Approve and expand safe-parking locations.*
- *Designate streets where RV habitation is permitted and begin formal enforcement.*

Phase 1 is scheduled for FY 2026 (mid-2025 to mid-2026). Phases 2–4 have no set dates and are expected to extend into 2027 or later.

Can we move toward implementation that prohibits RV / oversized vehicle parking on all residential and residential-adjacent streets? Instead, direct long-term habitation to industrial or commercial areas with safe-parking programs which the city has &/or is planning more.

This seems to be the most balanced approach of not simply banning the vehicles for them to move to another city, which has arguably been done to us by others such as Menlo Park, while also recognizing the materially negative impact of the proliferation in these areas. Furthermore, realistically, any residential or residential-adjacent location chosen will result in valid concern / impact on the people in that area so better to aim for consistency across the city. Lastly, this would be similar to the policy that some of our sister cities such as Mountain View and Los Altos have done.

Thank you.

Martin Cuyegkeng
Trinity Ln, Palo Alto, CA 94303

From: Colin Swindells <colin.swindells@gmail.com>
Subject: [echelonpa] RV Situation in Palo Alto
Date: October 17, 2025 at 1:33:07 PM PDT
To: city.council@paloalto.gov

Dear Council Members and Neighbors,

A summary of health and economic risks related to the current RV situation are described below.

This relates to Agenda Item #16 for the CITY COUNCIL Regular Meeting on Monday, October 20, 2025 (Council Chambers & Hybrid @ 5:30 PM):
“16. Policy and Services Committee Recommendation to the City Council to Approve a Phased Approach to Address Oversized Vehicle (Including Recreational Vehicle) Impacts, Particularly Relating to Individuals Living in Vehicles and Approve Budget Amendments in various funds; CEQA status – categorically exempt.”

I appreciate your upcoming action to address the health and economic risks that are directly impacting the 254 units of Altaire, Echelon and Vantage communities neighboring the RVs parked along E Meadow Cir in Palo Alto. Specifically, health concerns arise from the lack of sanitation, safety infrastructure and basic services that come with living in non-designated areas. Economic concerns include property values, municipal & public services, local businesses, direct neighbor costs and economic stagnation. For example, if *only* considering property tax revenue losses to the City of Palo Alto due to the particular RV situation neighboring our three complexes (Altaire, Echelon and Vantage), an estimate is \$1.5 M - \$1.8 M total reduced Palo Alto property taxes collected per year (see *Example Economic Use Case B* below). Presumably, overall economic impacts for Palo Alto are much higher. I would be happy to

update more complete health and economic impact estimates with council members & neighbors, and appropriate solutions.

Sincerely,

Colin Swindells
3769 Klamath Lane, Palo Alto, CA 94303

Health Risks

Situation: a high concentration of illegally parked RVs with unhoused occupants living in a residential neighborhood—50 RVs within a 1000-foot radius—here is a breakdown of potential health risks, categorized for clarity.

Summary Challenges: This is a complex public health issue with significant impacts on both the unhoused individuals living in the RVs and the residents of the surrounding neighborhood. The health risks are not inherent to the people, but rather stem from the lack of sanitation, safety infrastructure, and basic services that come with living in non-designated areas.

1. Environmental Health and Sanitation Risks

This is often the most immediate and visible category of health risks. A high concentration of RVs without access to proper utilities creates a significant bio-load on the immediate environment.

-

Improper Disposal of Human Waste (Black Water): RVs have toilets and black water holding tanks that need to be emptied regularly. Without legal and accessible dump stations, occupants may be forced to dump raw sewage into storm drains, gutters, or onto the ground.

-

Health Risks: This introduces dangerous pathogens into the environment.

- **Bacteria:** E. coli, Salmonella, Shigella, which can cause severe gastrointestinal illness.
 - **Viruses:** Norovirus and Hepatitis A, which are highly contagious and can be spread through contaminated surfaces or water.
 - **Parasites:** Giardia and Cryptosporidium, leading to diarrheal diseases.
 - **Impact:** These pathogens can contaminate public sidewalks, wash into local waterways (creeks, bays), and potentially seep into the soil in parks or green spaces where children and pets play.
- **Improper Disposal of Gray Water:** This is wastewater from sinks and showers. While less hazardous than black water, it contains soaps, food particles, and bacteria that can create foul odors, attract pests, and pollute storm drains.
- **Accumulation of Solid Waste (Trash):** Without regular municipal trash collection, garbage can pile up in and around the RVs.
 - **Health Risks:**
 - **Pest Infestations:** Accumulating trash is a breeding ground for rodents (rats, mice) and insects (flies, cockroaches).
 - **Vector-Borne Diseases:** Rodents can carry diseases like Hantavirus (from droppings), Leptospirosis, and Salmonellosis. Flies can transfer bacteria from waste to food surfaces.
- **Hazardous Material Spills:** RVs use and store hazardous materials.

Health Risks: Leaks or spills of gasoline, diesel, propane, motor oil, and battery acid can contaminate the soil and groundwater. Propane tanks pose a significant fire and explosion risk, especially if they are old, damaged, or improperly stored.

2. Public Health and Communicable Disease Risks

The dense, close-quarters living conditions, combined with a lack of sanitation, can create an environment where diseases can spread easily, affecting both the RV occupants and, potentially, the wider community.

-

Increased Risk of Outbreaks: The unsanitary conditions described above (especially human waste) create a perfect environment for outbreaks of diseases like **Hepatitis A** or **Shigellosis**, which have been documented in similar encampment situations in other cities.

-

Respiratory Illnesses: The constant running of generators for power produces carbon monoxide (CO), nitrogen oxides (NOx), and particulate matter (PM2.5).

-

Health Risks: Poor air quality can exacerbate asthma and other respiratory conditions for nearby residents. For RV occupants, there is a severe risk of **carbon monoxide poisoning**, which can be fatal, especially in poorly ventilated vehicles.

-

Spread of Other Diseases: Lack of access to running water for handwashing and hygiene facilitates the spread of viruses like **influenza** and **COVID-19**, as well as skin conditions like **scabies** and **lice** among the encampment population.

3. Physical Safety and Hazard Risks

The physical presence of a large number of vehicles not designed for permanent street parking creates numerous safety hazards.

-

Fire Hazards: This is one of the most significant risks.

- **Causes:** Fires can be started by faulty internal wiring in older RVs, unsafe heating methods (propane heaters, stoves), cooking accidents, or generator malfunctions.
- **Magnified Risk:** In a dense cluster of 50 RVs, a fire in one vehicle can quickly spread to adjacent RVs and potentially to nearby homes, trees, or parked cars. The presence of propane tanks can lead to explosions, accelerating the fire's spread and endangering firefighters.
- **Access Issues:** The RVs may block streets or fire hydrants, impeding emergency vehicle access.
- **Traffic and Pedestrian Safety:**
 - **Blocked Sightlines:** RVs parked at intersections can block visibility for drivers, cyclists, and pedestrians, increasing the risk of accidents.
 - **Obstruction of Public Ways:** Vehicles parked on sidewalks or in bike lanes force pedestrians and cyclists into the street, into the path of traffic.

4. Mental and Social Health Impacts

These risks affect both the housed residents and the unhoused occupants.

- **For Neighborhood Residents:**
 - **Stress and Anxiety:** Constant noise from generators, fear of crime, concern over sanitation, and feelings of a loss of neighborhood safety can lead to chronic stress and anxiety.
 - **Loss of Public Space:** Residents may feel unable to use public parks, sidewalks, or other common areas due to perceived or real

safety and sanitation concerns.

- **For RV Occupants:**
 - **Extreme Stress and Trauma:** It's crucial to acknowledge the immense health risks faced by the unhoused individuals themselves. They live in a state of constant vulnerability, facing the threat of displacement, harassment, violence, and theft.
 - **Exacerbation of Health Conditions:** Lack of stability, nutrition, and access to healthcare worsens pre-existing conditions, including physical illnesses, mental health disorders, and substance use disorders.

Summary for the 50 RV / 1000 ft Scenario:

With a density of 50 RVs in such a small area, all the risks mentioned above would be significantly magnified.

- **Environmental Load:** The daily output of human waste, gray water, and trash from 50+ people would quickly overwhelm the local environment, creating tangible biohazard zones.
- **Air and Noise Pollution:** The cumulative noise and fumes from dozens of generators running simultaneously would create a constant, unhealthy environment for everyone within that 1000-foot radius and beyond.
- **Cascading Fire Risk:** A fire would be a catastrophic event with a high probability of spreading to multiple vehicles and structures.
- **Public Health Emergency Potential:** An outbreak of a communicable disease like Hepatitis A would have a high potential for rapid spread within the encampment and would require a major intervention from public health departments.

In conclusion, a high concentration of RVs in a residential neighborhood without proper infrastructure poses serious, multifaceted health risks related to environmental contamination, communicable disease, fire safety, and public

safety. Addressing this issue effectively requires a public health-led approach that provides safe, sanctioned locations with sanitation services, coupled with robust outreach to connect the unhoused occupants with healthcare, housing, and other support services.

Economic Risks

Situation: a high concentration of illegally parked RVs with unhoused occupants living in a residential neighborhood—50 RVs within a 1000-foot radius—here is a breakdown of potential economic risks, categorized for clarity.

Summary Challenges: Building on the public health risks, the economic risks associated with a high concentration of illegally parked RVs are significant and can affect homeowners, local businesses, and the municipal government. These risks are not caused by the unhoused individuals themselves, but by the circumstances of living in unmanaged, unsanctioned encampments that lack infrastructure and services.

Example Economic Use Case A: Palo Alto City lost property tax revenue from Echelon...

Total Units in Echelon: 75

Conjecture A: \$1.75 M average current value (Q4 2025)

Conjecture B: 25% reduction in value due to RV situation

Estimate A: \$2.3 M average unit value (Q4 2025) with resolved RV situation
[\$1.75 M / (1 - 25%)]

Estimate B: \$43.8 M total **reduced** property value for Palo Alto property taxes **per year** [(\$2.3 M - \$1.75 M) * 75 units]

Estimate C: \$438 k total absolute **reduced** Palo Alto property taxes collected **per year** [annual property tax @ 1% property value]

Example Economic Use Case B: Palo Alto City lost property tax revenue from Altaire, Echelon, and Vantage...

Total Units: 254

Conjecture A: \$1.7 M - \$2.1 average current value per unit (Q4 2025)

Conjecture B: 25% reduction in value due to RV situation

Estimate A: \$2.3 M - \$2.8 M average unit value (Q4 2025) with resolved RV situation
[\$1.7 M / (1 - 25%); \$2.1 M / (1 - 25%)]

Estimate B: \$152 M - \$178 M total **reduced** property value for Palo Alto

property taxes **per year** [(\$2.3 M - \$1.7 M) * 254 units; (\$2.8 M - \$2.1 M) * 254 units]

Estimate C: \$1.5 M - \$1.8 M total absolute **reduced** Palo Alto property taxes collected **per year** [annual property tax @ 1% property value]

1. Impact on Real Estate and Property Values

This is often the most direct and significant economic impact for neighborhood residents.

