



# Memorandum to City of Bellevue Alternatives for Providing Vehicle Residency Safe Parking and Support Services



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# Bellevue City Council 3-year Priorities 2021-2023



## Achieving Human Potential

17

Explore a safe parking program for homelessness response.

### EXECUTIVE SUMMARY

On any given night, it is estimated there are approximately 80-100 women, men and families living in vehicles parked around Bellevue. While the goal is to ultimately provide permanent housing, there is need for temporary solutions such as safe parking to provide residents who live in their vehicles help to stabilize their lives, gain better access to vital resources, and make connections to services and community. Safe parking programs provide locations for residents who live in their vehicles a safe place to sleep and access to vital services and resources. Providing legal accommodations for people in crisis can enhance safety for vehicle residents, assist hosts with best practices and decrease the number of police calls due to illegal parking.

### Recommended Options

Bellevue could implement the following options to provide safe parking locations and assist those who are living in their vehicles. Beyond initial effort in executing any of the options, successful implementation will require continued city support, input from people with lived experience, community outreach, and frequent assessment.

- **Religious organization sites.** Currently allowed.
- **Pilot use of a city-owned site.** Consider pilot on city owned property. Limit the pilot capacity to approximately 20 vehicles and consider allowing RVs as well as cars.
- **Non-residential properties.** Consider allowing non-profit or commercial properties who desire to host safe parking spaces. A Land Use Code Amendment (LUCA) would be needed to allow for this use and to set site locations, size, hygiene requirements along with other site requirements.
- **Coordinated site management.** Staff recommends that the City pursue coordinated site management for city or private properties, with a similar option for religious properties who choose to use this model. Site management encompasses maintenance of port-o-potties and trash collection, case management, access to additional support services, and staffing of city-owned site. The city's homelessness outreach team would provide overall program management, but contracted site management would oversee the program at each site.

### Other Program Considerations

Bellevue must consider the following as part of the design of any safe parking program:

- Operational models

- Site management
- Site parameters and requirements
- Costs and potential funding sources
- Community engagement
- Input from those with lived experience
- Partnerships and access to supportive services and resources
- Legal risks and liabilities
- Any needed Land Use Code Amendments
- SEPA compliance

### **Best Practices**

Current research indicates that successful programs across the country have many similarities that should also be considered for a safe parking program in Bellevue. These include:

- Allowance for 24/7 parking (unless limited by religious organization or privately owned sites)
- Identification of sites for different populations (families, single adults, couples, etc.)
- Utilization of a Code of Conduct
- Provide basic on-site facilities, such as access to restrooms, trash collection, secure storage



### **Cost Implications**

Potential expenditures related to implementing a safe parking program include site management, site staffing (city-owned property), case management, access to hotel vouchers in inclement weather, funding for minor vehicle repairs, and wastewater management (should RVs be allowed).

- \$35,000-\$50,000 per month for city-owned site
- \$15,000-\$40,000 per month for religious organizations that may opt in and/or private property, depending on the number of additional sites
- Additional partners will likely be necessary to provide further resources such as food, clothing and other services on site.
- A few programs have been able to reduce funding with reliance on private donations and commitment of non-profit contributions.

### **Conclusion**

A pilot program, with regular scheduled evaluation, and sunset provision, as many other cities have done, provides the ability to understand the benefits and challenges of any program and make any necessary changes or improvements. Any alternative will require discussions regarding site management, case management, hours of operation, stay requirements (e.g., code of conduct), enforcement needs, city contribution, private donations, and duration of program.

Success of any program comes down to size, scale, and site management. Clear expectations and understanding between all stakeholders will build trust and aid in a program’s success. Those living in vehicles want a safe, secure location they know they will not be required to move; providers want to know their services will be funded so they can do their best work; residents, businesses and property owners want to know they can care for those that need assistance, but also have city guidelines in place that support the needs of their own households.