-

Decreased Property Values: The presence of a large, unsanctioned encampment can lead to a measurable decline in property values. Factors contributing to this include:

-

Perceived Decline in Safety and Quality of Life: Potential buyers are often deterred by visible signs of disorder, sanitation issues, and perceived crime.

-

Visual Blight: The physical appearance of a large number of dilapidated or poorly maintained vehicles, along with associated debris, can negatively impact the aesthetic appeal of a neighborhood.

-

Noise and Air Pollution: Constant generator noise and exhaust fumes make the neighborhood less desirable.

-

Difficulty Selling or Renting Properties:

-

Longer Market Time: Homes and apartments within the affected area may take significantly longer to sell or rent.

-

Reduced Sale Prices and Rental Income: To attract buyers or tenants, property owners may be forced to lower their asking prices or rent, leading to a direct financial loss. Landlords may experience higher

vacancy rates.

- **Stifled Home Improvement Investment:** Homeowners may become hesitant to invest in renovations or upgrades, fearing they will not see a return on their investment due to the declining desirability of the neighborhood.

2. Increased Costs for Municipal and Public Services

The burden on public services translates directly to increased costs for the city, which are ultimately borne by taxpayers.

- **Increased Emergency Service Costs:** A high-density encampment places a disproportionate demand on emergency services.
 - **Fire Department:** High frequency of calls for fires (vehicle, trash, tent), medical emergencies, and responses to propane leaks or generator malfunctions. These calls are resource-intensive.
 - **Police Department:** Increased calls for service related to disputes, wellness checks, theft, and other crime, requiring significant officer time.
 - **Paramedics/EMT:** Frequent medical calls for both encampment occupants and potential issues in the surrounding neighborhood.
- **Significant Sanitation and Cleanup Costs:**
 - **Biohazard Removal:** Cleaning up human waste, used needles, and other biohazardous materials requires specialized crews and equipment, which is far more expensive than standard trash collection.
 - **Large-Scale Debris Removal:** The city often bears the cost of clearing out abandoned vehicles, accumulated trash, and personal property after an encampment is cleared. These operations can cost tens or even hundreds of thousands of dollars per event.

- **Public Health Response Costs:** As mentioned in the health risks, an outbreak of a communicable disease like Hepatitis A would necessitate a costly public health campaign for containment, testing, and vaccination.

3. Negative Impact on Local Businesses

Small, local businesses are particularly vulnerable to the economic fallout.

- **Reduced Revenue:**
 - **Loss of Foot Traffic:** Customers may avoid shopping in areas they perceive as unsafe or unpleasant. Difficulty finding parking and navigating blocked sidewalks can further deter patrons.
 - **Negative Reputation:** A business located in or near a large encampment can suffer from a damaged reputation, driving away both regular and potential new customers.
- **Increased Operational Costs:**
 - **Security:** Businesses may need to hire private security guards or install expensive surveillance systems.
 - **Cleaning and Repairs:** Daily costs for cleaning up litter, human waste, and graffiti from their storefronts. Costs to repair vandalism or break-ins.
 - **Higher Insurance Premiums:** Commercial insurance rates may increase if the area is deemed higher risk.
- **Employee-Related Issues:** Businesses may struggle to attract and retain employees who feel unsafe commuting to or working in the area, especially during early morning or late-night shifts.

4. Direct Financial Costs to Residents

Beyond the impact on property values, residents may face direct, out-of-pocket expenses.

-

Installation of Security Measures: Many residents will feel compelled to spend money on security cameras, enhanced lighting, alarms, and stronger fences.

-

Property Damage: Costs to repair damaged fences, remove graffiti, and replace stolen items (e.g., packages, items from yards or cars).

-

Increased Insurance Rates: If the neighborhood experiences a documented increase in crime or fire incidents, homeowners' insurance premiums could rise for everyone in the zip code.

5. Broader Economic Stagnation and Disinvestment

If the situation persists, it can lead to long-term economic damage to the neighborhood.

-

Deterred Investment: Private developers and businesses will be reluctant to invest in a neighborhood with such visible and unresolved social and sanitation issues. This can halt new construction, prevent new businesses from opening, and lead to a downward economic spiral.

-

Erosion of the Tax Base: A combination of declining property values and businesses closing or relocating can lead to a reduction in the city's property and sales tax revenue from that area. This, in turn, can mean less funding for public services, creating a vicious cycle.

Summary for the 50 RV / 1000 ft Scenario:

In a dense scenario like this, the economic risks are not just potential; they become a sustained reality.

-

Market Chill: The local real estate market would likely freeze or see a sharp,

localized crash. It would be difficult to sell a home at a fair market price within that radius.

- **Budgetary Strain:** The cost to the city for services would become a significant, recurring line item in the municipal budget, potentially diverting funds from other neighborhood services like park maintenance or library hours.
- **"Red Zone" for Business:** The immediate area would likely become a "no-go" zone for new business investment, and existing small businesses would be under severe financial pressure, with a high risk of failure.

In essence, a high concentration of RVs creates a localized economic crisis driven by the failure to provide basic sanitation, safety, and housing infrastructure. The economic costs demonstrate the financial consequence of not addressing the root causes of homelessness and the need for managed, resourced solutions.

--

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To view this discussion visit

<https://groups.google.com/d/msgid/echelonpa/CAOcXV2HfbUCW7GW%3DQ0-rD9a%3D3rdXb%3DLhC4ydnXqfJk2LG8ks3A%40mail.gmail.com>.

From: [Evan Reade](#)
To: [Council, City](#); [Lauing, Ed](#); [Burt, Patrick](#); [Veenker, Vicki](#); [Stone, Greer](#); [Lu, George](#); [Lythcott-Haims, Julie](#); [Reckdahl, Keith](#)
Cc: [Shikada, Ed](#); savelegalparkingpa@gmail.com
Subject: Re: Say NO to RV parking on our streets
Date: Sunday, October 19, 2025 2:34:50 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dr. Mr. Mayor; Dear City Council Members:

I am resending my letter to you of September 3, 2025 regarding RV parking, as you will be discussing this matter on October 20 and I am unable to attend in person.

To summarize:

- You should not be incentivizing people to come to Palo Alto to live on our streets wherever they wish in their RVs, or in any other type of vehicles, for that matter.
- The City should not be spending taxpayer dollars to operate RV parks or other campgrounds.
- Rather than solving this problem, you are making it worse.

JUST SAY NO to RVs parked on our streets.

Sincerely,

Evan G. Reade
Sharon Ct.
Palo Alto

On Wednesday, September 3, 2025, 01:59:16 PM PDT, Evan Reade <evanreade@aol.com> wrote:

Dear Mr. Mayor; Dear City Council Members:

Regarding the recent meeting of the Policy and Services Committee convened to discuss the subject of RV dwellers parking and living on the streets of Palo Alto: JUST SAY NO. I take issue with those who refer to the people who occupy these mobile dwelling units as "residents" of Palo Alto. Clearly, they are not. They do not have an address in the city. They do not pay taxes in the city. And they have no right to simply plop themselves down where ever they wish, in front of someone's business, or someone's home, or next to one of our parks, or anywhere on our public streets and decide to "reside" there for as long as they wish. They spread their belongings on public rights of way, they pour their waste into city storm drains, and they increasingly divert the resources of our public safety professionals. They are a blight.

A recent newspaper article I read about this issue reported that the number of RV dwellers in Palo Alto is increasing. Gosh, I wonder why. Could it be they come because the word is out that they will be tolerated and almost even welcomed here, unlike in other cities in the region, including San Francisco, which recently enacted prohibitions against oversized vehicle parking? And I can't believe the quote attributed to Council Member Lu that he is "a YIMBY on extremely affordable housing and RV parking throughout the entire community, and would not object to anything in my neighborhood." I wonder how your neighbors feel about that, Mr. Lu. You should be protecting the quality of life for those who elected you.

I applaud the Palo Alto Police Department for all they are doing to try to keep ahead of this growing blight by utilizing laws and ordinances already on the books. They are working to keep our community safe and clean. I urge Council to do the same.

Sincerely,

Evan G. Reade
Sharon Ct.
Palo Alto

From: [Gabe Molitor](#)
To: [Council, City](#)
Subject: Dear city council members this is your friend Gabe molitor and the reason for this mobile cell phone email message is because I also think that it's also about the right time that RV owners should be sent to other parts across the United States and als...
Date: Saturday, October 18, 2025 7:58:11 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Sent from my iPhone

From: [Patty Irish](#)
To: [Council City](#)
Subject: Letter Concerning RV parking on the City Street in Palo Alto
Date: Saturday, October 18, 2025 3:41:38 PM

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Dear Mayor Lauing and City Council Members,

I think the challenge of RVs on our streets and people having to use them as "permanent housing" is an impossible situation for them and for the people who live and work in these areas where the RVs are parked. It is an endless challenge with no good solutions.

I believe the best thing for you to do - it may sound impossible but is really the only thing that will help solve the problem - is:

1. buy or find someone to buy - apartment buildings that will house about the number of units you will need to offer basic, supportive housing for those you have living in RVs.
2. partner with a housing group to supply supportive services
3. The City offer an apartment at a subsidized rate to each RV unit. They need to be told if they do not take the apartment they will have to leave the City.
4. You offer to purchase their RV
5. if they move to an apartment great. If not they must be required to leave. (legal now I believe).

I Know this sounds impossible but it has to be possible for people to live here.

I want to remind you of something the City Council did in 1997-98 building Alma Place for 107 people who were almost homeless. In fact without Alma Place I think they would have been. But you built an SRO on Alma for 107 units and very vulnerable people like those living in RVs today now live lives with dignity as part of this community. It took real vision then and now to do what seems impossible. It is needed because we in this area have allowed housing to become so expensive and scarce.

I ask you to consider the unthinkable to real solutions. Maybe funders could be found for the buildings. Cities nearby are trying to do this too. It is a time that calls for extraordinary measures.

Thank you for your consideration,

Patty Irish


In the past I have been staff, I have worked with homeless in LA, Peninsula Habitat for Humanity staff and Board of Palo Alto Housing and Stevenson House.


--

Patty Irish

850 Webster St. #628

Palo Alto, CA 94301

650-324-7407 

650-245-3906  cell

How do you tell a story that has been told the wrong way for so long?