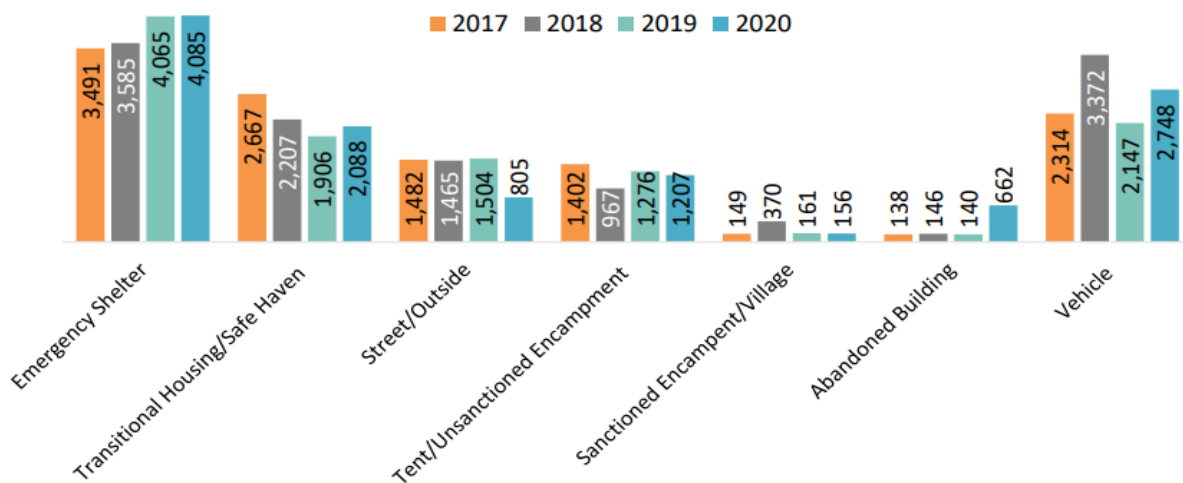


University of Southern California – Sol Price School of Public Policy  
Safe Parking Logic Model

## INTRODUCTION AND BACKGROUND

Vehicle residents make up about half of the unsheltered homeless population in King County. In Bellevue it is believed that vehicle residents make up much more than half of the unsheltered population. While it is impossible to get an exact number, on any given night, it is estimated there are 80-100 individuals sleeping in vehicles in Bellevue. This population has historically been challenging to provide outreach and services to. It is a wide cross section of individuals, with varying needs – couples who do not wish to be split up into separate women’s and men’s shelters; individuals with dogs or cats that are unable to find a location that will not require them to give up their pets; families that do not wish to uproot their children from their school and social networks; people fleeing domestic violence; those that do not wish to part with their belongings, or do not have a place other than their vehicle to store them; and those that are not comfortable in congregate shelter.

Individual Experiencing Homelessness Population Count by Location Type (Raw Numbers)  
2020 Count Us In Report – King County



Homelessness response, services, and outreach across King County have generally focused on those living unsheltered in the open outdoors, and there has been a significant underinvestment in providing support for living in vehicles. Conversations regarding vehicle residency have been more focused on the legality of parking on public property longer than local laws allow. Bellevue, along with community partners in Kirkland and Redmond, has done a fair amount of work with outreach to vehicle residents, but serving this population has a different set of obstacles than serving those living unsheltered outdoors. Many do not identify as “homeless” as they have a place to sleep and keep their belongings. Recent focused outreach to vehicle residents by King County Regional Homelessness Authority (KCRHA) found that many were recently employed or underemployed, may have disabilities which has made securing livable wage employment and housing more difficult, many families choose living in their vehicle(s) to keep their family together, and many were 50 years old and older. The inability to pay mounting parking infractions exacerbates housing insecurity. Mounting financial penalties for those without sufficient financial resources can lead to the loss of their vehicle and many of their personal

belongings. Personal safety, access to food and hygiene, vehicle maintenance, weather conditions, and other factors can be significant difficulties for vehicle residents.

Bellevue Police Department (BPD) are cognizant of vehicle residency issues and provide a compassionate enforcement approach of parking laws. The City's Homelessness Outreach staff regularly work with vehicle residents to address a range of needs that support stability and access to housing. However, the issue remains that there are currently few locations on the Eastside that are sanctioned for vehicle residents.

King County Regional Homelessness Authority (KCRHA) convened a Vehicle Residency Policy Work Group. The intention is for this group to collaborate to share knowledge and best practices to inform successful implementation strategies around vehicle residency. The purpose is to highlight system gaps, opportunities and necessary funding levels for successful programs. KCRHA has a bold vision, and the team has an attitude for change, yet has also experienced the growing pains of formation of a new government program. This work group has contributed much good information toward the needs of those living in their vehicles, and it is hopeful they will continue to provide insights regarding what programs and policy KCRHA (and others) can provide to best support this population.

KCRHA's 2023 budget requested \$5 million to support safe parking programs. This request is to fund up to 16 Safe Parking Lots (off street), and up to 15 Safe Parking Zones (on street) serving up to 225 people, to be located at sites across King County. It also includes additional funding for service contracts specifically aimed at vehicle residency and flexible funding to outreach providers for gas cards, storage and associated fees those in vehicle residency may accrue.



## **OPERATIONAL MODELS**

There are three basic operational models found in the research: centralized, privatized or municipally staffed.

- Centralized models have primary operational functions administrated though one contracted organization across multiple sites. There are efficiencies gained with the centralized approach, minimizing overlapping costs. More consistent and wider outreach, a single point of contact for vehicle residents needing safe parking, and ability to monitor program effectiveness are additional benefits of this approach. However, there may be a considerable cost for this service.
- Privatized models rely on each site to support their own operations. This is already the case for the existing safe parking locations on the Eastside, which are operated by religious organizations. Religious organizations are authorized under state law to host vehicle resident safe parking on property owned or controlled by the religious organization.

- Municipally staffed programs use designated city and/or county staff to provide site and case management. This option would require hiring of additional staff to manage the safe parking program. KCHRA is in the early stages of developing a program of peer navigators, which once staffed, could potentially be utilized to support vehicle residents at safe parking sites.

The centralized model offers the most efficient approach that offers consistency of operations across safe parking sites. Oversight and coordination of the service contract could be provided by Bellevue’s homelessness outreach team.

## FUNDING CONSIDERATIONS

Historically, it has been challenging to fully fund homeless service needs across the Eastside, and private funding can be unreliable. Partnerships with religious organizations and philanthropy will be necessary to implement a safe parking program. Often, cities implement safe parking programs with a mix of both public and private funding: with the city providing site management (toilet, trash) and client services via a single homeless services provider; while parking spaces, food, clothing, community services and connections are provided by religious organizations or non-profits. While religious organizations/private entities may have greater flexibility on how they operate/program a site, it should be noted that religious organizations provide many social service safety nets and may not have the ability or resources to provide additional services. Many have indicated assistance from the city for some services will be necessary for them to host a safe parking site.

## SITE PARAMETERS

Amongst cities that have implemented safe parking programs, best practices include amending city codes to establish criteria for safe parking sites and site management requirements. Successful programs hosted by religious organizations and private properties often limit the number of vehicles at each site. While some city-owned facilities have upwards of 50-60 vehicles per site (including the safe parking site operated at Lake Washington United Methodist Church in Kirkland), many cities started with smaller pilot programs to better evaluate the benefits and challenges and ensure success of the program.

Hours of operation:

Best practice is to allow the ability to park 24/7, as this accommodates participants who may work at night, and better supports a range of needs across vehicle residents. Religious organization/private property operators may restrict the hours of operation, allowing parking during the evening hours only, but several locally and nationally are allowing parking 24/7. Research indicates greater utilization when sites accommodate parking 24/7.

June 29, 2022

Safe Parking Memorandum (Final)

### CITY OF BEAVERTON Safe Parking Pilot Program

#### Do you think you want to be a host site?

Providing a safe, legal place to park helps people experiencing homelessness and living out of their vehicles find stability, support, community, independence, services and housing. Host sites will contribute to bettering the lives of our community members in need and responding to the issue of homelessness in Beaverton, strengthening our neighborhoods.

<p><b>WHAT IS REQUIRED TO BE A HOST SITE?</b></p>	<ul style="list-style-type: none"> <li>• Space for three (3) vehicles (compact vehicles to RVs) to park</li> <li>• Space for one (1) porta-potty and handwashing station</li> <li>• Space for a POD storage unit</li> <li>• Trash removal services</li> <li>• Building attachment (not just an empty parking lot); church, public agency, or business</li> </ul>
<p><b>WHAT ELSE COULD WE OFFER?</b></p>	<ul style="list-style-type: none"> <li>• Access to electricity, wireless internet, and/or water</li> <li>• Access to site facilities such as kitchen, shower, etc.</li> <li>• Accessible to public transportation</li> <li>• Activities that give residents a way to give back to the site (gardening, cleaning, picking up trash in the neighborhood, maintenance needs, yard work, etc.)</li> </ul>
<p><b>WHAT ARE THE HOSTS DUTIES?</b></p>	<ul style="list-style-type: none"> <li>• Provide space for the vehicles and services listed above</li> <li>• Work with the contracted nonprofit, which will manage intake, placement, case management, and enforcement of guidelines</li> <li>• Sign host agreements with guests staying onsite</li> <li>• Dedicate a contact person who will communicate with the Safe Parking Program Manager</li> </ul>