Virus-free www.avast.com

From: [Nancy Noe](#)
To: [Lauing, Ed](#); [Veenker, Vicki](#); [Burt, Patrick](#); [Lu, George](#); [Lythcott-Haims, Julie](#); [Reckdahl, Keith](#); [Stone, Greer](#); [Council, City](#)
Cc: [Board](#)
Subject: Phased Approach to Address Oversized Vehicle Impacts
Date: Saturday, October 18, 2025 10:20:53 AM

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Re Agenda Item 16, the Policy and Services Committee Recommendation to Approve a Phased Approach to Address Oversized Vehicle Impacts

Honorable Mayor Lauing and Councilmembers,

The Board of Heart and Home Collaborative would like to thank you for your continuing efforts to address homelessness in Palo Alto, and to encourage you to adopt the Policy & Services Committee Recommendation for a phased approach to address the issue of oversized vehicles as part of your strategy for helping your unhoused population.

Your on-going support for programs like ours and LifeMoves are a critical component in serving unhoused people in Palo Alto, but as you know there are many more people in need of housing than current shelters and transitional housing programs are able to support. Living in RVs on the City streets (and for that matter staying in shelters) are far from ideal living arrangements, but they provide immediate safe, dry places for people to sleep at night until better, more permanent accommodations are available.

Forcing the relocation of oversized vehicles when better alternatives are not available does not create a solution. People simply have to move the vehicles to other inappropriate locations, or possibly be forced out of their vehicles onto the streets.

We recognize that oversized vehicles used as living spaces can cause negative impacts to surrounding neighborhoods and applaud the recommendations offered in Phase One that would improve the sanitary environment for the people living in the vehicles, as well as addressing the impacts to those living and working nearby.

We believe that the phased approach recommended is well thought out and that dedicating

some additional time and resources to find safer, more appropriate parking areas and to increase other housing alternatives will result in better long-term outcomes for the current vehicle dwellers and for the broader community.

We therefore urge you to adopt the phased recommendation offered by the Policy and Services Committee.

Respectfully,

Nancy Noe, Board member

on behalf of Heart & Home Collaborative Board of Directors

From: [Manu Kumar](#)
To: [Steve Wong](#)
Cc: [Transportation](#); [RevColl](#); [Patrick Kelly](#); [Osbaldo R](#); [Xenia Czisch](#); [Bill McLane](#); [Ramon Moreno](#); [Lester Wong](#); [Maor Greenberg](#); [Marguerite Poyatos](#); [Dave Stellman](#); [Gaines, Chantal](#); [Cathi Lerch](#); [Dave Stellman](#); [City Mgr](#); [Moffatt, Pete](#); [Jacob@onemovemovers.com](#); [david@palaltoconcrete.com](#); [nancy@drewmaran.com](#); [Dan McKinley](#); [McDonough, Melissa](#); [Reifschneider, James](#); [John Lerch](#); [Binder, Andrew](#); [City Attorney](#); [Lauing, Ed](#); [Lydia Kou](#); [Veenker, Vicki](#); [Council, City](#); [Burt, Patrick](#); [Stone, Greer](#); [Lythcott-Haims, Julie](#); [Staceytomson@qmsshields.com](#); [Becchetti, Benjamin](#); [Cally Mei](#)
Subject: Re: Industrial/Transport/Commercial Safety
Date: Saturday, October 18, 2025 9:26:11 AM
Attachments: [Outlook-THE image015.png](#)
[image018.png](#)
[Outlook-3lhybirb Outlook-logo 2 PNG.png](#)
[image011.png](#)
[Outlook-Green Hear image020.png](#)
[image017.png](#)
[image021.png](#)
[image016.png](#)
[image019.png](#)

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Steve and fellow neighbors:

I posted some videos from my drive home yesterday on X for everyone to see what Palo Alto really looks like.

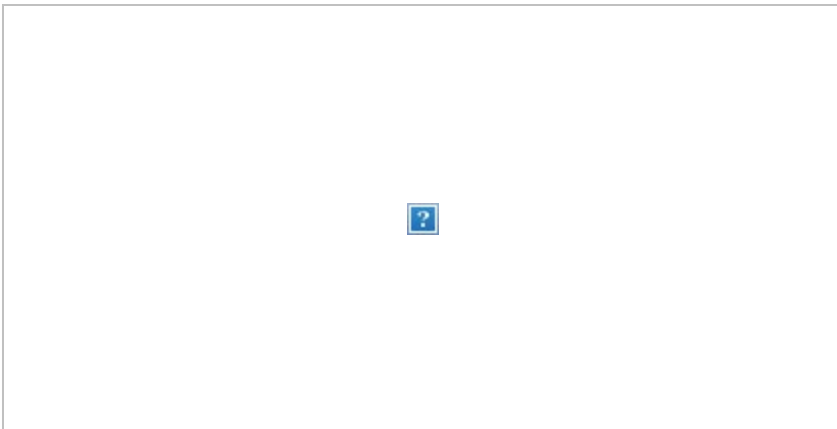
<https://x.com/manukumar/status/1979554824749465636>

It is abundantly clear that the City leadership is allowing the City to turn into trash/blight.

The parking regulations have glaring loopholes — just drive around the block and park in a different spot... maybe we can call it Musical RVs.

The laws/regulations need to be changed to ensure that such abuse of public property is not allowed altogether.

Regards,
-Manu



Click the card above, or scan the QR code with the camera on your phone.

On Tue, Oct 14, 2025 at 8:39 AM Steve Wong <SWong@wongelectric.com> wrote:

Dear City of Palo Alto,

I am writing to express concern about the growing number of RVs and motorhomes parked along the 900 block of Industrial Avenue, 4000 block of Transport Street, and 800-900 block of Commercial Street in Palo Alto. The situation has gotten completely out of hand and is creating serious safety, accessibility, and parking issues for the businesses and employees who work in this area every day.

Many of these large vehicles have been parked for months at a time without moving, in clear violation of the City's own parking rule stating that *"Any vehicle parked on a public street must be moved every 72 hours."* It appears this rule is not being enforced, and the problem continues to worsen week after week.

There are also major safety concerns. Many of these RVs have propane tanks and running generators outside, which pose fire and explosion risks. They block visibility for drivers and pedestrians, and the growing number of them has turned these streets into unsafe and overcrowded areas.

This issue has now reached a point where it's directly impacting local workers and businesses. Parking has become extremely limited because RVs and motorhomes occupy most of the available spaces. In just the past week, we've seen even more of them arrive, taking over additional spots and making the situation worse.

We are asking the City of Palo Alto to take immediate action to enforce existing parking laws and address this problem before it escalates further. The current situation is unsafe, unfair, and unsustainable for those who work and operate businesses in this area.

Thank you for your prompt attention to this matter. We hope the city will take swift and visible steps to resolve it.

Sincerely,

Steven L. Wong - President

Phone: 650.813.9999 | Cell: 650.280.0160

[4067 Transport Street, Palo Alto, CA 94303](https://www.wongelectric.com)

Celebrating Our 47th Anniversary 1978–2025



A Proud Member of the U.S. Green Building Council



From: Patrick Kelly <Patrick.Kelly@dmdsystems.com>

Sent: Tuesday, September 16, 2025 12:17 PM

To: Marguerite Poyatos <marguerite@paloaltoglass.com>

Cc: Osbaldo R <osbaldo@or-builders.com>; Xenia Czisch <xenia@qmsshields.com>; Bill McLane <bill@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com <Staceytomson@qmsshields.com>

Subject: Re: Industrial/Transport/Commercial Safety

Please. Every one of these pictures is a Safety violation where's Waldo

Patrick Kelly

From: Patrick Kelly <Patrick.Kelly@dmdsystems.com>

Sent: Tuesday, September 16, 2025 6:22:26 AM

To: Marguerite Poyatos <marguerite@paloaltoglass.com>

Cc: Osbaldo R <osbaldo@or-builders.com>; Xenia Czisch <xenia@qmsshields.com>; Bill McLane <bill@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>;

Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com <Staceytomson@qmsshields.com>

Subject: Re: Industrial/Transport/Commercial Safety

Patrick Kelly

From: Patrick Kelly <Patrick.Kelly@dmdsystems.com>

Sent: Monday, August 18, 2025 6:37:09 AM

To: Marguerite Poyatos <marguerite@paloaltoglass.com>

Cc: Osbaldo R <osbaldo@or-builders.com>; Xenia Czisch <xenia@qmsshields.com>; Bill McLane <bill@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; jacob@onemovemovers.com <jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com <Staceytomson@qmsshields.com>

Subject: Re: Industrial/Transport/Commercial Safety

Hasn't moved in a month. Visibility non existent for pedestrians. Safety issues are on your shoulders when something happens.

Patrick Kelly

From: Marguerite Poyatos <marguerite@paloaltoglass.com>

Sent: Friday, August 15, 2025 8:39:37 AM

To: Patrick Kelly <Patrick.Kelly@dmdsystems.com>

Cc: Osbaldo R <osbaldo@or-builders.com>; Xenia Czisch <xenia@qmsshields.com>; Bill McLane <bill@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com <Staceytomson@qmsshields.com>

Subject: Re: Industrial/Transport/Commercial Safety

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I would also like to note that the propane tank I mentioned a couple weeks ago is still sitting in the street. Is this not a safety hazard? From what I have read, they shouldn't be allowed to be kept in the street for multiple reasons.

On Fri, Aug 15, 2025 at 8:34 AM Patrick Kelly <Patrick.Kelly@dmdsystems.com> wrote:

The safety on this street keeps getting worse. No visibility, no concern for environmental issues. Please help.