Have you found a place that would be a great host site? Are you an organization that meets the criteria and is ready to take the next step? Submit the following to Megan Cohen, Community Services Coordinator, at [mcohen@beavertonoregon.gov](mailto:mcohen@beavertonoregon.gov):

- Address of the host site and name of the organization/business/agency
- Short description of how the site meets the criteria
- Picture of the site, indicating the area you would dedicate for safe parking
- Contact information (name, phone number and email) for follow-up



#### Site Requirements:

- Access to restrooms, either permanent or temporary (port-o-potties)
- Access to handwashing/hygiene stations either permanent or temporary
- Access to secure storage for personal belongings
- Lot must have a building, not just an empty parking lot

#### Best practices parameters include:

- Identification of sites for different populations (families, single adults, couples, etc.)
- Utilization of a Code of Conduct
- Site and case management services
- Single point of contact at each site
- Providing electricity, water, and wi-fi

#### Some cities have also required:

- Screening for sex offenders
- Require an affiliation with their city (previous housing, school, family, work, physical or mental health provider)
- Owner-occupied vehicles
- Operational vehicles, valid driver's license or ability to obtain within set timeframe
- Registration and insurance of vehicle (it should be noted that vehicle registration and insurance may be difficult and/or costly to obtain due the requirement to clear past infractions)
- Permitting process to become a host site

## COMMUNITY ENGAGEMENT

Some cities allow new religious organization safe parking sites without much public engagement. However, research indicates religious organizations that engaged their immediate and adjacent neighborhood were more successful. Engaging with immediate adjacent neighbors allowed them to understand and provide feedback regarding site operations and often they were interested in how they could help. Establishment of a single point of contact in the religious organization for any complaints or issues with the immediate adjacent neighbors has proven successful at many sites. This same single point of contact communicates with a city-contracted program manager, if provided.

It will also be necessary to engage with the adjacent community of any city- or other privately-owned site. Like religious organization sites, this allows for the adjacent community to better understand and provide feedback regarding site operations. Providing the adjacent community with a single point of contact of the staff person on-site to address any issues or concerns will be important.

### LWUMC Safe Parking Program

#### GRATITUDE REPORT 2020





On-going engagement with the community through specific community outreach will contribute to the success of any safe parking program.

## **OTHER SITE MANAGEMENT SERVICES**



There are many advances in portable units that provide laundry, showers, and hygiene stations. Access to such units in locations that do not provide these amenities can provide much needed services to those that are living in their vehicles. These types of additional services, whether purchased or contracted, can be included in the pilot program or considered later when the assessment of the pilot program is underway.

## SAFE PARKING OPTIONS EVALUATED

Research indicates that there are generally four options that are being put into place in a variety of locations. However, none of the programs researched provided enough parking spaces to fully serve the number of community members living in their vehicles. Cities that have implemented safe parking programs continue to evaluate and evolve their programs to best serve those in need.

The four options identified for possible implementation of a safe parking program were:

- Religious organization properties
- Publicly owned property
- Privately owned property
- On-street parking zones

### Religious Organization Hosted Safe Parking Programs

The program model that could be implemented most rapidly is the use of religious organization hosted sites. Religious organizations are currently allowed by state and local law to provide vehicle resident safe parking services to unhoused residents on property they own or control. No code changes in Bellevue are required to continue to allow such operations.

This is an approach that has been utilized in many cities both nationally and locally and has had some prior work conducted in Bellevue. In 2018 the City of Bellevue partnered with the University of Washington's [Livable City Year Initiative](#) engaging UW faculty and students across a broad range of disciplines to work on city-defined projects that promote local sustainability and livability goals. One project completed under this program gathered and synthesized information on best practices for safe parking programs hosted by religious organizations ([Safe Parking Report](#)) and produced a [start-up guide](#) to safe parking programs for religious organizations.



UW Livable City Year  
Safe Parking Start-up Guide

Due to legal freedoms granted to religious organizations around the right to exercise the tenets of their faith (including serving the poor), religious organizations can and often do play a critical role in providing services to those living in their vehicles. This model relies on the religious organization providing a safe place to park and sleep overnight, as well as community support and access to services. Existing Eastside safe parking sites include: Lake Washington United Methodist Church in Kirkland (generally 30-35, but provide up to 60 spaces serving women and families); Overlake Christian Church in Kirkland (15-spaces for single adults and couples); St. Jude Catholic Church in Redmond (7-spaces for single adults and couples).