Patrick Kelly

From: Osbaldo R <osbaldo@or-builders.com>

Sent: Wednesday, July 23, 2025 1:57:53 PM

To: Xenia Czisch <xenia@qmsshields.com>; Bill McLane <bill@paloaltoglass.com>

Cc: Marguerite Poyatos <marguerite@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; Patrick Kelly <Patrick.Kelly@dmdsystems.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch

<cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com <Staceytomson@qmsshields.com>

Subject: RE: Industrial/Transport/Commercial Safety

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O.R. Builders Inc.
Osbaldo Romero
President
[939 Industrial Ave](#)
[Palo Alto, Ca. 94303](#)
Phone: 650.938.2222
Fax: 650.938.2224
Cell: 415.215.6788



From: Xenia Czisch <xenia@qmsshields.com>
Sent: Wednesday, July 23, 2025 1:53 PM
To: 'Bill McLane' <bill@paloaltoglass.com>

Cc: 'Marguerite Poyatos' <marguerite@paloaltoglass.com>; 'Ramon Moreno' <ramonmorenoschool@gmail.com>; 'Lester Wong' <LWong@wongelectric.com>; 'Maor Greenberg' <maor@greenberg.construction>; 'Dave Stellman' <davestellman@gmail.com>; 'Patrick Kelly' <Patrick.Kelly@dmdsystems.com>; chantal.gaines@cityofpaloalto.org; osbaldo@or-builders.com; 'Manu Kumar' <manu@k9ventures.com>; 'Benjamin Becchetti' <Benjamin.Becchetti@cityofpaloalto.org>; 'Cathi Lerch' <cathi@lerchconstruction.com>; 'Dave Stellman' <dave@paloaltoglass.com>; 'City Mgr' <CityMgr@cityofpaloalto.org>; 'Pete Moffatt' <pete@petemoffat.com>; Jacob@onemovemovers.com; david@paloaltoconcrete.com; 'Steve Wong' <SWong@wongelectric.com>; nancy@drewmaran.com; 'Dan McKinley' <danmck@scientific-equipment.com>; 'Melissa McDonough' <Melissa.McDonough@cityofpaloalto.org>; 'James Reifschneider' <james.reifschneider@cityofpaloalto.org>; 'Transportation' <transportation@cityofpaloalto.org>; 'John Lerch' <john@lerchconstruction.com>; 'Andrew Binder' <Andrew.Binder@cityofpaloalto.org>; 'Jade Jin' <JJin@wongelectric.com>; 'City Attorney' <city.attorney@cityofpaloalto.org>; 'Ed Lauing' <Ed.Lauing@cityofpaloalto.org>; 'Lydia Kou' <Lydia.Kou@cityofpaloalto.org>; 'Vicki Veenker' <vicki.veenker@cityofpaloalto.org>; 'City Council' <city.council@cityofpaloalto.org>; 'Patrick Burt' <pat.burt@cityofpaloalto.org>; 'Greer Stone' <Greer.Stone@cityofpaloalto.org>; 'Julie Lythcott-Haims' <Julie.LythcottHaims@cityofpaloalto.org>; Staceytomson@qmsshields.com
Subject: RE: Industrial/Transport/Commercial Safety

+ Staceytomson@qmsshields.com

Xenia Czisch

Vice President of

Operations

phone: (650) 858-2491

mobile: (650) 804-4225

fax: (650) 858-2494



[4047 Transport St
Palo Alto, CA 94303](http://4047.Transport.St.Palo.Alto.CA.94303)

www.qualitymetalspinning.us

From: Bill McLane <bill@paloaltoglass.com>

Sent: Wednesday, July 23, 2025 1:48 PM

To: Xenia Czisch <xenia@qmsshields.com>

Cc: Marguerite Poyatos <marguerite@paloaltoglass.com>; Ramon Moreno <ramonmorenoschool@gmail.com>; Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; Patrick Kelly <Patrick.Kelly@dmdsystems.com>; chantal.gaines@cityofpaloalto.org; osbaldo@or-builders.com; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com; david@paloaltoconcrete.com; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>

Subject: Re: Industrial/Transport/Commercial Safety

I didn't get my tape measure out, but I'd be willing to bet this is more than 18 inches from the curb. I believe that's a violation of California parking laws.



Bill McLane

Palo Alto Glass, Inc.
[4085 Transport Street](#)
[Palo Alto, CA 94303](#)

650-494-7000 Office
www.paloaltoglass.com

On Wed, Jul 23, 2025 at 1:25 PM Xenia Czisch <xenia@qmsshields.com> wrote:

+ staceytomson@qmsshields.com

Xenia Czisch

Vice President of

Operations
phone: (650) 858-2491
mobile: (650) 804-4225

fax: (650) 858-2494



[4047 Transport St
Palo Alto, CA 94303](http://4047.Transport.St.Palo.Alto.CA.94303)
www.qualitymetalspinning.us

From: Marguerite Poyatos <marguerite@paloaltoglass.com>

Sent: Wednesday, July 23, 2025 1:13 PM

To: Ramon Moreno <ramonmorenoschool@gmail.com>

Cc: Lester Wong <LWong@wongelectric.com>; Maor Greenberg <maor@greenberg.construction>; Dave Stellman <davestellman@gmail.com>; Patrick Kelly <Patrick.Kelly@dmdsystems.com>; Bill McLane <bill@paloaltoglass.com>; chantal.gaines@cityofpaloalto.org; osbaldo@or-builders.com; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com; david@paloaltoconcrete.com; Steve Wong <SWong@wongelectric.com>; nancy@drewmaran.com; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; Xenia Czisch <Xenia@qmsshields.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick

Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>

Subject: Re: Industrial/Transport/Commercial Safety

Chantal,

Please see the attached images. An enforcement officer went around this morning and gave out the 72 hour tow notices.

I watched the gentleman with the Raiders RV (in attached image) remove all tow notices from his vehicles and will not move them. I will be taking pictures of his vehicles in the next coming days to show that he will be in violation of the notices. Also, he has a propane tank (also in attached image) that has been sitting in the street for a few months now. Can that be addressed?

The other picture shows a tow notice sitting in the gutter, which is where many of these end up. Can there be any enforcement for littering?

As others are stating, I would also hope something can be done for the safety of pedestrians. As I was walking to my car today, I was almost hit by a car because there is no visibility for cars coming down the street or pedestrians.

Thank you.

On Mon, Jul 21, 2025 at 12:12 PM Ramon Moreno <ramonmorenschool@gmail.com> wrote:

Dear City of Palo Alto,

I am writing to express my deep concern regarding the ongoing issues caused by the RV encampments in Palo Alto, which are directly impacting my business and the safety of my students and their families.

As the owner of the Ramon Moreno School of Ballet, I am dedicated to maintaining a

safe, clean, and welcoming environment for our students and their families. However, recent circumstances are making that increasingly difficult.

One of the most pressing issues is illegal dumping. Individuals from the RV encampments have been using my business's garbage disposal for their personal waste, resulting in contamination. Because of this, the city has refused to collect the trash, and I have now been left to clean and dispose of everything myself—at my own expense. If I don't, I've been informed that I may face additional charges. This is unacceptable and places an unfair financial and operational burden on my business. I understand that I am not alone—many neighboring businesses are facing similar challenges.

Additionally, the presence of these encampments has created ongoing safety concerns. Several families have shared their discomfort and hesitation about bringing their children to class, due to the unpredictable and sometimes unsafe conditions surrounding my studio. This is not just an inconvenience; it poses a direct risk to the well-being of the children, their families, my staff, and the reputation of our school.

I would like to know what specific actions the city is taking to address these challenges. While I understand that this is a complex issue, local businesses should not be expected to shoulder the consequences alone. The safety of our community and the ability for small businesses to operate without disruption should be a priority.

I urge the City of Palo Alto to present a clear and immediate plan of action that includes:

- Proper and reliable waste management enforcement
- Increased monitoring and enforcement of local ordinances
- Measures to ensure public safety for local families and business owners

Attached to this email are photos documenting the contamination of my garbage disposal and the resulting conditions. I hope these images convey the seriousness of the situation and the urgent need for intervention.

Thank you for your attention to this matter. I look forward to your response and to seeing meaningful steps taken to support the well-being of our local business community.

Sincerely,

Ramon Moreno

Owner & Director

Ramon Moreno School of Ballet

Please feel free to text or call:

650-304-1909

Thank you,

Ramon Moreno

www.ramonmorenoballet.com

www.facebook.com/pg/RamonMorenoSchool

On Thu, Mar 13, 2025 at 12:43 PM Lester Wong <LWong@wongelectric.com> wrote:

Commercial St. was cleared last night. Thank you for your efforts!

Lester Wong | Vice President

O: 650.813.9999 ext. 22 | C: 650.720.8455

[4067 Transport Street](#) | [Palo Alto](#) | [CA 94303](#)

Celebrating Our 46th Anniversary 1978 – 2024

A Proud Member of the U.S. Green Building Council



From: Marguerite Poyatos <marguerite@paloaltoglass.com>

Sent: Thursday, March 13, 2025 12:37:47 PM

To: Maor Greenberg <maor@greenberg.construction>

Cc: Dave Stellman <davestellman@gmail.com>; Patrick Kelly <Patrick.Kelly@dmdsystems.com>; Bill McLane <bill@paloaltoglass.com>; chantal.gaines@cityofpaloalto.org <chantal.gaines@cityofpaloalto.org>; osbaldo@or-builders.com <osbaldo@or-builders.com>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti <Benjamin.Becchetti@cityofpaloalto.org>; Lester Wong <LWong@wongelectric.com>; Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman <dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt <pete@petemoffat.com>; Jacob@onemovemovers.com <Jacob@onemovemovers.com>; david@paloaltoconcrete.com <david@paloaltoconcrete.com>; Steve Wong <SWong@wongelectric.com>; RamonMorenoSchool@gmail.com <RamonMorenoSchool@gmail.com>; nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley <danmck@scientific-equipment.com>; Melissa McDonough <Melissa.McDonough@cityofpaloalto.org>; James Reifschneider <james.reifschneider@cityofpaloalto.org>; Transportation <transportation@cityofpaloalto.org>; John Lerch <john@lerchconstruction.com>; Andrew Binder <Andrew.Binder@cityofpaloalto.org>; Jade Jin <JJin@wongelectric.com>; Xenia Czisch <Xenia@qmsshields.com>; City Attorney <city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker <vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>; Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone <Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims <Julie.LythcottHaims@cityofpaloalto.org>

Subject: Re: Industrial/Transport/Commercial Safety

The wooden RV seems to be a severe safety issue. A former coworker spoke to the man living in it a couple years ago and was told there is a wood burning oven/stove inside the RV, which he uses. Seems like that could be a severe safety hazard not only for the man residing in it, as well as for the surrounding RV's/vehicles & businesses if it were ever to catch fire.

We have had to face a number of safety hazards on this street. It is unsafe for pedestrians. We have had attempted break ins at night. We have been harassed by people associated with these RV's, as well as loose dogs, just to name a couple issues. Luckily, police officers do respond and try to help but there will be a time when they will be too late to prevent injury.

The community officers coming through and putting notices on vehicles is nowhere near the solution needed for this area. The notices are thrown away and the vehicles rarely move. I believe this email string started in **2023** and we have had minimal progress with the actual issues at hand.