Factors to consider:

- Size and scale must match parking space allotment with the religious organizations ability and availability to provide support services and invite vehicle residents into their community
- Prior to the pandemic, many religious organizations suffered a decline in their membership, and have been slow to return to pre-pandemic in-person activities
- Religious organizations provide many social service safety nets, and they may not have the ability or resources to provide additional services
- Determining specific cost comparison of existing programs is deceiving due to varied volunteer contributions
- Most religious organizations are reluctant to service those living in vans and RV's
- Successful programs nationwide range between 3-10 vehicles, some larger organizations have had success up to 30, but it is recommended that organizations new to hosting safe parking programs start small.
- While there are approximately 75 religious organizations in Bellevue, very few would have the resources or desire to host a safe parking site.

Legislative Action:

- None required. Any future Land Use Code Amendment to regulate safe parking on religious organization hosted sites would be limited to site standards for safe parking as appropriate to protect public health and safety, consistent with state law.

Other Actions:

- Engage the immediate surrounding community, many religious organizations are located in residential neighborhoods, and their input in the planning process is beneficial
- Provide a 24-hour single point of contact for the congregation and the community
- Engage and consult with BPD to ensure safety and success of program
- There are many documents available to assist religious organizations in establishing safe parking programs, consider compiling a web resource
- Consider regular community gatherings of religious organization safe parking hosts to share information and build connections



Every Wednesday at 5:30 PM we provide a free meal to our community. Guests and community members have an opportunity to get to know one another while enjoying a healthy meal.

Lake Washington United Methodist Church - 2019 Safe Parking Flyer (portion)

Potential Bellevue Support Services:

These assumptions are based on the smaller number of vehicle residents serviced (3-10) at each site. It should be noted that depending upon the population served the costs are varied; school

LWUMC's Safe Parking Program Guest Stats for 2017

- Met with 128 households
- Served 236 people, including 76 children
- Assisted 37 households (68 people) into housing

age children and families may need additional services beyond those provided to single adults and couples. Coordination would also need to occur with local school districts to ensure children living at the site maintain access to their school.

The City could offer a contracted provider for basic site management and case management across multiple religious organization sites in order to provide the most efficiency and consistency in program oversight. The contract for a service provider should include site management of portable toilets and trash collection, as well as outreach, case management and access to additional resources (such as food banks, legal assistance, employment resources, etc.). City outreach personnel could also provide additional support and coordination along with potential assistance from the KCRHA peer navigation program once it comes online, if the religious organization chooses.

Potential Bellevue Support/Contribution	Estimated Expenses
Contract with service provider for basic site management, program management and case management	\$15,000 to \$40,000 (monthly) depending on number of sites
Additional outreach and support: <ul style="list-style-type: none"> <li>- City outreach personnel</li> <li>- Explore potential for rotating peer navigator through KCRHA</li> </ul>	TBD
Community connections (such as regular gatherings across religious organizations to share information)	Minimal
Hotel vouchers (funding) for use during extreme weather events	TBD

Additional services:

- If no showers are available on site, a hygiene station could be provided by a rotating mobile unit or a pallet-shelter type shower. While many successful religious organization sites do not provide showers or laundry, it should be noted that providing these services on-site provides significant support to ease those in crisis. Pallet-shelter type showers can be obtained for about \$35,000.

### Use of publicly owned property

Several cities nationwide have opened safe parking sites on publicly owned property such as libraries, community centers, transit centers or publicly owned parcels. Site sizes vary from providing 7-10 available spaces upwards to 30-40 spaces. Some sites only allow licensed, operable vehicles; others do not require a vehicle to be operable; and there are many that are now allowing RV's. One reference document indicated that sites that did not allow for 24/7 parking were largely empty or under-utilized. Site management is a critical component in all locations with most cities opting to contract site management to homeless service providers and non-profits.

Some of the public sites, such as libraries and community centers, were implemented during the pandemic when more parking was available at closed facilities, and have sunset clauses regarding termination of the facility based on phased reopening plans.

#### Factors to Consider:

- Suitable and available public property may be challenging to find, and it would likely be cost prohibitive to purchase additional property
- Libraries, community centers, and transit parking locations were closed or under-utilized during the pandemic and afforded more available parking spaces. These facilities are now re-opened and experiencing increased utilization.
- Certain land use districts will be more suitable for siting a safe parking program
- Size, scale and site management are critical in siting a program on public property
- The City may assume some additional legal risk by directly owning and operating a safe parking facility.

#### Legislative Action:

- None required for pilot program
- Based on pilot program results, could develop a Land Use Code Amendment

#### Other Actions:

- Engage those with lived experience; their input in the planning process will be important
- Engage the surrounding community; their input in the planning process will be important
- On-going community engagement with specific and regular outreach and connection to adjacent properties
- Provide on-site program management staff 24/7; on-site staff also serve as a single point of contact for the community
- Engage and consult with BPD to ensure safety and success of program

#### Potential Bellevue Support Services:



The capital expenditures identified do not include purchase of additional property. Capital expenditures are based on use of available spaces. While there is cost efficiency in hosting larger numbers of vehicles, a pilot program on a publicly owned parcel should be limited to approximately 20 vehicles initially and could be expanded after assessment of the pilot program. Capital expenditures assume temporary restroom facilities (port-o-potties) will be provided. If there is access to existing indoor bathroom or wash facilities, some program costs may be reduced.

It is recommended that should this alternative be implemented, Bellevue should contract with a service provider or non-profit for all services (trash, hygiene, case management, site staffing). The contract for a service provider contract should include site management of portable toilets and trash collection, as well as outreach, case management, funding for minor vehicle repairs and access to additional resources. City outreach personnel will also provide additional support and coordination along with KCRHA peer navigators once the program comes online.

Additional services:

- Additional funding for meal vouchers, hotel vouchers for use during extreme weather events or other emergencies.
- Shower services could be included in a service provider contract, or pallet-shelter type showers can be purchased by the city. Some cities have opted for city-owned shower units as an added benefit and consistency should service providers change.

Potential Bellevue Support/Contribution	Estimated Expenses
Contract with service provider for basic site management, program management, case management and waste management (includes RV waste management)	\$35,000 to \$55,000 (monthly)
Hygiene station if site does not have access to shower facilities	Pallet-shelter type unit \$35,000, or contract with mobile service (cost TBD)
Additional outreach and support: <ul style="list-style-type: none"> <li>- City outreach personnel</li> <li>- Explore potential for rotating peer navigator through KCRHA</li> </ul>	TBD

Public properties within Bellevue (not an exhaustive list):

- Lincoln Center (525 116<sup>th</sup> Ave NE)
- Former Porsche site (120<sup>th</sup> Ave NE at NE 8<sup>th</sup> Street)
- Storm drainage site off NE Spring Blvd and 134<sup>th</sup> Ave NE
- NE 2<sup>nd</sup>/110<sup>th</sup> Ave NE corner parcels
- Sound Transit property off NE 20<sup>th</sup> Street (adjacent to SR 520)
- Park sites (highly visible sites only)
- City could lease property

The following option could be considered if there is interest from the business and/or non-profit community to host a private site.

### **Use of privately owned property**

Several cities have allowed private property owners and non-profits to operate safe parking sites. Cities such as Eugene and Beaverton, Oregon allow any site that can meet specific requirements to become a vehicle residency host site and require an application to the city (currently not a formal permit). These cities contract with a non-profit organization to provide program management and oversight to all safe parking sites across the city.

This alternative presents a number of variables due to private property ownership. A private property owner may allow overnight parking only or may allocate a specific portion of their property to be utilized 24/7. Some property owners may allow use of their building and/or facility while others may not. Some cities restrict hours to overnight only, number of vehicles per site; and have site requirements for a physical structure (discouraging the use of vacant lots), access to utilities (water, electricity, wi-fi), types of vehicles, etc.



This alternative has had success in smaller numbers of 3-5 vehicles per site, although a few of the safe parking sites studied were only 1-2 vehicles. Business owners tend to build a relationship with those that access their site and feel more confident in providing safety and security to those accessing the site, their customers, as well as neighboring businesses.

#### Factors to Consider:

- Identification of land use districts appropriate for private property safe parking sites
- Contract management with one organization or non-profit will provide continuity across all sites
- Good community engagement with local businesses in the planning process to help set parameters will be important
- Setting clear expectations and understanding going into this alternative will be important, meaning city can set minimum standards, but businesses may wish to set additional requirements such as length of stay, types of vehicles, population served, etc.

#### Legislative Action:

- Land Use Code Amendment related to homeless services

#### Other Actions:

- Engage adjacent businesses and property owners, input in the planning process is beneficial
- Provide a 24-hour single point of contact for adjacent businesses and property owners

- Engage and consult with BPD to ensure safety and success of program
- There are many reference documents available to assist business who wish to host a safe parking programs, consider compiling a web resource
- Consider regular community gatherings of site hosts to share information and build connections

Potential Bellevue Support Services:

These assumptions are based on the smaller number of vehicle residents serviced (1-5) at each site. It should be noted that depending upon the population served the costs are varied; school age children and families may need additional services beyond those provided to single adults and couples.