On Thu, Mar 13, 2025 at 12:19 PM Maor Greenberg
<maor@greenberg.construction> wrote:

City of palo alto!! please let me know how this is Legal for driving also come
and clean the street as it's not safe see attached



Maor Greenberg

CEO

maor@greenberg.construction |
650-610-7711

Greenberg.Construction | 650-600-
9536 x101 | Fax [925-269-2325](tel:925-269-2325)

[908 Industrial Ave. Palo Alto 94303](http://908.Industrial.Ave.Palo.Alto.94303)



From: Dave Stellman <davestellman@gmail.com>
Sent: Wednesday, March 12, 2025 10:56:09 AM
To: Patrick Kelly <Patrick.Kelly@dmdsystems.com>
Cc: Bill McLane <bill@paloaltoglass.com>; Marguerite Poyatos
<MARGUERITE@paloaltoglass.com>; chantal.gaines@cityofpaloalto.org
<chantal.gaines@cityofpaloalto.org>; osbaldo@or-builders.com <osbaldo@or-builders.com>; Manu Kumar <manu@k9ventures.com>; Benjamin Becchetti
<Benjamin.Becchetti@cityofpaloalto.org>; Lester Wong <lwong@wongelectric.com>;
Cathi Lerch <cathi@lerchconstruction.com>; Dave Stellman
<dave@paloaltoglass.com>; City Mgr <CityMgr@cityofpaloalto.org>; Pete Moffatt
<pete@petemoffat.com>; Jacob@onemovemovers.com
<Jacob@onemovemovers.com>; david@paloaltoconcrete.com
<david@paloaltoconcrete.com>; Steve Wong <swong@wongelectric.com>;

RamonMorenoSchool@gmail.com <RamonMorenoSchool@gmail.com>;
nancy@drewmaran.com <nancy@drewmaran.com>; Dan McKinley
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<james.reifschneider@cityofpaloalto.org>; Transportation
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<JJin@wongelectric.com>; Xenia Czisch <Xenia@qmsshields.com>; City Attorney
<city.attorney@cityofpaloalto.org>; Ed Lauing <Ed.Lauing@cityofpaloalto.org>; Lydia
Kou <Lydia.Kou@cityofpaloalto.org>; Vicki Veenker
<vicki.veenker@cityofpaloalto.org>; City Council <city.council@cityofpaloalto.org>;
Patrick Burt <pat.burt@cityofpaloalto.org>; Greer Stone
<Greer.Stone@cityofpaloalto.org>; Julie Lythcott-Haims
<Julie.LythcottHaims@cityofpaloalto.org>; Maor Greenberg
<maor@greenberg.construction>

Subject: Re: Industrial/Transport/Commercial Safety

What is it going to take for the city of [Palo Alto](#) to catch up to the rest of the country? A lawsuit when someone in our neighborhood is injured because of the unsafe conditions that exist here? This email chain alone would be enough evidence to show the city's knowledge of the problem and inaction.

With newly enacted laws giving cities the legal right to clean up our public spaces, local cities like Mountain View, Santa Clara and San Jose have already begun the process of relocating and housing these people that need it. Why not Palo Alto? Its not a money issue here, and even if it was, wouldn't it be less costly to tow some vehicles and help relocate them to a safer area than to pay the cost of litigation?

We are asking the city to stop ignoring this issue before it becomes an even bigger problem.

From: [Andrew Li](#)
To: [Council, City](#)
Subject: Public Comment for 10/20/25 Meeting - Employee Safety Concerns regarding RV Parking
Date: Friday, October 17, 2025 3:42:02 PM
Attachments: [image811086.png](#)
[LONGFELLOW - LETTER TO PALO ALTO CITY COUNCIL.pdf](#)

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This message needs your attention

- This is their first email to you.

Mark Safe

Report

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Dear Mayor Lauing and Members of the Palo Alto City Council,

Please find attached a formal letter from Longfellow Real Estate Partners regarding the oversized vehicle parking ordinance under consideration at Monday's City Council meeting on October 20, 2025.

As owner and operator of Palo Alto Labs, Longfellow is writing to express our support for the Policy and Services Committee's comprehensive approach to addressing public health, safety, and sanitation concerns related to oversized vehicle parking in Palo Alto.

Our attached letter outlines specific, documented concerns affecting our tenants and the surrounding community, as well as the proactive measures we have taken to address these challenges. We have also included on the final page [photographic and documentary exhibits](#) that supplement the concerns described in our letter.

We appreciate the Council's thoughtful consideration of this complex issue and your commitment to balancing enforcement with compassionate, long-term solutions. Longfellow stands ready to support the City's efforts and provide any additional information that may be helpful as you deliberate on these important matters.

Thank you for your leadership and for the opportunity to provide public comment.

Respectfully,

Andrew Li
Property Manager
Longfellow Real Estate Partners, Palo Alto Labs

650.613.3965
ali@lfrep.com

Andrew Li
Property Manager
M: 650.613.3965
lfrep.com





Dear Mayor Lauing and Members of the Palo Alto City Council,

I am writing on behalf of Longfellow Real Estate Partners, the owner and operator of Palo Alto Labs, a life sciences campus located at 1800-1850 Embarcadero Road & 2445-2465 Faber Place, Palo Alto, CA 94303. As commercial property owners with deep investment in this community, we express our support for the Policy and Services Committee's comprehensive approach to addressing oversized vehicle parking concerns in Palo Alto.

Our Commitment to Tenant Safety

Longfellow Real Estate is committed to ensuring a safe, accessible, and sanitary environment for our tenants and the broader Palo Alto community. Over the past several months, we have observed significant safety and public health concerns on Faber Place and Embarcadero Road, the public streets directly adjacent to our property. These concerns have escalated to a point where our tenants, many of whom are scientists, researchers, and healthcare professionals working to advance critical medical innovations, have expressed legitimate fears about their daily commute and workplace access.

Documented Safety and Sanitation Concerns

Since August 14th, 2025, we have systematically documented the following issues through the PaloAlto311 mobile app and direct coordination with the Palo Alto Police Department:

- **Pedestrian Safety Hazards:** Sidewalk obstructions on Faber Place routinely force pedestrians, including our employees, into traffic lanes, creating dangerous conditions, particularly during morning and evening commute hours.
- **Public Health and Sanitation Violations:** Improper waste disposal, including sewage dumping into street gutters and storm drains, poses serious public health risks and contributes to environmental contamination of San Francisco Bay.
- **Parking Access Limitations:** The concentration of oversized vehicles has reduced available parking for employees, visitors, and emergency vehicle access to our property.
- **Accumulated Refuse:** Regular accumulation of trash and debris around parked vehicles has attracted rodents and created unsanitary conditions in proximity to our life sciences facilities.
- **Safety Incidents:** We have documented concerning incidents, including a RV occupant's dog biting a vendor working on property, that have heightened tenant anxiety and safety concerns.

Our Proactive Response

In response to these conditions, Longfellow has taken significant action:

- Expanded security patrol coverage to 24/7, including weekends, with focused monitoring of exterior common areas and both Faber Place and Embarcadero Road
- Established direct coordination protocols with the Palo Alto Police Department for non-emergency incident reporting
- Implemented real-time communication channels for tenants to report safety concerns to our Property Management and Security teams
- Actively engaged with the City's Transportation Department regarding proposed bike lane infrastructure improvements along Embarcadero and Faber Place
- Consistently reported violations and concerns through the PaloAlto311 mobile app, as directed by City officials

Why We Support the Proposed Ordinance

We support the Policy and Services Committee's recommended approach because it balances enforcement of existing public health and safety regulations with a comprehensive, long-term strategy. Specifically, we support:

1. **Enforcement of Existing Regulations:** Palo Alto's 72-hour parking ordinances, sanitation codes, and sidewalk accessibility requirements exist to protect all community members. Consistent application of these standards is essential for public safety.
2. **Ban on Inoperable Vehicles and Unhitched Trailers:** Vehicles that cannot be moved pose safety and environmental hazards and should not occupy public streets indefinitely.
3. **Enhanced Street Sweeping and Maintenance:** Increased cleaning in impacted areas will address immediate sanitation concerns while longer-term solutions are developed.
4. **Comprehensive Long-Term Solutions:** We appreciate the City's parallel work on safe parking sites, outreach services, and transitional housing options. Enforcement and compassionate resources are not mutually exclusive, as both are necessary.

Looking Forward

Longfellow Real Estate Partners has invested significantly in Palo Alto because we believe in this community's future. Our tenants are advancing groundbreaking research in life sciences that will benefit society for generations to come. They deserve safe access to their workplace, clean streets, and a professional environment that reflects Palo Alto's status as a world-class innovation hub.

We recognize that housing affordability is a complex regional challenge, and we support the City's efforts to develop appropriate resources and designated safe parking areas. However, these longer-term solutions cannot come at the expense of immediate public health, safety, and environmental protection.

We respectfully urge the City Council to advance the Policy and Services Committee's recommendations and to prioritize consistent enforcement of existing municipal codes that protect all Palo Alto residents and workers.

Thank you for your leadership on this challenging issue and your commitment to ensuring Palo Alto remains a safe, vibrant community for all.

Respectfully submitted,

Hugh McBride

Hugh McBride
Director, Property Management
Longfellow Property Management Services CA, Inc.

EXHIBITS: For all exhibits, [select this link](#).

The following exhibits supplement this letter and document the conditions described above:

Exhibit A: [VIEW IMAGES HERE](#) documenting sidewalk obstructions on Faber Place forcing pedestrians into traffic; accumulated trash and refuse around oversized vehicles adjacent to property (August 2025 – current)

Exhibit B: [VIEW IMAGES HERE](#) documenting sewage dumping and improper waste disposal on Embarcadero Road and Faber Place (August 2025 – current)

Exhibit C: [VIEW REPORTS HERE](#) documenting PaloAlto311 incident reports submitted by Longfellow Property Management team (August 2025 – current)

Exhibit D: Timeline of security incident reports and tenant safety complaints (August 2025 – current)

From: midtowngary@me.com
To: [Council, City](#)
Cc: [Council, City](#)
Subject: October 20, 2025 Hearing on RV parking in Palo Alto
Date: Friday, October 17, 2025 2:50:18 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

This message could be suspicious

- Similar name as someone you've contacted.
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Mark Safe

Report

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Palo Alto City Council, October 17, 2025

I am writing as a concerned resident and taxpayer to urge the Council to take action in addressing the growing issue of long-term RV parking on our city streets. As surrounding communities have implemented restrictions or outright bans on RV parking, many of these vehicles—and their associated problems—have migrated into our neighborhoods. Unfortunately, the results are increasingly visible: blight, trash accumulation, and ongoing nuisances that negatively impact the quality of life for residents and the appearance of our city.

While I understand that some individuals living in RVs may be facing difficult circumstances, allowing unrestricted RV parking is not a sustainable or fair solution. The reality is that many of these vehicles are not properly maintained, leak fluids onto the streets, generate noise and waste, have expired tags, and contribute to litter and unsanitary conditions. They also take up valuable parking spaces. This not only degrades property values but quality of life in our city.

Other cities have recognized that uncontrolled RV parking leads to safety hazards, diminished public spaces, and growing costs for municipal services. As they enact bans or stricter regulations, our city has become an unintended haven for RV encampments, bringing these issues to our doorsteps. Without clear restrictions, we risk allowing the problem to grow to an unmanageable scale.

I respectfully urge the City Council to consider adopting an ordinance that bans RV parking on city streets and in residential areas. Most taxpaying residents feel the same way and deserve to have their voices heard. The majority of us work hard to maintain our homes and neighborhoods, and we expect our city to take reasonable action to preserve the safety, cleanliness, and character of our community.

Our community deserves clean, safe, and attractive neighborhoods. As taxpayers, we should not have to shoulder the costs or consequences of lax enforcement and policy gaps that encourage blight and disorder.

Thank you for your attention to this important matter and for your continued work to protect the health, safety, and integrity of our community.

Respectfully,

Gary

From: [Colin Swindells](#)
To: [Council, City](#)
Cc: [Kratz, Ken](#); ["emily yang" via Echelon Palo Alto](#)
Subject: RV Situation in Palo Alto
Date: Friday, October 17, 2025 1:35:31 PM

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This message needs your attention

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- This is their first mail to some recipients.

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Dear Council Members and Neighbors,

A summary of health and economic risks related to the current RV situation are described below.

This relates to Agenda Item #16 for the CITY COUNCIL Regular Meeting on Monday, October 20, 2025 (Council Chambers & Hybrid @ 5:30 PM):

"16. Policy and Services Committee Recommendation to the City Council to Approve a Phased Approach to Address Oversized Vehicle (Including Recreational Vehicle) Impacts, Particularly Relating to Individuals Living in Vehicles and Approve Budget Amendments in various funds; CEQA status – categorically exempt."

I appreciate your upcoming action to address the health and economic risks that are directly impacting the 254 units of Altaire, Echelon and Vantage communities neighboring the RVs parked along E Meadow Cir in Palo Alto. Specifically, health concerns arise from the lack of sanitation, safety infrastructure and basic services that come with living in non-designated areas. Economic concerns include property values, municipal & public services, local businesses, direct neighbor costs and economic stagnation. For example, if *only* considering property tax revenue losses to the City of Palo Alto due to the particular RV situation neighboring our three complexes (Altaire, Echelon and Vantage), an estimate is \$1.5 M - \$1.8 M total reduced Palo Alto property taxes collected per year (see *Example Economic Use Case B* below). Presumably, overall economic impacts for Palo Alto are much higher. I would be happy to update more complete health and economic impact estimates with council members & neighbors, and appropriate solutions.

Sincerely,

Colin Swindells

Health Risks

Situation: a high concentration of illegally parked RVs with unhoused occupants living in a residential neighborhood—50 RVs within a 1000-foot radius—here is a breakdown of potential health risks, categorized for clarity.

Summary Challenges: This is a complex public health issue with significant impacts on both the unhoused individuals living in the RVs and the residents of the surrounding neighborhood. The health risks are not inherent to the people, but rather stem from the lack of sanitation, safety infrastructure, and basic services that come with living in non-designated areas.

1. Environmental Health and Sanitation Risks

This is often the most immediate and visible category of health risks. A high concentration of RVs without access to proper utilities creates a significant bio-load on the immediate environment.

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Improper Disposal of Human Waste (Black Water): RVs have toilets and black water holding tanks that need to be emptied regularly. Without legal and accessible dump stations, occupants may be forced to dump raw sewage into storm drains, gutters, or onto the ground.

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Health Risks: This introduces dangerous pathogens into the environment.

-

Bacteria: E. coli, Salmonella, Shigella, which can cause severe gastrointestinal illness.

-

Viruses: Norovirus and Hepatitis A, which are highly contagious and can be spread through contaminated surfaces or water.

-

Parasites: Giardia and Cryptosporidium, leading to diarrheal diseases.

- **Impact:** These pathogens can contaminate public sidewalks, wash into local waterways (creeks, bays), and potentially seep into the soil in parks or green spaces where children and pets play.
- **Improper Disposal of Gray Water:** This is wastewater from sinks and showers. While less hazardous than black water, it contains soaps, food particles, and bacteria that can create foul odors, attract pests, and pollute storm drains.
- **Accumulation of Solid Waste (Trash):** Without regular municipal trash collection, garbage can pile up in and around the RVs.
 - **Health Risks:**
 - **Pest Infestations:** Accumulating trash is a breeding ground for rodents (rats, mice) and insects (flies, cockroaches).
 - **Vector-Borne Diseases:** Rodents can carry diseases like Hantavirus (from droppings), Leptospirosis, and Salmonellosis. Flies can transfer bacteria from waste to food surfaces.
- **Hazardous Material Spills:** RVs use and store hazardous materials.
 - **Health Risks:** Leaks or spills of gasoline, diesel, propane, motor oil, and battery acid can contaminate the soil and groundwater. Propane tanks pose a significant fire and explosion risk, especially if they are old, damaged, or improperly stored.

2. Public Health and Communicable Disease Risks

The dense, close-quarters living conditions, combined with a lack of sanitation, can create an environment where diseases can spread easily, affecting both the RV occupants and, potentially, the wider community.

- **Increased Risk of Outbreaks:** The unsanitary conditions described above

(especially human waste) create a perfect environment for outbreaks of diseases like **Hepatitis A** or **Shigellosis**, which have been documented in similar encampment situations in other cities.

- **Respiratory Illnesses:** The constant running of generators for power produces carbon monoxide (CO), nitrogen oxides (NOx), and particulate matter (PM2.5).
 - **Health Risks:** Poor air quality can exacerbate asthma and other respiratory conditions for nearby residents. For RV occupants, there is a severe risk of **carbon monoxide poisoning**, which can be fatal, especially in poorly ventilated vehicles.
- **Spread of Other Diseases:** Lack of access to running water for handwashing and hygiene facilitates the spread of viruses like **influenza** and **COVID-19**, as well as skin conditions like **scabies** and **lice** among the encampment population.

3. Physical Safety and Hazard Risks

The physical presence of a large number of vehicles not designed for permanent street parking creates numerous safety hazards.

- **Fire Hazards:** This is one of the most significant risks.
 - **Causes:** Fires can be started by faulty internal wiring in older RVs, unsafe heating methods (propane heaters, stoves), cooking accidents, or generator malfunctions.
 - **Magnified Risk:** In a dense cluster of 50 RVs, a fire in one vehicle can quickly spread to adjacent RVs and potentially to nearby homes, trees, or parked cars. The presence of propane tanks can lead to explosions, accelerating the fire's spread and endangering firefighters.
 - **Access Issues:** The RVs may block streets or fire hydrants, impeding emergency vehicle access.
- **Traffic and Pedestrian Safety:**

- **Blocked Sightlines:** RVs parked at intersections can block visibility for drivers, cyclists, and pedestrians, increasing the risk of accidents.
- **Obstruction of Public Ways:** Vehicles parked on sidewalks or in bike lanes force pedestrians and cyclists into the street, into the path of traffic.

4. Mental and Social Health Impacts

These risks affect both the housed residents and the unhoused occupants.

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For Neighborhood Residents:

- **Stress and Anxiety:** Constant noise from generators, fear of crime, concern over sanitation, and feelings of a loss of neighborhood safety can lead to chronic stress and anxiety.
- **Loss of Public Space:** Residents may feel unable to use public parks, sidewalks, or other common areas due to perceived or real safety and sanitation concerns.

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For RV Occupants:

- **Extreme Stress and Trauma:** It's crucial to acknowledge the immense health risks faced by the unhoused individuals themselves. They live in a state of constant vulnerability, facing the threat of displacement, harassment, violence, and theft.
- **Exacerbation of Health Conditions:** Lack of stability, nutrition, and access to healthcare worsens pre-existing conditions, including physical illnesses, mental health disorders, and substance use disorders.

Summary for the 50 RV / 1000 ft Scenario:

With a density of 50 RVs in such a small area, all the risks mentioned above would be significantly magnified.

- **Environmental Load:** The daily output of human waste, gray water, and trash from 50+ people would quickly overwhelm the local environment, creating tangible biohazard zones.
- **Air and Noise Pollution:** The cumulative noise and fumes from dozens of generators running simultaneously would create a constant, unhealthy environment for everyone within that 1000-foot radius and beyond.
- **Cascading Fire Risk:** A fire would be a catastrophic event with a high probability of spreading to multiple vehicles and structures.
- **Public Health Emergency Potential:** An outbreak of a communicable disease like Hepatitis A would have a high potential for rapid spread within the encampment and would require a major intervention from public health departments.

In conclusion, a high concentration of RVs in a residential neighborhood without proper infrastructure poses serious, multifaceted health risks related to environmental contamination, communicable disease, fire safety, and public safety. Addressing this issue effectively requires a public health-led approach that provides safe, sanctioned locations with sanitation services, coupled with robust outreach to connect the unhoused occupants with healthcare, housing, and other support services.

Economic Risks

Situation: a high concentration of illegally parked RVs with unhoused occupants living in a residential neighborhood—50 RVs within a 1000-foot radius—here is a breakdown of potential economic risks, categorized for clarity.

Summary Challenges: Building on the public health risks, the economic risks associated with a high concentration of illegally parked RVs are significant and can affect homeowners, local businesses, and the municipal government. These risks are not caused by the unhoused individuals themselves, but by the circumstances of living in unmanaged, unsanctioned encampments that lack infrastructure and services.

Example Economic Use Case A: Palo Alto City lost property tax revenue from Echelon...
Total Units in Echelon: 75

Conjecture A: \$1.75 M average current value (Q4 2025)

Conjecture B: 25% reduction in value due to RV situation

Estimate A: \$2.3 M average unit value (Q4 2025) with resolved RV situation [$\$1.75 \text{ M} / (1 - 25\%)$]

Estimate B: \$43.8 M total **reduced** property value for Palo Alto property taxes **per year** [$(\$2.3 \text{ M} - \$1.75 \text{ M}) * 75 \text{ units}$]

Estimate C: \$438 k total absolute **reduced** Palo Alto property taxes collected **per year** [annual property tax @ 1% property value]

Example Economic Use Case B: Palo Alto City lost property tax revenue from Altaire, Echelon, and Vantage...

Total Units: 254

Conjecture A: \$1.7 M - \$2.1 average current value per unit (Q4 2025)

Conjecture B: 25% reduction in value due to RV situation

Estimate A: \$2.3 M - \$2.8 M average unit value (Q4 2025) with resolved RV situation [$\$1.7 \text{ M} / (1 - 25\%)$; $\$2.1 \text{ M} / (1 - 25\%)$]

Estimate B: \$152 M - \$178 M total **reduced** property value for Palo Alto property taxes **per year** [$(\$2.3 \text{ M} - \$1.7 \text{ M}) * 254 \text{ units}$; $(\$2.8 \text{ M} - \$2.1 \text{ M}) * 254 \text{ units}$]

Estimate C: \$1.5 M - \$1.8 M total absolute **reduced** Palo Alto property taxes collected **per year** [annual property tax @ 1% property value]

1. Impact on Real Estate and Property Values

This is often the most direct and significant economic impact for neighborhood residents.

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Decreased Property Values: The presence of a large, unsanctioned encampment can lead to a measurable decline in property values. Factors contributing to this include:

- **Perceived Decline in Safety and Quality of Life:** Potential buyers are often deterred by visible signs of disorder, sanitation issues, and perceived crime.
- **Visual Blight:** The physical appearance of a large number of dilapidated or poorly maintained vehicles, along with associated debris, can negatively impact the aesthetic appeal of a neighborhood.
- **Noise and Air Pollution:** Constant generator noise and exhaust fumes make the neighborhood less desirable.