Utilizing one provider for basic site management, program and case management across multiple private business host sites provides the most efficiency and consistency. The contract for a service provider should include site management of portable toilets and trash collection (if not provided by host), as well as outreach, case management, funds for minor vehicle repairs, and access to additional resources. City outreach personnel should also provide additional support and coordination along with assistance from the KCRHA peer navigation program once it comes online.

Potential Bellevue Support/Contribution	Estimated Expenses
Contract with service provider for basic site management, program management and case management	\$15,000 to \$40,000 (monthly depending on number of sites)
Additional outreach and support: <ul style="list-style-type: none"> <li>- City outreach personnel</li> <li>- Explore potential for rotating peer navigator through KCRHA</li> </ul>	TBD
Community connections (such as regular gatherings with site hosts to share information)	Minimal



The following option was evaluated but is not recommended at this time due to manageability and potential impacts to adjacent properties. It would be difficult to identify a variety of locations suitable for several vehicles. It would be challenging to manage sites, hours of operations, number of guests, and provide consistent case management.

### **Creating Safe On-Street Safe Parking Zones**

KCRHA has a vehicle residency policy work group that has been active for nearly a year. This group provides input and feedback to KCRHA regarding vehicle residency policy and budgets, it also focuses on crisis management for those living in vehicles. This work group has recommended implementation of “safe zones” or “nests” which designates certain streets, or portions of streets as on-street safe parking zones where vehicle residents can stay without the threat of enforcement and can receive services



when they agree to conditions that include a code of conduct and other commitments to each other the surrounding community. Similar to establishment of designated 2-hour or residential parking zones, city parking codes would need to be amended to designate certain locations as on-street parking zones, allowing for overnight vehicle residency and specify which hours vehicle residency is permitted.

The capital expenditure to implement this alternative could be relatively minimal. However, even with extensive community engagement, support for such an option would be challenging. As with use of an off-street location, on-street locations should provide site management, access to restrooms, trash collection, wash station, outreach and case management.

If the city chooses to pursue on-street safe parking, evaluation of locations currently frequented by vehicle residents for conversion to approved safe parking locations is recommended. These locations are utilized due to many factors – safety; access to grocery stores, restrooms and wash facilities with longer accessible hours; proximity to schools, family or jobs. However, as noted above, any on-street location should provide similar services as an off-street site would.

#### Factors to consider:

- Potential street locations may be challenging to locate for a variety of reasons
- Locations should only include non-residential streets
- With limited space in any on-street location, sites should be limited to 3-5 vehicles per location
- Distribution of locations across the city may be challenging to manage, monitor and serve
- Outreach, case management and site management could be provided by city staff, however, it is recommended the city contract with a service provider
- Enforcement issues depending on the hours vehicle residents are allowed to park, duration any vehicle is allowed to remain in place, and the operational condition of vehicle

- Parking ordinance revisions should include language regarding a code of conduct, such as personal belongings remaining within the vehicle, disallowing structures or tents, and other commitments to each other and the surrounding community
- Interfaith Task Force on Homelessness and KCRHA Vehicle Residency Policy Work Group have developed a code of conduct for on-street parking “safe zones” or “nests”
- City of Seattle has an RV wastewater management pilot that provides wastewater pumping of RVs gray-water tanks, contracting with a private wastewater service provider

Legislative Action:

- Would require ordinance to amend on-street parking regulations

Other Actions

- Engage the immediate surrounding community, business and property owners to provide input into the planning process
- Should RV parking be allowed in on-street parking zones, Bellevue should consider contracting with a wastewater pumping service provider

Potential Bellevue Support Services:

Capital expenditures vary depending upon how many locations are provided and how many vehicles allowed per location. The table below indicates potential expenditures based on sites of 3-5 vehicles in size.