- **Difficulty Selling or Renting Properties:**
 - **Longer Market Time:** Homes and apartments within the affected area may take significantly longer to sell or rent.
 - **Reduced Sale Prices and Rental Income:** To attract buyers or tenants, property owners may be forced to lower their asking prices or rent, leading to a direct financial loss. Landlords may experience higher vacancy rates.
- **Stifled Home Improvement Investment:** Homeowners may become hesitant to invest in renovations or upgrades, fearing they will not see a return on their investment due to the declining desirability of the neighborhood.

2. Increased Costs for Municipal and Public Services

The burden on public services translates directly to increased costs for the city, which are ultimately borne by taxpayers.

- **Increased Emergency Service Costs:** A high-density encampment places a disproportionate demand on emergency services.
 - **Fire Department:** High frequency of calls for fires (vehicle, trash, tent), medical emergencies, and responses to propane leaks or generator malfunctions. These calls are resource-intensive.
 - **Police Department:** Increased calls for service related to disputes, wellness checks, theft, and other crime, requiring significant officer time.
 - **Paramedics/EMT:** Frequent medical calls for both encampment occupants and potential issues in the surrounding neighborhood.
- **Significant Sanitation and Cleanup Costs:**

- **Biohazard Removal:** Cleaning up human waste, used needles, and other biohazardous materials requires specialized crews and equipment, which is far more expensive than standard trash collection.
- **Large-Scale Debris Removal:** The city often bears the cost of clearing out abandoned vehicles, accumulated trash, and personal property after an encampment is cleared. These operations can cost tens or even hundreds of thousands of dollars per event.
- **Public Health Response Costs:** As mentioned in the health risks, an outbreak of a communicable disease like Hepatitis A would necessitate a costly public health campaign for containment, testing, and vaccination.

3. Negative Impact on Local Businesses

Small, local businesses are particularly vulnerable to the economic fallout.

- **Reduced Revenue:**
 - **Loss of Foot Traffic:** Customers may avoid shopping in areas they perceive as unsafe or unpleasant. Difficulty finding parking and navigating blocked sidewalks can further deter patrons.
 - **Negative Reputation:** A business located in or near a large encampment can suffer from a damaged reputation, driving away both regular and potential new customers.
- **Increased Operational Costs:**
 - **Security:** Businesses may need to hire private security guards or install expensive surveillance systems.
 - **Cleaning and Repairs:** Daily costs for cleaning up litter, human waste, and graffiti from their storefronts. Costs to repair vandalism or break-ins.

- **Higher Insurance Premiums:** Commercial insurance rates may increase if the area is deemed higher risk.
- **Employee-Related Issues:** Businesses may struggle to attract and retain employees who feel unsafe commuting to or working in the area, especially during early morning or late-night shifts.

4. Direct Financial Costs to Residents

Beyond the impact on property values, residents may face direct, out-of-pocket expenses.

- **Installation of Security Measures:** Many residents will feel compelled to spend money on security cameras, enhanced lighting, alarms, and stronger fences.
- **Property Damage:** Costs to repair damaged fences, remove graffiti, and replace stolen items (e.g., packages, items from yards or cars).
- **Increased Insurance Rates:** If the neighborhood experiences a documented increase in crime or fire incidents, homeowners' insurance premiums could rise for everyone in the zip code.

5. Broader Economic Stagnation and Disinvestment

If the situation persists, it can lead to long-term economic damage to the neighborhood.

- **Deterred Investment:** Private developers and businesses will be reluctant to invest in a neighborhood with such visible and unresolved social and sanitation issues. This can halt new construction, prevent new businesses from opening, and lead to a downward economic spiral.
- **Erosion of the Tax Base:** A combination of declining property values and businesses closing or relocating can lead to a reduction in the city's property and sales tax revenue from that area. This, in turn, can mean less funding for public services, creating a vicious cycle.

Summary for the 50 RV / 1000 ft Scenario:

In a dense scenario like this, the economic risks are not just potential; they become a sustained reality.

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Market Chill: The local real estate market would likely freeze or see a sharp, localized crash. It would be difficult to sell a home at a fair market price within that radius.

-

Budgetary Strain: The cost to the city for services would become a significant, recurring line item in the municipal budget, potentially diverting funds from other neighborhood services like park maintenance or library hours.

-

"Red Zone" for Business: The immediate area would likely become a "no-go" zone for new business investment, and existing small businesses would be under severe financial pressure, with a high risk of failure.

In essence, a high concentration of RVs creates a localized economic crisis driven by the failure to provide basic sanitation, safety, and housing infrastructure. The economic costs demonstrate the financial consequence of not addressing the root causes of homelessness and the need for managed, resourced solutions.

From: [Loren Brown](#)
To: [Council, City](#)
Subject: 10-20-2025 City Council Meeting - Agenda Item 20: OSV Parking
Date: Wednesday, October 15, 2025 4:22:20 PM
Attachments: [CPA 10-20-25 Mtg Agenda Item 20 OSV Parking.pdf](#)


CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

10-15-2025

Dear City Council Members,


On behalf of business and property owners located on streets where OSVs have congregated in significant numbers, I present the attached presentation for your consideration. We request that City Staff's recommendations to City Council associated with this Agenda Item number be modified to significantly mitigate the negative impacts of OSVs parking on these streets.

Thank you.



City of Palo Alto Oversize Vehicle (OSV) Parking Impacts:

A PRESENTATION OFFERED TO THE CITY OF PALO ALTO IN CONJUNCTION WITH
THE OCTOBER 20, 2025 CITY COUNCIL MEETING (AGENDA ITEM 16).




A Sizeable Population is Living in OSVs Parked on City of Palo Alto Streets in Commercial Business Districts

THIS PRESENTATION WILL ATTEMPT TO ADDRESS MANY ASPECTS OF THE IMPACTS
OF OSV PARKING IN 5 PALO ALTO BUSINESS DISTRICTS.

Magnitude of OSV Street Parking in Palo Alto

- ▶ The 2023 Point In Time Count estimated approximately 102 vehicles in Palo Alto where people were living in their vehicles.
- ▶ The 2025 Point in Time Count estimated a total of 168 vehicles in Palo Alto (29 cars, 120 RV's, 19 vans), 35 of which were in safe parking.
- ▶ On or about June 17, 2025, I counted a total of 166 RV's and vans parked on the following streets: Embarcadero Road, Embarcadero Way, Faber Place, Elwell Court, Corporation Way, Fabian Way, East Meadow Circle, Park Blvd., Olive Avenue, Sheridan Avenue, Lambert Street, Transport Street, Commercial Street, Industrial Avenue and San Antonio Road.
- ▶ Note: This is an upward trend of OSV parking on City of Palo Alto streets.
- ▶ **There is a current shortfall of approximately 130 off-street OSV parking spaces.**



OSV Street Parking is Exclusively Concentrated on 15 Streets in 5 Palo Alto Business Districts:

- ▶ 1. Embarcadero Road (East of 101), Embarcadero Way, Faber Place
 - ▶ 2. Elwell Court, Corporation Way
 - ▶ 3. Fabian Way, East Meadow Circle
 - ▶ 4. Commercial Street, Industrial Avenue, Transport Street, S. Antonio Road
 - ▶ 5. Park Blvd., Lambert Street, Olive Avenue, Sheridan Avenue (East of Park Blvd.)
-
- ▶ **Note: Absence of OSVs parked elsewhere in the City of Palo Alto – WHY???**
 - ▶ **Note: WHY is OSV street parking not equitably distributed throughout Palo Alto???**

What is the Issue with OSVs Parking on City Streets in These 5 Palo Alto Business Districts?

- ▶ The density of OSVs parking on these 15 streets creates an aesthetic blight within these five business districts. Each of these streets is practically filled to capacity with OSVs on a continual basis, day after day, night after night, week after week, and year after year.
- ▶ Parking of OSVs on these streets has already persisted for at least 7 years.
- ▶ These five business districts no longer have the normal appearance and normal function of the business districts that they compete with. These five business districts instead have the appearance of RV encampments with wall-to-wall OSVs lined up.
- ▶ Drive down each of these streets and evaluate whether you would locate your business on these streets.
- ▶ **OSVs parked on the streets in these five Palo Alto business districts serve to significantly decrease businesses and property values.**
- ▶ OSVs parked on these streets introduce safety and health issues that would not otherwise exist in these five business districts.

Faber Way (10-15-2025): 25 Parked OSV's
Wall-to-Wall OSVs on Entire Street Length.



Elwell Ct: (10-15-2025) 14 Parked OSV's
Wall-to-Wall OSVs on Entire Street Length.



In What Way Does OSV Street Parking Devalue Businesses Located in the 5 Business Districts?

- ▶ **Businesses do not want to be located in the midst of a dilapidated RV park.**
- ▶ Businesses that predate the onset of OSV street parking are stuck in a depressed location through their lease expiration date and feel betrayed by the City.
- ▶ All street parking capacity for businesses on these streets has been eliminated.
- ▶ Business employees have safety concerns as they walk to/from their vehicles.
- ▶ Businesses prefer to relocate to other business districts where no OSV parking is allowed rather than release in these 5 business districts.
- ▶ Parked OSVs block the street visibility of businesses.
- ▶ Business do not want the hassle of continuous calling CPA Police to enforce OSV street parking.
- ▶ Businesses have security/health/safety concerns resulting from parked OSVs (trash, break-ins, etc.)

In What Way Does OSV Street Parking Devalue Properties Located in the 5 Business Districts?

- ▶ **Property Owners do not want their properties to be located in the midst of a dilapidated RV park.**
- ▶ Businesses prefer to relocate to other business districts rather than re-lease buildings in these 5 business districts.
- ▶ Prospective tenants are not willing to lease buildings in these 5 business districts. As a result, buildings sit empty or sit empty longer than normal. **Empty buildings generate no income and reduced property taxes. The ability of property owners to pay mortgages on buildings is decreased. Building foreclosures are more prevalent.**
- ▶ Prospective tenants are not willing to pay "fair market" rent to lease buildings in these 5 business districts. Lower rents paid mean lower building valuations, which lower the amount of property taxes generated for the City of Palo Alto.
- ▶ Property Owners do not want the hassle of continuous calling CPA Police to enforce OSV street parking.
- ▶ Street parking capacity useful for business properties has instead been taken by OSVs.
- ▶ Tenants pursue landlords over their employees have safety concerns to/from their vehicles.
- ▶ OSVs parked on City streets block the street visibility of businesses.
- ▶ Property owners have security/health/safety concerns resulting from parked OSVs (trash, break-ins, etc.)

What do Business and Property Owners in These 5 Business Districts Want From the City of Palo Alto?