Potential Bellevue Support/Contributions	Estimated Expenses
City-provided trash collection, portable toilets and wash stations	\$5,000-\$7,000 (monthly per site)
Contract with service provider for basic site management, program management and case management	\$15,000 to \$40,000 (monthly depending on number of sites)
Additional outreach and support: <ul style="list-style-type: none"> <li>- City outreach personnel</li> <li>- Explore potential rotating peer navigator through KCRHA</li> </ul>	TBD

## RESEARCH LINKS

### City/County

[City of Beaverton, OR](#)

[Denver, CO RFP for Safe Parking](#)

[City of Eugene, OR](#)

[City of Eugene Rest Stop and Lane County Homeless Services System Update 06-23-2015](#)

[City Fremont, CA - Safe Parking Strategy](#)

[City of Fremont, CA - Safe Parking Pilot Program](#)

[County of Humboldt - Safe Parking Safe Shelter Pilot Program](#) [City of Vancouver WA](#)

[KCRHA - Safe Parking Builds Community and Housing Success](#)

KCRHA Briefing Memo – Vehicle Residency Review and Recommendations

[Lane County Notice of Intent to Award Safe Parking Outreach 03-24-2022 \(coordinated with City of Eugene\)](#)

[Redwood City - Celebrating the Successful Implementation of Temporary RV Parking 02-10-2022](#)

### Religious Organizations/Non-Profits

[Colorado Safe Parking Initiative](#)

[Dream for Change - Pathways for Change](#)

[Interfaith Taskforce on Homelessness](#)

[Jewish Family Service - Safe Parking Program](#)[Tacoma-Pierce County Coalition to End Homelessness Safe Parking LA](#)

[Safe Parking LA - End of Year Report 2021](#)

[Lake Washington United Methodist Church - Gratitude Report 2020](#)

[Lavamaex - Free toolkit to provide mobile showers to homeless](#)

[Mosaic Christian Community St Paul MN - Safe Parking](#)

[St Vincent de Paul - Lane County Safe Parking Program](#)

[New Beginnings Safe Parking \(including link to purchase Safe Parking Program Manual\)](#)

[UHeights \(University of Washington\) - Safe Parking Lots](#)

[Wise Woman Gathering Place - Safe Parking](#)

### Research Reports

[MSRC - A Primer for Safe Parking Programs](#)

[MSRC - Safe Parking Programs](#)

[Seattle U "Hidden in Plain Sight"](#)

[University of Southern California-Sol Price School of Public Policy "Smart Practices for Safe Parking"](#)

[University of Southern California-Sol Price School on Public Policy Insights from Review of National Programs](#)

## **Informational Flyers**

[City of Beaverton - Safe Parking Pilot Program](#)

[City of Beaverton - Safe Parking Year 1 Report](#)

[City of Beaverton - Safe Parking Year 2 Report](#)

[City of Beaverton - Safe Parking Year 3 Report](#)

[City of Eugene - Car Camping Program](#)

[City of Fremont, CA - Safe Parking Host Site FAQs](#)

[Lake Washington United Methodist Church Safe Parking 2019 Handout](#)

[Los Angeles Homeless Services Authority](#)

[San Jose, CA - Santa Teresa VTA Lot](#)

[City of Santa Rosa - Safe Parking FAQs](#)

[Tacoma-Pierce County Safe Parking Network Costs](#)

## **Media**

[Baltimore Sun - Safe Parking Lots Expanding 05-27-2019](#)

[Bloomberg - City Lab](#)

[Denverite - Safe Parking](#)

[KOMO News - Everett Opens First Safe Parking Lot for Homeless Families 07-30-2019](#)[Vox - California Safe Parking Lots](#)

[Moneygeek.com - Resources for people facing vehicular residency](#)

[Mountain View \(CA\) Voice - RV Parking](#)

[Mountain View \(CA\) Voice - Safe Parking](#)

[MyNorthwest - Pierce County Safe Parking Program 05-25-2022](#)[Palo Alto Weekly - Safe Parking](#)

[NBC Bay Area - Santa Clara County Opens Third Safe Parking Site 09-19-2020](#)

[NW Public Broadcasting - Living on wheels and looking for safe parking](#)

[Patch.com - Parking for those who live in vehicles is essential](#)

[San Jose Patch - Safe Parking Zones](#)

[University of Washington Magazine - We Need to Talk About Homelessness](#)

## **Council Memos/News Releases/PowerPoints**

[City of Eugene Council Presentation Vehicle Camping 04-26-2021](#)

[City of Fremont - Safe Parking Update 07-21-2021](#)

[KCRHA - Vehicle Residency Presentation 03-2022](#)

[City of Palo Alto Safe Parking Public Hearing 01-13-2020](#)

[Pierce County Temporary Safe Parking 04-20-2022](#)

[Redwood City - News Release Safe Parking 02-18-2022](#)

[Seattle Council News Release 2022 Budget](#)

[City of Vancouver - Safe Parking Zone Press Release 04-01-2020](#)

June 29, 2022

Safe Parking Memorandum (Final)

Page 20 of 20