- ▶ The business and property owners in these 5 business districts want City Council and staff to devote equal attention/dedication/resources to an **immediate relocation of OSVs out of these 5 specific business districts** as a first step to solving the housing crisis represented in OSV street parking on Palo Alto streets.
- ▶ Parking of OSV's on the streets of these 5 business districts is as much a devastation of these business districts as it is a housing crisis. **Both problems deserve equal attention.**
- ▶ The City needs to acknowledge that parking of OSV's in these 5 business districts represents an economic crisis for these businesses and property owners - a crisis that is not shared by any other neighborhoods in Palo Alto.
- ▶ In other words, it is not enough to merely decrease the number of OSV's parked in these 5 business districts over a long-term schedule with these five business districts continuing to bear the negative burden of OSV street parking until such time that the City of Palo Alto can solve their housing crisis.
- ▶ **Alternative OSV parking locations in Palo Alto currently exist that have no residential or business development. Move the OSVs there NOW.**

What do Business and Property Owners in These 5 Business Districts Specifically Want From the City of Palo Alto?

- ▶ The Business and Property Owners in these 5 business districts want City staff and City Council to immediately find alternative parking locations for approximately 130 OSVs. As OSVs parked on city streets are not compatible with either residential or business neighborhoods, alternative OSV parking locations should be off-street or on Palo Alto streets where no existing residential or business development currently exists (Deer Creek Road and Coyote Creek Roads are examples of such streets that could immediately accommodate a large number of OSVs).
- ▶ The Business and Property Owners in these 5 business districts want City staff and City Council to immediately implement equal protection (i.e. ordinances, signage, enforcement, etc.) from OSV street parking that they have implemented for all other neighborhoods in the City.

Other OSV Parking Related Comments:

- ▶ The City needs to take immediate action to prevent the Palo Alto OSV parking problem from increasing in size/magnitude over time.
- ▶ The City needs to take action to eliminate OSV parking in Palo Alto where OSV residents are merely parking in Palo Alto to be near Stanford, Menlo Park or other local jurisdictions. Other communities should provide OSV parking for OSV residents associated with their specific communities.
- ▶ The City should establish a program designed to provide OSV residents more permanent housing (i.e. not OSVs).
- ▶ The City should consider an OSV resident registry requirement where OSVs can only park in Palo Alto if they have registered, have a reasonable connection to Palo Alto and agree to fully comply with both OSV parking regulations and the City's OSV residents to permanent housing program. If no agreement, OSVs must leave City.



Palo Alto City Council Consideration

- ▶ The businesses and property owners located in the 5 identified business districts would greatly appreciate your serious consideration of the points made in this presentation during your October 20, 2025 City Council meeting addressing the OSV street parking issue (Agenda Item 16).
- ▶ Business and property owners request the City Council modify the Recommendation prepared by City Staff (i.e. Phased Approach and Actions) to immediately protect business and properties from the negative impacts associated with OSV parking.
- ▶ Thank you.



ADDRESSING OVERSIZED VEHICLE (OSV) IMPACTS IN PALO ALTO

Presenter:

Melissa M^cDonough,
Assistant to the City Manager

PURPOSE / OVERVIEW OF COUNCIL ITEM



- 2025 Council Priority Objective:

Present options to address homelessness impacts, particularly relating to individuals living in vehicles, to Policy & Services Committee for participation. *Identify feasible (1) regulatory approaches to manage the use of public space and (2) policy solutions to expand RV safe parking. Present options to Policy & Services for consideration and prioritization.*

- Responds to increasing complaints and visible street-level impacts.
- Incorporates compassion, community livability and public safety.



How We Got Here

FEB 2025 Council study session on housing and homelessness

MAY 2025 Council Priority Objectives Adopted

JUN 2025 Human Relations Commission (HRC) Feedback

JUL 2025 Growing concern, anecdotal increase in vehicle dwellers

AUG 2025 Policy & Services Committee considers approaches to address impacts



BASELINE INFORMATION

2025 Point-in-Time Count:

418 unhoused individuals

- 73% in vehicles in Palo Alto (compared to 37% in vehicles countywide)
- 168 vehicles (29 cars, 120 RVs, 19 vans)

Recent efforts include:

- Homekey interim shelter under construction
- Safe parking program – 22 RV spaces at Geng Road + 14 vehicle spaces at congregation-based sites
- Below Market Rate (BMR) - 401 entitled units, ~315 pipeline
- \$57M to affordable housing projects since 2017, including \$5M in 2025 towards 130 affordable units (3001 El Camino Real)
- >2,000 existing affordable units
- Enhanced renter protections
- Service support and referrals
- Law enforcement coordination

Key Elements of P&S Recommendation

- Advance an ordinance to prohibit detached/inoperable vehicles on public streets
- Advance an ordinance to prohibit vanlording
- Advance implementation in a phased approach, including:
 - Phase 1: street cleanups, consider buyback program, expand safe parking options
 - Phase 2: Design a small-scale enhanced services pilot; begin exploration of limiting OSV parking to certain streets, including considering a permit program
 - Phase 3: Approve enhanced services pilot; approve preferred option for expanded safe parking; identify streets for the limiting OSV parking to certain streets
 - Phase 4: Evaluate enhanced services pilot; implement expanded safe parking; Council approval and implementation for limiting OSV parking to certain streets

Additional Pilot Program for Consideration

Following up on P&S Committee recommendation to explore an OSV parking permit program, staff is currently evaluating:

- Temporary pilot program to permit OSVs to park on one or a limited number of streets where are OSVs currently parking; ordinance would be required
- Limit to a monthly (or other short duration) permit, requiring valid vehicle registration only
- Permit renewal would require no citations for parking or other regulations
- Could be advanced with Phase 1

Phased Approach

- Accommodates some OSV parking demand while increasing regulation to manage impacts
- Sequencing frontloads a considerable body of new work and will require both new resources and reprioritizing staff work
- Responsive to varied community perspectives (e.g., the needs of unhoused neighbors, the needs of housed neighbors, the shared use of public space, etc.)

PHASE	ACTION	ESTIMATED DURATION	ESTIMATED COST
All	Support program implementation	2 years	\$314K (total over 2 years), some prorate some
Phase 1			
1.1	Develop ordinance to prohibit detached/inoperable vehicle parking on public streets	3 months – Jan 2026	Staff time only
1.2	Develop an ordinance to prohibit renting public parking spaces	3 months – Jan 2026	Staff time only
1.3	Refine scope & begin implementation of additional street cleanups and sweeping	3 months – Jan 2026	\$548K FY26; +\$269K FY27; can prorate some
1.4	Begin adoption of ordinance(s) and contract(s) approval on consent calendar	3 months – Jan 2026	Staff time only
1.5.1	Implement & enforce detached/inoperable vehicles prohibition	Apr/May 2026	Unknown amount for signage, enforcement included in 1.3 FY26; +\$80K enforcement FY27
1.5.2	Implement & enforce vanlord (public parking space rental) prohibition	Apr/May 2026	enforcement included in 1.3, 1.5.2 FY26; + \$280K enforcement FY 27
1.6	Work with LifeMoves [and Santa Clara County] to consider options (buyback, storage) to accept RV residents quickly at Homekey or other housing	6 months – Apr/May 2026	Unknown - \$150,000 FY27
1.7	Return to Council for direction on expanding safe parking on privately-owned & congregational lots	If no site identified, then 9+ months – Aug 2026	Staff time only

PHASE	ACTION	ESTIMATED DURATION	ESTIMATED COST
Phase 2			
2.1	Develop small scale enhanced services pilot	5 months – Oct 2026	Staff time only
2.2	<i>Begin exploration of limiting OSV parking to certain streets, including process/criteria for designating streets, with community engagement</i>	6+ months – Nov/Dec 2026	Staff time only
2.2.1	<i>Identify non-residential & non-residential adjacent streets</i>	6+ months – Nov/Dec 2026	Staff time only
2.2.2	<i>Tie the number of OSV permitted parking to the PIT Count</i>	<1 month	Staff time only
2.2.3	<i>Explore possibility of OSV permitting program</i>	3+ months – Aug/Sep 2026	Staff time only
2.2.4	<i>Evenly disburse permissible OSV parking across identified streets to avoid overconcentration and mark clearly on those streets where permitted</i>	6+ months – Nov/Dec 2026	Staff time only

Note: Italicized text was part of a split motion. As some of these items also appeared elsewhere in the unanimous motion, where those appear, they are also italicized.

PHASE	ACTION	ESTIMATED DURATION	ESTIMATED COST
Phase 3			
3.1	Council approval of enhanced services pilot and related contracts/agreements	Nov/Dec 2026	\$300,000-\$400,000+ FY27
3.2	Council approval of preferred expanded safe parking option(s)	Aug/Sept 2026	Staff time only
3.3	<i>Council identification of streets where OSV parking permitted & develop ordinances and program design</i>	6+ months – Nov/Dec 2026	Staff time only
3.4.1	Implement enhanced services pilot	Jan/Feb 2027	Staff time only
3.4.2	Implement expanded safe parking (initial steps)	Late 2026 & onward	Staff time only

Note: Italicized text appeared in an earlier phase as part of a split motion.

PHASE	ACTION	ESTIMATED DURATION	ESTIMATED COST
Phase 4			
4.1	Evaluate enhanced services pilot	Jan/Feb 2028	Staff time only
4.2	Pursue implementation of expanded safe parking	June/July 2026 onward	\$270,000+ Midyear 26-27
4.3	Council approvals relating to limiting OSV parking to certain streets	Jan/Feb 2027	\$4.2 million one-time for citywide signage FY27; \$400,000+ annually thereafter
4.3.1	Implement “limiting OSV parking to certain streets” and begin enforcement	3-6 months – May/Aug 2027	Staff time only

Recommendation

1. Approve the phased approach to addressing oversized vehicle (including recreational vehicle) impacts, particularly relating to individuals living in vehicles; and
2. Approve amendments to the Fiscal Year 2026 Budget Appropriation to resource aspects of the phased approach in the:
 - a. General Fund by:
 - i. Increasing the contractual services appropriation for the City Manager's Office by \$157,000 for resources to support program implementation;
 - ii. Decreasing the Reserve: Business Tax Revenue for Housing Affordability by \$157,000;
 - iii. Increasing the contractual services appropriation for the Office of Transportation by \$150,000 for engineering services;
 - iv. Increasing the contractual services appropriation in the Public Works Department by \$60,000 for street clean-up services;
 - v. Increasing the contractual services appropriation in the Police Department by \$95,000 for marking and enforcement of vehicles;
 - vi. Decreasing the Budget Stabilization Reserve by \$305,000
 - b. Refuse Fund by:
 - i. Increasing the contractual services appropriation by \$245,000 for new permanent and temporary street cleaning signage; and
 - ii. Decreasing the Ending Fund Balance by \$245,000.



CITY OF
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